

THE
MOLSON
FAMILY

SALLE GAGNON



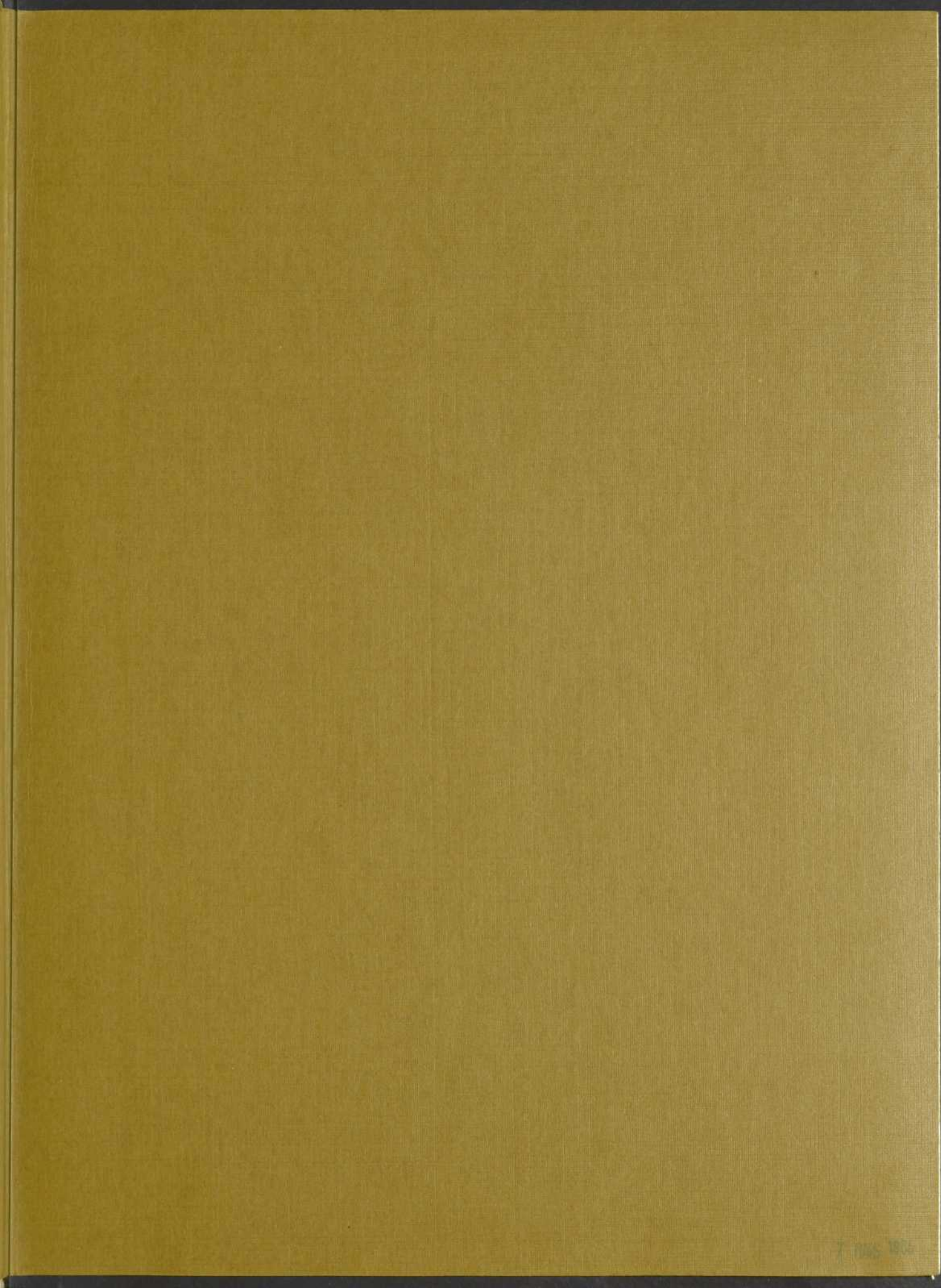
Ville de Montréal

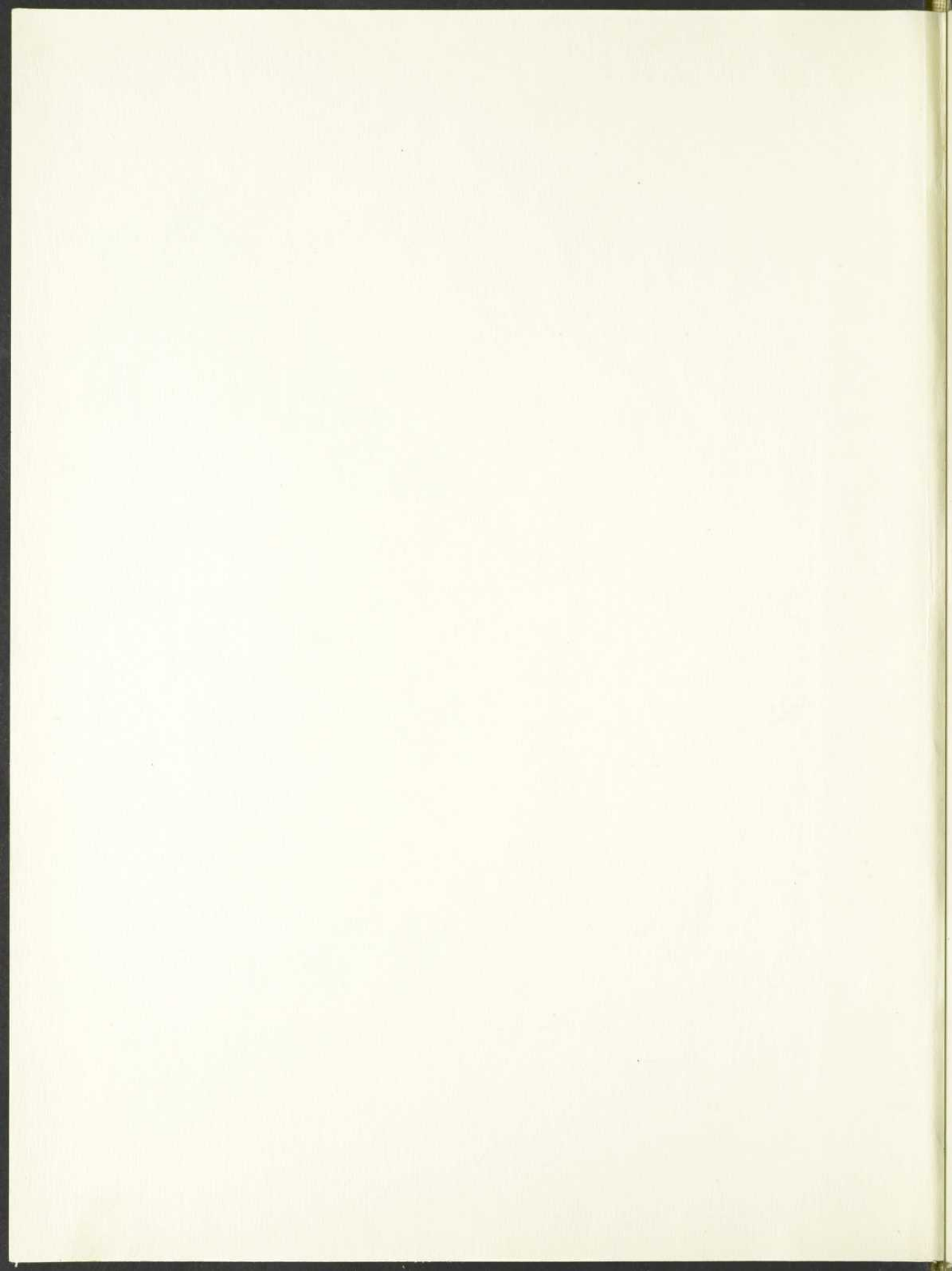
Service des activités culturelles
Division des bibliothèques

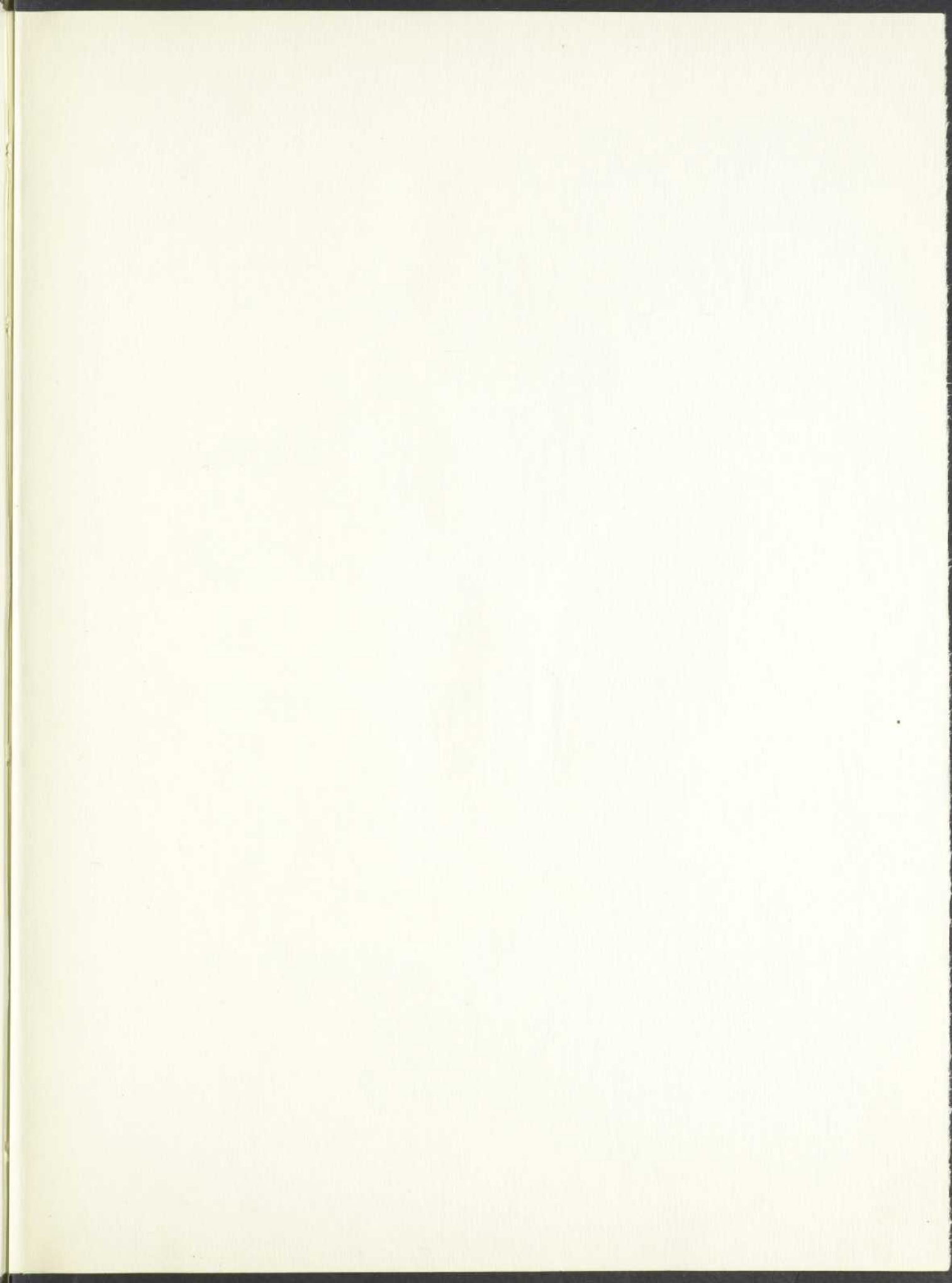
929.20971
M 728 sa

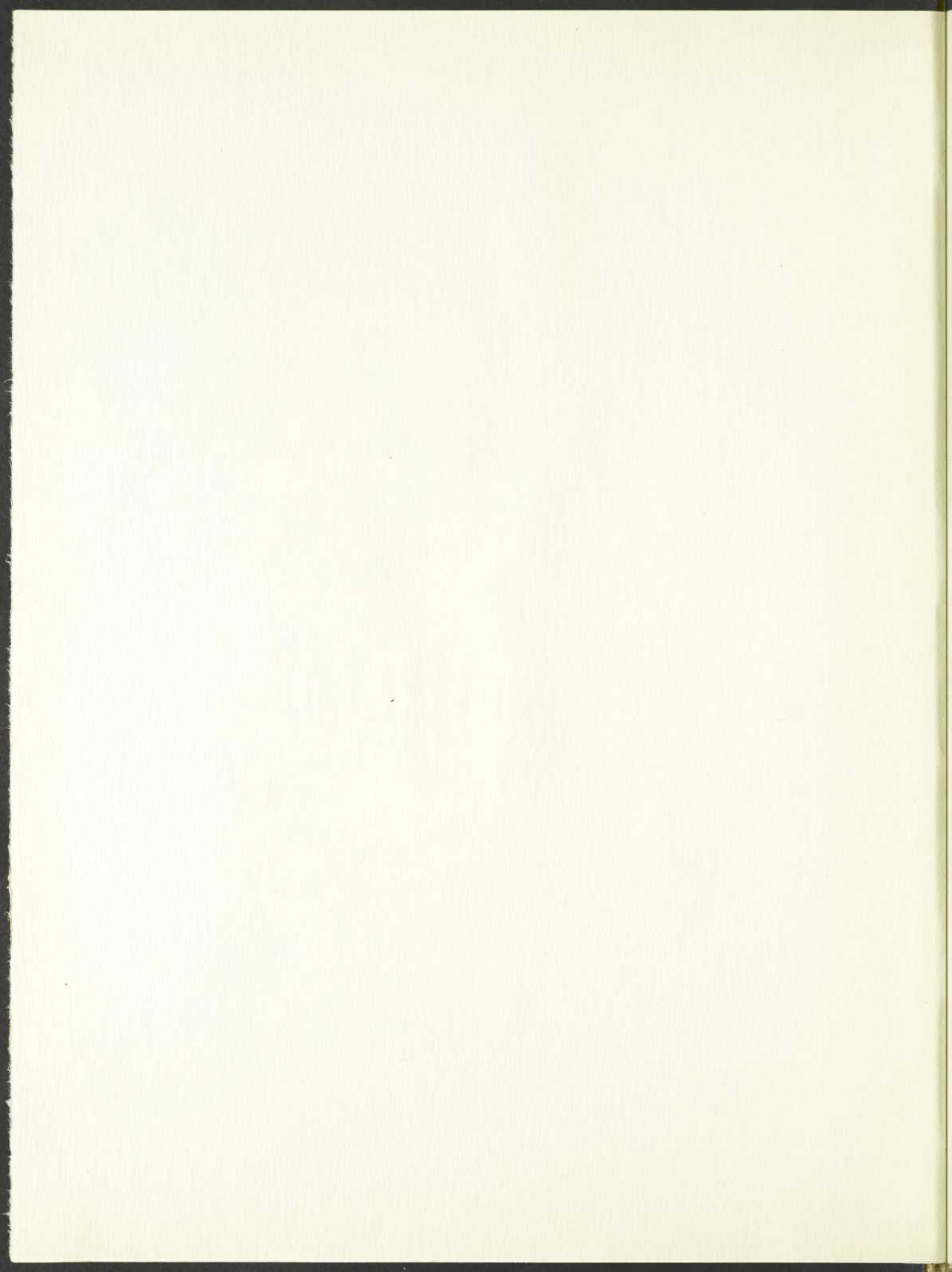
A 350 021

06.90.562-4 (05-84) ✓



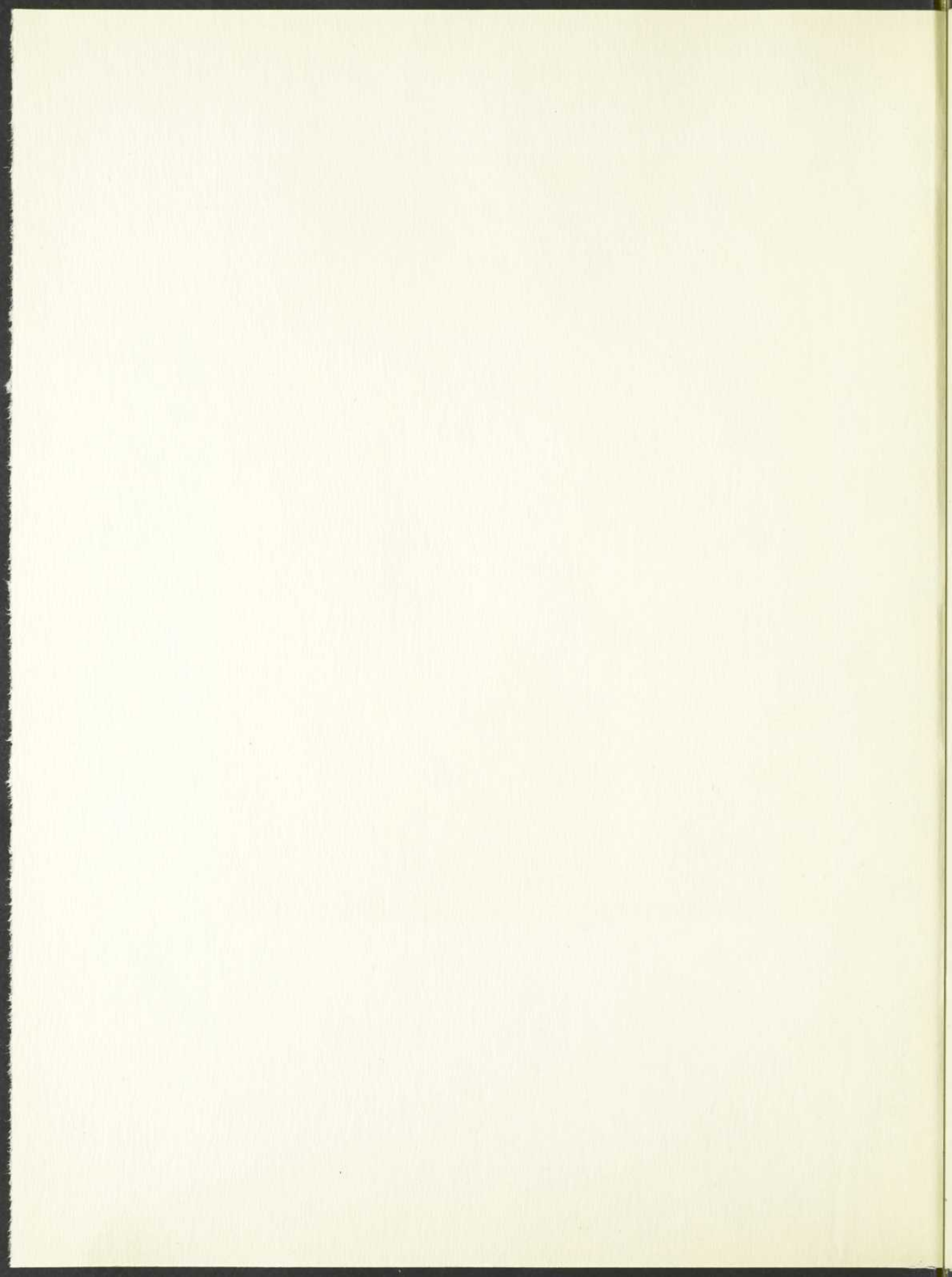






THE
MOLSON FAMILY

7







HON. JOHN MOLSON, THE ELDER

THE MOLSON FAMILY

by

BERNARD K. SANDWELL

F. R. C. S.

with a Foreword by

LT.-COL. HERBERT MOLSON

C. M. G., M. C.



PRIVATELY PUBLISHED

MONTREAL

1933

*Five hundred copies of this book
were privately printed in the year
nineteen hundred and thirty-three
for Lieut.-Colonel Herbert Molson*

This copy is number

447

COPYRIGHT (CANADA)
1933

*Designed, engraved and printed by
The Ronalds Company Limited
Montreal*

929.20971
M328A
1933

A350021

C O N T E N T S

FOREWORD page xiii

Chapter

I	LEAVING LINCOLNSHIRE	I
II	LINCOLNSHIRE	16
III	THE BREWERY	31
IV	"BOURGEOIS DES STEAMBOATS"	39
V	THE FOUNDER	73
VI	HON. JOHN MOLSON, <i>the Younger</i>	93
VII	THOMAS MOLSON	108
VIII	WILLIAM MOLSON	120
IX	JOHN MOLSON OF BELMONT HALL	127
X	JOHN H. R. MOLSON, WM. MARKLAND MOLSON, JOHN THOMAS MOLSON, HARRY MARKLAND MOLSON, FREDERICK WILLIAM MOLSON	129
XI	CAPTAIN PERCIVAL MOLSON, M.C.	145

CONTENTS

XII	THE MOLSONS IN BANKING	page 151
XIII	THE MONTREAL GENERAL HOSPITAL	162
XIV	THE MOLSONS AND MCGILL UNIVERSITY	165
XV	ST. THOMAS CHURCH AND MOLSON'S COLLEGE	171
XVI	THE WAR OF 1914-18	181
APPENDIX		
	EARLY LETTERS OF HON. JOHN MOLSON, SR.	201
	EXTRACTS FROM CHANCERY PROCEEDINGS	212
	INDEX OF MEMBERS OF FAMILY	220
	GENEALOGICAL TABLES	259

THE PLATES

HON. JOHN MOLSON, <i>the Elder</i>	<i>Frontispiece</i>
MOLSON'S BREWERY—1880	<i>facing page 32</i>
MOLSON'S BREWERY—1922	36
ST. LAWRENCE STEAMBOAT CENTENARY	48
EARLY MOLSON STEAMBOAT, PROBABLY "MALSHAM"	64
HON. JOHN MOLSON, <i>the Younger</i>	96
THOMAS MOLSON	112
WILLIAM MOLSON	122
RESIDENCE OF WILLIAM MOLSON, NOTRE DAME STREET, EAST	124
JOHN H. R. MOLSON	130
WM. MARKLAND MOLSON	134
JOHN THOMAS MOLSON	138
HARRY MARKLAND MOLSON	140

THE PLATES

FREDERICK WILLIAM MOLSON	<i>facing page</i> 142
CAPT. PERCIVAL MOLSON, M.C.	146
PERCIVAL MOLSON MEMORIAL STADIUM, MCGILL UNIVERSITY	148
PERCIVAL MOLSON MEMORIAL CHAPEL, SHAWBRIDGE	150
HEAD OFFICE, THE MOLSON'S BANK, MONTREAL	154
MOLSON BILLS AND COIN	156
MOLSON BILLS AND COIN, REVERSE	158
MONTREAL GENERAL HOSPITAL	162
MOLSON HALL, MCGILL UNIVERSITY	166
PULPIT OF OLD ST. THOMAS CHURCH	174
ST. THOMAS' CHURCH, MONTREAL	176
MOLSON TERRACE	178
MOLSON VAULTS, MOUNT ROYAL CEMETERY	192



FOREWORD

1

THE object of this volume is to preserve from the rust of human forgetfulness, and to make accessible to all the very large family of his living descendants, the chief facts relating to the ancestry, life and public career of the Honourable John Molson the Elder, native of Lincolnshire in England and founder of great business enterprises in Canada; together with some account of the lives of certain of his descendants now dead who also distinguished themselves in life, and a brief summary of the parts played by many members of the family in the late War.

Nothing could be farther from the minds of those responsible for the preparation and production of this volume than any desire for vain glorying in the achievements of ancestors long since passed away. We live in an age when the possession of a distinguished ancestry brings little but an obligation to more than ordinary service; and those alone have any right to pride in their forbears, who use the talents and the position which they have inherited for the good of their fellow-men.

This record of the achievements of those who came before us will

FOREWORD

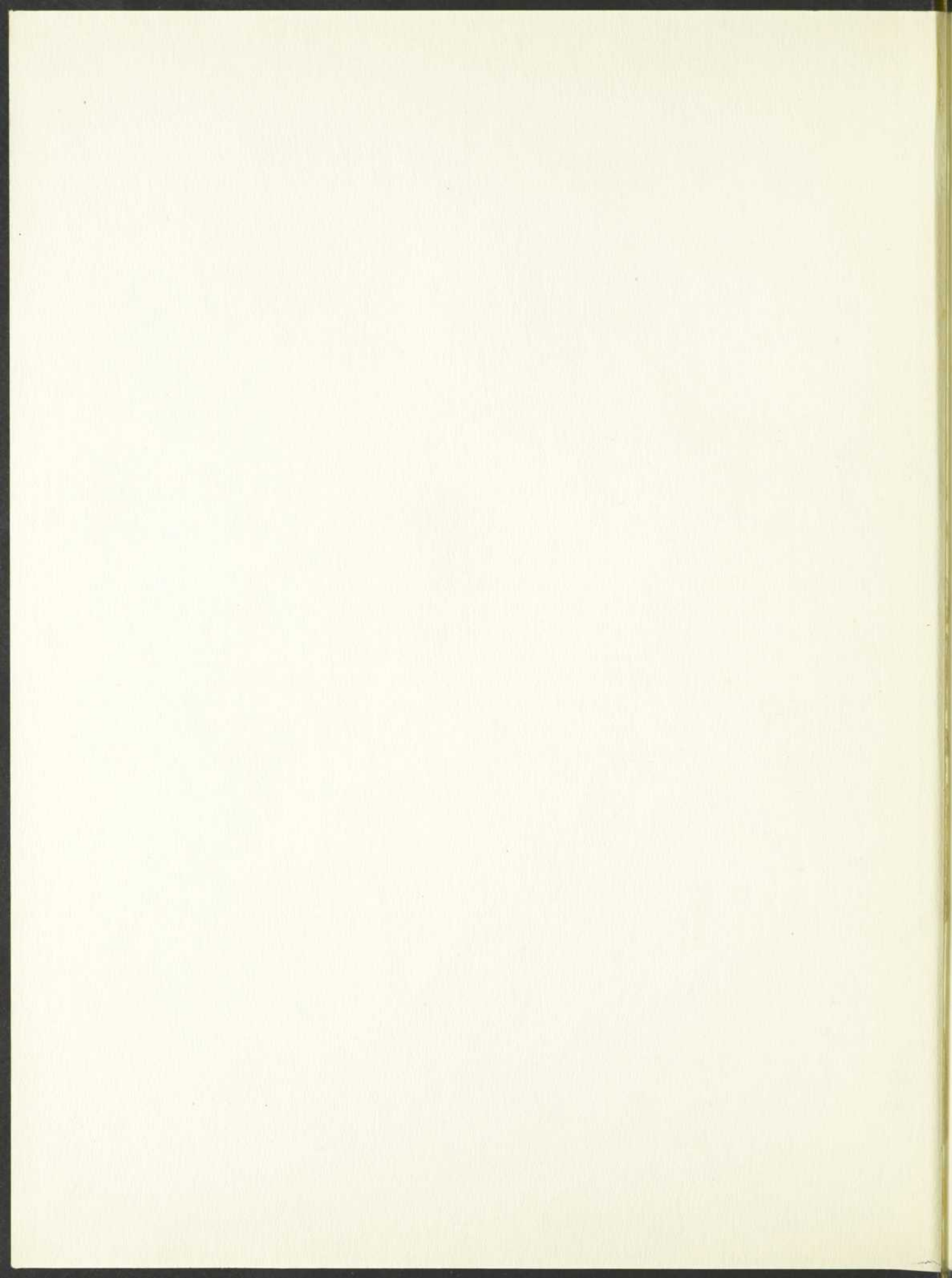
serve its purpose only if it strengthens in their descendants who read it the desire, and the firm purpose, to be worthy of them. It should be read in the light of the exhortation addressed to the family from his dying bed by John H. R. Molson:

“The Molson family has maintained and preserved its position and influence by steady, patient industry, and every member should be a real worker and not rely upon what it has been. All that is good and great of the family should not be under ground.”

Herbert Molson

THE
MOLSON FAMILY

7





THE MOLSON FAMILY

CHAPTER ONE

LEAVING LINCOLNSHIRE

ON Thursday, the second of May, 1782, a young man from the fen country of Lincolnshire, eighteen years of age, found himself on board a vessel (whose name we do not know) which formed part of the "English Quebec Fleet" which was that day to sail under convoy (for the country was at war and the seas were full of hostile shipping) for the St. Lawrence. The fleet was not that which Captain Horatio Nelson, then twenty-three years old, accompanied to the New World with H.M.S. Albemarle, for Nelson's letters tell us that he sailed from Cork about April 21 and was already in harbor at St. John's, Newfoundland, by June 1. It is most likely to have been the fleet referred to in one of the Nelson letters in these words: "The Preston, I understand, is to bring out the English Quebec Fleet" (letter of April 20). At any rate it arrived at Bic on June 22 after much atrocious weather and several adventures which are vividly described in the diary-letter prepared by the young Lincolnshire lad for the perusal of his uncle and other relatives.

The lad was John Molson; the uncle was Robinson Elsdale, retired sea-captain, noted privateer, and excellent writer and tale-teller. From the surviving correspondence it is possible to reconstruct the situation very clearly and fully. The young John Molson was not alone on the vessel, nor was he going to a wholly unknown land. He was in charge—the word is perhaps hardly apposite for so competent

THE MOLSON FAMILY

and determined a young person—of James Pell, a mature character and a man of substance from the Molsons' own district, who was also taking out his own son James Pell, Junior, probably a youth of about John Molson's age. Of James Pell we know that in 1781 he had sailed for New York (still in British hands) in company with one Thomas Loid and one William Haw, bearing a letter of introduction from Captain William May, a friend of the Privateersman Robinson Elsdale, to a business man named Compton in Hanover Square, New York, and that the three were desirous of settling and engaging in agriculture "when these troubles subside" in the Jerseys, Pennsylvania or Long Island, or possibly in the direction of Albany. They had found times exceedingly bad in England. William Haw we do not hear of again, but Pell and Loid both settled for a time at least in Montreal rather than in any of the places they had had in contemplation (possibly because the "troubles" failed to subside, or subsided only by the withdrawal of the revolting colonies from the British Empire), and both figure for some years in the Molson correspondence. Loid was accompanied by his wife on the trip in 1781, and therefore probably did not return; Pell seems to have returned for his family, and may have had another son besides James Junior with him on the 1782 voyage, but if so he is not mentioned in John Molson's diary.

Why did John Molson accompany the Pells on their expedition to Canada? The question is not hard to answer in the light of the letters and of what we know of the family situation in Lincolnshire. The young Molson was the sole executor, and the chief heir, of a very substantial estate left by his father; but he was not of age. During his minority he was under the trusteeship of his grandfather, Samuel Elsdale, his uncle Thomas Molson, and (if they were still surviving, which we do not positively know) two friends of his father named Boaz Baxter and John Richards. It is perfectly evident that he was already, at eighteen, possessed of an astonishing grasp of, and competence in, business affairs; and also that he was well, though not conceitedly, aware of the fact. He was convinced that agriculture in

LEAVING LINCOLNSHIRE

Lincolnshire was no suitable occupation in these stirring times for a young man with enterprise and brains, and he was determined to withdraw his capital from it at the earliest opportunity. These facts alone would suffice to account for somewhat strained relations between himself and the trustees, who would naturally prefer a more conservative method of dealing with the estate; but we have positive evidence in the letters that both the young John and his sisters regarded the trustees as actual enemies to their interests, and considered their uncle the privateersman and his lovely young wife as the only real friends they had in the world. In this they were doubtless biased; but we may safely conclude that in the eternal conspiracy of youth against age the enterprising and still comparatively youthful privateersman, Robinson Elsdale, was emphatically on the side of youth, and probably provided it with most of its ideas and ambitions. He was familiar with North America, and must have had innumerable acquaintances among the shipping men who traded with that part of the world; and it is hard to resist the conclusion that he probably inspired the move of the Pells and Loids as well as that of the young John Molson. The latter's relations with his grandfather cannot be better shown than by an extract from a letter to Robinson Elsdale in 1783: "One reason for my not returning to England is my grandfather always complains of scarcity of money, that I do not consider myself a proper person to settle with him, therefore have given Mr. Ashley and you my power of attorney to do that business for me, though do not consider you a proper person neither in that particular—but if anything goes contrary to your wishes you may have it in your power to intercede in my behalf, which I make no doubt but you will, as you always have done." This means in plain language that the business of getting money out of the hands of grandfather was too unpleasant for either John or his uncle, or indeed for any member of the family, and was best left to the paid services of a lawyer such as Mr. Ashley. In such a situation we need not be surprised that the

THE MOLSON FAMILY

party who had to do the extracting found it less painful to be at a considerable distance and to do it by attorney.

Fortunately for John Molson's plans, nature provided him with a powerful excuse for absence, in the shape of an alarming condition of ill-health. We do not know what his illness was, and it may have been produced to some extent by psychological causes; but we find him reporting himself as greatly benefitted by the sea voyage, and in July, 1783, as being "fully restored." It may here be noted that in spite of the hale old age to which he lived, he was on several occasions brought so low by illness as to have an attorney summoned to his bedside to draft a new will which he was just strong enough to sign.

On June 26, 1782, then, James Pell and his young charges disembarked at Quebec and proceeded by land to Montreal. The young Lincolnshire agriculturist was deeply impressed with the qualities of the soil ("between Three Rivers and Montreal the finest fields of clover I ever saw in my life"), and as deeply contemptuous of the methods of the local farmers. Arrived at Montreal they took a house, where all the Pells (there seem to have been two boys, James and William) and John Molson lived together, to the distinct relief of the latter. Mr. Pell, who was a widower and is accused at various times throughout the correspondence of contemplating further matrimonial adventures, about the issue of which we hear nothing, wanted to take a farm and live there with Molson, while the Pell boys ran their butcher business in the city; but Molson was not yet ready to settle down, and wanted to look the country over as far as Upper Canada.

And here, in this very first diary-letter of the young John Molson on his first venture from home, comes mention of a brewing project. A certain Mr. Loyd (sic) "is erecting a malting new from the ground, there is no fear of it answering if he brings it to perfection, as he proposes to sell the beer at £5 per hogshead, therefore shall say nothing of that, but shall stay to see the event." There is a great diversity of spelling as regards the name of this individual. In later letters John Molson spells it "Loid," and elsewhere it appears sometimes as

LEAVING LINCOLNSHIRE

"Loide," "Laud" and even "Lord;" but there seems to be no doubt that the same individual is referred to under all these variant spellings, and that he is the man who sailed with Pell for New York in 1781. From a document in the Dominion Archives dated October 15, 1784, we learn that his full name was Thomas Pelgrave Loid, and that his estate was at that time being wound up by Sheriff Gray. It is tempting to conjecture that a certain Thomas Lloyd who about 1850 appears to have been acting as an agent for the Molson brewing interests in Toronto may have been a descendant of this early Montreal brewer.

There is a curious discrepancy between the language in which John Molson writes home about this Loid venture, as if he had no financial interest in it, and the situation as it is revealed by the Archives document already referred to. The document is the first recorded appearance of the name of Molson in Canadian public records. It is an account of the indebtedness of "Messrs. Loide (sic) & Mosen (sic) to John Wait, their Brewer, Maltster, & Labourer," for one year's wages beginning January 13, 1783, at 57 shillings and 6 pence a month, less sundry disbursements by Mr. Loid on Wait's account. It seems perfectly evident from this document that Loid and Molson were running the brewery together, although Molson had not yet come of age. From the letters we learn that the experiment was successful, though only on a very small scale; before the end of 1783 Loid had completed his brewhouse and malting and had begun to malt in October, although he was having difficulty in getting sufficient barley and was thinking of using wheat instead, and even in 1782, with the brewhouse apparently uncompleted, he had made about fifty hogsheads of ale, which sold at £7 Halifax or six guineas. It is probable that Molson was putting up some of the money for this small establishment but was not yet prepared to tell his English relatives about it, and as he was not of age he would have to carry on the business under another name or with a partner. Loid disappears from the business, though not from the correspondence, after the sheriff's sale of 1784, at which

THE MOLSON FAMILY

Molson acquired the malthouse and brewhouse. The sheriff's sale was probably not so much the result of the inability of the business to meet its obligations, as a friendly device for securing an indefeasible title to the property.

There were no regular communications between Montreal and England in the winter, and the next letter we possess is dated July of the following year (1783). From it we learn that the young Molson had already definitely determined to settle in North America, though not necessarily in Montreal; that he had executed the full power of attorney to Philip Ashley to settle up all his estate "and to remit me all the money I have as soon as may be after I arrive to the age of twenty-one years;" that he was putting through drafts on his grandfather, of which the July one was for eighty pounds, and that he had had only £60 "from leaving Spalding on the fourth of April, 1782, to the first of June, 1783, which was the first of my being acquainted with my draft's being honored." He proposes to go into business immediately, "being tired with an idle life," and the only reason advanced for the decision to settle in these parts is the fact that land can be had for nothing and that "the climate seems to agree well with my constitution." The letter is to his grandfather. At the same time he wrote to a Mrs. Boulton, who seems to have been a lady of position and an old and intimate friend of the family (Molson's paternal grandfather had willed her his riding-horse and twenty pounds), asking her intercession with his grandfather Elsdale about the eighty pounds.

About the power of attorney there may have been some trouble, owing to his minority. On August 21 he wrote to Ashley, not that he had sent or was sending such a power, but that he would send one next summer, and another immediately after his coming of age (December 28, 1784) if necessary, and later in the autumn he writes to Uncle Robinson Elsdale of having sent over a power of attorney to him and Ashley together.

Late in the summer he buys 400 acres of "fine rich land on Lake

LEAVING LINCOLNSHIRE

Champlain under a reserve rent of 30 shillings per hundred per annum," or according to another letter "for a quit-rent of thirty pounds sterling;" later references indicate that this land was in Vermont and that Molson disposed of his interest in it when he was straining to finance the brewery. He is now asking for a letter of credit for £300, lack of which "will delay me one whole year in making any considerable return of my estate;" the sum need not be payable until January 1, 1785, by which time he will be of age, but he wants the document at once. There is a suggestion in one of these autumn letters that Robinson Elsdale himself may have thought of coming to America, but if so his project was cut short by his death, which occurred on October 15 of this year, before he could have received the two last of John Molson's letters, and in the 39th year of his age. Another young Moultonian, George Gibbins, seems to have come out during this summer and joined the Pell settlement. Gibbins was the maiden name of Robinson Elsdale's wife, but we do not know whether this was a relative.

The death of Robinson Elsdale, occurring almost at the same time with that of the Mrs. Boulton mentioned above, led to pathetic requests from John Molson's sisters, Mary and Martha, that he would come over and take a hand in the settlement of affairs. Martha goes so far as to write that "we have no friend but you." John Molson did not, however, manage to make the trip until 1785; nor was he able to induce his grandfather to consent to accept a draft for so large a sum as three hundred pounds even if not payable until the following January.

The real events of 1784 so far as Montreal is concerned are to be guessed at from the correspondence, which is much more voluminous, of 1785, the year of John Molson's first return to the ancestral county. From the will which he made before sailing, and in which his *English* property is equally divided among his four brothers and sisters, we find that he was now the owner of the malthouse and brewhouse bought at the sheriff's sale, and of an "interest in the Tongue or

THE MOLSON FAMILY

Caldwell's Manor in Vermont State" (the 400 acres referred to in the letters). He leaves the brewery to James Pell, Senior, and the manor to Thomas Loid. Evidently the three Moulton friends were very closely associated in their business ventures, and these legacies suggest that the two older men, not being hampered by the restrictions of minority, had been financing John Molson on the strength of his expectations, and that the will was executed for their protection.

James Pell seems to have been left in charge of the brewery enterprise while its owner was in England in 1785-86. From the correspondence we are forced to conclude that it was being radically reconstructed and was not ready for the production of beer, although there was some old beer (presumably remaining from Loid's brewing) on hand when John Molson left for England. The date of the sheriff's deed giving title to the property was January 31, 1785. The land had belonged to Pierre Monarque (from whom Molson later bought the properties on both sides of it), and was subject to a mortgage in his favour, for Molson writes of sending £100 "to pay Monarck the mortgage." In November or December of 1785 he asks Pell "to commence or forward as much as possible everything for brewing." The most plausible explanation is that he had enlarged the buildings and was now equipping them on a much larger scale than in Loid's time. About the Vermont land there seems to have been some kind of litigation between prior claimants, in which Molson was not directly involved.

The trip to England took place in the ship *Triumph*, Captain John Stout, from New York, June 2, 1785, for London. The young financier was obliged to put through a sight draft on Messrs. Gosling for ten guineas as he could not otherwise get anybody to trust him for his passage. The vessel was off Dover in twenty-eight days, and by August 4 John Molson was at Surfleet in Lincolnshire, where he spent most of the time of his visit, a guest at Mrs. Robinson Elsdale's. To Pell he writes a few months later of celebrating there his (Pell's) birthday; "Myself, Nancy, Suke, Sam and Rob drank towards your

LEAVING LINCOLNSHIRE

present good health"; this was the Elsdale household, and the reference shows that the Pells were intimate friends of the Elsdales.

The business of settling up with grandfather and the other branch of the Molson family did not progress rapidly. On August 29 he tells Mr. Loid that there is going to be a meeting of all concerned at Ashley's on Friday next. But in November the settlement is still in the future, "and what is more the money in his hands and J. Molson's has fallen short of my expectations"—a not uncommon happening with inheritors. At Christmas he went to London for several weeks, staying at 3 Nevil's Court, Fetter Lane, and apparently seeing a good deal of a rather gay young spark named Baxter, probably a son of Boaz Baxter, the trustee. By the middle of February he was back at Surfleet, occupied among other things in trying to get the Baxter youth's parents to part with some money for their festive son, who had matrimonial aspirations, and had been disappointed in a project of financing them by means of winning a lottery. Baxter disappears from the correspondence very shortly, but not without contributing a reference to the Pell family which is somewhat mystifying, for he humorously reminds Molson after his return to Canada that Molson knows that he (Baxter) knows that "James Gibbins alias Pell with two sons are fixed at Montreal" and that he (Baxter) might naturally be supposed to want to hear about their welfare, "but you say not a word." What is the significance of this "Gibbins alias Pell?" That there was some close relationship between the Pells and Gibbinses seems apparent from the way in which James Pell, Senior, writes (October 15, 1785): "Jim is settled at Missisquoi Bay, Bill at Montreal and George at St. John's"—where Jim and Bill are the Pell youths and George is George Gibbins. In any event they all pass out of the picture in a few years, Gibbins in some obloquy, the Pells in silence: "Mr. Gibbins has used me very ill, I have parted with him" (Molson letter, October 21, 1787).

Whatever may have been the date of the settlement with Grandfather Elsdale, John Molson was back in London at the Guildhall

THE MOLSON FAMILY

Coffee House in March, 1786, preparing to sail on the first Montreal boat, which proved to be the Everetta, Captain Featonby, leaving Gravesend at the end of the first week in April. Before he sailed he prepared a rough draft of a letter to his two sisters, Martha and Mary, advising them as to the friendships which they should cultivate. This draft is of sufficient interest to deserve extensive quotation.

As the separation of us is unavoidable at present therefore hope you arm yourself with all the fortitude in your power. The fewness of your friends who would take any interesting part in your affairs demands the greatest attention to be paid to those few existing. If I am any judge of the human heart from my little knowledge of the world and if my advice would be acceptable, shall here take the liberty of pointing out such as I think would be willing to do you a service if required. Dare say Mr. J. Ashley would do almost any service that may lie in his power. Mr. P. Ashley, Spalding, may also be very serviceable—and Mr. T. (?) Robinson dare say would do you any service that lies in his power—where money matters are not concerned he will continue his friendship. But there is another friend I have not mentioned yet who perhaps may be the best friend you have in every respect that lies in her power; think you cannot think otherwise of her from her being the choice of one who was the greatest friend we ever had and who was as good a judge of the human heart as most men that ever existed. (March 23, 1786.)

The lady referred to in the concluding words of the above extract is obviously Mrs. Robinson Elsdale; and additional point is given to the eulogy by a sentence in one of the gay Mr. Baxter's letters, saying that it is rumored in the country (the Moulton district) that "you and Mrs. Elsdale are going to make a match." Whether there was any foundation for the rumor we do not know; it was current in September, 1786. The first child of John Molson and Sarah Ineley Vaughan was born October 14, 1787. (The exact date of his marriage is not on record.) It seems highly probable that he proposed to Mrs. Elsdale either before or immediately after leaving England in 1786, and that she after some hesitation refused him. That a deep affection

LEAVING LINCOLNSHIRE

continued to subsist between them is evident from the mention made of her in successive early wills of John Molson, and from a letter of hers containing much charming personal gossip, written as late as 1811, shortly after Molson's visit to England on steamboat matters.

John Molson did not get away from England without again feeling the need of more money if the brewing business was to be started properly. "Find my stock in trade very scanty," is his plaint to Ashley as he goes on board the *Everetta*; and he decides that he will have to have five hundred pounds more as soon as possible. The stock included forty bushels of barley shipped on board the *London*, Captain Beatson, owing to the impossibility of getting it in Montreal so early in the season, also some casks on the same vessel. On May 23 he was off Green Island. On June 8 he was writing to half-a-dozen English correspondents reporting that he had reached Quebec, May 25, and Montreal, May 31, after an agreeable passage, that he has decided to sell the Lake Champlain land as being too far off for convenience in working, that he wants the five hundred pounds already mentioned, and that he is going to begin malting and brewing "in October, that is to say, as soon as I can get barley and the weather becomes temperate."

Here is the first appearance in the correspondence of Mr. Townley, of London, who procures and ships the hops but seems to have omitted to "enclose directions" with them, "though it's not material," and who is later described by Molson as "my hopmaster," and entrusted with large commissions for the purchase of brewery supplies.

There is a diary of John Molson covering most of this year, 1786, but unlike the diary of four years previous it is entirely given up to business entries. From it we learn that he hired a maidservant in June at \$4 a month, and paid off the *Monarque* mortgage on the brewhouse amounting to £111 Halifax currency, principal and interest; that in July he rented a house from Mr. Bergevin at \$3.50 a month; and that on July 28 he bought eight bushels of barley to malt—"Commencement on the Grand Stage of the World." The

THE MOLSON FAMILY

language, and the capital letters, are a little grandiloquent; but he was twenty-two years of age, and he was starting an absolutely new enterprise in a new quarter of the world, and we may feel that he was entitled to a little private boasting. On September 1 the first lot of Canadian barley for the season came in, from l'Assomption, from the farm of Joseph Bernard; it cost "five pounds or twenty dollars" for 41 bushels. On September 30 he steeped 30 bushels of barley for the first time. Christopher Cook entered his employ at four dollars a month, and was shortly raised to five dollars. Quite a lot of cedar logs are bought, presumably for enlarging the buildings; also many hogsheads, some from a man named Portugaise. The diary becomes more and more an account book as things get busier, and does not give the date of the first brewing, for which we have to fall back on the letters. On October 13 he hopes to brew in ten days or a fortnight; the price is to be £3 12s. sterling per hogshead, as against the ruling price of £5 for the imported porter, which "is nearly all consumed, what remains is very poor." The rest of it is contained in two letters to Philip Ashley which deserve quotation in full.

October 22, 1786. Have got some malt made shall begin to brew this week though it will be some time before shall be able to make any returns afraid shall be short of money but for the present must do well as I can. As in every letter have desired you to be expeditious as possible to send me such instrument or thing as shall enable you to mortgage Snake Hall Estate for £500, so I now the more immediately want it as an opportunity offers by which could raise my own barley at a much more reasonable and easy rate than by collecting it in small quantities as am obliged to do at present from the want of any previous demand for that grain. . . . My expectations grow every day more sanguine on this speculation and I presume it will in short time prove very lucrative and not without sufficient reason! Money is the only thing I want—for to carry it on with a degree of spirit and respectability which may in some measure deter any other person from entering on same scheme; more especially if they (think) I carried it on in a languid manner and if you consider the

LEAVING LINCOLNSHIRE

people here are more of an enterprising spirit than at home as it is in a great measure owing to that restlessness that induces them to quit their native shore.

December 13, 1786. The speculation now is beginning to show in good ale and table beer—can acquaint my friend that my beer has the readiest sale—orders are by one-half more than can execute. There is nothing less required than enlarging the office which will only brew four hogs-heads per week full employed. If Mr. Ashley has not procured me £500 on Snake Hall that can have advice to draw by Spring shipping must earnestly intreat him to procure that sum by March and if he can't give advice in time to draw from hence he will lodge it in Captain Featonby's hands and take his bills of exchange on his correspondents here. The office is too small to do anything here; when Mr. Ashley considers there is at least 6 or 7 thousand people, and depend on it Canada will continue to improve, as long as it belongs to the Crown of Great Britain. Am about taking 3 or 4 hundred acres of land, purposely to cultivate barley; in the first place shall be able to procure it at a lower rate and with less trouble as it is not grown by the Canadians in any quantity. . . . Shall, I expect want £500 more for the year following, and if as I expect it will answer my present (though not too sanguine) expectations shall sell out everything in England and realise in Canada for in point of farming there is no comparison in the advantages on the side of Canada.

The history of the brewery for the next few years is that of many another young enterprise which has been embarrassed by the very magnitude of its own success, leading to an imminent peril of competition unless the plant can be enlarged. Three months after starting business Molson cannot serve half his customers, and they are increasing every day; by January 18 he has already served upwards of seventy families. He takes the first step towards enlargement, by ordering a seven-hogshead copper, through Townley; but this is going to involve larger buildings, and the money for building is not yet in hand. In February Ashley at last executes the mortgage on the Snake Hall estate, the most important of the English properties,

THE MOLSON FAMILY

for £500, but on March 17 (possibly before hearing about this), Molson is in extreme depression because he has not been able to get the stone drawn during the winter for building the enlarged malting-house; "as it is I am doing nothing and suppose this summer will pass without enlarging the malting." A month later (the proceeds of the mortgage having doubtless arrived, or at least an assurance of their early advent) he is in a state of great enthusiasm over the proposed purchase of a four-storey stone building "the most calculated for a malting and brewery that I ever saw that was not immediately built for one," and much nearer to the market than his actual location. But he failed to come to terms with the owner, and began in June to erect on the old property a malthouse suitable to the new seven-hogshead copper, and estimated at four hundred pounds or guineas. This was a stone building 80 feet long by 39 feet wide, and the old malthouse was converted into a brewhouse and cellar. The new building went into use in October, and he began to feel much more cheerful. "Have almost paid my carpenters' and masons' bills, 600 bushels barley, hops for season, wood for winter fuel, and £100 cash in hand."

During the year he underwent a curious temporary change of feeling about permanent settlement in Canada, owing to some legislation passed at the spring session "which is repugnant to the constitution of an Englishman to think of settling for life." Yet before this legislation (as again a year later) he was fully determined to sell out all his English estate. "For Mr. Ashley to think it a pity for the paternal estate to be sold," he writes on April 14, 1787, "is altogether puerile. Even for a father to wish a son to keep anything of the kind contrary to his real interest is altogether repugnant to the duty of a father to a son. Whatever I have said is barely to convince Mr. Ashley I have a will of my own, and not that Mr. Ashley has neglected giving me scrip through any ill design but rather that he does not wish me to become a resident in this country—which is altogether impossible to prevent."

On March 20 of the following year (1788) he gave Ashley final in-

LEAVING LINCOLNSHIRE

structions to sell out everything he owned (in the parishes of Moulton, Peakhill and Cowbit); Ashley apparently obeyed instructions and sent out the necessary documents, for on July 6 Molson sent forward the "deeds and surrenders" and drew for a thousand pounds against the proceeds. In this year he bought the forty-foot lot lying west of the original brewery property, and like it running from St. Mary Street (now Notre Dame Street) to the river, and the year after he bought the property on the other side with a 96-foot width, both from Pierre Monarque.

His sister Martha came of age this year, a circumstance which led to a guarded proposal that she should come out to keep house for her brother in Montreal. But Martha was making other uses of her new freedom, and on May 24 reports her intention of marrying John Rayment and coming out, not as a housekeeper, but as a bride, since in view of Mr. Rayment's parents disapproving strongly of the match she did not wish to remain in Lincolnshire. The marriage took place, but not the removal to Canada; the pair settled in London, and five years later Rayment met with business reverses and became temporarily insane.

Martha's letter of 1788 reports not only her engagement but also the death of Grandfather Elsdale, and that "Uncle John" refuses to act as executor and "in consequence it is supposed all estate will be spent in Chancery."

With the cessation of business relations between John Molson and his former Lincolnshire connections, and with the rapid increase of his business interests in Montreal and also of his family cares due to the arrival in rapid succession of the three sons John, Thomas and William, there was a great falling-off in intimacy between the Montreal and Lincolnshire branches, which was not corrected until the two older sons were sufficiently grown up to take to themselves wives from the family of their father's brother, an event which is dealt with in another chapter.



CHAPTER TWO

LINCOLNSHIRE

JOHAN MOLSON, the Elder, of Canada, was the son of John Molson of Snake Hall and Mary Elsdale, his wife. John of Snake Hall was himself the eldest son of a John Molson, who was the eldest son of Thomas Molson and his second wife, Mary Wincely, and was born in 1699. Beginning with John, the son of Thomas, there were therefore six generations in succession in which the eldest son of the eldest son bore the name of John; only two of these lived and died in Lincolnshire, the third was born in Lincolnshire and founded the family in Montreal, and three generations followed him in this country. Only the last of these had any other name than John, and he was baptised John William and died in 1918 without issue, the headship of the family thus passing to the line of Dr. William A. Molson, younger brother of John William. There was thus a John Molson at the head of the family from the death of Thomas in 1740 until 1918.

The Molson Family first appears towards the end of the Fourteenth Century as established at Brampton (now called Branton) in the parish of Cantley, three miles E.S.E. of Doncaster in the West Riding of Yorkshire. The descent can be proved from one Thomas Moldson who was probably born about 1375. The first three generations and particulars of the land they held are known to us through a suit in the Court of Chancery brought in January 1530-31, during the Chancellorship of the great Sir Thomas More, by one John Banaster against John and William Moldson, the great-grandsons of Thomas,

LINCOLNSHIRE

for the recovery of land. The answers of the two defendants, who were second cousins, explain how the land descended to them.*

It appears that Thomas Moldson their great-grandfather had three properties, two of them in Brampton, which descended through the elder line to the defendant John, the other in Kylhome, which had been granted as an entailed estate to the younger branch, and had descended to the defendant William, who had leased it for a term of years to his second cousin and co-defendant John.

The largest of the three properties consisted of one toft, which means enclosed land, and twenty-six acres of arable lands and pasture in Brampton. This property appears to have been freehold and as it was known as "Moldson lands" (or in a subsequent reference as "Molson lands") it seems to be a reasonable assumption that Thomas Moldson had inherited it from ancestors settled on the property for some time.

A second property had also descended to the defendant John for he says: "*that the said Thomas Moldson his Bessell was seized in hys demeyn as of fee of a mese and vij (i.e. 7) acr of lands and medow with app'tennce in Brampton afforeseyd which mese and vij acres of land be coppinghold land and holdyn of the King as of his Manor of Hatefield in the Countie of Yorke by Coppy of Court Rowle after the custom of the sayd manor.*"

John, the defendant, describes how his grandfather John succeeded to both these properties, to the freehold "*as son and heir*" at Common Law, to the copyhold "*aft Custom of the sayd manor.*" After succeeding to these properties, John made the copyhold property over to his son William who "*toke the profetts thereof by the space of thre score years and above.*" As it is natural to assume that William was of age when his father made the property over to him, he must have lived to a ripe old age. Upon his death the two properties passed to his son John, the defendant in the suit.

In addition to the two properties in Brampton, the original Thomas

*See Appendix page 212

THE MOLSON FAMILY

Moldson had at Kylhome nearby another freehold property for he "*was seasyd amongs other lands of and in on (one) mease ii (two) tofts or crofts conteyning in them both by estimacen fyve acer of land and also of and in ten acres by estimacon of land medoo and pastur.*" This property Thomas gave and granted to his second son John the Younger in fee simple. Presumably on his marriage John conveyed it to trustees who reconveyed it to John and his wife Maud as an estate in tail. On the death of Maud who survived her husband, their son John Moldson entered. On his death the property descended to his son William, the defendant who had leased it for a term of years to John, his co-defendant.

It is difficult to ascertain exactly what the whole Moldson property amounted to especially as William sometimes describes his land as containing two, sometimes three tofts. A messuage means a dwelling-house; a croft is a little close adjoining a house and used either as arable or pasture; a toft is a place where a house has stood; toft and croft apparently includes the croft and the land surrounded by it. It seems, however, that the following table summarises the situation:

<i>Owner</i>	<i>Place</i>	<i>Tenure</i>	<i>Area and Description</i>
John	Brampton	Freehold	1 toft—26 acres of arable and pasture (Moldson lands)
John	Brampton	Copyhold	1 mese—7 acres of lands and medow
William	Kylhome	Freehold	(1 mese (2 tofts (of 5 acres each) (10 acres of land, medow and pasture

Therefore Thomas Moldson, the Grandfather,
originally held 3 meases 3 tofts—43 acres

Assuming that John Banaster in his Bill claimed through Robert Scargyll the whole of the Moldsons' property and nothing more, he describes it as "*4 measses 40 acres of lands 16 acres of medowe 20 acres of woods and pasture.*" It is difficult to reconcile the two descriptions of the properties, but it may be accounted for by the fact

LINCOLNSHIRE

that Banaster makes no reference to tofts or crofts, which were enclosed fields, and his statement may include these in his statements of acreage which are higher than those of the defendants.

It is from John that the Molsons of Lincolnshire and Canada are descended. Not much is known about him, however, for he only appears again in official documents as supervisor of the will of his younger brother Thomas* in 1545 and as witness to that of his sister-in-law, Joan. He himself was buried at Cantley on the 30th October 1549. He left a widow and daughter and three sons, William, John and Francis.

William, the eldest, married before his mother's death in 1558 and when he died in 1572 left an only son, William, baptised at Cantley on the 23rd May, 1540, and buried there on the 29th November, 1604. In his will, made on the 19th of that month, he described himself as of Brampton in Cantley. The will was proved on the 17th January, 1604-5, by his only son and heir, Thomas.

With this Thomas the "d" begins to disappear from the family name. In 1598 he had married his cousin, Margaret Moulson, who presented him with a number of children, all of whom were baptised at Cantley. It is from his fifth and youngest child, Thomas, baptised on the 19th April, 1618, that the family is descended. The father attained the age of 89, living till 1653, and therefore saw the Commonwealth well established. It is an interesting speculation as to whether he took any part in the Civil Wars which centred so largely around

*A few particulars of the elder branch of the family may be of interest, although the present family does not trace its descent from this line.

Thomas Molson died on the 21st August, having made a will which is of considerable interest. As a man of some importance, he desired to be buried in Cantley Church and, although no inscription to him can now be seen in the church, we may assume that his wishes were carried out the following day. As a good churchman, he bequeathed six shillings and eightpence to the church of Cantley. As an honest man he bethought him of his debts and bequeathed "To the High Altar for Tythes forgotten sixpence." To every one of his godchildren he left a sheep, and to Jennet, the daughter of William Lawe, who was both a witness and a supervisor of his will, he left "a violet kirtle." It is worth quoting the more important part of his will, as it shows that the testator was a landowner:

"To Thomas Mouldson the son of Xtofer (Christopher) Mouldson all my houses and lands which I have within the parish of Cantley and if the said Thomas should die without issue then the said houses and lands shall remain unto George Mouldson my brother after the decease of Jennet my wife."

THE MOLSON FAMILY

Yorkshire, Lincolnshire and Nottinghamshire. He apparently had no freehold land to leave to his children, and probably little wealth fell to the lot of his youngest son.

This son, Thomas Moulson or Molson, when 34 years of age had a son Thomas who was baptised at Cantley on the 9th November, 1652. Thomas, the father, was nominated with his brother John as guardian of his eldest brother Roger's children in the latter's will dated the 24th February 1653-4. Probably he left Cantley soon after, for his other children were not baptised there. He seems to have set off to make his fortune in the fen country of South Lincolnshire. Cantley is itself less than 25 feet above sea level and is on the very border of the Hatfield Chase which the Dutchman, Vermuyden, had recently been draining. What more natural than that when seeking pastures new he should go to the fen country of Lincolnshire, where farming problems were likely to be similar to those he and his ancestors for six generations had known and faced? Whatever the reasons, he disappears from Cantley with his son Thomas and in 1671 is assessed for Hearth Tax at Postland in the parish of Crowland in Lincolnshire.

In Lincolnshire more children were born to him, but the line of descent is from Thomas, the eldest, who settled at Peakhill (or Peak-ale) in the parish of Cowbitt, a few miles from Crowland. He appears

Christopher, the testator's eldest son, had predeceased his father by seven weeks, and Thomas the grandson was left in the guardianship of his uncle, George Moldson. Ione (Joan or Jennet) made her will on the 20th September and was buried with her husband in Cantley Church.

Thomas Moldson enjoyed the possession of his heritage for sixty-two years, dying on the 14th August, 1607. He had apparently prospered, for he had bought a certain amount of land from Sir George Savile of Thornhill, and ancestor of the present George Lord Savile. In his will, dated 26th June, 1607, he devised "to my son John Moldson one tofte which I purchased of Sir George Savile. To my son Thomas one land lying on a yeard in the lane. The residue of my lands purchased of Sir George Savile I give to my two sons Thomas and John . . . To the poor of Brampton one bushel of rye . . . to my brother Alverey Mouldson the custody of my son Thomas and his portion."

Thomas Mouldson, like his grandfather, appears to have left three sons, John, Thomas and George. The two younger died unmarried. Thomas left lands bought of Sir George Savile in a will proved in 1666 to his brother George, who, in a will dated the 26th June, 1668, describes himself as "of Brampton in the parish of Cantley yeoman" and devises the land to his nephew and sole executor, Thomas Mouldson.

From these few facts it may be deduced that in Tudor and Stuart times the elder branch of the Molsons were people of some position in the hamlet of Brampton.

LINCOLNSHIRE

to have been a respected man, for he was churchwarden of Cowbitt Church in 1702 and in several subsequent years. He, like his grandfather of the same name, lived to the venerable age of 89, so that the two lives which overlapped one year extend from 1564, when Queen Elizabeth was still new to the throne, until 1741, when George II had long been king.

There is in existence a bond executed by the townsmen of Cowbitt for the sum of £60, which bears date of August, 1729. The townsmen enumerated in this document are Thomas Molson, Thomas French, Bartho Andrew, Richard Sansom, John Cock, John Brainsby, Isaac French, John Fisher, George Buddle and John Hurnd. Of these the three last named did not attach their signatures, and Thomas Molson and John Brainsby signed by making their mark. It is interesting to note that the names of the French and Sansom families occur frequently in the correspondence of Hon. John Molson, Senior, many years later. Richard Sansom had married a Molson in 1720.

This Thomas Molson is something more to us than a name. He was the first of the family to own the Snake Hall Estate, in the neighbouring parish of Moulton, and it may be that he acquired it through one of his wives, Sarah, who was buried on the 9th September, 1691, or Mary Wincely, whom he married with somewhat indecorous haste on the 5th November following. He continued to live at Peakhill, and put his eldest son John into the Snake Hall property.

In 1727, this son John, who had been baptised at Cowbitt on the 9th March, 1699-1700, married Martha, the daughter of John Baker, of Moulton. Thomas made the Snake Hall Estate over to the young couple, and the settlement of the land on marriage on the 4th May, 1727, is the earliest of the title deeds extant relating to the property. The financial status of the family can be gauged by the fact that John Baker brought £200 into settlement as a dowry for his daughter.

“Whereas a marriage is shortly to be solemnized between the said John Molson and the said Martha Baker and in consideration of the sum of £200 to be received by the said John Molson as a marriage

THE MOLSON FAMILY

portion with the said Martha . . . the said Thomas Molson has given by these presents to the said Henry Everard in trust all that one messuage or tenement known as Snake Hall and ten acres of arable land in two pieces, i.e., 4 acres and 6 acres lying near the said messuage abutting upon Martin's Dike toward the west and Eagate to the east and all these 28 acres of pasture in 3 pieces i.e., 12 acres lying on the south side . . . and 8 acres called Horse pasture other part thereof lying on the north side of said arable land . . . and eight acres called Damask field . . . all which premises being in Moulton aforesaid and now in the occupation of the said John Molson."

This John Molson was appointed in 1731 an overseer of Moulton Grammar School, a foundation of 1561 which is still in vigorous life. In 1726 he was churchwarden of Moulton and became a Justice of the Peace. His tomb in Moulton Church bears the following inscription:

"In memory of John Molson, Gent., who departed this life July 17th, 1767, aged 67 years.

"Also, Martha, his wife, who departed this life October 23rd, 1743, aged 41 years.

"And four of their children who died in their infancy."

The will was proved on the 28th July, 1767, by his sons, John and Thomas. He devises "to John the messuage and farm wherein he lived and land in Holbeach and Whaplode, co. Lincs. which he had purchased of Mr. Dymoke Cawdran, and to his son Thomas a messuage of land in Moulton which he purchased of Mr. Bradwell, Exton, and land in Cowbit which he purchased of Robert Waring Darwin, Esquire, and he to have the silver tankard and spoons which were his late Grandfather's."

It is unnecessary for our immediate purposes to trace the younger branches of the family, who announce to us through the Moulton Register their annual births, frequent marriages and inevitable deaths.

John Molson, eldest of the next generation, was presumably born in 1730, as there is record of his being baptised at Moulton on April 24 in that year. In 1760 he married Mary Elsdale, a member of a

LINCOLNSHIRE

distinguished family belonging to Surfleet, Lincolnshire. In 1767 he was appointed an Overseer of the Grammar School, probably on the death of his father. Both this second John and his wife violated all the traditions of the family by dying in early middle life, though not until after they had produced a family of three boys and two girls to carry on the heritage in the next generation. (It is known that several other children, born prior to the birth of John Molson, the Elder, died in infancy.) John Molson can have been little over forty at his death on June 4, 1770, and his wife survived him only two years.

The marriage settlement of John Molson and Mary Elsdale, dated the 18th August, 1760, shows that the Molson family had prospered since 1727. Mary Elsdale's father brought a total of £1,000 into the marriage settlement as his daughter's dowry, including lands of the value of £600 in Pinchbeck. According to the inscription on John Molson's tomb in Moulton Church, "as he lived respected so he died lamented, June 4th, 1770, aged 40 years."

John Molson, founder of the Canadian family, was born December 20, 1763, and was only eight years of age at the death of his mother. He had two younger brothers. Samuel Elsdale, the older of these, appears to have been of eccentric mentality; the father's will states that: "Whereas my father-in-law, Mr. Samuel Elsdale, hath faithfully promised me to take care and provide for my beloved son Samuel Elsdale Molson I do therefore only give and bequeath to the said Samuel Elsdale Molson the sum of £100." Samuel Elsdale died a bachelor. Thomas, the youngest brother, inherited from his father a large amount of land in and around Moulton, including twenty-nine acres known as Top Piece in Low Martin's, twenty-one acres known as Low Piece in the same place, and twenty-six acres known as High Martin's. He lived to become the father of two young women who were to marry two of his brother John's sons, while he himself had also a son of whose descendants we have little trace. In addition to these brothers there were two sisters, Mary and Martha, both of whom grew up and married.

THE MOLSON FAMILY

This young orphaned family were left in the guardianship of their mother's father, Samuel Elsdale, who at that time was sixty-seven years of age. The guardianship does not seem to have been congenial either to John the Elder or to his sisters, judging from the tone of their correspondence, though it may well be that the cause of difference was nothing more than the natural clash between strong-willed young people in their teens and a conscientious grandfather of eighty. On the other hand, the letters of all the young people indicate an intense attachment to their uncle, Robinson Elsdale the privateersman. The grandfather's guardianship came to an end so far as John was concerned in December, 1784, and in 1785 we have a record of the accounting for sums paid out on account of the heir during the years 1771-84, totalling £1,372 11s. 2d. In the same year we begin to find rental receipts for lands in Moulton and Spalding Crowland, held under lease from Lord Boston, made out to John Molson himself instead of his grandfather.

The transactions as revealed in the title deeds begin with a one year lease dated 7th October, 1785, to Mr. Miller by Mr. John Molson "late of Montreal in North America, but now of Surfleet." In order to be able to break the entail on the land, John Molson had to "suffer a recovery." In the deed dated the 8th October, 1785, one of the witnesses to which was "Samuel Dinham of Spalding, . . . gentleman," he is described as the "eldest son of John Molson late of Moulton . . . by Mary his wife who when sole and a maid was called Mary Elsdale spinster."

In 1786 there are signs of the closing out of John's interests in Lincolnshire, in the shape of an assignment to Philip Ashley, his attorney, of a block of debts due to him in England, Samuel Dinham (probably a son or brother of the Rev. John Dinham of Spalding, and certainly a connection by marriage of the Molsons) being again witness of the deed.

The family property evidently still included the original estate in Cowbitt, for among the documents in connection with John Molson's

LINCOLNSHIRE

taking possession of his inheritance are several relating to tenements and lands in "Pickwell, alias Peakhill, County of Lincoln." There is also a bill dated 1787 for £54 5s. 11d. for work done and materials used in repairing Snake Hall, the Moulton mansion.

On the 11th June, 1787, John Molson borrowed £1,000, giving as security for £500 a mortgage of what may be comprehensively called the Snake Hall Estate.

Lastly comes an indenture dated the 11th June, 1789, witnessing a bargain and sale of Snake Hall in which John Molson described himself as "of Montreal common brewer." This, then, marks the end of the English connection of the Molson family, and the final sale of the little family property proves that John Molson had now decided to venture all in the new country where he was starting his brewing business.

After 1789 there is little indication of any business interests in Lincolnshire on the part of John the Elder. On the other hand the records of visits paid to England by his sons suggest that their interests in Lincolnshire were considerable. This, however, can be accounted for by the fact that two of the sons married daughters of John Molson's brother Thomas, and thus doubtless acquired an interest in that part of their grandfather's property which did not descend through the eldest son. The middle brother, Samuel Elsdale Molson, may also have left some property, which as he was without direct heirs would probably pass to his nephews and nieces; in 1811 (probably on the occasion of Samuel's death) John Molson the Elder was asked to find his copy of Samuel's will, sent to him in Montreal in 1793, and to forward it to England owing to the original will having been lost.

The third brother, Thomas, married Ann, the youngest daughter of Dinham Atkinson of Spalding by his wife, Mary Hinton. Ann united in her person the blood of three old and important families, the Atkinsons and Hintons, of Spalding, the chief town of that part of Lincolnshire, and the Dinhams, who came originally from Kent. Ann Atkinson had several brothers and sisters, including one who became the ancestor of a long list of distinguished educationists,

THE MOLSON FAMILY

clerics and public officials. Ann and her husband spent their lives in Spalding, dying there at a comparatively early age in 1813 and 1803 respectively, and leaving two daughters, Mary Ann Elizabeth and Martha, and one son, Thomas. Mary Ann and Martha were respectively 21 and 18 years of age when their mother died and left them orphans; and three years later Thomas of Canada married the younger of them and brought out her older sister to Canada, to become in a few months the bride of his older brother John. Thus, of the second generation of the descendants of the last John Molson of Snake Hall, who were only eight in all, five were now in Canada, and there remained in England only the two children of John Rayment and Martha Molson and the youngest son of Thomas Molson and Ann Atkinson. It may be noted that some at least of the descendants of the last-named individual also found their way to Canada in subsequent years; his daughter Mary Ann married John Crawford of Verdun, and his daughter Harriet married a resident of the Lake Memphremagog district bearing the name of McKenna. Moreover, no descendants in the male line of the original Thomas Molson are known to be living, except those of the branches established in Canada and New York.

The part of Lincolnshire from which these enterprising migrants removed in the closing years of the eighteenth century is one of the most historic districts in England. It is the extreme southern part of the County of Lincolnshire, and lies between the cathedral city of Peterborough and the great east coast indentation called the Wash. Extremely low-lying and marshy in character, it has been more and more reclaimed from the sea by constant dyking, a process which had already gone far before the Molsons ceased to be marsh reeves in the fenland and became industrialists in Canada. It possesses the lowest rainfall of any part of the British Isles, and is therefore admirably adapted for the raising of the higher grades of cereals. The marshy and impenetrable character of the country in early times developed among the inhabitants very strong characteristics of local

LINCOLNSHIRE

and family independence; the feudal authority rested very lightly upon them, because it was almost impossible to enforce. In the Civil War they contributed a large number of fighting men to the Puritan standard, and Boston, the chief port of south Lincolnshire, gave its name to the chief city of Puritan New England. But the geographic qualities which made this country great under an agricultural dispensation were ill-suited to the development of modern industry, and those of its residents who had the instinct to participate in the great movement of industrial progress which began after 1750 had to do so somewhere else than in the fenland.

The name Molson appears to be almost certainly a metronymic, or name derived from the mother. It means the son of Moll or Mary, and is identical with the variant form Mollison, which is to be found in the Hundred Rolls of the 13th century and is still not uncommon in several parts of England. It assumes many different spellings in the 17th and 18th centuries even among undoubted members of the Lincolnshire family with which we are now dealing; and it is not surprising that after many generations the origin of the -son termination should have been lost sight of and forms such as Mollsom should have come into existence. With this as a start there seems to have been an effort to assimilate it to a place-name with the common termination -ham indicating a village, whence arose the form Malsham which was perpetuated in the name of a historic steamboat of the early St. Lawrence fleet. Such a name, however, could only become a family name through having been first used as the name of a place. There appears to be no such place-name recorded in the Lincolnshire district from which the family comes, and in any event it is not a probable formation. The derivation which gives the name the meaning of "son of Mary" may therefore be accepted with reasonable confidence. C. W. Bardsley, in his important work on "English Surnames: Their Sources and Significations" (London, 1915), proves by a very long list of examples that names derived from the mother are numerous in England, and ridicules the theory that their origin

THE MOLSON FAMILY

was necessarily connected with illegitimate descent.

“Even when the name is unquestionably feminine as in Mollison, Margerison, Marriot, Emmett, or Annotson, illegitimacy is anything but established as a matter of fact. Adoption of children by women, posthumous birth, and other peculiar circumstances would often cause a boy or girl to be known in the community by a metronymic. Especially, too, would a child be thus styled in a family where the mother was notoriously, and in an emphatic sense, the better half, in a family where the husband was content to sit in the chimney nook, and let the bustling Margery, or Siss, or Emmot take, whether in or out of doors, the lead in all that concerned the domestic relationship. Thus, I doubt not, a large mass of them have arisen.”

Of the other hereditary strains which have been introduced into the Molson blood by marriage within the last ten generations, the most important, and probably the most influential in determining the characteristics of later members, is that of the Elsdales. This family is represented in the Dictionary of National Biography by two members, one a brother of the Elsdale to whom the subsequent Molsons of the senior branch owe part of their heredity, and the other that brother's son. Captain Robinson Elsdale, brother of that Mary Elsdale who became the wife of John Molson of Snake Hall and the mother of the founder of the Canadian family, was born in 1744, of a family which had for many generations possessed an estate at Surfleet in Lincolnshire. In addition to a creditable literary faculty, he possessed immense courage and initiative, qualities which his sister may have transmitted to the Founder, who certainly exhibited them in an unusual degree. Beginning a career in the Navy as a midshipman, he found promotion too slow for his vaulting ambitions, and from the age of 18 to 35 he engaged in the highly adventurous and often remunerative occupation of privateering against the commerce of the enemies of Great Britain. On withdrawing from this pursuit in 1779 he married Ann Gibbins, whom the D.N.B. describes as “a lady of great beauty and intelligence,” and wrote for her edifica-

LINCOLNSHIRE

tion a diary of his adventures, which subsequently fell into the hands of Captain Marryatt and was used by him for the first part of his book, "Extracts from the Log of a Privateersman One Hundred Years Ago" (1846). The diary, which is a model of lucid and vigorous writing, was still in existence in the original manuscript when the D.N.B. article was written, and was in the hands of the privateersman's great-grandson, a Major Elsdale, R.A., at Greenwich, England. Its author died in 1783. His son Samuel, a B.A. (1803), M.A. (1809) and Fellow of Lincoln College, Oxford, became an educationist and writer; he was headmaster of the Moulton Grammar School, wrote many contributions to the magazines of the time, and published a volume of sacred poetry entitled "Death, Judgment, Heaven and Hell," which ran through three editions. He was born in 1780 and died in 1827. The privateersman's other son, Robinson Elsdale, also a distinguished educationist, though not included in the D.N.B. (he was many years in the Manchester Free Grammar School, and eventually became Headmaster of Sheffield Grammar School) corresponded at intervals with Hon. John Molson the Elder, and in a letter written in 1829 refers to naming the latest addition to his family "after my dear, good, charitable and pious brother." There is every indication that the Elsdales, in addition to being an old county family, were people of unusual character and distinction, and it is not surprising that their contribution to the Molson heredity has often been recognized by the gift of their name to young Molsons in baptism.

Scarcely less important was the alliance with the Atkinsons, and through them with the Dinhams, which occurred when Thomas Molson, son of John Molson and Mary Elsdale, married Ann Atkinson a generation later. Thomas himself was a younger son, and in the ordinary course of events his marriage would not have affected the descendants of the senior branches; but by a remarkable coincidence his two daughters married the two older sons of his oldest brother, and he and his wife thus became ancestors of the senior branches also.

THE MOLSON FAMILY

The Dinhams seem to have been a Kentish family, some members of which migrated to Lincolnshire at least four generations before the marriage into the Molsons, and rose to considerable attainments in the Church and in medicine. The Atkinsons were also a family of long standing in Lincolnshire, with several clergymen of the Church of England among their members.



CHAPTER THREE

THE BREWERY

THE extent of John Molson's acquaintance with the art of brewing at the time of his arrival in Canada cannot be definitely determined. The only record that we have of a brewing business carried on by any member of the family in Lincolnshire is in the will of John Molson, of Lincoln County, the son of Thomas Molson and his wife, Elizabeth Corby, and therefore a cousin of the founder of the Canadian branch of the family. This John Molson, who died in 1790, left to his wife, formerly Ann West, his household furniture, which as enumerated in the will (October 31, 1789) included "brewing coppers, barrels and other brewing utensils." It is almost certain, however, that brewing, on the small or "domestic" scale indicated by this reference, was carried on by other members of the family. The soil of the district in which they lived is admirably suited for the raising of barley, and it was the common practice at that time for wealthy farmers to convert their own barley and possibly that of some of their neighbors into ale for the local market. Indeed it is probable that most of the demand for ale in England at this time was supplied from small brewing plants operated in connection with farms; for although some of the great English brewing companies date from an earlier period than 1790, their operations prior to that date must have been on a small scale and for a very local market. Whether John Molson the Elder was acquainted with the operations of any of these specialised brewing firms we have no means of knowing. Brewing equipment is not specified in the will by which John Molson's father disposed of his estate

THE MOLSON FAMILY

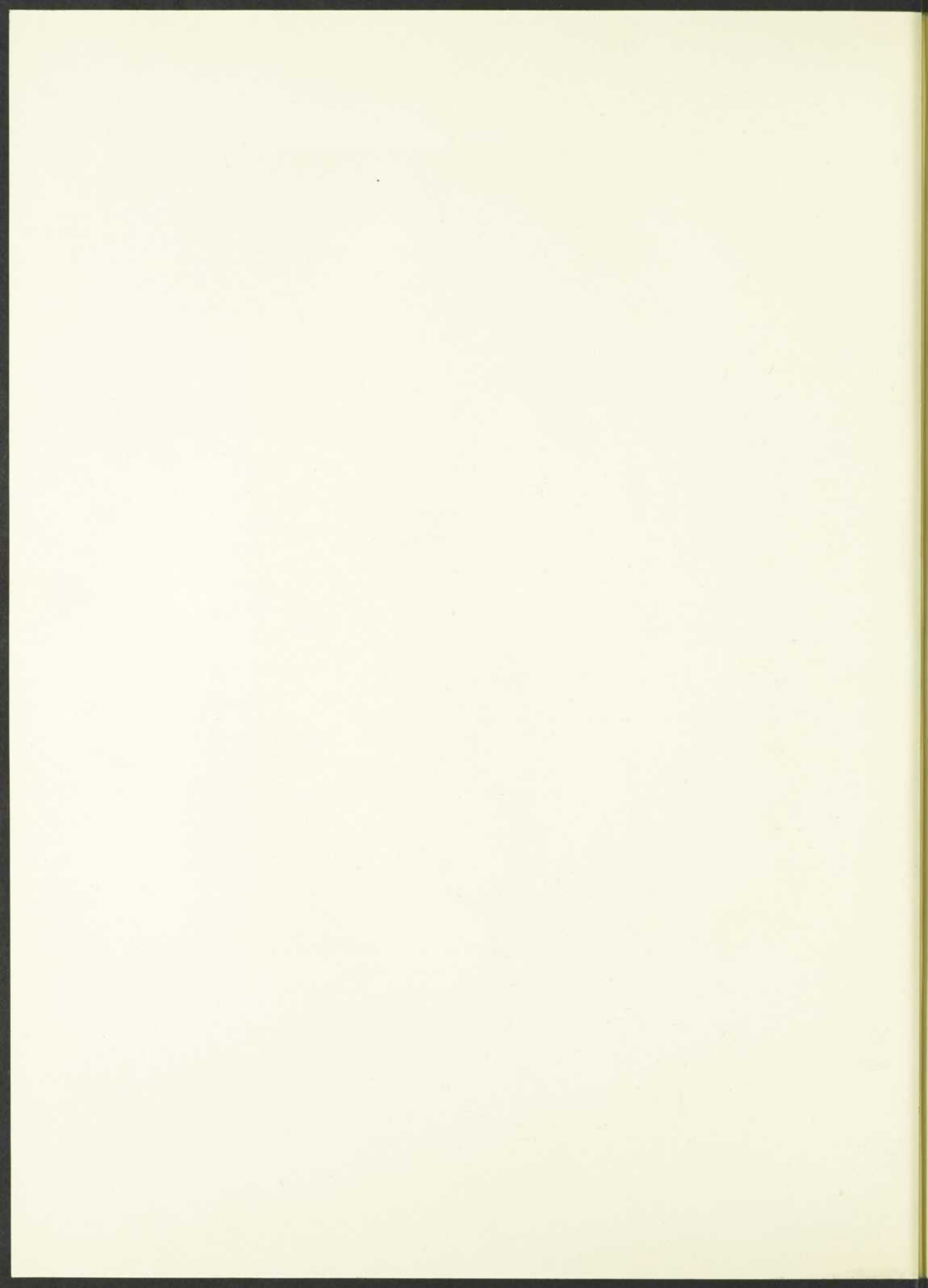
among his sons and daughters; but this may be accounted for by the fact that no detailed catalogue of the property descending to the eldest son was necessary, since its disposal was already provided for by the marriage settlement of Mary Molson, formerly Mary Elsdale, and by a special entail in favor of the eldest son. At any rate it is perfectly safe to assume that John Molson the Elder came to Canada with an intimate knowledge of the technique of brewing as then practiced on the larger estates of Lincolnshire, but whether he acquired it on his own property or on that of some of his relatives we cannot say.

He found in Montreal a situation which immediately impressed him, as it also did some of his companions from Lincolnshire, as affording a most promising opening for a brewery enterprise. He found a large, prosperous and growing population, entirely without local supplies of the national English beverage. This population, which until the date of the conquest had been entirely French, and for some years thereafter was added to mainly by immigration from Scotland, now included a strong English element, partly consisting of Loyalists expelled from the newly independent United States, and partly of the military forces which had been employed in the War of Independence and their followers. The population of the whole of Canada in 1784, the year after John Molson landed, was estimated at 113,012 souls. That of the city of Montreal must have been somewhat less than 9,000, the figure which is ascribed to it in 1800 by Sandham. But despite its small size the town was extremely rich and prosperous. The year 1783 saw the organization of the North West Company, in opposition to the Hudson's Bay Company; 1785 saw the foundation of the Beaver Club, whose magnificent festivities are among the most picturesque of the records of the fur trade. The town possessed a newspaper, the *Gazette*, founded by Fleury Mesplet, the printer whom Benjamin Franklin had brought to Canada in his attempt to seduce it from the British allegiance; it had begun publication in 1778, in the French language, and was at this time still published in that



MOLSON'S BREWERY—1880

Upper right, Molson College and old St. Thomas Church. Lower right (insert), Molson's Distillery and Malthouse



THE BREWERY

language alone, though it became bilingual in 1788. The Loyalists from the victorious States had been pouring into Canada at various points for several years, and the movement was still going on. The English-speaking part of the population of Lower Canada lived in the towns and was occupied chiefly in trade and finance; the French-Canadians lived in the country, except for a considerable settlement in the city of Quebec, and occupied themselves in agriculture. Montreal was very largely an English-speaking town.

The first Protestant place of worship, other than the temporary chapels used by the military, was St. Gabriel's Presbyterian Church, opened in 1792, and John Molson early associated himself with it as a pew-holder. This does not indicate any diminution in his loyalty to the Church of England, to which we know his family belonged in Lincolnshire and to which he himself returned some years later. The line between Anglicanism and Presbyterianism was not very sharply drawn in those primitive days and in that half-English and half-Scottish community settled in the midst of a much greater population of French-Canadian Roman Catholics, and both ministers and laity passed from one communion to the other with what would now seem surprising ease. The nearest Anglican bishop was the Bishop of Nova Scotia, who held the first colonial bishopric in the British Empire, and even that was not established until 1787. The first provision for Anglican worship in Montreal was made in 1789 when Lord Dorchester granted the use of the old Jesuits' Chapel for that purpose. The Anglican cause must have had a hard struggle in these early days, for after the Chapel was burned down in 1803 it took ten years to raise sufficient funds to complete a new building on Notre Dame Street and make it fit for occupation.

We happen to possess a fairly complete list of the English-speaking citizens who were prominent in the business life of Montreal in the year 1784, the date of John Molson's coming of age. This is the list of signatories to the petition for the granting of a representative Assembly. It includes the names of many men who were prominent

THE MOLSON FAMILY

in the life of that day, and of some whose sons and even grandsons continued to occupy influential positions. But it is certainly no exaggeration to state that no name in the entire list has been so continuously prominent in the commercial, financial and public life of the community from that day to the present as has that of the family whose Canadian founder was at that very moment laying the plans for the industry which his descendants are still carrying on. It may not be uninteresting to give a list of the surnames of the 1784 petitioners in more or less alphabetical order, as it sheds much light on the racial character of the population. The names are as follows, omitting only a very small number of obviously French-Canadian ones:

Askwith, Allen, Abrams, Anderson, Aird, Andras.

Burn, Bayard, Blackwood, Birnie, Bleakley, Bell, Burch, Badgley, Bethune, Breckenridge, Burke, Bowen, Busby.

Costello, Cameron, Caldwell, Campbell, Corry, Cruickshank, Cramer, Crooks, Cuthell, Cockburn, Creighton, Cumins.

Davis, Dowie, Dounie, Daly.

Edwards, Edge, Enbury, England.

Finley, Frobisher, Forsyth, Franks, Fisher, Fraser, Foulis, Fairbairn.

Grimesley, Griffin, Gerrard, Graham, Gregory, Grant, Gruet, Gonnerman, Gross.

Hall, Henry, Hay, Harkness, Hoyle, Hart, Hamilton, Hunter, Heck, Hamly, Hicks, Hughes, Holmes, Hassell.

Isbusther, Jordan, Jones, Jessup, Judah, Johnson.

Kay.

Little, Long, Lukin, Lumsden, Lilly, Laing, Lindsay, Lawrence, Leaver.

Murray, Macdonald, Maitland, Michaels, Mason, Moore, Mabbut, Martin, MacLeod, MacKenzie, Macnamara, Mackenzie, Milmine, Milroy, Milers, Maxwell, Montour.

Paterson, Pollard, Parker, Pond, Pangman, Provan, Perry.

THE BREWERY

Richard, Ross, Ruhn, Russell, Rowland, Ross, Ray, Rankin, Ruott, Ridley, Rolffs, Robertson.

Scott, Smyth, Smith, Selby, Symes, Sullivan, Sutherland, Solomon, Schindler, Symington, Stewart, Stoneman, Small, Sym.

Taaffe, Taylor, Todd, Turner, Thomson, Tyler, Tilby.
Umfreville.

Withers, White, Winton, Wilkinson, Walmsley, Whitehouse, Willard, Wadden, Warffe, Wintrobe, Wiseman.

By the turn of the century the affairs of the brewery, still only fourteen years old, must already have reached a very high pitch of prosperity. A statement of account between John Molson and his English agents, Parker, Gerrard, Ogilvy & Co., London, who looked after his insurance and purchased his brewery supplies for him, shows a balance on December 1, 1802, of £1979 2s. 7d. in favor of Mr. Molson. The brewery goods, which were largely procured from Phyn Inglis & Co., came out usually on the ship Everetta, which was almost a sort of liner between Montreal and London, and is constantly referred to in the nautical histories of the time. By 1806 John Molson is in correspondence with D'Arcy Boulton (builder of the house in Toronto subsequently occupied by Goldwin Smith and now used as the civic art gallery) at York, as Toronto was then called, regarding the purchase of land in Upper Canada and the possibility of establishing another brewery there. Boulton writes:

"My son reminds me that you wished for hints respecting this place in the brewery line. There is a great quantity of beer consumed here. We have two little breweries—neither of them good—one under the management of a person of some capital, the other the reverse. This is a growing place, and in a short time a brewery may be of great importance. No doubt if you were to establish works here, you would command the trade from your superior science in the line. The land around is well calculated for barley, and hops appear spontaneous."

Nothing came of the inquiries regarding York, and the attention of the inquirer was soon taken up with the even more adventurous

THE MOLSON FAMILY

project of steam navigation on the St. Lawrence. When the Molsons did adventure into Upper Canada it was in a less wisely selected location; for in 1835, on the retirement of John Molson, Sr., we find Thomas Molson rejoining his two brothers in Montreal and offering for rent an "extensive establishment in Kingston," including a stone house in Church Street, a brewery and distillery, and a wharf.

A word should be said on the subject of the site selected for John Molson for his brewery. That site, while now well within the populous part of the city, was then practically a small village well outside of the city. It was selected because it was the highest point to which vessels could ascend without having to pass the St. Mary's Current, an obstacle to navigation so pronounced that George Heriot, writing of the settlement about 1806, declared that Montreal itself should have been built below the current, or about the site selected by Molson. Nothing but a strong north-east wind or a large team of oxen could in those days succeed in getting a vessel up to the Montreal Harbor proper, and ships often waited for several days for favorable conditions. Heriot was wrong in his conclusion so far as the general business of Montreal was concerned; it was vitally important that goods should be landed as near as possible to the unavoidable portage which took them around the Lachine Rapids, for road transport was excessively bad and costly and another two or three miles of it would have been worse than all the difficulties of getting ships up the current. But for the purposes of the brewery there was much to be said for the eastern site, as it was more convenient for the farmers bringing in their supplies, while the transportation of the beer to the city presented no special difficulties. The view from the brewery site must then have been one of the finest in the Montreal vicinity. Although both John Molson and his sons early acquired large quantities of house property in the city proper, some of them continued to reside in the immediate vicinity of the brewery until after the occupation of most of their premises by the military garrison well on in the 'sixties. The founder himself did not leave the St. Mary's Current



MOLSON'S BREWERY—1922



THE BREWERY

district until he took possession of the splendid old mansion still standing on the north-west corner of Sherbrooke and St. Lawrence Streets, which he purchased from Thomas Torrance on the latter's removal to Quebec in the 'twenties. His son William was still resident on the riverside when he died in 1875.

The total amount invested in the establishment of the brewery cannot be accurately computed from the existing records, for it was raised in many successive instalments by means of the sale or mortgaging of different portions of the Lincolnshire estate. The earliest biographical notices place it in the vicinity of £10,000, which looks like a not unreasonable figure.

The land on which the brewery was erected was acquired in eight successive transactions from 1785 to 1811. The boundaries of the total area as thus acquired were St. Mary Street (now Notre Dame Street), with a frontage of about 416 feet, Monarque Street (from St. Mary to the river on the east side, and named after the original proprietor from whom Molson bought the east part of the property), the River St. Lawrence, and Voltigeurs Street (on the west side). The depth of the block varied according to the deviation of the river-front, but averaged about 330 feet. The first acquisition in 1785 was by sheriff's sale, and consisted of a forty-foot frontage in the middle of Monarque's property and running from St. Mary Street to the river. This is described in the deeds as being sold "with brewhouse, etc., thereon," and is undoubtedly the property on which Mr. Loid commenced the enterprise referred to in John Molson's earliest letters as being begun in 1783. The second instalment was acquired direct from P. Monarque in 1788, and consisted of a forty-foot strip immediately west of the original lot; the ninety-six foot strip east of the original lot was acquired from Monarque in 1789. These three purchases gave an area of about 176 feet by 330 feet, which sufficed for another ten years.

In 1799 Molson acquired the back or river portion (described as garden lots, and averaging 257 feet deep) behind the four properties

THE MOLSON FAMILY

immediately west of his land on St. Mary Street, and in the succeeding twelve years he gradually picked up the four St. Mary Street lots themselves, the vendors being J. P. Leprohon, F. Desautels, and Hon. P. L. Panet. One of these (Desautels) contained a stone house in which Molson lived for some time, and another (Panet's) a house occupied by Paul Laffeur.

The great underground vaults which are still part of the present premises of the brewery and are a magnificent example of the stonework of their time, are generally ascribed to the year 1786, but are more probably the structures referred to in John Molson's letters of 1787, after he had abandoned his idea of buying a ready built stone structure on another site. The references are as follows:

(June 10, 1787). Informed you in my last of April 14 that was about buying a pile of building. We did not agree, therefore have begun to build a malting suitable to the copper which Townley has sent me. Building will cost about four hundred pounds or guineas which shall be able to make out by drawing for the remainder of £500 after Townley is paid.

(October 21, 1787). Have built a malting in addition to the old one (which is converted into brewhouse and cellar) I bought previous to my coming to England—80 feet long, 39 feet wide, of stone. 'Tis finished and I have begun to malt this three weeks. . . . Have almost paid my carpenters and masons bills—600 bushels barley, hops for season, wood for winter fuel and £100 cash in hand.

(January 20, 1788). The malting which I began last summer have completed and what is better have paid carpenters and masons bills to a trifle. Cost me first and last (with the alterations in old building) 500 guineas.



CHAPTER FOUR

"BOURGEOIS DES STEAMBOATS"

NOT LONG before his death the founder of the Molson family in Canada received a letter from the good Curé of one of the parishes on the St. Lawrence River, asking for a loan of £500 for a convent in his parish. The letter, which is still in existence, is addressed to "Monsieur Molson, Bourgeois des Steamboats, Montreal." The title thus conferred by the Rev. Father Perrand, of Berthier, seems to afford a fitting heading for the most important chapter in the life history of this remarkably versatile man. It was in the capacity of "Bourgeois des Steamboats" that John Molson, in the words of Hector Berthelot ("Le Bon Vieux Temps," 1885), after closing his brewery in the evening, "took off his rustic costume and put on a black suit, with white waistcoat, and carried a lorgnon attached to a long ribbon. When he was in this dress, Mr. Molson acted as steamship proprietor." It was this capacity which brought him most widely in contact with the public of all classes, and it was by this title that towards the end of his life he was most commonly and affectionately known. It is true that he was then already engaged also in banking on a fairly considerable scale, and it is obvious that it was really to the banker rather than to the steamship proprietor that Father Perrand was addressing himself. But the business of banking was not then a sharply differentiated calling as it is today, and though there was already a Molson banking business there was no Molson's Bank. There was a Molson steamboat line, and it was very much in the public eye.

THE MOLSON FAMILY

The first twenty-five years of John Molson's residence in Montreal witnessed an enormous change in the economic life of the former French colony—a change from a seigneurial, local and almost feudal industry and commerce, to the beginnings of the world-wide trade of the present day. In this process of development, transportation became yearly of greater importance. In 1805 the process of conquering the natural difficulties of the St. Lawrence route began, with the passing of an Act for improving the navigation between Montreal and Quebec and for the establishment of a Trinity House, on the English model, for the control of such navigation. In 1806, the twenty-fifth year of Molson's residence in Canada, the first ship-building business was established in Montreal by David Munn, who shortly after took a partner named Robert Hunter. They were very successful and were rapidly followed by others. Bosworth, writing in 1839, says that Munn's shipyard was on the south of the city towards the mouth of the Lachine Canal, and that near the St. Mary's Current there were three shipyards, of which the middle one was that originally occupied by the famous shipbuilder Merritt. In these various yards vessels were built of 200 to 350 tons. The St. Mary's Current yards must have been very close to the Molson brewery and residence, and we may take it that both the Molsons, father and son, watched with the keenest interest the progress of the new industry, and began about this time to ponder the question which had been agitating inventors in many parts of the world, that of the application of steam power to the propulsion of vessels.

The year 1807 witnessed what has by common consent been regarded as the first successful application of steam to river navigation, in the shape of the first trip of the vessel designed by Robert Fulton, from New York to Albany, on August 17. Fulton was an eminent American artist and inventor, who had been interesting himself in the application of steam power to the propulsion of vessels at least as far back as 1793, and had made experiments in conjunction with Robert R. Livingston in the Seine near Paris in 1802 and 1803.

"BOURGEOIS DES STEAMBOATS"

There was no patentable invention either in the engine employed by Fulton or in the vessel in which he installed it; and the mere idea of putting the two things together was obviously not in itself patentable even if it had been original. The achievement for which Fulton must be given complete credit is that of studying the resistance experienced by ships moving in water, and determining therefrom the proper relation between a given ship and the engine for propelling it. His first boat on the Hudson River (which began life without a name, was informally known for a year as "the North River Steamboat," and was only officially baptised as the Clermont when there came to be a second boat on the service and a distinctive title was necessary) was remarkably successful considering the lack of experimental knowledge. Its engine was built by the British firm of Boulton & Watt. Commercial service began on Sept. 4, 1807, but during the following winter the hull was practically reconstructed to remove defects which were discovered in operation. Definitive service may therefore be regarded as having begun in 1808.

The factors which led to the immense importance of steam navigation in rivers during the long years which elapsed before the effective application of the new power to ocean navigation are to be found in the difficulties which attend the navigation of sailing ships in narrow and tortuous channels, combined with the desirability of penetrating as far as possible inland with self-propelling vessels before resorting to land transport or the horse-drawn canal boat. There were probably no two rivers in the world in which these conditions were of more importance than in the Hudson and the St. Lawrence—the two rival gateways into the vast interior of the North American continent. John Molson was prompt to perceive the significance for the St. Lawrence of Fulton's great achievement on the Hudson, and of the subsequent adventure of the Winans brothers, John and James, who launched the little Vermont on Lake Champlain in the summer of 1808, and operated her on Lake Champlain and the Richelieu to St. Johns in Lower Canada in June, 1809. He at once proceeded to plan

THE MOLSON FAMILY

the construction of a boat to do similar service on the St. Lawrence.

This steamboat, which was named the Accommodation, was built in Montreal in the winter of 1808-9. The installation of her engine must have occupied practically the whole summer of 1809, for she did not make her first trip to Quebec until Thursday, November 4. The record concerning this trip is to be found in the *Quebec Gazette* of November 9, 1809, quoted by the Quebec historian, Col. William Wood, in "All Afloat," Vol. 31 of the "Chronicles of Canada," page 130. The quotation reads as follows:

"The Steam Boat, which was built at Montreal last winter, arrived here on Saturday last, being her first trip. She was 66 hours on the passage, of which she was at anchor 30. So that 36 hours is the time which, in her present state, she takes to come down from Montreal to Quebec (over 160 statute miles). On Sunday last she went up against wind and tide from Brehault's wharf to Lyburner's; but her progress was very slow. It is obvious that her machinery, at present, has not sufficient force for this River. But there can be no doubt of the possibility of perfection in it so as to answer every purpose for which she was intended; and it would be a public loss should the proprietors be discouraged from persevering in their undertaking."

Another contemporary record is that of the *Quebec Mercury* of about the same date, which gives a few additional particulars:

"On Saturday morning at 8 o'clock arrived here, from Montreal, being her first trip, the steamboat Accommodation, with 10 passengers. This is the first vessel of the kind that ever appeared in this harbor. She is continually crowded with visitants. She left Montreal on Wednesday, at 2 o'clock, so that her passage was 66 hours; 30 of which she was at anchor. She arrived at Three Rivers in 24 hours. She has at present berths for 20 passengers, which next year will be considerably augmented. No wind or tide can stop her. She has 75 ft. keel and 85 ft. on deck. The price for a passage up is nine dollars, and eight down, the vessel supplying provisions. One great advantage attending a vessel so constructed is that a passage may be calculated on to a degree of certainty in point of time

“BOURGEOIS DES STEAMBOATS”

which cannot be the case with a vessel propelled by sail only. The steam-boat receives her impulse from an open double-spoked perpendicular wheel on each side, without any circular band or rim. To the end of each double spoke is fixed a square board which enters the water, and by the rotary motion of the wheels acts like a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway.”

That the original 1809 engine was actually put together in Montreal, and largely constructed of Montreal material, seems to be assured by the existence of a receipted bill rendered against the “Steam Boat Proprietors,” by George Platt and passed for payment by John Bruce. Among the items in this bill, which were delivered at intervals from January 25 to September 7, 1809, are the following: one brass cap for callender $6\frac{3}{4}$ lbs. (the word callender is an old variant for cylinder); one piece iron worked to model $30\frac{1}{2}$ lbs.; one large piston rod to be turned 70 lbs.; one large brass water cock; one air bucket rod and one piece work to this model to be turned 48 lbs.; one iron hoop to go round cylinder; casting brass in cylinders 5 holes 1 lb. each.; one iron rod to work the valve; work done in straightening four gudgeons had from Three Rivers to be turned.

An apparently well-informed writer in the *Montreal Star* on January 4, 1909, the year of the centenary of the Accommodation, points out that this vessel was not only the first steamboat to be built in Canada but was also the first such vessel in the world to be built and completed outside of Great Britain, the engines of all her predecessors having been made by the firm of Boulton & Watt. This writer states that “the engine and boiler” of this first Molson steamboat “were made at the ancient works at Three Rivers.” He adds that “there is no very complete description of her engines and boilers, but she was propelled by open, double-spoked perpendicular paddle wheels, without any circular band or rim.”

There is a tradition in the Pangborn family, which provided some

THE MOLSON FAMILY

of the most famous engineers of the early days of railroading in New England and Canada, that their ancestor, Ziba Pangborn, of Vermont, came to Montreal to work on the installation of the engines in the Accommodation and that he directed the running of the craft on its first trip to Quebec in 1809. While this tradition may be correct, there is no record of Ziba Pangborn's engagement at this period in the Molson documents. The Vermonter, who was born at Panton, Vt., in 1788, is claimed to have been the engineer of the Vermont steamboat on her first trip to St. Johns in 1808, and to have thus attracted the attention of John Molson, who was planning a similar boat for the St. Lawrence. If it is true that he worked in Montreal in 1809 he must have returned to his native state somewhat speedily, as we find him shortly afterwards residing in Panton and marrying Hannah Johnson of that place. It appears, however, to be beyond question that Pangborn did come to Montreal in 1822, to take charge of the Molson machine shops and to supervise the installation of engines in the growing fleet of river steamboats. In this capacity he acquired a high reputation, and was called in to direct the installation of the engines in the famous Royal William, of Quebec, which in 1831 was the first ship to cross the Atlantic by steam power alone. In Montreal he founded a large family of descendants, many of whom rose to high positions in the engineering and transportation industries.

While the question of the date of the first trip to Quebec of the Accommodation appears to be settled beyond reasonable dispute, there is still some room for conjecture as to that of the conception and commencement of the enterprise. A memorandum drawn up by William Lane, at one time Harbor Master of Quebec, for an early inquirer into this subject includes a statement made by John Molson, Jr., apparently late in life and without consultation of documents. Mr. Molson is quoted as saying: "My father built the first steamer in Canada (the Accommodation) in 1808, and was run to Quebec. Finding the boilers too small, two larger ones were made in 1809, and did the same in 1810. Still finding the engine not powerful enough to

"BOURGEOIS DES STEAMBOATS"

stem the waters of the St. Lawrence, my father went to England and had an engine made by Boulton & Watt. This engine was put into a boat called the Swiftsure which commenced running in November, 1812." These statements have to be interpreted in the light of the contemporary newspaper records. Mr. Lane gave it as his opinion that the Accommodation did not run to Quebec until all the changes in her boilers had been made, namely in 1810; while Mr. Molson's statement might be interpreted as meaning that she did so in 1808. We appear to have no record of her launching. What actually happened may with practical certainty be assumed to be something like this: She began to be built in 1808; the inadequacy of her first boilers was discovered in trial trips in the Montreal vicinity in 1809; she managed to get to Quebec with her second set of boilers in November, 1809; she had great difficulty in returning to Montreal, an upstream trip, and was probably obliged to rely very largely on her auxiliary sail; and by 1810 it had become evident that her engine was inadequate and an order was put in for the engine of the Swiftsure.

The trip to England of John Molson, the Elder, referred to in his son's memorandum just quoted, was certainly made in 1811, and possibly began in the winter of 1810. In October of 1810 the founder made a new will and executed a power of attorney in favor of his eldest son. But he had left England again for Montreal before June 20, 1811, for on that date we have a letter from Ann, widow of Robinson Elsdale, addressed to Montreal but being evidently a reply to a letter written to her by John Molson before leaving England.

While there is no doubt that the Accommodation succeeded in running between Montreal and Quebec, there is equally no doubt that she did not succeed in making any money in doing so. In November of the year 1810 we find John Molson advertising in the *Montreal Gazette*, in conformity with the requirements for private bills, that he will apply at the next session of the Legislature for a law giving him the exclusive right to build and operate steamboats on the St. Lawrence for fifteen years from the 1st of May next. An early draft

THE MOLSON FAMILY

of the petition to the Legislature, apparently in John Molson's handwriting, is still in existence, and conveys a great deal of information about the situation of the steamship business at that date. The preamble reads as follows:

"Whereas the subscriber John Molson having bought the shares of John Jackson and John Bruce of a steamboat that has been navigating this season between the cities of Quebec and Montreal at a considerable loss which was the reason of the before mentioned J. J. and J. B. selling their shares their not having the means of supporting such loss;

"The said John Molson considering the utility that will accrue to the public from having such a vehicle for the conveyance of passengers to and from Quebec and Montreal . . . purposes to build a new boat which shall have the desired effect."

This draft petition then goes on to apply for the exclusive privilege for fifteen years, but dates that term from May 1, 1812, or any earlier date if a boat can be constructed in time to start operations before that time. In consideration of this privilege the petitioner undertakes that "he will put the present boat in the best possible shape for the summer 1811 until the one in contemplation is ready; that she shall be able to effect her voyage from Montreal to Quebec and back to Montreal in eight days and be ready to return, except in in case of accident or extraordinary head winds."

There is a good deal of information contained in this little memorandum. Bruce and Jackson are recorded by tradition as having been the shipbuilder and engineer respectively who constructed the Accommodation in the yard behind the old Molson Brewery. The agreement between these two and John Molson for the building and operation of the steamboat was made on June 5, 1809, according to the lawyer's bill for services, and a protest was served on John Jackson, for unknown reasons, on May 3, 1810. There is no reason to suppose that either Bruce or Jackson put any real capital into the venture; they doubtless received a share apiece as part compensation for their work and as an incentive to do their best, and they were

"BOURGEOIS DES STEAMBOATS"

certainly in no position to face the financial strain of replacing the Accommodation with a more workable vessel. John Bruce is not to be confused with David Bruce, who came out from England to erect and operate a later steamboat engine.

The policy of applying for a legislative monopoly, illogical as it seems to us today, was universally regarded by the early steamboat experimenters as essential to the protection of their interests. There was, as already noted, little or nothing in the steamboat itself which could be protected by patent, and Robert Fulton early applied for and secured an Act of the Legislature of New York granting to him and his associate Livingston an exclusive privilege for steamboat operation in the entire State for a period based on the number of vessels which they should put into service, and in no case to exceed thirty years. But by 1811 this monopoly was attacked by an Albany company which launched two boats to run in opposition to Fulton; and the latter was informed by eminent counsel whom he consulted that no State Legislature had any authority to grant exclusive rights for the making or use of any machine or invention. This opinion was subsequently vindicated in the Courts, but not until after long litigation and some important temporary victories by the monopolists. By the close of the War of 1812 it was becoming apparent that monopoly was not essential to the success of the steamboat business, and the petition advertised by John Molson in September, 1813, appears to have been the last in which he sought this form of protection; on this occasion he asked for a duration of only seven years.

Descriptions of the Accommodation herself are very fragmentary. The best account of her is that which appeared in the Quebec *Mercury* (the rival newspaper to the *Gazette*) on the occasion of her first arrival, as already quoted. This informs us that she had accommodation for twenty passengers, although she carried only ten on her first trip; and it was already proposed to augment her passenger capacity for the following season.

As regards her appearance, we cannot attach much authenticity

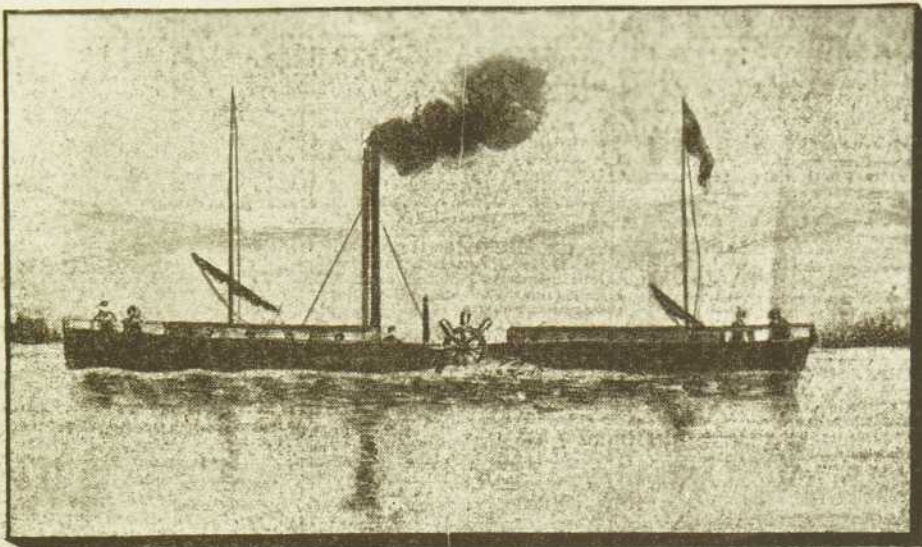
THE MOLSON FAMILY

to the picture which appeared many years later on the dinner plates of the St. Lawrence Steamboat Company, and which portrays her with two funnels and an awninged platform at the stern, and with fully boxed paddle-wheels. The dinner-service is credited to the year 1825, sixteen years after the Accommodation began running; long enough to allow her appearance to be forgotten, but not long enough to induce any exact historical interest in reconstructing it.*

Col. Wood, in the volume already quoted, records the additional dimension of 16 ft. in the beam, as also that her engine was six horsepower and her trial speed five knots an hour. Bruce and Jackson appeared to have been brought out by John Molson from England.

That the operations of the Accommodation were by no means satisfactory is further evidenced by the fact that a correspondence developed in the autumn of 1810 between John Molson and Robert Fulton. This correspondence does not appear to have led to any definite results, for there is nothing to suggest that Fulton had anything to do with the design or construction of the second Molson vessel, the Swiftsure, which began operating in May, 1813. The correspondence is, however, sufficiently interesting to be worth quoting in full. It should be noted that Fulton was at this time engaged in very ambitious plans for the establishment of legislative monopolies in various parts of the world, including Great Britain, Russia and India. It is quite clear that he attached the highest importance to the monopoly rights, and the fact that these were never accorded by the Quebec Government may sufficiently account for his going no further in the matter. He died in 1815, leaving to his heirs little but an enormous claim against the United States Government for salary

*While there is no contemporary pictorial record of the Accommodation which can be relied on for any accuracy of detail, it may be noted that the Chateau de Ramezay possesses a painting of "the City of Montreal and the River St. Lawrence from the Mountain," executed in 1810 by E. Walsh of the 49th Regiment, which contains what looks like a two-masted barque under sail with smoke proceeding from between the masts. The vessel is too distant from the point at which the painting was executed to allow of any definite conclusions being based upon it; but it may corroborate the theory that in practice the Accommodation was a sailing-boat with an auxiliary steam-engine.

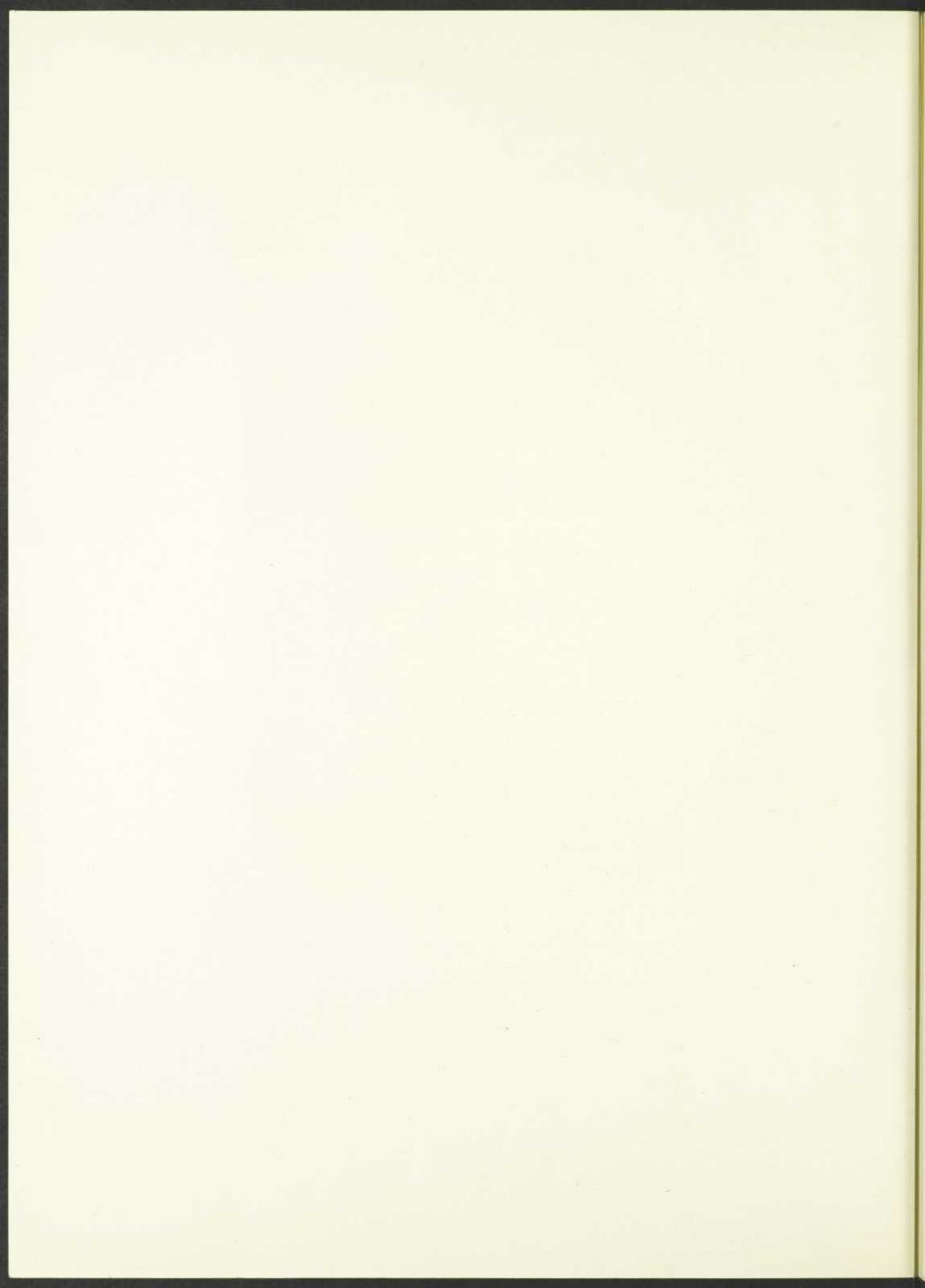


ST. LAWRENCE STEAMBOAT CENTENARY—Type of the first St. Lawrence steamboat.—From a description published at the time of her first trip.



ST. LAWRENCE STEAMBOAT CENTENARY—In the old days oxen were used to help steamboats up 3 Mary's Current at Montreal.—From a water color in the possession of the Molson family.

ST. LAWRENCE STEAMBOAT CENTENARY



"BOURGEOIS DES STEAMBOATS"

and expenses due to the inventor at the time of his death. It was thirty-one years later before they received any settlement of this claim, and in the interval they were repeatedly described in petitions to various State Governments and to the Federal Government as being "utterly destitute of support," and advertisements in American and Canadian papers of the period indicate that public lotteries were organized for the ostensible purpose of providing for their necessities out of the profits.

The Molson-Fulton correspondence is as follows:

Memorandum by Robert Fulton, September 10, 1810:

Notes on a Steamboat to navigate the river St. Lawrence between Quebec and Montreal, distance 180 miles 90 of which is tide water and 90 a current of 2½ miles an hour, admitting that a boat be constructed to run 5 miles an hour in still water she would descend the first 90 miles at the rate of 7½ miles an hour and perform the 90 miles in 12 hours the remaining 90 miles being a tide which acts for and against the boat every 6 or 7 hours; consequently brings her to the average of steam speed that is 5 miles an hour and will require 18 hours. Total 36 hours to descend.

In ascending the first 90 miles will require 18 hours the second 90 having a current of 2½ reduces the boats speed to 2½ miles an hour and will require 36 hours. Total time to ascend 54 hours. Total time for ascending and descending 84 hours—or exactly half a week; the advantage of which may be taken of winds will diminish the time.

Were a boat established so as to be certain in her operations and commodious to passengers the probability is she would average 50 passengers a trip or 100 a week at 10 dollars each equal for 6 months to 24,000 dollars.

<i>Estimate of Expenses</i>	<i>Dollars</i>
<i>One Captain per annum</i>	<i>600</i>
<i>One Engineer per annum</i>	<i>600</i>
<i>One Pilot 30 dollars a month for 6 months</i>	<i>180</i>
<i>2 Firemen 15 dollars a month each 6 months</i>	<i>180</i>
<i>Carried forward</i>	<i>1560</i>
	<hr style="border-top: 3px double black;"/>

THE MOLSON FAMILY

	Dollars
Brought forward.....	1560
4 Sailors 15 dollars a month each 6 months.....	360
6 Chaldrons of Coals for a trip down and up 144 Chaldrons for 6 months at 7 \$ a Chaldron.....	1000
Each passenger will cost about 1 dollar in provisions 2400 passengers.....	2400
Washing and wear of Linen and furniture.....	1000
Wear and tare of the boat to be rebuilt in 10 years.....	1500
Repairs of the boiler and machinery.....	500
Insurance on 15,000 \$ at 5 per cent.....	750
Contingencies.....	500
Total expenses.....	<u>9570</u>

Leaving a profit of 14,430 dollars for a capital of 25,000 \$ which is near 60 per cent.

This is the prospect of emolument provided the boat be rendered complete, I therefore propose the following conditions. I will make the drawings and direct by drawings and letters the building of a Boat which shall run from $4\frac{3}{4}$ to 5 miles an hour in still water; and accommodate from 50 to 70 passengers. I will relinquish any patent right which I might as Inventor obtain and transfer it to Mr. Moulson. I of course will not encourage opposition or rivalry to him which I might do by a free gift of my Invention to any other person; I will use my best endeavors to obtain for him through the British government an exclusive right to navigate the river St. Lawrence by vessels moved by fire or steam for 15 or 20 years—For which aid and assistance I will take one-tenth of the net profits of the boat or boats which may be built by Mr. Molson or grow out of his establishment.

Robert Fulton.

New York, September 7, 1810. Mr. Moulson will please to return an answer to these proposals as soon as possible.

Letter from Robt. Fulton to Mr. Moulson (sic) Montreal, from New York, Oct. 7, 1810:

"BOURGEOIS DES STEAMBOATS"

*Dear Sir, I beg leave to introduce to you my brotherinlaw Mr. Cutting who will continue in Montreal a few days, on his return please to let me know your decision on the establishing of the contemplated steam boat—
With respect and good wishes your most obedient* Robt. Fulton.

Draft or copy of letter from John Molson to Mr. Robt. Fulton.
Montreal, Oct. 19, 1810:

Dear Sir, I received your favour by the hands of Mr. Cutting—The certainty of procuring an exclusive privilidge is at present but very faint. I am on the eve of my departure for England, I, left have (sic) the business in the hands of those whom I have the greatest confidence in, & I believe are the only Gentlemen who are likely to effect any thing; if anything is done will advise you. In the mean time remain Your obliged
John Molson.

The difficulties in which the Accommodation found herself seem to have been due almost entirely to her inadequate power. She seems to have behaved well on the downward trip, but to have had great difficulty in keeping any sort of a schedule on the upward one, especially with unfavorable winds; and like all the sailing vessels of the period, she required either a strong favorable wind or a team of many oxen to bring her up the St. Mary's Current into the Montreal Harbor proper. But inadequate as she was, she proved the immense value of steam navigation on her particular route. It is difficult to imagine the degree of discomfort, to say nothing of danger, which attended the land journey between Montreal and Quebec at this time. The roads were atrocious, a fact which is partly accounted for by the length of time during which they were under snow in each year. The poor quality and insufficient number of the inns and posting establishments on the route was a subject of constant protest in the Legislature for many years after this period. Slow as were these early steamboats, the best time that could be made by any other means of transportation was vastly slower. Major Dunlop in his "Recollections of the American War 1812-14" gives an account of a trip which he made

THE MOLSON FAMILY

from Quebec to Montreal in 1813, in which he started by schooner in the delusive hope of making better time than by waiting three days for the steamboat (the Swiftsure, which made one round trip in each week). The schooner was so impeded by head winds and other ordinary delays of sail navigation that the steamboat came up with her before reaching Three Rivers, and the Major, after a frantic effort to catch the steamboat at that port, gave up river transport and took to the road. When he finally arrived in Montreal, after a land trip almost as vexatious as that by boat, he records meeting "our more lucky companions who left Quebec in the steamboat three days later and arrived at Montreal two days before us."

The petition for a legislative monopoly came up in the Assembly on Wednesday, February 6, 1811. The entry in the journals is as follows:

"A petition of John Molson, of Montreal, brewer, whose name is thereunto subscribed, was presented to the House by Mr. Papineau, Sen., and the same was received and read:—Setting forth;—That the petitioner, at a great expense has built a steamboat for the purpose of navigating and carrying passengers between Quebec and Montreal. That the utility resulting from this enterprise is very beneficial to the public and to the Province by affording at little expense a speedy and convenient communication between Quebec and Montreal; and that this utility is the greater, as the only means at present used for the said communication between those two cities is fatiguing from the nature of the vehicle and inconvenient both for lodging and nourishment; That the art of navigation, by means of steam, was invented in the United States of America; and it is for the benefit of this Province to facilitate the introduction of foreign inventions having a tendency to the public good, by encouraging those who, for this purpose, are disposed to risk a considerable capital; That the petitioner's experience has given him a knowledge of the obstacles, of an extraordinary nature, which the St. Lawrence opposes to this new species of navigation, arising from currents and influence of the winds on such a broad and rapid river; That to the end of rendering

“BOURGEOIS DES STEAMBOATS”

this enterprise staple and useful, the petitioner feels himself under the necessity of making new advances of large sums of money, to which he will willingly submit, in case he sees any prospect of recovering the same with a profit proportionate to the risks and dangers of the enterprise.

“WHEREFORE the petitioner prays the House to be pleased to take into consideration the objects contained in the present petition, and that the House will be pleased to grant to him, his heirs and successors, an exclusive privilege for building one or more Steam Boats, for the purpose of navigating between Quebec and Montreal, and this to the exclusion of all and every other vessel to be navigated by the means of steam.

“The petition was referred to a Committee of five, consisting of Messrs. Papineau, Sen., Viger, Bellet, Debartzch and Blachet, to examine the matter thereof and report on same to this House, with all convenient speed.”

“On Monday, February 11th, 1811, the Committee reported to the House as follows:

“Your Committee having carefully examined the several allegations stated in the petition, and having satisfied themselves that the said John Molson had, in all respects, conformed to the rules of this House for the introduction of private bills, are of opinion that the prayer of the petitioner should be granted; the whole, nevertheless, humbly submitted by them to the superior wisdom of the House.”

“Mr. Viger was given leave to bring in the Bill granting to John Molson the exclusive right and privilege of navigating one or more steamboats between Quebec and Montreal on the River St. Lawrence.

“Mr. Viger moved, seconded by Mr. Francois Caron, that the Bill do pass and that the title be, An Act to grant to John Molson the exclusive right and privilege of navigating one or more steamboats between Quebec and Montreal, on the River St. Lawrence.

“House divided on the question.

Yeas 15

Nays 4

Carried.”

But the monopoly bill which passed the Lower House with such a

THE MOLSON FAMILY

satisfactory majority was never destined to go into effect, for the Upper House rejected it, apparently without bringing it to a vote. John Molson, Sr., was in England at the time, undoubtedly on the business of securing engines from Boulton & Watt for the second steamboat; and we have a letter addressed to him by John Molson, Jr., on his landing at Quebec in July, which sheds many interesting sidelights on the circumstances of the time.

July 3, 1811. Letter of John, Jr., at Montreal to John, Sr., care of Flower Newberry & Capper, Quebec. "Your safe arrival has been the greatest satisfaction to us all after a long look out and having heard so many reports of all kinds. The exclusive privilege of navigating steamboats has not been obtained though it passed the lower house and I dare say you will hear how it was before you come up. The members of the lower house wish me to notify in the newspapers again for the next session and they will do their endeavors to pass it. S. Sewell, Esq., came up here before the bill entered the house and did not ask or speak to anybody to do it in his place. I took advice and found it was necessary to go down to Quebec to get the petition and bill drawn with T (?) Ross, Esq., and I gave it to I. Papineau, Sr., Esq., who corrected it for the house and promised to do the needful but circumstances obligated him to leave on a sudden without me being able to see him. Therefore I waited upon his son who lived in the same house with B. D. Viger who being not at home (the former) the latter said that he had taken the papers and would do what was necessary which he did with the greatest dispatch and proved successful on his part. Bellet, Esq., one of the members carried the bill to the upper house where they threw it out. This gentleman having shown every attention I thought best to mention him to you as perhaps it may be necessary to call upon him to thank him for his attention which may be of service if you should have so much time. . . . I send him a Hhd porter agreeable to an order from him last winter and I neglected to send the bill and write to him by the vessel that took it which if you see him you can mention."

In the following year, 1812, war was declared by the United States

"BOURGEOIS DES STEAMBOATS"

on June 18. But long before that event took place, work had been begun on the building of the second steamboat of the Molson fleet, the Swiftsure, which was so completely successful that it continued in operation until 1818, when Thomas Molson recorded in his diary that "The old Swiftsure is rotten after working five years in the River St. Lawrence, the engine to be put in the new one, building her at Mr. Logan's shipyard at £4:3s:4d. per month rent of yard." He seems to have under-estimated the length of her service, for she certainly commenced operations in May, 1813, which would give her six seasons of service before she was broken up at the end of the season of 1818; he may have made an error of calculation, or she may have been laid off for a season for repairs. There is a tradition that at one time in her career she was badly damaged by fire.

Military operations during the first year of the war were confined to the Niagara area, and life in Montreal does not seem to have been disturbed in any way. The historian Sandham records that on Thursday, August 20, some three hundred persons assembled at the Logan shipyard at St. Mary's Current to witness the Swiftsure's launch, the Governor-General being present with his lady and suite, who occupied a special platform. A salute of nineteen guns was fired at the moment of launching. An article published many years later in the *Montreal Witness* states that John Bennet came to Montreal in 1812 under contract with John Molson to place two steam engines manufactured by Boulton & Watt and to remain for three years to manage the engines and to give instruction in their use, at a salary of \$400 a year. Bennet settled in Montreal and became one of the owners of a foundry on the site subsequently occupied by the Canadian Rubber Company; it was known between 1829 and 1833 as Bennet & Henderson's Foundry, and at various subsequent periods it seems to have been called Molson's Foundry, St. Mary's Foundry (map of 1839), Rogers & King's, and finally Warden King & Son, after which it was absorbed by the great corporation of Crane, Ltd.

The Quebec Directory of Alfred Hawkins, of which the second

THE MOLSON FAMILY

volume appeared in 1847, contains a table of the "First Arrivals of Steam Boats in Quebec" of which the sub-heading reads: "Since first steam communication between Quebec and Montreal." This table includes no reference to the Accommodation. It begins, however, with the year 1812, and records an arrival of the Swiftsure in Quebec Harbor on November 22 of that year. There seems to be no reason to distrust this record, if we interpret it as applying to a sort of trial trip, made before the vessel was properly equipped for the business of carrying passengers. That her equipment was not complete in December of 1812 seems to be clearly established from a letter addressed by John Molson in that month to the Governor-General, offering the new steamboat to the Government for military use in the campaign against the United States. From the language of what remains of this correspondence, as well as from the fact that Hawkins declares the November trip to have been the "first arrival of a steamboat" in that year, it appears safe to assume that the Swiftsure was now the only steamboat in existence on the St. Lawrence, and that the Accommodation must have ceased to operate. The surviving letter, which is quoted by Col. Wood in "All Afloat" and is described by him as dealing with "one of the first tenders ever made, in any part of the world, to supply steamer transport for either naval or military purposes," was received at Quebec by Commissary-General Robinson on February 6, 1813. It was written by John Molson, Sr., and reads as follows:

"I received a letter from the Military Secretary, under date of the 15th Decr. last, informing me of His Excellency's approval of a Tender I had made of the Steam Boat for the use of Government; wherein I am likewise informed that you would receive instructions to cause an arrangement to be made for her service during the ensuing Season. For the Transport of Troops and conveyance of light Stores, it will be necessary to fit her up in a manner so as to be best adapted for the purpose, which will be in my opinion something after the mode of a Transport. For a passage Boat she would have to be fitted up quite in a different manner.

"BOURGEOIS DES STEAMBOATS"

If you wish her to be arranged in any particular manner under the direction of any Person, I am agreeable. I should be glad to be informed if His Excellency wishes or expects that I shall sail in her myself, whether Government or I furnish the Officers and men to Navigate and Pilot her, the Engineer excepted, the fuel and all other necessarys that may be required for her use. I imagine the arrangement must be for the Season, not by the Trip, as Government may wish to detain her for particular purposes. Ensurance I do not believe can be effected for less than 30 p. cent for the Season, therefore I must take the risque upon myself."

There is no indication in the contemporary reports of the Swiftsure's first trips that she was under Government management, or that she had been fitted up in any other way than such as would be natural for ordinary freight and passenger service. We may therefore assume that the offer to turn her over to the Government was not accepted. There is no doubt, however, that she must have been of great service in the movement of troops and supplies, and there are plenty of indications of her being so employed.

The Swiftsure arrived at Quebec on her first business trip on Sunday, May 2, 1813, and already her passenger list, which numbered 28, included a party of prisoners of war. A Quebec despatch to the Montreal *Herald* dated May 4, says that she was under way 22½ hours, notwithstanding a strong easterly wind which blew during the whole time of her trip. The reporter gives a considerable number of details of the arrangements of the vessel. The ladies' cabin was aft and contained 8 berths or couches, and was painted white and decorated with curtains, mirrors, etc. The gentlemen's cabin was separated from it by the stairway and two private cabins, one of which belonged to the captain. The gentlemen's cabin was 30 ft. by 23 ft., with 10 berths on each side and 2 additional ones in an angle on the starboard side, giving accommodation for 44 persons. The steerage held 150. The keel was 130 feet long and the deck 140 and the beam was 24 ft. The description of the engine is not very technical, but the reporter assures us that the boat's "mechanical movements"

THE MOLSON FAMILY

were "superior to any of those established on Hudson River or Lake Champlain," and goes on to add that while in the American boats the safety valve had to be operated by the engineer, a circumstance which frequently led to explosions, the Swiftsure had one which opened by its own power "whenever the steam is too abundant for the required velocity."

A document of June 25, 1813, which is still preserved, indicates that it was William Molson who was then acting as master of the Swiftsure. The document was to accompany a shipment of six telescopes from the Quartermaster-General's office at Quebec for use in the campaign in Upper Canada; on the inside it is addressed to William Molson, and on the outside to "Mr. Molson, Master of the Steamboat Swiftsure." William was at this time less than twenty years of age; but John Molson, Sr., was a Captain in the Fifth Battalion of the Select Embodied Militia and was doubtless much absent from the scenes of his ordinary activities, and John, Jr., had begun by being a Cornet in the Royal Montreal Troop of Volunteer Cavalry, and had later offered to raise a troop of cavalry at his own expense, an offer which was, however, declined. In the circumstances it is no wonder that the command of the Swiftsure was entrusted to William's youthful though very competent hands.

The Swiftsure, like her predecessor, made the round trip once a week, leaving Montreal on Sunday morning at six and leaving Quebec on Tuesday evening or Wednesday morning according to the tide. It was still impossible for her to navigate after dark except in the widest parts of the river. Renewed applications for a monopoly privilege were made by public advertisement in the late autumn of 1813, and certificates of the posting of this advertisement at the parish churches of Quebec, Montreal and Three Rivers are still in existence.

The only military operations in the Montreal district took place late in 1813, and terminated very satisfactorily for the Canadian arms. The Montreal Militia were disbanded in the latter part of November, although peace was not officially proclaimed until Dec. 24, 1814.

“BOURGEOIS DES STEAMBOATS”

The Malsham, the second steamboat of the Molson fleet (the third in the historical list, but as we have seen the Accommodation had ceased to run before the Swiftsure began her work) was launched in 1814, and was destined for eight years of useful service. The authority for the date of her launching is a reminiscence of George Brush, a well-known steamboat captain and later an iron founder in Montreal, recorded in Croil's "Steam Navigation" (1898).* We do not seem to know whether the Malsham came into service in 1814 or not, but she was certainly in service in 1815 under command of John Molson, Sr., himself, as is shown by the address of a letter from John, Jr., on the Swiftsure, to John, Sr., on the Malsham. The name Malsham is, of course, a variant spelling of the family name Molson, which appears to have been used by a branch of the family in Lincolnshire.

The two vessels, operated by father and son respectively, made their trips at about the same time but in opposite directions, so as to provide a twice-a-week service between the two cities. This circumstance must have very effectually kept the two Johns from seeing anything of one another during the navigation season; and one of the fortunate results is that we possess a considerable number of letters by John, Jr., to his father in 1815 and 1816 which shed a great deal of light upon both the conditions of the time and upon the admirable relationship which existed between the two men, and

*"The steam-engines for the Swiftsure (1813) and Malsham (1814) the Car of Commerce (1816), and the Lady Sherbrooke (1817) were all made by Boulton & Watt, of Soho, England, who would not allow more than four pounds pressure of steam; and a hand-pipe was used to feed the boilers by gravitation. The first steam-engine built in Canada was in 1819, for the Montreal, a small ferry-boat of about fourteen horsepower, built by John D. Ward, at the Eagle Foundry. In 1823 the merchants of Montreal formed a stock company for the purpose of building tow-boats. I was employed by that company to build their boats. The first (the Hercules) we built in Munn's shipyard, about where H. & A. Allan's office now stands. The Hercules was fitted with an engine of one hundred horse-power, built by J. D. Ward & Co., at the Eagle Foundry, on the Boulton & Watt low-pressure principle. Under my command the Hercules commenced towing vessels in May, 1824, when she towed up the ship Margaret of Liverpool from Quebec to Montreal, and up the current of St. Mary's—the first ship so towed up. Our company also built the steamers British America, St. George and Canada, of about 150 horse-power each." But as we have seen, the Accommodation's engine (1809) was really a Montreal product.

THE MOLSON FAMILY

which must have had much to do with their success. Indications of the beginning of the banking business are already to be detected in these letters. In June, 1815, we find John, Jr., congratulating himself that "there was not a single forged bill amongst the whole of those I delivered and I wish yours may turn out the same. I have left with Mr. Anderson the thirds of the whole of the bills I purchased in case of accidents, though it was not necessary for if they should possible be lost in the river I believe new ones might be got." And in September of the same year he calls his father's attention to the advantage which the Molsons enjoy in this type of business over other dealers who "have not so good an opportunity of selling as us, as we have a chance of knowing who sends down money to purchase."

Early biographers of John Molson, Sr., were fond of the story that the two John Molsons were for a time in competition with one another in the steamboat business; but the term "competition" in this story is not to be interpreted too strictly. It was no more than a friendly rivalry between two members of the same family and participants in the same business enterprise, to see which could get the best results in his own department. The *Malsham* was much the better boat, but there is probably some truth in the story that John, Jr., used to make better time with his little *Swiftsure* by running her after dark.

The year 1816 saw the first rival to the Molson steamboats on the St. Lawrence. This was the *Car of Commerce*, whose peculiar title was modelled upon that of the *Car of Neptune*, the second of Fulton's steamboats on the Hudson. We have very little information concerning either her or her owners, and it is possible that she may have been in service during a part of 1815, although there is nothing in the surviving Molson correspondence to suggest it. Lemoine in his "*Port of Quebec*" ascribes her to 1813, but this is quite impossible. On May 26, 1816, however, we get a positive reference to her in a letter written on board the *Swiftsure* by John, Jr., and addressed to his father: "We passed the *Car* as she was going down, I do not know whether she has got both her wheels as I could not see her starboard

"BOURGEOIS DES STEAMBOATS"

side." This sounds very much as if the Car of Commerce was then engaged in making some kind of a trial trip. Whoever the owners were, they seem to have had a good deal of political influence, for in this year the Molsons met with opposition in the Legislature in regard to their very reasonable and necessary application for the right to build a wharf, and the customs officials seem to have begun getting fussy about granting clearance papers. On July 20 John, Jr. writes: "I sent up to the Custom House for a clearance for (the Malsham) but they would not grant one; went up myself but could not get it either; they had a great parley amongst themselves; they found fault because the Malsham had not got her register, etc. I do not know what their intentions are, though I am informed they do not mean to give you any trouble this time, but I believe that that arose from there being no post on Friday and that the boat would get up before they could send back word to seize. The greatest precautions must be taken for the future if you get clear this time, as they seem very willing to give all the trouble that they can."

At this date the Swiftsure was the personal property of John Molson, Jr., having been presented to him, according to tradition, by his father as the basis for his start in business. But on December 14, 1816, articles of partnership were agreed upon between the two steamboat owners along with the two younger sons, Thomas and William, for joint ownership of the brewery, the steamboats and the wharf and trading establishment at Quebec (at Près de Ville, acquired in 1815 by John Molson, Sr., from Robert Christie, barrister, and Monique Olivia Doucet, his wife). The partnership was for seven years, and the earnings were subject to an interest charge of 6 per cent on the valuation of the brewery, the Malsham and the Quebec property, for John, Sr., and of the Swiftsure, for John, Jr. Profits above this interest charge were to be shared equally. Thomas was to manage the brewery, and to continue to occupy his house there without rent, and John, Jr., was similarly provided with a house at Quebec for the management of that end of the partnership.

THE MOLSON FAMILY

The Molsons had already begun to prepare for the best possible answer to the plans of their rivals, by ordering engines for a much better and faster boat than anything then on the river. On July 11 John, Jr., wrote to his father saying that he had refrained from writing to Boulton & Watt to order this engine, because it would still be in time if they wrote a fortnight hence, and the plans would probably be altered in the interval. We may suspect that there was some difference of opinion between the two as to the proportions of the engine, and that John, Jr., hoped to use the delay to convert his father or at least to wear down his opposition; for he goes on to say that he is still of the same opinion respecting the water-wheels being 20 ft. in diameter, since the back-water would be infinitely less, and by reducing the paddles in proportion to the increase of velocity they would have the same impelling power. (From an entry in Thomas' diary in 1821 we know that the outside diameter of the water-wheels of the Malsham and the New Swiftsure was 14 feet, while that of the Lady Sherbrooke, the vessel which was under discussion in 1816, was 19 ft.) So close at this time were the relations between politics and the steamboat business that father and son discussed the question of one or both of them seeking election to the Legislative Assembly. John, Jr., writes to his father on Feb. 29: "You have now opportunity if you see any prospect in getting elected as a member of parliament; I would set up also if I was sure of success but hardly otherwise. Do not mention this to anybody." The business of hanging round the offices of the Government began to get upon the nerves of John, Jr., as it has upon those of many a practical business man in the hundred and sixteen years that have elapsed since that date, and a week later we find him writing: "My presence is still required to await His Excellency's answer. Now when that answer may be God knows, therefore I think you had better come down here yourself as soon as possible, that I may return to get the boats fitted up. It is absolutely necessary to make the boats more commodious, particularly the Swiftsure, otherwise we will be cut out altogether.

"BOURGEOIS DES STEAMBOATS"

The time is getting very limited. I never was more uneasy in my life, doing literally nothing when there is so much work to do." It might have been written this year instead of just after the war of 1812. The father secured a seat in the Assembly later in this year (1816) but the son never entered it.

There was some justification for the apprehensions of the younger partner. Competition was now to become very energetic. The Car of Commerce was followed by the Caledonia and the Telegraph, the latter a small boat originally intended for ferry service to Laprairie, but promptly pressed into duty on the Quebec route. Lemoine adds the Quebec to the list of vessels operating in 1817 but other authorities assign her to 1818.

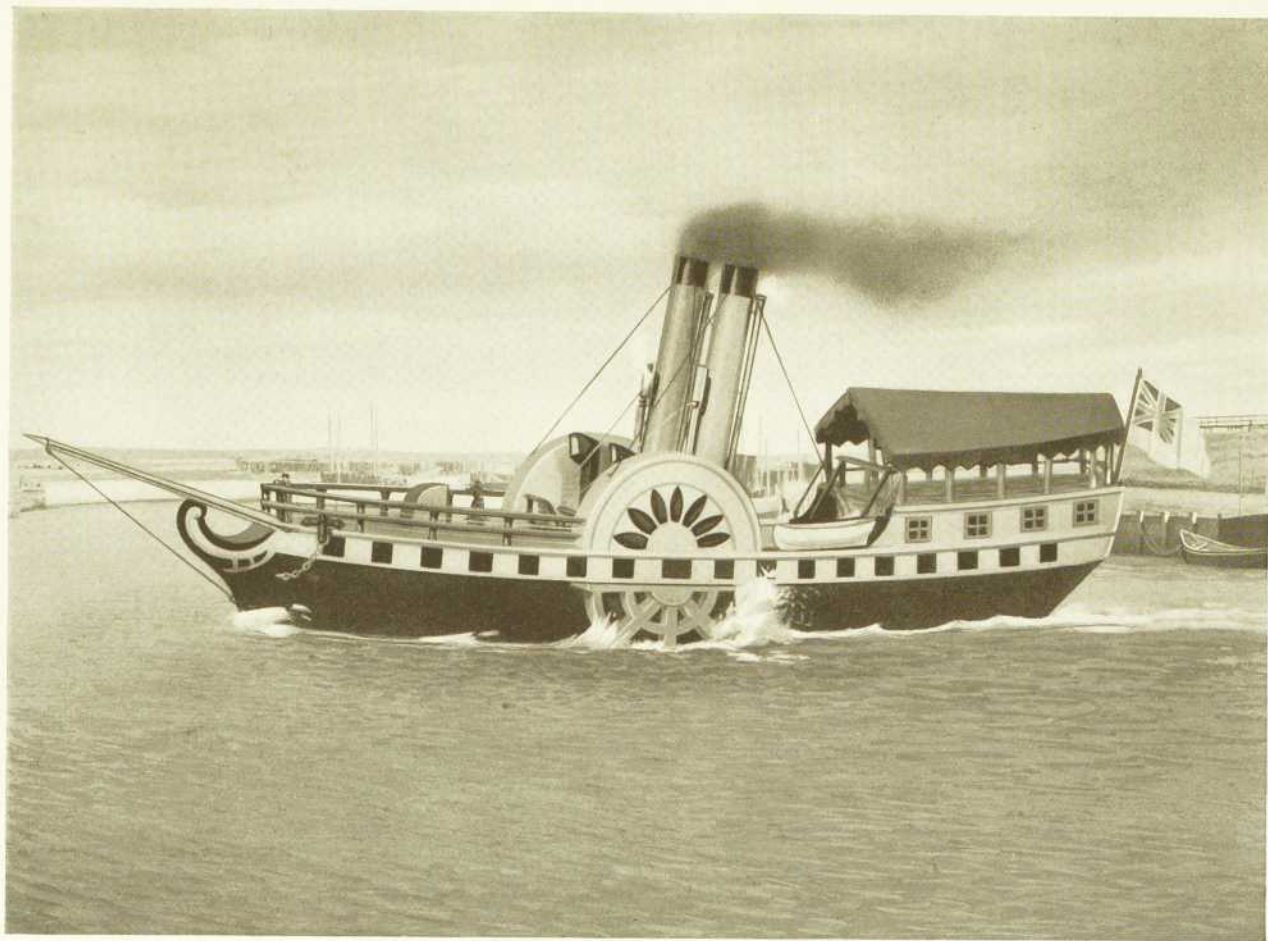
One of the most important methods adopted for countering this competition was the purchase from Sir John Johnson, Bart., of an extensive lot of land, bounded on one side by St. Paul Street and on the other side by the river. This was purchased with a view to establishing a hotel for the accommodation of those using the steamboats, and to building a wharf to which the steamboats could be moored. As the latter proposal was contrary to the regulations laid down for the control of beach lots, it was necessary to obtain official permission for the structure. The first indication we have of the project is in a letter from John, Jr., at Quebec to his father on Feb. 8, 1816: "I just met Mr. Papineau, Jr., who asked me whether I was wanting to get liberty to make a wharf, and asked if I was aware that it ought to pass through the Legislature." This of course meant that the Papineau party in the Legislative Assembly would endeavor to claim authority to prevent the construction of the wharf even if it were authorized by the Executive Council, and this is probably one of the first occasions on which the Molsons found their business projects hampered by the political struggles between the party of local autonomy and the party of British administration. The Molsons had evidently filed their application with the Executive Council, and it was referred to a Committee of the whole Council, which reported on Feb. 16 as follows:

THE MOLSON FAMILY

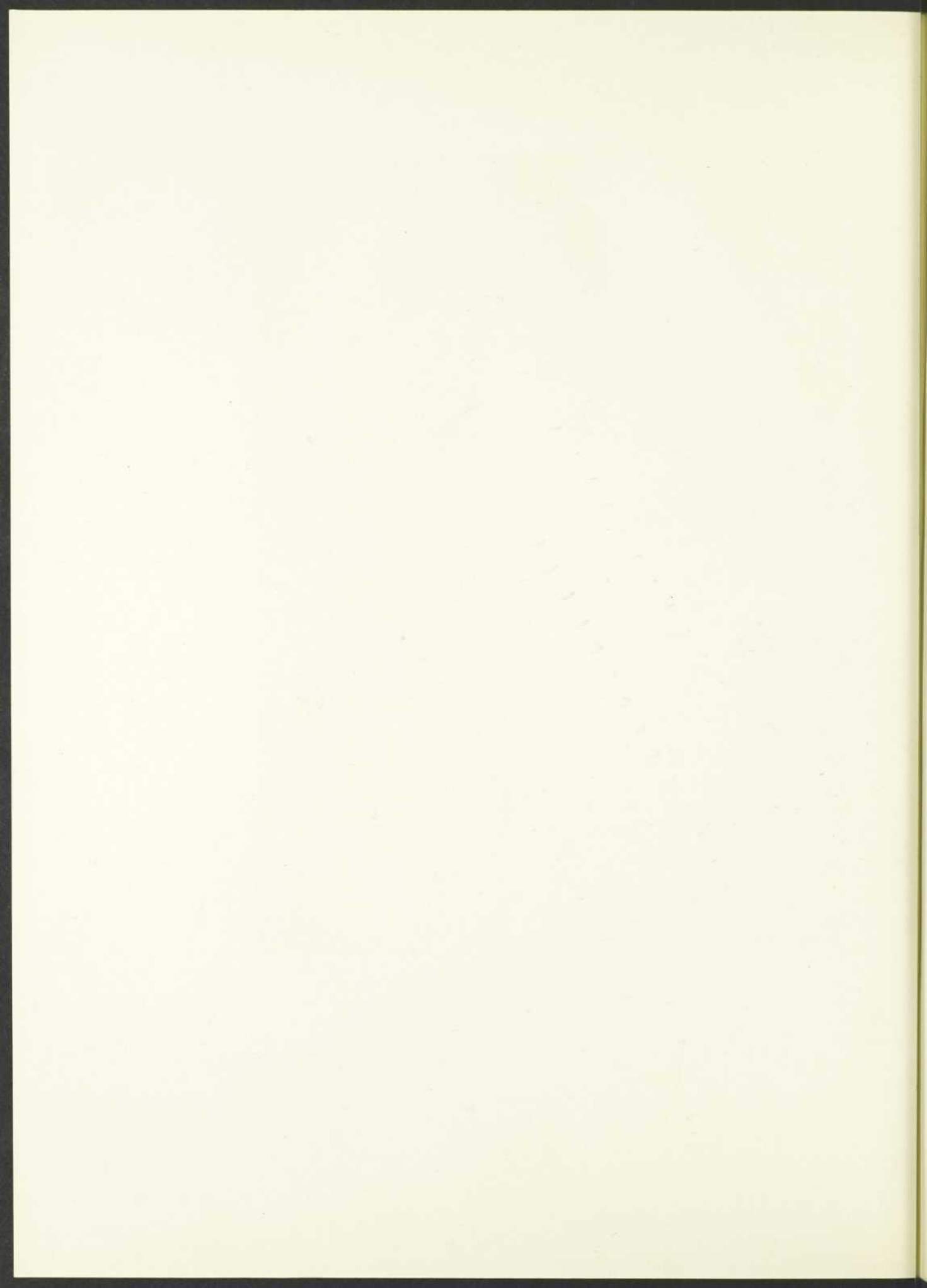
“In consideration of the zeal displayed by the petitioner at the commencement of the late war with the United States of America, and the benefit which the public service derived from the introduction of the steamboat at that critical period, at great expense and risk, whereby the transport of troops, arms and stores, was much facilitated and expedited, objects which towards the close of the season of 1812 could not have been effected in one time by other means, the Committee would have been in order humbly to recommend a grant in free and common lorage to the petitioner and his heirs for ever; especially as the result of their inquiries go to prove that no injury would arise to the navigation of the St. Lawrence, or the harbour of Montreal, by the erection of a wharf in the manner proposed by Mr. Molson, and the prayer of the petitioner being recommended by the principal inhabitants of the place, but having reference to the report of the Committee of the 30th January, 1811, which was afterwards approved by His Excellency, the Governor-in-Chief-in-Council, whereby a principle appears to have been laid down for regulating the manner in which water lots should thereafter be disposed of, the Committee cannot upon the present occasion recommend a total departure therefrom—on the other hand, they conceive that Mr. Molson merits the favorable consideration of His Majesty’s Government, and that his services will justify a deviation in some degree from the report aforesaid, particularly as the object of the petitioner’s present application appears not to be confined solely to his own benefit, but also to make such improvements as may tend to the accommodation and convenience of travellers and of the public in general.

“The Committee, therefore, humbly recommends that a lease may be granted to Mr. Molson, on bail emphyteutique, for the term of fifty years, and for the consideration of 20 shillings sterling per annum, and that at the expiration thereof he or his representatives should have the preference of a renewal of his lease.”

The recommendation, with certain restrictions, was approved by His Excellency the Administrator-in-Chief of the Province of Upper and Lower Canada on April 22, 1816, but it does not appear to have



EARLY MOLSON STEAMBOAT, PROBABLY "MALSHAM"



"BOURGEOIS DES STEAMBOATS"

been followed by any construction operations. The Molsons, however, appear to have an interest in the Mansion House, a very luxurious hotel for its time which was under construction in 1818, and concerning which John, Jr., wrote to his father: "The Brig Solon, 30 days from London, has brought the chandeliers, etc., for the Mansion House (amount as per invoice £1050.16.6)."

The family partnership arrangement of 1816 was eventually superseded by the more modern form of a stock company. We have a record of the original shareholders of the St. Lawrence Steamboat Company, as it was officially titled (although the line continued for many years to be popularly known as "The Molson Line"), but not of the exact date of its formation. The shareholders were the two John Molsons, Thomas and William Molson, Noah Freer, John Goudie and James McDonall. Noah Freer was the cashier, and in business the dominating figure, of the Quebec Bank, and his name is very prominent in the financial annals of the Ancient Capital. John Goudie was a large property owner and shipping owner of Quebec.

The flagship, so to speak, of the early Molson fleet seems to have come into service in 1818. She was the Lady Sherbrooke, concerning whose engines John, Jr., was writing in July, 1816. An entry in Thomas Molson's diary—the same entry which refers to the retirement of the old Swiftsure—seems to have been made in the autumn of 1818, and says: "The steamboat Lady Sherbrooke made two trips from Quebec this fall, goes very well, 60 horse engine in her." Patton says that the engine was a 63 h.p. side lever, and that she was 170 feet long and 34 feet beam. Immigration was heavy into Upper Canada at this time, and there was keen competition to get hold of the immigrants when they landed from the ocean sailing vessels at Quebec. There was rate cutting between the rivals, and the steamboat managements showed a tendency to delay sailings when there was an immigrant ship coming up the river. John, Jr., writes from Quebec on Sept. 11, 1818: "I purposed sending the Swiftsure on her

THE MOLSON FAMILY

usual day, but finding that the proprietors of the Quebec had succeeded in getting most of the settlers even though I should start the boat on her day or take them at 7s. 6d. (sic). One of the vessels with the settlers belonged (to) Goudie and was consigned to him, and the other lay at his wharf. There arrived another ship called the Mars, with 253, which intended to have gone up with this boat but were not ready in time, therefore intend going per Malsham." The unsympathetic attitude of Mr. Goudie strongly suggests that there was then no community of interests between him and the Molsons, and that the company in which he was associated with them was therefore of later date. It was in this year that the traveller De Gaspé reported that the Caledonia required 42 oxen to get up the St. Mary's Current. Concerning the Malsham, T. S. Brown in his "Reminiscences" tells us that she was a long heavy boat with only 45 horse power.

The first Montreal Directory, edited by Doige and bearing date of 1819, purports to give us a complete list of the steamboats then operating in the St. Lawrence service, with their captains and their weekly sailing dates (for it still took one week to make the round trip). The list is as follows:

	<i>Captain</i>	<i>Sailing</i>
Caledonia	Reid	Friday
Car of Commerce	D. C. McDonell	Sunday
Lady Sherbrooke	A. McDonald	Sunday
Malsham	— Raymont	Thursday
New Swiftsure	W. B. Lavers	Tuesday
Quebec	Wm. Hall	Wednesday
Telegraph	— Bush	Tuesday

Only three of these seven vessels are indicated by Doige as belonging to the Molson fleet, and two of these had an opposition vessel sailing against them on the same date. Sunday was the big day, for then the Car and the Lady Sherbrooke departed together. The New Swiftsure, the oldest of the Molson fleet, sailed on Tuesday, accompanied by

"BOURGEOIS DES STEAMBOATS"

the Telegraph, the smallest of her rivals. The Malsham had no companion on her own day, but had the Quebec a day before her and the Caledonia a day later.

It is an interesting conjecture that the captain of the Malsham, whose name is given in Doige as Raymont, may have been John Rayment, a brother-in-law of John Molson, Sr., through marriage with Martha Molson. A letter from R. Smith, of Gosberton, Lincolnshire, dated in this year, refers to the impending departure of J. Rayment for Canada. If this identification is correct, however, it would seem that Mr. Rayment did not take to Canada, for Thomas Molson, on his trip to England in 1823, is found travelling about Lincolnshire collecting various accounts in John Rayment's company.

Diary entries by Thomas Molson in 1821 show us that even the latest of the steamboats were still using sail as an auxiliary. On November 26, "Lady Sherbrooke came from port in front of brewery to take all her furniture and sails out (square sail, square topsail and jib sail)." Another entry tells us that the Malsham had eight paddles to each wheel, 20½ inches breadth of paddle, 6 ft. 4½ inches length, 14 feet outside diameter of water wheels, 22-26 revolutions per minute; Lady Sherbrooke, 8 paddles, 20 inches breadth, 6 ft. 6½ inches length, 19 ft. outside diameter, 16-20 revolutions; New Swiftsure, 16 paddles, 1 ft. breadth (altered Oct. 9 to 10 inches), 10 ft. length, 14 ft. outside diameter, 24-26 revolutions. In 1822 John Brown one of the proprietors of the Caledonia, offered her to the Molsons for £3500, or for three years at £500 per annum; a little later the diary records that "we have taken Caledonia for one season at £225." About the same time the Molsons must have acquired also the control of the Car of Commerce and the Telegraph, and must also have incorporated their steamboat business as a separate enterprise; for after the loss of the Car of Commerce and the Malsham, both of which ran aground in 1822, we find Mr. Molson (presumably John, Sr.) informing the *Canadian Times*, a Montreal newspaper, that the disappearance of these two boats "has deprived the company of two

THE MOLSON FAMILY

of the most capacious vessels for freight," and that the *Telegraph* and *Caledonia* will be fitted up to serve in emergency. Up to this time, it is interesting to note, there had been no accident involving risk to life in the 14 years of steam navigation on the St. Lawrence—the common accident of running aground being merely destructive to property; for the burning of the *de Salaberry*, running to Chambly, is described as the first serious accident on the river. All those on board of her were saved.

A new development in steam river transportation was taking place about this time as a result of the increased horse power of the newer steamboats. This was the use of the steamboat to tow ocean sailing vessels up to inland points which they could not readily reach under sail. This function ceased to have any importance after the introduction of steam railways, but between 1823 and 1837 it effected great changes in the handling of through traffic. In the case of the St. Lawrence, it obviated much trans-shipment of freight and passengers at Quebec, and it also caused a good deal of freight between Quebec and Montreal to be handled in barges, which could be left for loading and picked up when ready, in much the same way as a railway freight car. The first vessel operated on the St. Lawrence with a primary view to towing was the *Hercules*, which was built in 1823 by a rival company to the Molsons, and was described at its launch on Oct. 11 as being "the steam vessel possessing the greatest propelling power of any on the continent of America, or perhaps in the world." It had 35-inch cylinders, and its launch was celebrated by salutes from the non-Molson steamboats *Laprairie* and *Montreal* and by a turtle soup dinner at the *Mansion House Hotel*. The *Hercules* seems to have been the first steamboat to tow a full-size ocean sailing ship up the St. Mary's Current, a feat which she performed in 1824 with the ship *Margaret*; prior to that the biggest towing operation had been that performed by the *New Swiftsure* in 1823 in bringing up the *Telegraph* and *Caledonia* for refitting in Montreal Harbor. The first captain of the *Hercules* was George Brush, who has already been referred to;

"BOURGEOIS DES STEAMBOATS"

he had been for several years captain of the *Car of Commerce*, which, by the irony of fate, was eventually drifted by the ice from the place where she first ran aground to a final resting place off *Pointe aux Trembles*, immediately opposite Captain Brush's house.

The Molsons countered the *Hercules*, as soon as the success of the new type of vessel was demonstrated, by ordering a similar but speedier boat, which was named the *John Molson*. This vessel made her first trip to Quebec with sixty cabin passengers about August 15, 1827, and was described by the press as "one of the finest vessels of her class on any waters." On August 27 she did the up-trip from Quebec to Montreal in 21 hours, including two stops of 45 minutes each. The old days of the round trip occupying a full week had obviously come to an end. Less important vessels added to the Molson fleet about this time were the *Waterloo* (which subsequently foundered in Lake St. Peter about 1830) and the *Canadian*, which appears to have received the engines which were taken out of the *Lady Sherbrooke* when her hull ceased to be serviceable.

The success of the *Hercules*, which vessel had passed by 1826 into the hands of the Torrance family (if indeed they were not interested in her from the beginning) was the signal for another period of intense competition in the St. Lawrence steamboat business. The first competitive era had ended in the Molsons acquiring, about 1822, control of practically all the efficient vessels on the river. The second competitive era came to an end at the beginning of the season of 1833, when the St. Lawrence Steamboat Company (the Molsons) and the Tow Boat Company (the Torrances) "agreed to unite in forming a daily line between Quebec and Montreal for the convenience of the public. These boats being laid aside for passengers will not tow anything but their barge as a tender, and their trips can be depended on in the fullest manner, as they will leave punctually on the days and hours appointed." This language, which is that of the official advertisement in the *Montreal Gazette*, and bears the date of May 21, 1833, affords striking evidence of the way in which the passenger

THE MOLSON FAMILY

service had been demoralized by the practice of using passenger boats for towing purposes. As a result of the combination between the rival companies, two of their vessels, the John Bull (a Molson boat of about 1830) and the British America (a Torrance boat of about the same date) were assigned principally to the towing business. The chief passenger sailings were provided by the Canada under Capt. George Brush, and the St. George under Capt. C. L. Armstrong. Each of these sailed twice a week from Montreal, the first on Monday and Thursday and the second on Wednesday and Saturday; both were Torrance boats, the St. George having been built in the Shay & Merritt shipyard in Montreal, according to the historian Bosworth, in the year 1830, and the Canada in the same yard in 1831. Bosworth records that the St. George was 160 feet long and 26 feet beam.

The sailings on the remaining two days of the week were provided, as occasion served, by the John Molson, already referred to, of which the advertisement speaks as being well known for the quietness of her machinery; the Voyageur, which had been a ferry boat on the Montreal-Laprairie service; and the St. Lawrence, of which we have indications as far back as 1828, and which now belonged to the Molsons. There were several other boats under the control of the allied companies, but they appear to have been assigned to other services than that between Montreal and Quebec. The Lady Aylmer, for instance, was stationed at Quebec to do towing business in the vicinity of that port. The Britannia was built for the Torrances in 1833 and put on the St. Lawrence service.

The agreement between the two companies does not seem to have resulted in the complete obliteration of competition, but the rivalry seems to have been chiefly in the business of carrying immigrants from Quebec to Montreal, a business which could be participated in by slower and less palatially equipped vessels. In 1835 we find the *Quebec Gazette* announcing that the St. Patrick will run in the Montreal-Quebec service in opposition to the "United Companies"; in 1832 this boat appears to have been operated by the Molsons, but

"BOURGEOIS DES STEAMBOATS"

she apparently ceased to be part of their fleet before the end of that year, as we find her advertised as doing business through Alexander Gray & Co. and George Dempster & Co. as agents. An editorial in the *Montreal Herald* in 1835 refers to the "temptations to go West" which were put before the immigrant at Quebec in the shape of "pressing invitations of rival steamboats, ambitious of the honor of carrying him at his own price to Montreal. The opportunity of travelling 150 miles for 18d. is irresistibly alluring."

The immigrants were probably the only class of persons who gained much benefit from this vigorous and uneconomic competition. The question of steamboat fares naturally attracted little attention during the disturbed years of 1836 to 1838; but in 1839 we find an indignant correspondent writing to the *Montreal Courier* to complain of a charge of 7s. 6d. for a nine-months-old infant on the Steamboat Canada from Quebec to Montreal, and adding: "Two powerful companies hold the monopoly on the St. Lawrence . . . but there will in the course of a few weeks be three boats running in opposition!" The wish was doubtless father to the thought, but no real competition to the Molson-Torrance alliance developed until a good many years later.

In the 'twenties and 'thirties the Molson interests operated, in connection with their Laprairie ferry service, a line of stages for the conveyance of freight and passengers to the Richelieu River above the Chambly Rapids, thus establishing connection with the Lake Champlain navigation system. The organization was known as the St. Lawrence and Richelieu Navigation Company. This stage line was just the kind of link between two waterway systems which was considered the most suitable field for railway service in the early days of the steam locomotive, and it is said that John Molson became interested in the project of a rail connection between the St. Lawrence and the Richelieu as soon as he heard of the successful experiment of the Liverpool and Manchester Railway in 1829. (See article in *Montreal Gazette* March 30, 1929, by John Loye). But the organization

THE MOLSON FAMILY

of a railway, the first railway in Canada, was a much larger and more complicated affair than the establishment of the first steamboats; and the founder was obliged to leave the carrying out of this great project to his sons. He was living in retirement when the project took shape and construction began in 1835, and died a few months before the movement of the first train in July, 1836. The story of the part played by his sons in this historic undertaking is told in another chapter.



CHAPTER FIVE

THE FOUNDER

EVEN if we possessed none of the letters which passed from time to time between John Molson, the founder of the family in Canada, and his sons who completed the foundation, we should still be able to form a fairly complete idea of the founder's character. But the surviving correspondence, small as it is, adds immensely to the brilliance and perspective of our portrait of the man.

The age was one in which the rapid progress of improvements in machinery and transportation was revolutionizing the whole character of industry. But neither machinery nor the processes of commerce were as yet so complicated, and so specialized for different types of business, as to prevent an observant and practical-minded man from acquiring a pretty shrewd understanding of any type of business in which he chose to become interested. It was too early for specialists, and the men who rose to greatness in the industrial and commercial world of the period did so by means of a shrewd general acquisitiveness for practical ideas rather than by concentrating on the particular body of knowledge appropriate to some special kind of business. The resultant type has a good many of the characteristics of the fabulous "John Bull" of the caricaturists; a more serious depiction of it may be found in the works of Samuel Smiles and other students of the successful English business man of the early nineteenth century.

One of the most conspicuous characteristics of the type is an alert and constant curiosity, directed, however, solely towards such matters as are likely to be useful either in business or in the development

THE MOLSON FAMILY

of personal character. We have one letter from the founder to his second son, Thomas, in which this quality of enlightened and directed curiosity is strikingly exhibited, together with the importance attached to its proper development in the succeeding generation. Since the letter is in the form of a rather definite rebuke to Thomas for failing to exhibit this precise kind of curiosity in the early stages of a trip to England, the reader should be warned that Thomas had an excuse of which his father was not at the time aware, and that he more than made up for his deficiencies at this early age by the acuteness which he exhibited a little later and throughout the rest of his life. The excuse is that Thomas, who was twenty-five years of age, when this letter was written, was on his way to the ancestral county, where two months later he married his cousin, Martha Molson, of Gosberton, to the very great surprise of his parents and brothers; we may quite confidently assume that the young man's mind was fully occupied with this sentimental project from the moment when he left Montreal, and we shall then feel amply disposed to pardon him for a lack of interest in the Hudson River steamboats, and for the absent-mindedness which may have caused the loss of his doubloons. The letter was written from Montreal on February 1, 1816, and reads as follows:

"I am much surprised at not having received a letter from you on your sailing from New York. We received a short epistle to John dated on the 18th December, if I can judge from that letter you had seen or heard nothing during the time you remained in New York. The loss of your doubloons I hope will be a lesson to you to take better care in future. John tells me it was with the greatest difficulty that he could get you to see and sail in the steamboats; I should have thought you would not have lost a moment in seeing everything that was worth seeing and hearing—manners and knowledge are to be acquired most particularly by travelling. On that principle I let you take so long and expensive a journey; and can assure you shall have no objection to any reasonable expense, so as you profit by all the circumstances that present themselves; on the contrary, shall be much disappointed and angry if it is not the case. You

THE FOUNDER

must be aware that my anxiety is only for your welfare; and that all and every advice from me is perhaps (from) nearly the only friend you have—with the exception of your mother and brothers. By all means lose not an opportunity of seeing all kinds of machinery that you can get to see, even should it cost a trifle, for in seeing nothing, it will cost you a great deal; and all your time and money is lost, for a few dollars or pounds spent on proper objects will repay the whole expense. I hope you have taken care of the orders that you took with you—I have been fool enough not to have kept a copy. For the coals a small brig should be chartered; if your money holds out a parcel of malt should come in the same brig. . . . Mr. Grayhurst is the person to show or get somebody to show you everything about London. The brew houses and machinery are well worth seeing there—and every town and place endeavor to get some person to introduce you to such places. In the manufacturing towns neglect not to see such manufactures as you can get at. The steamboats in England or Scotland be particular in seeing and sailing in; on some occasions it may be necessary to let know that you are from Canada to strangers; will ease their minds from any fear of your stealing anything from them to their prejudice, and when necessary let know that I have built three steamboats, two of which are running—that will draw questions from them, your answers will convince them of your knowledge, and at least some of them will be more communicative.”

There is another characteristic touch in this letter which should not escape observation. It is the indication of the intensity and closeness of the family feeling. “Advice from me,” writes the father, is advice from “nearly the only friend you have—with the exception of your mother and brothers.” The word “friend” in this sentence is obviously to be interpreted in its strongest and narrowest sense, for the Molsons at this time had no lack of kindly and sympathetic acquaintances either in Montreal or in London and Lincolnshire. But the phrase is a striking expression of that sense of family solidarity which embraces only two, or at the most three, generations of immediate relatives, and which is so entirely different from the far-reaching

THE MOLSON FAMILY

clannishness of the Celtic races or the extreme individualism of some other types of Englishman. The importance of this family solidarity in the history of the Molson family from the beginning of the nineteenth century to the present day is simply impossible to over-estimate.

The injustice of the father's rebuke, and the very lively curiosity of Thomas (not as yet rigidly confined to matters of business interest, for he paid a visit to Guy's Hospital to see the dissecting), are clearly shown in a letter from Thomas to his brother John, dated February 16, 1816, which must have been written long before he could have received the letter from his father. The Grayhurst referred to in these letters is a member of the London firm of Grayhurst & Harvey for which acted as agent for the Molsons:

"Dear Brother:

"I have not received any letters from you or my father, and hope you have received my last of the 31st Jan. from Liverpool (and likewise wrote one to my father of the same date). I did not leave Liverpool before the 2nd Feb. on account of the Custom House Officers not being on board and took an inside fare being 2 Guineas on account of being out at night and therefor was at liberty to go outside and on the road saw a great many Steam Engines at the Coal pits and a great variety of old fashioned buildings and a number of towns on the road and arrived in London the 3rd instant at 4 O'Clock P M and thinking it too late to call on Michael Grayhurst Esq. that evening and waited on Mr. Harvey the next day (for Mr. Grayhurst being at Highgate) spent the evening with him and saw Mr. Grayhurst the next day and spent that night at his house at Highgate, was remarkable civil likewise his Wife, they are very much at their ease and comfort there and neat; next morning on our return stopped at W. Brithwaites about the copper pipes and shall go tomorrow again to decide what shall be requisite. I make out very well here in the Streets and nobody takes notice of me being a Stranger. I delivered the letter, to Messrs. Gillespie Gerrard & Co. house and did not see Mr. Yoward, I saw Mr. Charles Loedel this evening and went to the dissecting

THE FOUNDER

room in *Guys Hospital* with him and saw the operations on the several dead bodies performed there and after that had the pleasure to take Tea with him and he mentioned that he sees more in one month here than the whole of his life in Canada and cannot get away before 18 months, and his brother Henry is in France and very well. Mr. Croffard from Canada died last week likewise His Excellency Sir Geo. Provost about 3 weeks ago and Captn. Patterson of the *Everetta* on the passage here but suppose you have heard of it before now. There are a number of Canada Gentlemen here at present, W. Grayhurst received the bills of Exchange of £4000—The price of barley in this country will average about 24/- per quarter and shall endeavor to send some out—The price of grain being so low the Farmers are most all breaking not being able to pay the rents. I am very much delighted with the Country and the women of this Country are very hospitable, not like those of Canada—And hope you are all well and hearty; give my kind love and affection to my Father, Mother and William and hope he has been attentive to business.

"I remain, thy beloved and affectionate brother,

"(Sgd.) Thos. Molson.

"P.S.—I shall leave here as soon as I can for Birmingham."

The whole collection of family letters in this year (1816), of which fortunately a considerable number have been preserved, is full of indications of the remarkable intimacy and community of interest which existed in the family, but especially between John, Jr., and his father. It is obvious that the most perfect confidence existed between these two. They were at this time carrying on in common an enterprise—the operation of the two steamboats—which necessitated a great deal of independent action by each of them, with little opportunity for consultation, for the boats were never together from the beginning of the summer to the end of it except for the few hours that they might spend at the same port in mid-trip if they happened to reach it at about the same time. They kept one another constantly posted as to all their transactions, and there does not seem to have been the slightest suggestion of any serious differences of opinion.

THE MOLSON FAMILY

They make suggestions to one another as to the best way of operating the steamboats—when the wheels should have one paddle and when two, where is the best place to lay in cordwood, how the “Trinity” should be handled about wharf-building permits, and so forth. But the general impression is that of “two minds with but a single thought,” an ideal arrangement for the carrying on of a business which imperatively required a responsible partner in at least two different places. Later on both Thomas and William joined in the alliance, each with a definite sphere of action and with a large degree of freedom in that sphere.

One further characteristic which the founder possessed in a very high degree is worthy of notice. This was the ability to win the confidence of all those with whom he did business, and particularly with the small farmers, mainly of French-Canadian nationality, who supplied the raw materials for the brewery and for the grain business which grew up in connection with it. His Lincolnshire farmer blood made it easy for him to understand and sympathize with these simple agriculturists, and it was this sympathy as much as reasons of policy which led him to adopt for business purposes the costume of the habitant. The tradition concerning him which long survived among the French-Canadian population is well recorded by Hector Berthelot in his “*Le Bon Vieux Temps*,” originally written in 1885: “Old inhabitants recall seeing him, around 1820, wearing a blue tuque, sabots and a homespun suit. He stood at the door of his brewery and stopped all the farmers coming into the city with grain in order to purchase it. ‘*Le Père Molson*’ enjoyed great popularity among the French-Canadians because of his frank bonhomie and the honesty he showed in all his transactions with them.” In the elections of 1827, when racial feeling ran high and the East Ward had become almost entirely a French-Canadian electorate, the elder Molson was the only man who had the courage to run for one of the two seats in the Legislative Assembly in the interests of the party which supported the Legislative Council and the Governor. His candidacy was a forlorn hope,

THE FOUNDER

for the platform of the party consisted mainly in a denial of the right of the Assembly to control the revenues arising from import duties, on the ground that these were enacted by the British Government as the inheritor of all the powers enjoyed by the French Government prior to the conquest. Mr. Molson did not attempt to address his meetings in French, although, as he assured his hearers, he perfectly understood that language; he did not, however, pretend to speak it with the correctness and propriety which were desirable in a public utterance. The *Herald* speaks of his addresses as having been delivered "in that familiar and businesslike style that has distinguished him during a residence of more than forty years of successful industry in Montreal." The poll lasted for several days, and when the two candidates of the French-Canadian party had accumulated 273 votes each against 125 for Mr. Molson, the latter retired from the contest. The French-Canadians never showed any resentment against Mr. Molson for having adventured into the political field in the interests of the policies in which he firmly believed, and when he died in January, 1836, the expressions of regret in the French press were as lively as in the English. *Le Canadien*, of Quebec, one of the most advanced of the Nationalist papers, wrote on this occasion: "We hasten to associate ourselves with the regrets which have been expressed by our Montreal contemporaries, on the occasion of the loss experienced by Canadian industry through the death of the Hon. John Molson, to whom Lower Canada owes the introduction of steam in inland navigation, and who was at all times a zealous supporter of every important commercial and industrial enterprise. Few men have rendered better service to their country in connection with its material development."

Politics are absorbing only to those who, while appreciating the importance of their issues, can also be keenly interested in the processes by which they are carried on, as a chess-player is interested in the moves of his game. To the mind of the business man these processes are always sure to appear a futile and preposterous waste of

THE MOLSON FAMILY

time, and we have plenty of evidence of the annoyance which the early Molsons experienced at having to play politics and dance attendance on politicians for the successful carrying out of great and nationally beneficial business enterprises.

In 1816 the interests of the steamboat enterprise seemed so imperatively to demand an active representative at the seat of authority that the founder and his oldest son discussed early in the year the advisability of securing a seat in the Legislature. Apparently they were both prepared to present themselves as candidates if they could find two reasonably promising constituencies. At any rate the father did actually present himself for election in this year and was returned as representative of Montreal East in the Legislative Assembly on April 25. He continued to represent the constituency until Feb. 9, 1820. This was the same constituency which refused to elect him in 1827; but at the earlier election the French-speaking population was smaller and there was hardly any of the violent racial feeling which developed later in the course of the struggle for representative institutions. This adventure into democratic politics seems to have been motivated mainly by the desire to counteract the activities of politicians who were unsympathetic to commercial and industrial progress, and in particular to the improvements in transportation which were essential if that progress was to continue. It was a very different situation from that of the candidacy of 1827, when the whole constitutional system to which the Molson family were deeply attached seemed to be in grave danger. These are the only occasions on which the early members of the family adventured into the electioneering arena, and these adventures were certainly not due to any ordinary interest in the game of politics.

Military service, like politics, was engaged in whole-heartedly by the early Canadian Molsons when any urgent necessity arose, but seldom appealed to any of the family as a career. The first war in which Canada found herself engaged after the arrival of the founder of the Canadian family was that of 1812 against the United States,

THE FOUNDER

and John Molson, Sr., already 48 years of age, promptly secured a commission as Lieutenant of the Select Embodied Militia of Lower Canada, commanded by Lieut.-Col. Patrick Murray, who had been a Major in the 60th Foot. He was promoted to a captaincy on March 25, 1813. On November 25 following he resigned, on the disbanding of the Embodied Militia, there being no further danger of American operations in Lower Canada. His steamship was of the highest utility throughout the war, and his oldest son, as will be recorded elsewhere, also volunteered for active service and offered to raise a troop of cavalry at his own expense.

At various times after 1827 we find the founder taking a lively interest in the strenuous efforts of the so-called British party to preserve unimpaired the powers of the Governor and of the Legislative Council, and to stem the rising tide of democracy in the Legislative Assembly. In 1834 there was a violent struggle over the Assembly elections in the West Ward, and we find John Molson, Jr., elected President of the Constitutional Committee and presiding at a public meeting in November which was a forerunner of the Constitutional Association of the following year. John Molson, Sr., does not appear in connection with this meeting, and surviving letters suggest that he was living in considerable retirement at his country estate at St. Marguerite Island, Boucherville, whither William Molson, his youngest son, sent him periodical bulletins on the progress of the fight, such as that of November 16, which reads: "The election for the West Ward still remains unsettled, but am sorry to say every night there are disturbances in the streets, people beaten, and glass or windows of houses broken. Mr. English's house was almost made a wreck of on Friday night, and had it not been for Col. Tydy and Mr. Macnider (as I am informed) a party were on their way to Papineau's house for retaliation. In haste for church, I remain." The Rebellion of 1837 was well in sight, but the prospect did not interfere with church attendance, and may indeed have somewhat increased it.

The meeting under the presidency of the younger John Molson

THE MOLSON FAMILY

passed a resolution emphatically condemning the Town Council, which was now controlled by the French, for endeavoring to influence the election in the West Ward. It was alleged that partizans of Papi-neau and Nelson had been illegally constituted into a municipal night-watch, and that they were using their authority to intimidate electors, break into houses and endanger lives. The Town Council was further accused of exhibiting gross animosity against the British and Irish, "showing the tyranny which would be practiced if the British Government made the concessions demanded by the Assembly." A committee was appointed to correspond with the British and Irish in both Canadas, exhorting them to be prepared to act in concert with the Constitutionals of Montreal. This committee includes several names which were not only prominent in the annals of the period but continued to be so for many years afterwards. It consisted of Messrs. John Molson, Jr., Joshua Ball, Torrance, Gerrard, Doyle, Mittleberger, M'Grath, Auldjo, Ferrie, John Fisher, Bellingham, Howard, Redpath, J. P. Sexton, W. Logan, Stanley Bagg, Grant, Phillips, Corse, E. Maitland, Glennon, James Holmes, Mitchell Smith and Begley. In January, 1835, another general meeting was held at which the more permanent body was constituted under the title of the Constitutional Association. The Hon. G. Moffatt occupied the chair. John Molson, Sr., was the mover of the resolution appointing a large committee, which included himself and John Molson, Jr. This was probably the last public appearance of the splendid old man who for over fifty years had united his and his family's destinies with those of the City of Montreal, for in this year he withdrew from the firm which he had founded and from the Presidency of the Montreal General Hospital, of which he had been one of the earliest and greatest benefactors, and within the first few days of 1836 he was lying dead, and the shocking political disturbances of the time, which we now know to have been merely the growing pains of a young nation, but which to the men of his political faith seemed to presage the breakup of the Empire, had no more power to distress him. The family tradi-

THE FOUNDER

tion records that he died "of quack pills"; it is true that he was over seventy years of age, and that he had lived a life of constant energy and perpetual occupation which might well have worn out any ordinary man before that age, but the tradition shows that those who knew him felt that there was need of some unusual and dramatic explanation to account for his failure to survive into the eighties.

In the closing years of his life he was rewarded for his notable services to the Constitutional party by a nomination to the Legislative Council (January 4, 1832), where he represented very ably the interests of the increasingly important financial and commercial community of Montreal, and was in the main a supporter of that very able politician and statesman, the Hon. George Moffatt. In 1833 we find him voting in a minority with Messrs. McGill and Stewart in favor of Moffatt's motion for the production of papers regarding the dismissal of Attorney-General Stuart.

One of the characteristic forms which the family instinct took in John Molson, Sr., and one which undoubtedly had much to do with the manner in which the family flourished after his decease, was his constant desire to provide a dignified and spacious life, not a little reminiscent of the old Lincolnshire manor-house, in the somewhat crude new land where he had decided to settle. Even in the early days of the brewery, the residential accommodations in connection with it seemed to have been upon a generous scale. But one of the most characteristic steps in the founder's career was his purchase about 1825 of the noble mansion whose walls are still standing on the northwest corner of Sherbrooke and St. Lawrence Streets, and which was erected about 1818 by Thomas Torrance, a member of the family which was at times in keen rivalry and at times in close association with the Molsons in the steamship business. This mansion was regarded, even at the time of the Molson purchase, as being at a preposterous distance from the city; but its noble proportions, the splendid gardens which surrounded it, and the commanding view which it enjoyed over the city and river, must have made an irresist-

THE MOLSON FAMILY

ible appeal to the one-time owner of Snake Hall. It is characteristic of him also that he did not undertake to build any such mansion himself. The house was originally known as "Torrance's Folly," and the description was probably accurate enough as regards any prospect that the builder had of getting back the money that he put into it. But John Molson, Sr., appears to have acquired it at a very advantageous opportunity, at a time when the business interests of the builder required him to remove to Quebec; and he and his descendants maintained it in great dignity as the chief seat of the family for several generations. The same characteristic desire for dignity and for the amenities of social life is to be found in the manner in which the Molsons outfitted their steamboats, as the popularity of that method of travel became more and more assured. The latest Molson boat was nearly always one of the most palatial and splendid vessels to be found anywhere in the world. The John Bull was so commodious that she was repeatedly used as an official residence for the Governor-General.

It was doubtless also John Molson's desire to improve the cultural and social side of the life of his city, that led him to take a leading part in the promotion of the first theatre to be built in Montreal, the original Theatre Royal, built near the Bonsecours Market, and also near the Masonic Hall of those days, at a cost of £7,500. We still possess the original account book of the theatre company, with the list of holders of the two hundred shares at £25 each which constituted the original capitalization in 1825. All the subscribers took one share each except John Molson, Senior, with 44, Mrs. E. Platt with 20, John Molson, Junior, with 10, John Spragg with 5, John Forsyth, Hon. William McGillivray, Francis Rasco, John Richardson, Samuel Gerrard, Thomas Thain, Estate D. David, F. U. Ermatinger, and Peter McGill with 4 each, and Horatio Gates, Joseph Beckett & Co., I. S. McCord, Henry McKenzie, William Gay, John Murphy, Gibbs & Co., Burnett & Forbes, Joseph Shuter, George Auldjo, and James Leslie with 2 each. The one share subscribers were Michael Andrews,

THE FOUNDER

Pierre Bibeau, Alexis Bouret, T. Bouthillier, Charles Cumming, Dr. Caldwell, N. Charles, James Carswell, Hugh Calder, Dunn, Dow & Co., Robert Dalrymple & Co., William Eydam, Robert Frost, John Fleming, Charles Fremont, James Farrar, Frederick Griffin, Samuel Gale, J. C. Grant, C. T. Greece, A. Glass, Gibb & Henderson, James Greenfield, J. F. L. Genevay, Adam Handyside, David Handyside, John Jamison, Nathaniel Jones, Moses Knapp, John Luckin, James Logan, William Leys, Louis Leveque, Robert Morris, William McKay, Joseph Masson, William Metchler, R. L. Morrogh, Alex. McMillan, Nahum Mower, Dr. Neilson, Joseph Nickless, Charles R. Ogden, John Porteous, Charles Penner, C. B. Pasteur, D. P. Ross, J. R. Rolland, P. N. Rosseter, John Stanley, George Stanley, William Spragg, Joshua Stansfield, H. B. Smith, Stansfield & Parker, Charles Try, R. Watkins, E. P. Woolrich, Weatheritt & Perry, and Robert Watson.

These accounts show that the construction of the building was performed by various contractors, but the subject-matter of their various contracts is not always specified: Barnett & Forbes, contract £1645, extras £107 8s. 1d.; John Redpath, contract £1495, extras £41 19s. 6d.; Weatheritt & Perry (plasterers), contract £240; Clarke & Appleton (architects), contract £150; J. P. Drake (painter), services and disbursements £63 6s. 10½d. In March, 1826, F. Brown was paid £150 4s. 3d. "for scenery and expenses laid out by him and appearance at a general meeting of the stockholders," and there were payments for advertising "lease" and "contracts," and in December one Shullers was paid £2 2s. for keeping winter roads in repair for 1827. There are also payments to stage carpenters beginning as early as September, 1825, and a painter was on salary in that month (his name was Drake), and a little later there was another one named Barnard. These entries would suggest that the theatre might have been open for public performances during at least a part of this period, but on the other hand there are no receipts except from stockholders until December, 1827, when an individual whose name looks like

THE MOLSON FAMILY

Tipson paid £4 10s. for "one night's rent of theatre." With that entry the account book closes, and the probability is that the theatre was then leased for a term of months or years at a fixed rental.

The "F. Brown" who provided the scenery was undoubtedly Frederick Brown, a tragedian of considerable merit, who afterwards acted as manager of the theatre for several years. The house itself played a leading part in the social life of the city for nearly twenty years, being torn down in 1844 to make way for the present Bonsecours Market. Edmund Kean, Charles Kean and James H. Hackett played in it, and it was extensively used for the amateur performances in which the officers of the garrison disported themselves in their leisure moments. In 1836 it was under the management of Logan & Hart, and had, as was then usual, a permanent company, whose chief actor was named Power; in 1837 one W. H. Preston announced that he was about to reopen it with a strong company, but subsequent notices of the performances suggest that the patronage was poor; these were the troublous times of the Rebellion, and conditions were disturbed. In April, 1838, a group of amateurs from the military gave performances, and passed a vote of thanks to "Colonel Molson" for the free use of the theatre.

The founder was also fond of entertaining, when proper occasion presented itself, on a fairly large scale and in brilliant style. We still have one bill for an occasion of this kind in the shape of a dinner served in 1829 by John Meyer, who afterwards appears to have been one of the leading restaurant-keepers of the city, with a coffee house at 10 St. Francois Xavier Street. This bill is for a dinner served for forty-two gentlemen at 10 shillings each, with wine additional, and the party appears to have consumed 20 bottles of champagne, 7 of claret, 15 of madeira, 8 of port and 13 of sherry, with a moderate quantity of beer and whiskey. The event which called forth this festivity is not recorded, but it took place on May 19, which was about the time for launching new vessels, and we may not unreasonably connect it with the building of the steamer John Bull for the

THE FOUNDER

Molsons by the new shipyard firm of Shay & Merritt, which took place in this year.

There is no more convincing evidence of the commanding hold which the Hon. John Molson, Sr., obtained in his later life upon the confidence and affection of his fellow citizens of the English-speaking community than his rise to the highest office in the Provincial Grand Lodge of the Masonic order. Few records of the early days of the local lodges in the Montreal District have survived, although we know that he held the office of Worshipful Master of St. Paul's Lodge from June to December, 1791, and again from June, 1795, to June, 1796. But in 1824 we find him already taking part as an officer in the Provincial Grand Lodge, with the rank of Worshipful Sword Bearer, under William McGillivray as Grand Master and Rev. John Bethune as Deputy. In the following year he took part in the ceremonies at the Masonic Hall Hotel in connection with the dedication of a new Masonic Hall, at which Simon McGillivray, Provincial Grand Master of Upper Canada, was the chief officiating dignitary. In 1826, in a letter dated August 25, the Provincial Grand Secretary, J. S. McCord, announced the appointment of John Molson as Provincial Grand Master, and summoned the representatives of the lodges of the district to the installation ceremony on Sept. 7, at which Claude Dénéchau, Provincial Grand Master for Quebec and Three Rivers, performed the ceremony. Mr. Molson occupied this office, the vacancy in which was due to the death of his predecessor, the Hon. William McGillivray, until his death in 1836.

Some light is shed on the circumstances of his appointment by a letter from Simon McGillivray, written in London on June 13, 1826, and reading as follows:

“Although I have been much occupied and harassed with other matters since my arrival in England, yet you will find by the dispatches sent herewith that I have not been unmindful of the Masonic arrangements of your District, and I have the satisfaction to inform you that the M. W. G. M. has been pleased to adopt all the suggestions I had to submit to him

THE MOLSON FAMILY

on the subject. You are consequently appointed to succeed my late brother as Provincial G. M., and in the event of any accident to you, or to me, means are now provided to prevent any suspension of the Masonic authority in our respective provinces, by a communication from the M. W. G. M. to the Deputy Prov. G. M. for the time being and which is to be opened only in the event of the death or resignation of the Provincial G. M.

"I have the pleasure to enclose under this cover your Patent as Provincial Grand Master, and a very elegant gold jewel befitting your office, which I have taken the liberty of causing to be prepared for you. I also enclose the official communication from the G. S. to Br. McCord, together with copies of the communications addressed to my late brother on his appointment, and which I found amongst his papers.

"I beg leave to congratulate yourself and our Brethren of the District of Montreal on this matter being so speedily and so satisfactorily adjusted, and I remain with due respect, R. W. Sir and Brother

Fraternally and faithfully yours,

(Sgd.) Simon McGillivray."

The "suspension of the Masonic authority" referred to in this letter was a situation which had developed in an embarrassing form upon the death of William McGillivray, owing to the lack of any constitutional procedure for vesting his authority in the Deputy P. G. M. until a new Grand Master could be properly appointed in England. The distance, and the slowness of communication, between Canada and England might easily involve a delay of many months between the commencement of the vacancy and the installation of the succeeding officer. The "other matters" referred to by Simon McGillivray are of course the financial problems arising out of the bankruptcies of McTavish, McGillivray & Co. and McGillivray, Thain & Co., which gave rise to protracted litigation between various classes of the creditors, in which John Molson & Sons and the Bank of Montreal were extensively concerned.

One of the chief events in which John Molson participated as

THE FOUNDER

P. G. M. was the laying of the cornerstone of the Richardson Wing of the Montreal General Hospital in 1831, with full Masonic honors rendered by St. Paul's and St. George's Lodges. In 1833 the Masonic Hall was destroyed by fire on April 24, and the records of St. Paul's Lodge perished in the flames. The activities of the Provincial Grand Lodge seem to have received a considerable set-back through this disaster, and during the following years they were still more seriously interfered with by the political disorders in the province, so that it is not surprising to find that no Provincial Grand Master was appointed for ten years after the death of John Molson, which occurred on the eve of the Rebellion.

There still exists a draft of a letter written by the Provincial Grand Master to Alex. Buchanan, an officer of St. Paul's Lodge, on August 11, 1834. This letter, which was written from St. Margaret's Cottage, Boucherville Island, shows the intense interest which John Molson continued to take in the proceedings of his own Lodge even after he had practically made a permanent settlement at the Island, and in circumstances of the utmost difficulty. It reads:

"Will you be so obliging as to inform the Master of St. Paul's Lodge that I had fully intended being at Lodge tomorrow. But the situation of the health of the people at Boucherville—making us short of laborers (though not a single instance of cholera at this place to this period)—has obliged me to call in the aid of my tradesmen for the harvest work, the which could not have been so well done by my Foreman. I therefore purpose being at Lodge the next regular Lodge night when I shall settle all dues up to that period. Fraternally yours,

(Sgd.) John Molson."

The Hon. John Molson, Sr., was the father of three sons who lived to maturity. The oldest, Hon. John, Jr., was born in 1787. The second, Thomas, was born in 1791. The third, William, was born in 1793. All of them lived to take a very prominent part in the business and public life of the city which their father had selected for his home. The oldest of them died in 1860, Thomas in 1863, and William in

THE MOLSON FAMILY

1875. About 1863 the survivors conceived the idea of establishing the magnificent triple vault and monument which stands on one of the highest points in the then newly-opened Mount Royal Cemetery and looks straight across the valley towards Mount Calvary, the third of the three peaks which constitute the group of mountains in the centre of the Island of Montreal. These vaults are constructed so that two of them, belonging to the families of John, Jr., and William, are on the upper level, and that of the family of Thomas is between them and a little lower down; the whole group being surmounted by a column in memory of the founder and of his wife, the latter of whom predeceased her husband on March 18, 1829, at 69 years of age. This monumental group was for many years considered to be the finest thing of its kind in North America, and is still a very striking example of the cemetery architecture of the nineteenth century. Each of the vaults contains space for at least 24 interments; but since 1900 there has been a tendency to revert to the practice of interment in the ground with individual tombstones, and three of the members of the family of John Molson, Jr., have their resting-places beneath the sod in front of the vaults.

There is but little information obtainable concerning Sarah Ineley Vaughan, wife of the founder and mother of the three remarkable men who carried on what he established. From the family records we learn that she was born at Morpeth in England on May 1, 1759, being thus nearly five years older than her husband; that she was the daughter of a Rev. Mr. Vaughan whose given name we do not possess, and that she had a brother who was a barrister. She died about seven years before her husband, on March 18, 1829.

The first mention of John Molson in connection with the religious life of the community is in 1803, when his name appears as one of the signatories to a resolution in favor of the carrying out of the agreement made by the St. Gabriel Street Presbyterian Church with its new minister (Rev. J. Somerville, successor to the first minister, Rev. John Young), an agreement which for some reason was repudiated

THE FOUNDER

by a party in the church. This was eleven years after the founding of the St. Gabriel Street Church, the first Protestant church in Montreal to have its own building and the permanent services of its own clergyman, but there is no mention of John Molson among those who participated in the founding. Receipts for pew rent for pew No. 13 in this church for 1807 and 1808 at £3 per annum, signed by Robert Armour and B. Gibb, indicate that John Molson continued to be a pew holder in that church. We do not know precisely when he transferred his adherence to the Church of England parish, but it seems likely that it was not until the new building on Notre Dame Street was completed and occupied in 1814. His grandchildren, the first of whom was born in 1817, were baptised by Anglican clergy.

By his will, the founder of the Molson Brewery made the most durable arrangement that he could think of for the future conduct of that establishment, by providing that the brewery property should pass to his grandson, John Molson, "but if he dies before 21, or is not brought up to, or does not follow, the brewery business, then to the next grandson named John Molson," and should he die before 21 or not follow the business the premises were to become part of the residue of the estate, which was subject to equal division between the three sons. As the oldest grandson, John, the son of Hon. John, Jr., was not brought up to follow the business, the brewery property passed to the next grandson bearing that name, who was John H. R. Molson, oldest son of Thomas, who at the time of the grandfather's death was only ten years of age, but had given early evidence of considerable capacity of mind and character. The only cause for worry in this arrangement was the physical health of John H. R. himself, which was then supposed to be delicate, and it was for this reason that Thomas and Martha Molson gave the name of John Thomas to his younger brother, born the year after the grandfather's death, in order that he should be qualified to inherit the business if anything happened to his older brother. But John H. R. falsified all

THE MOLSON FAMILY

expectations by living to be more than seventy years of age, although he failed to provide a direct heir for the brewery property.

Pending the coming of age of the duly qualified grandson, the will provided that the business should be carried on by Thomas and William under the partnership agreement of 1835. The remainder of the founder's property was left as follows: the Sir John Johnson property, bounded by St. Paul Street, Commissioners Street, St. Victor Street and the Gordon estate, including the theatre, to John together with the Boucherville Islands, a foundry, and a farm at Cote de la Visitation; the property in Quebec City to William; the residue in equal shares to John, Thomas and William, and they and Hon. George Moffatt to be executors.



CHAPTER SIX

HON. JOHN MOLSON, THE YOUNGER

THE life of the Hon. John Molson, the Younger, is only a degree less interesting and less important in the family record than that of his father. Without his whole-hearted co-operation the great expansion of his father's business interests between 1810 and the Rebellion period would have been quite impossible; his aid was as indispensable in the pushing forward of the steamboat enterprise and the financial business of the family as was that of Thomas in the brewery, and as that of William became in finance at a later stage. We have already seen that in the steamboat business he contributed an element of youthful audacity and experimentation which went well with the natural caution of the older partner. But apart from age differences, his qualities were in the main those of his parent, and the one inestimable contribution that he brought to the business was his unswerving loyalty to the family interests.

Born in Montreal on the 14th of October, 1787, in a country which had had barely a quarter of a century to realize that it was no longer a French colony, he lived until within seven years of the great event of Confederation, which was in due time to convert the little colony into one of the great nations of the world; for he lived until July 12, 1860, a month before the landing of the Prince of Wales (later King Edward VII) to lay the cornerstone of the Ottawa Parliament Buildings. Born when his father was still almost a stranger in Montreal, and himself marrying not a Montrealer but a member of his own Lincolnshire family, he lived to see his descendants and those of his

THE MOLSON FAMILY

brothers inter-marrying with the leading families of the country. He saw Montreal grow from a population of less than 9,000 to one of more than 100,000. He was strangely fortunate in that throughout this long life he had the constant support and society of a devoted and loving wife, and the business co-operation of his two brothers, while in his later years he stood high in the confidence of both the business community and the Government.

John, Jr., first appears in the family correspondence about 1811, at which time he was 23 years of age and began acting as a sort of political and business agent for his father, both during the latter's trips to England in connection with his steamboat engines, and also when the father was detained in Montreal and somebody was needed at Quebec to dance attendance upon the Government or to look after the Quebec end of the steamboat service. Several of the letters written by John, Jr., at this time bear mainly on the history of the steamboat business, and have been incorporated in the chapter which deals with that subject. Others are chiefly of value as indications of the character of the young writer and of the relations existing between the members of the family. Some of these are as follows:

“January 6, 1811, Montreal. I should have wrote to you sooner but waiting to know whether the house of assembly was to be dissolved or not this session, which I cannot yet inform you; the only business is Bedards which I believe can raise any doubt: The house, with closed doors, is now in a committee on the Governor's message relating to his imprisonment. Fulton & Livingston intend to build two boats on Lake Champlain, to raise 50,000 dollars by subscription for the purpose. The business (thank God) is going on as well as possibly can be expected and everything is agreeable in the house, my dear Mother wishes you the greatest prosperity in your undertaking, and every success in your voyage. She complains of being very lonesome on acct. of your absence. Mrs. White has received a letter from her husband in Exeter, in which he mentions that he could not get a hose in time to send out by any vessel for Canada, from the difficulty in keeping himself clear from the press gang. Thomas is indus-

HON. JOHN MOLSON, THE YOUNGER

trious and healthy, William is still at school and I believe he can go the whole season as we will endeavour to do without him, he is growing fast and is nearly as tall as I am. Your Notification, which Beaubien has drawn out in your name only, was not published until Nov. 26th by neglect thinking 2 weeks notice sufficient, as last season, but the resolve of the house was that notice must be given at least 2 months after the last session, before it can be brought in the house, however provided the house is not dissolved it will be in good time as the house cannot get their business done until long after that period as I am told. Mr. Sewell promises faithfully to do his best for you, and Mr. Papineau the same.

"Enclosed you will find a letter directed to you from Chief Justice Monk (N B in my first of the same tenor and date). I have got all done in the new building that I thought necessary until your return about 6 weeks ago, and have assured it with the house you bought of Desotel and I have likewise renewed the other assurances. I have got the best Cooper's Shop in town and 4 Coopers at work all by the piece, besides Adamson who directs them in their work and receives it. I have bought better than 3 Thousand Staves at £34 and the rest at £30. I have about 2500 minots barley less than last year at this season, but I believe I will get as much or more as there are a great quantity in the country yet and is beginning to come in already and will come in a great deal faster when the roads are good, the ice stopt here before Christmas some time but has been moving now and then since. Snow is the only thing wanting for the roads. I had to get Allen to mend the kilns who says the sheet iron is very thin and I believe can only last this season.

"The Steam Boat is laid up safe in Boucherville Islands and Bruce is now working in Logan's Ship yard. Since your departure we have lost 3 old Citizens, Sheriff Gray, Mr. McClement and Jacob Martell.

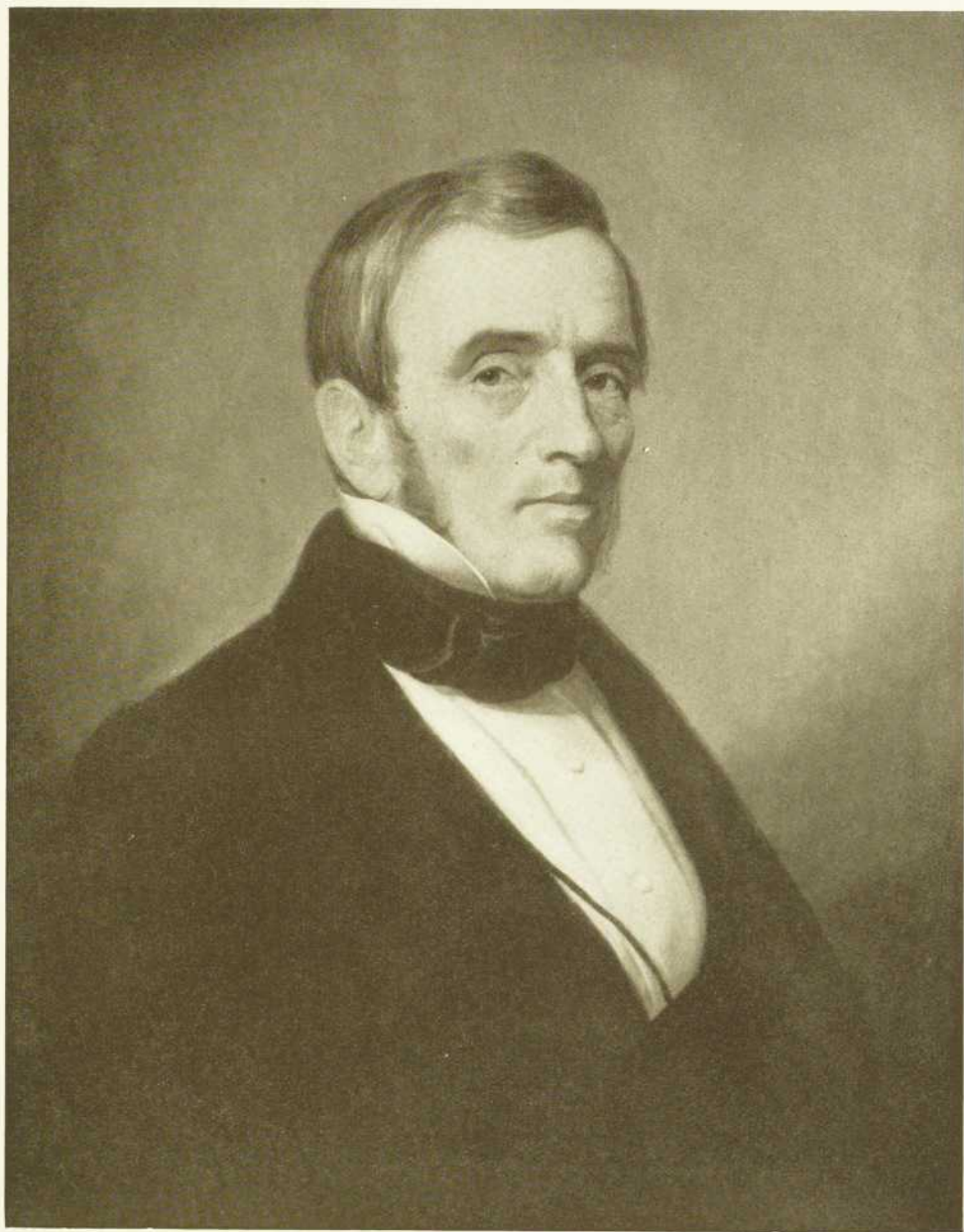
"I shall now conclude with my most earnest wishes of you having had a safe, speedy and pleasant voyage. Thomas and William join me in their love and affection towards you, and pray for your safe return home to your family. Let me ever remain your most dutiful and obdt. son

(Sgd.) Jno. Molson Junr.

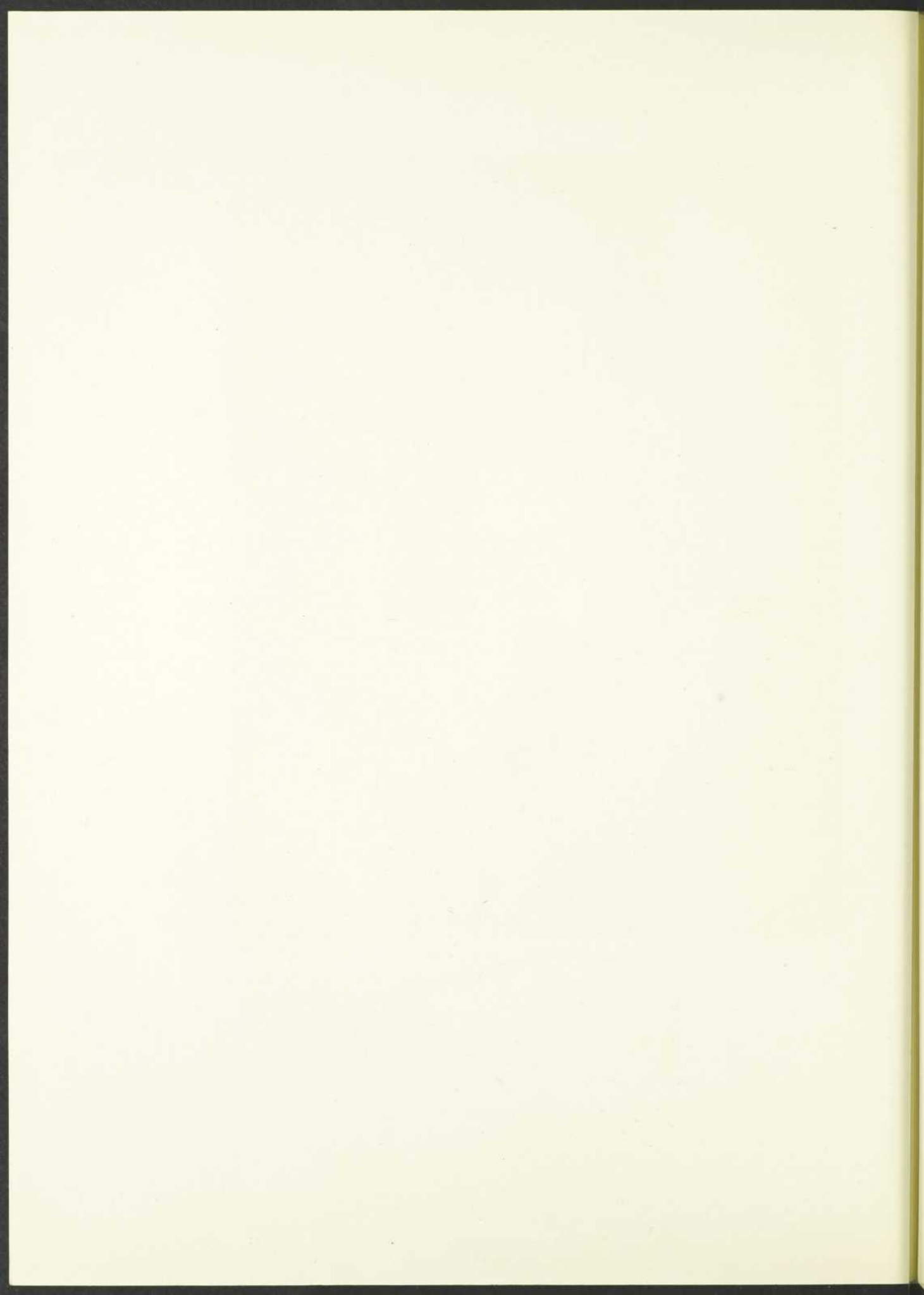
THE MOLSON FAMILY

“(On board the *Swiftsure Steamboat*, Sept. 20, 1815) . . . I am very full of cabin passengers but few steerage. I now take very little cordwood at Sorel. I yesterday went to a sale at Mr. Dunlop’s where I purchased 1 pipe real good Hollands and 2 bbls., the former at 6/10 per gal and the latter at 6/6. We were paying Hutchison as I understand 9/- which was very bad. I also bought 1 bbl. rice, 1 cask tumblers containing 30 dozen, 1 cask wine glasses containing the same quantity, both at 4/4 per dozen, 10 Irish hams at 9d per lb., 3 kegs Irish butter, 1 of them at 1/-½ the remainder at 1/-, also upwards of 7 dozen of blacking. Had we bought the above articles by private sale we would have paid for several of them more than 100 per cent. The rice you bought last autumn is not fit for the use of the boats. I made no mention about Dunlop’s money as we can get it when we may want it and it may be profiting. I hope you have got your money from Government. As soon as Labey has done his wharf you will have to raise the old one the same height. I suppose timber is cheaper now. Accompanying the present is a letter directed to Asst. Comm. Genl. Meredith (Wm. Henry) which I forgot to deliver. I wish you would inform me who it is you have employed to get the grant to extend your wharf to deep water mark. I should if possible wait up(on) His Excellency myself respecting it. (Addressed to “Mr. Molson on board the steamboat *Malsham*.”)

“(Quebec, Feb. 27, 1816). I have seen the Chief Justice who, I am happy to find, appears to be particularly interested in our favour. He observed to me that he regretted I had not called on him sooner, that such and such hours he was at home, and he wished to acquaint me in what state our petition existed at the different times and that it was necessary that you might be acquainted that the petition has been transmitted to the Trinity here who would send it to the Trinity at Montreal and by your knowing that in proper time you might have it in your power to counteract anything that might prove unfavourable. I have no doubt but that Deriviers (?) and Robt. Armour will oppose it if they can even upon the most trivial circumstance; I think that Turner will be in your favour; however I think you ought to get Gerrard or anybody else you may think



HON. JOHN MOLSON, THE YOUNGER



HON. JOHN MOLSON, THE YOUNGER

would go and see the above gentlemen, and convince them of the propriety of giving a favourable report, if called upon, as I do not wish to suggest that I have any knowledge of that being the case (viz. that they are called on to make their report). I have just received your letter dated the 26th inst., the contents I shall make known to the Chief Justice, whom I am to meet at 3 o'clock by engagement as I expected a letter from you on the subject.

"I do not expect to leave this week, the Chief Justice tells me not to leave sight of the business I am on unless I care nothing about it, that I should call on him frequently. I have just been showing Noyer (?) my plans respecting the red house on the wharf, who is exactly of the same opinion as I am respecting the manner of fitting it up. He tells me he will take care to get it done to the best of his knowledge. We are going down in about an hour to conclude what I shall do. I feel very anxious to have the house established as I consider that it will be a great acquisition to the boats.

"I called on McAllum (?) respecting the barley in question who declines purchasing any saying that he has a large quantity coming out next summer from England; I understand 15,000 Bushels. I met Racey this morn, who I offered the barley to at 10 livres, he appears desirous to purchase it, he said that he would call on me respecting it. Write me your opinion respecting my selling it to him. I think that you had better not lose one moment in getting the Steam Boat fitted up as it is impossible to depend on me; you ought to engage as many workmen as you can possibly give employ to, to get it thro' hand. I have been waiting some time to see the Chief Justice before closing my letter, he being occupied I could not see him. I remain Dear Father your most obdt. son."

The War of 1812 occurred in the middle of the process of getting the steamboat line into running order, but probably aided rather than interfered with the performance of the task. The founder, as we have already seen, served as a lieutenant and later as a captain in the Embodied Militia. The subject of this chapter was 24 years old at the outbreak of the war. He became a Cornet in the Royal Montreal Troop of Volunteer Cavalry. The following correspondence

THE MOLSON FAMILY

will show the circumstances of the offer which he made to raise a troop of cavalry at his own charges; the official to whom the Molson letters are addressed is presumably the same Noah Freer who after the war became a prominent banker and financier of the city of Quebec, and frequently figures in the later Molson correspondence:

“Montreal, 11th February, 1813.

“Sir:—The enclosed is a proposition which I beg the liberty of sending you, it being my son’s wish to raise a troop of cavalry; to whom I have given my entire approbation. I must impose on your goodness in submitting it to His Excellency. I am, Sir, Your most obliged humble servant,
“Noah Freer, Esq.”

“(Sgd.) John Molson.

“Noah Freer, Esq., Quebec.

“11th February, 1813.

“Sir:—In consequence of the encouragement held out for raising an army force during the present war, I beg to offer my services to raise a troop of cavalry, to consist of forty men, or more if required, at my own expense, on the same conditions and terms as allowed Captain Coleman.

“Should this proposal meet His Excellency’s approbation, I beg the favour of an early answer; awaiting which I remain, respectfully, Sir, Your most obliged humble servant,
“(Sgd.) John Molson Jr.,
“Cornet, R.M.T. Cavalry.”

“Military Secretary’s Office,

“John Molson, Sr.

13th February, 1813.

“Sir:—I have not failed to lay before the Governor-in-Chief your letter of the 11th inst., and the application accompanying it from your son, to be permitted to raise a troop of cavalry, and His Excellency has directed me to acquaint you in reply that he cannot take into consideration the present proposal until the levies already authorised are complete.

“(Sgd.) Noah Freer.”

John Molson, Jr., therefore remained a cornet in the Royal Montreal Troop, which was ordered for service upon the alarm of an American invasion in November, 1813, but was disbanded on the 24th of the same month when it became evident that it was no longer needed.

HON. JOHN MOLSON, THE YOUNGER

His next experience of active service occurred during the Rebellion of 1837, when, although in his fiftieth year, he took a very prominent part in the fighting. Joining the local volunteer forces at the first sign of danger, he was one of the party of cavalymen, eighteen in number, which proceeded to St. Johns on November 16 for the purpose of arresting certain of the rebels; and when this party was attacked by rebel sympathisers on the way back to Montreal he was among those who were wounded. The wound was not very serious, and he became Captain, and in December, 1838, Lieut.-Colonel commanding the 2nd Battalion, M.L. Volunteers.

It has already been noted that as soon as the steamboat business was put on a two-vessel basis by the addition of the Malsham, the father turned over to the son the older boat as his personal property. But in 1816 the brewery, the steamboats and the real estate of the whole family were pooled in a partnership embracing the father and the three sons, all of whom shared alike in the profits after the payment of 6 per cent interest on the value of the capital contributed by each. This was the year in which Thomas caused his brother John so much surprise by marrying his cousin Martha in England. Along with his young wife he brought out her sister Mary Ann Elizabeth (the Ann is spelt without an "e" in John's letters of this period, although on the tombstone erected in the '60's it appears with the "e"). John very promptly followed his brother's example by marrying the other cousin in October of the same year; and the partnership arrangement was finally drawn up on December 14. The first child of this marriage to live to maturity was John (the third in Canada), born Feb. 20, 1820, who became the head of the family on his father's death in 1860 and lived to the ripe old age of 87, being generally known after his father's death as John Molson of Belmont Hall.

"(Quebec, Feb. 29, 1816.) Just come from committee room in House of Assembly. 'The Trinity' called on to make their report to council on your petition. They seem inclined to hang upon some beach regulations made in consequence of a representation made to them by Mr. McGill and

THE MOLSON FAMILY

other principal citizens of Montreal some years ago, also that if granted everybody else would ask same privilege all along river front. I explained peculiarity of situation, that that kind of wharf could not be made all along the beach and would tend to a public convenience in unloading heavy stores for Government and others out of small crafts, that rafts going adrift would in consequence of wharf not ground on shoals just below, that whole beach would be for use of public except communication left for carts and carriages. I am to meet them tomorrow. Very anxious about work to be done on steamboat, certain we shall be behind hand. Well to try to get sofas the same as the North River boats have. If no captain yet I think you ought to advertise immediately for both boats also for the other servants. . . . You have now an opportunity if you see any prospect in getting elected as a member of parliament; I would set up also if I was sure of success but hardly otherwise. Do not mention this to anybody."

"(Written on board Swiftsure off Batiscan May 26, 1816). We passed the Car as she was coming down. I do not know whether she has got both her wheels as I could not see her starboard side. Letter from Thomas to me contains surprising news of his being engaged to Miss Martha Molson, all matters arranged, and had just come up to London with her sister Mary to buy furniture, and to be married about three weeks after date of letter which was March 22. He had written you on 6th instant informing you of intentions and requesting you would get him a house; that Mary was coming out with him and that he purposed leaving England soon after; also wrote you to remit £2000 as he would not have sufficiency to pay for the different articles he may buy. . . . We are full of cabin passengers, about 34. I have an immensity of freight considering our room—I have taken off one half of the paddles, particularly as I saw we were going to be so much loaded; I shall not do as you are doing, give them a try. I believe the Car is trying the same plan."

"(July 20, 1816). . . . While in Quebec I assisted Martha and Mary Ann in shopping to fit up the house there and should have stopped there this trip but there being a heavy cargo and a good many passengers I came up

HON. JOHN MOLSON, THE YOUNGER

with the intention of getting on board the Car, if I got to Three Rivers in sufficient time. I am fully persuaded that this boat runs much faster with 8 paddles than with 4. My anxiety for remaining at Quebec is to settle with Denoyer about the wharf, to get out your register, and to put Thomas in a line of purchasing cordwood. . . . If Thomas his wife and Mary Ann does not go up to Montreal soon to see my mother and William I think it would be best to send down the horse bob and the calash on board the Malsham this trip that they might have the use of it at Quebec."

John, Jr., was the first member of the family to engage in the new type of business represented by the chartered bank, and while not an original shareholder of the Bank of Montreal in 1817 he joined the Board of Directors in 1824, but withdrew in his father's favor when the latter was elected to the presidency in the troublous times of 1826.

Another very important step in the progress of Montreal in which John Molson was a leader was the introduction of gas lighting. A meeting of the City Gas Company was held on April 12, 1836, "to bring the company into operation." John Molson was elected chairman of the Committee of Management, which consisted of S. Bellingham, D. Handyside, M. J. Hays, A. Furniss (later the manager of the company), J. Shuter, James Logan, A. Ferrie and James Nairn, and it was decided to import the necessary pipes from England. The historian Bosworth, writing in 1839, states that some of the shops of the city were lighted by gas for the first time on November 23, 1837, that the gas works were at "the Cross," a mile from the city, and that the lighting of the streets was held up merely by the inability of the company to get money from the city authorities: "The service pipes and lamps have been ready for some time, and only wait for an advance of money from the city to put them into effectual operation." In 1838 the business appears to have been turned over to the Montreal Gaslight Company, probably with the same financial backers, and early reports of its business show that it suffered heavy losses in its first year owing to the lack of meters and the consequent necessity

THE MOLSON FAMILY

for charging by the number of hours that the gas was turned on to each house. Consumers were at that time offered gas at an annual charge for each jet, varying according to the size of the jet and to the number of hours that gas was to be supplied. The rate for an "ordinary jet" (which equalled the light of a short 6-pound mould candle) was 12s. 6d. per annum if used from sunset to 8 p.m., £1 if used till 10 p.m., £1 7s. 6d. till midnight, and a patent flat jet (approximating to the batwing burner of later days) cost £2 until 8 p.m. and £4 2s. 6d. until midnight. It was soon found that a household business could not be done on these terms (which of course involved a man to turn the gas off at 8, 9, 10, 11 or 12 p.m., according to the consumer's contract), and the company had by 1840 begun to introduce the meter system, at what appears to us of today the huge price of 25 shillings per thousand feet. The enterprise which John Molson thus started is now part of the business of the Montreal Light, Heat & Power Consolidated.

In the early 'thirties we find John, Jr., investing extensively in house property to meet the demand arising from the rapidly increasing population of the city. A local newspaper of 1834 contains an advertisement in which he offers for rent three newly erected houses on the north side of St. James Street with gardens and outhouses running down to Fortification Lane and with the very modern and valuable addition of a pump in each kitchen. These houses have been identified as occupying what are now the numbers 225-229 St. James Street and remained for many years among the best rentable houses in the city. He was now again on a bank directorate, but this time it was the City Bank, an institution which for some time stood second among the Montreal banking houses, but which eventually disappeared as a result of amalgamation into the Consolidated Bank of Canada in 1876.

In this same year 1834 we find John, Jr., President of the Constitutional Committee and probably the most influential among the large group of English-speaking business men who in these difficult years

HON. JOHN MOLSON, THE YOUNGER

abandoned their detached attitude towards politics and came out very vigorously in defence of what they regarded as the indispensable conditions of the British connection. He was now, through his father's virtual retirement at Boucherville Island, the head of the family for practical purposes, although the father appeared at the great meeting in 1835 which formed the Constitutional Association.

The railway building era was now about to dawn. Amid all the troubles of the pre-Rebellion period, a group of business men in Montreal, among whom John Molson, Jr., was a leading spirit, found time to project and build in 1835 and actually open to traffic in 1836 the railway from Laprairie to St. Johns, Que., which is still part of one of the main lines of the Canadian National Railway, but which was then designed merely to overcome the break of the Chambly Rapids in the Richelieu River route between Montreal and the State of New York. In its early days this railway functioned merely as a link in water transportation, and no trains were run except at such times of the year as permitted the operation of their steamboat connections. John Molson, Sr., died a few months before the line came into operation, an event which occurred on July 21, 1836. There has been much discussion about the question whether the cars transported on that date, and carrying Lord Gosford and a party of distinguished guests, were propelled by steam or drawn by horses; but the investigations of Mr. John Loye, and in particular the testimony of an eye-witness in the person of Senator Dessaulles, seem to put it beyond doubt that the locomotive *Dorchester* was used and did some of the traction. The track was still in a somewhat uncompleted state, and the locomotive was very experimental, and there is no ground for surprise in the undoubted fact that horses were extensively used for drawing the cars of this line until at least the following year. The train which ran in July, 1836, was the first rail vehicle to be operated by steam in British North America, if we except the trial trips or construction work which may have been performed by the same engine during the few weeks prior to the opening. The *Dorchester* was altered and

THE MOLSON FAMILY

much improved during the winter of 1836-7, and the business of the line expanded so rapidly that additional engines were soon required. The fourth engine on the line, put into service about 1840, was named the John Molson.

The first directors of this railway, officially known as the Champlain & St. Lawrence Railroad, were John Molson, President, William Molson, Jason C. Pierce and Peter McGill. The methods of business enterprise had changed a great deal since 1811, and there was never any possibility of a steam railway being operated as a personal or family business like the original St. Lawrence steamboats, so that the history of these early adventures in railroading lacks the picturesque personal quality of the story of the Accommodation and the Swiftsure. But in the railroad era, as in the steamboat era, it was the vision, courage and enterprise of members of the Molson family which contributed more than anything else to bring to Canada the advantages of the new methods of transportation.

The original petition for the grant of a charter for this railway was drawn up as far back as November 14, 1831, and John Molson (the son, for the father then bore the title of Honorable) was among the signatories. The petitioners included Peter McGill, Horatio Gates (predecessor of John Molson, Sr., in the Bank of Montreal presidency), Thomas Blackwood and some seventy other persons. The petition is an interesting document and recites:

"That the rapidly increasing trade in the Province renders it desirable that every facility possible should be given to the means of communication from the different parts of the country, and especially from those parts which have become central points of commerce, to the great outlet to the sea, the River St. Lawrence;

"That in no situation in the District of Montreal is it more necessary to improve the means of transportation of goods and passengers than between the lowermost point of the navigable waters of Lake Champlain at the port of St. Johns and the River St. Lawrence, opposite, or nearly so, to the city of Montreal, inasmuch as it is the principal if not the only

HON. JOHN MOLSON, THE YOUNGER

route for the important and improving trade between the United States and the Lower Province, and that the public road has been for some years past and continues to be proverbially bad, nor will the soil through which the road runs permit of its being substantially improved except at an enormous expenditure of money and a great annual outlay to maintain it in repair;

“That the test of experience in Great Britain and the United States of America has incontestably established the superiority of railroads properly constructed over the best of roads formed in the common way, not only in the rapidity and safety of conveyance and consequent saving of time, but in the actual cost of transit;

“That it is now almost unanimously admitted that the establishing of a railroad on the route in question would be of most essential benefit and advantage to the public generally and to your petitioners and others engaged in trade especially, by opening up a cheap, easy and expeditious conveyance for goods and passengers, the point of departure for such railroad to be at the port of St. Johns, or not exceeding half a mile above the same, and then to continue in as direct a line as practicable to some convenient point on the River St. Lawrence between the Government Barrack above Laprairie and opposite to the upper end of the Island of St. Helen’s;

“That for effectuating the purpose aforesaid it will be necessary to purchase certain lands, houses and buildings;

“That without any exclusive privilege your petitioners are willing and desirous of making and maintaining the said proposed railroad at their own costs and charges, which however they cannot do without the authority of the official Legislature:

“Your petitioners therefore most humbly pray that Your Excellency will be pleased to give the royal assent to such a bill as may be passed by the Honorable Legislative Council and Commons of this Province for forming or making the said railroad and for effectuating the other further purposes above-mentioned by such ways and means and under such rules, regulations, provisions and restrictions as shall be deemed to be convenient and proper.”

THE MOLSON FAMILY

After the successful establishment of the railway, the property interests of the then head of the family seem to have expanded but to have taken in part a less enterprising form. In 1842 we find him by far the largest holder of the obligations of the City of Montreal (not then a very extensive borrower as judged by modern standards), and receiving a semi-annual interest payment of £204 out of a total of £719, with the Banks of British North America and Montreal second and third in the list. He was then Deputy Chairman of the railway company and a Warden of Trinity House, the corporation which still managed the affairs of the St. Lawrence River. He had, of course, returned to his seat on the board of the Bank of Montreal immediately after his father's death, at the same time entering into occupation of the family mansion at Belmont Hall, where his death occurred on July 12, 1860. In the closing years of his life he was more active in the public service and in charitable work than in business enterprise. From the time of his father's death he devoted much of his attention to the Montreal General Hospital, and after several years in the vice-presidency of that institution he succeeded Samuel Gerrard as President in 1857. He joined with his two brothers in the gift of £5,000 to the McGill University Endowment Fund of 1856; but the period of rapid expansion of that college in which his brother William was so prominent took place after his death.

When the Special Council was constituted by the Crown to exercise the powers of Government under the constitution of Lower Canada had been suspended in consequence of the Rebellion, John Molson was an obvious choice for its membership, and he served loyally and wisely until the restoration of constitutional forms in 1841. But some of the consequences of that experiment in popular government were inevitably displeasing to him, and the passing of the Rebellion Losses Bill in 1849 so greatly disturbed both him and a large number of other loyal opponents of what they regarded as the triumph of sedition, that they signed the famous Annexation Manifesto, a proceeding

HON. JOHN MOLSON, THE YOUNGER

which caused the cancellation of his commissions as Justice of the Peace and Colonel of the Militia.

John Molson, Jr., and his wife Mary Ann Elizabeth Molson, daughter of his father's brother Thomas, had five children who grew to maturity. These were John the third of Canada, born Feb. 20, 1820, died July 27, 1907, Samuel Elsdale, born in March, 1822, died in England in 1893, George Elsdale, born Oct. 10, 1826, died July 23, 1866, Joseph Dinham, born April 1, 1829, died August 30, 1894, and Alexander, born May 11, 1830, died July 6, 1897. The mother of this family, who was born on December 5, 1791, at Spalding, Lincolnshire, and was married at Quebec in October, 1816, died in Montreal on May 5, 1862.

The careers of most of the sons took place in Montreal, but Joseph Dinham entered the British Army, by the purchase by his father of an ensigncy in the 99th Foot in the year 1850, in which he came of age. The following letter of the father in relation to this matter still survives:

"Belmont House, 15th May, 1850

"Sir:—I have the honor of acknowledging receipt of your favor of the 4th inst. conveying to me the information that His Excellency the Commander of the Forces had received intimation of the appointment of my son to an Ensigncy in the 99th Regiment of Foot.

"I beg you will make my sincere thanks to the Lieut.-General Commanding the Forces for the assistance I have received in the accomplishment of my wishes from his valuable influence, and I trust my son's conduct in the Army may be such as to reflect no discredit upon the interest so kindly used by him. I have the honor to be Your most obedient servant,

"(Sgd.) Jno. Molson.

"Major G. Talbot, Military Secretary."



CHAPTER SEVEN

THOMAS MOLSON

THE second son of the founder of the Molson establishment in Montreal was Thomas, who was born on Sept. 1, 1791, only nine years after the first landing of his father in Canada. We have already seen some indication of the pleasant relations between himself and his father and brothers in the correspondence of 1816 relating to his trip to England, which resulted in his marriage to his cousin, Martha Molson. One of the objects of this trip was to enable him to familiarize himself with the latest processes in English brewing; and very shortly after his return the family partnership of 1816 was arranged, under which he was given the management of the brewery, while the father devoted himself to the Montreal end of the steamship business and to the growing financial interests of the firm, and John, Jr., became steamship manager at Quebec. William was still too young to participate in the partnership, although he was old enough to be useful, and Thomas with the patronizing air so characteristic of older brothers concludes one of his 1816 letters from London with the hope that William "has been attentive to business."

There is no doubt that Thomas acquired, through his early experience in Montreal and his investigations in England, an extremely expert knowledge of the brewing business. The reputation of the Molson product rose rapidly at this time in spite of competition, and the credit is unmistakably due to the manager of the brewery. Thomas Molson was an exceedingly systematic man, and for a long period kept a diary which includes the most exhaustive entries concerning

THOMAS MOLSON

the brewing processes, the movements of the steamboats and the domestic incidents of his own household. In 1818 he writes: "The beer we have for sale now and this month past far superior to any made in Montreal, viz. Williams, Chapman, Stevenson, by the customers' account of it . . . brewed by Thomas Molson." The same fragment has the pathetic entry, without comment of any kind, of the death of his first child, a son aged 9 months and 22 days. This son had been born in a violent thunderstorm on Sept. 17, 1817, and named John after his grandfather, since he was the first born of that generation. The diary tells us also that Dr. Robinson attended the confinement, that Mrs. Henry, an Englishwoman, was the nurse and that on Oct. 16 the child was "named or baptised" by Rev. John Leeds, with S. B. Prime as clerk, and on Dec. 10 there was a "christening," at which Mr. and Mrs. McKay acted as godparents. Dr. Leeds was the clergyman who in this year (1817) succeeded Dr. Mountain as Rector of the Anglican Parish of Montreal, but removed a year later to Brockville.

At the end of 1817 Thomas put into effect a reduced schedule of prices for beer in casks, and a card announcing the new scale has been preserved with his diary. The quotations are as follows:

	<i>Hogsheads</i>	<i>Dozens</i>
Burton Ale	90s	10s
Porter	80	7/6
Mild Ale	70	7s
Table Beer	50	6s
Small Beer	20/8	..

After 1820 the diary is a good deal concerned with steamboat matters, and we are rather led to conclude that the growth of his other interests was causing the founder of the family to pay less attention to this branch of the business. By 1822 we find William Molson in charge of the Quebec office, and John Molson, Jr., apparently taking charge of a good deal of the Montreal business of the family outside of the brewery.

THE MOLSON FAMILY

An entry in the diary for May 25, 1822, shows that the distillery side of the business had grown to large proportions, and that a market was being found for its produce in England; for Thomas tells us that on that date he shipped to William at Quebec, to be forwarded to Grayhurst & Harvey, London, 1,385 gallons of whiskey, which he had to swear was the produce of Canada, as otherwise it would not be allowed to go. Competition was developing in the whiskey business also, for an entry of August 20 in the same year states that Handyside & Bros. are building a wooden distillery at Mr. Baudry's farm below the cross, and had eight tuns already and that a 10 h.p. steam engine had come up in the Car of Commerce. Whether the engine had any connection with the distillery we do not know. About this date also the diary shows a lively interest in the development of a fruit garden, in which Thomas, with the assistance of a person named McDonell, was busily experimenting with various luxurious kinds of fruits not customarily grown in these latitudes. When they were successful the resultant produce was sometimes set before the passengers on the Molson steamboats and sometimes sent to even more distinguished recipients. On August 5, McDonell "pulled a dozen ripe apricots for the new Swiftsure"; and on Sept. 4 the owner of the garden sent a present of white (Sweetwater) grapes to His Excellency the Earl of Dalhousie at William Henry (Sorel).

The time was now ripe for Thomas to delegate some of his functions to a brewery manager, and on August 22 one Thomas Purcell wrote from Osnaburg accepting that position as offered to him in a letter from the Molsons which had reached him per "favor of Rev. Mr. Mountain." He had been considering the establishment of a small brewery at Osnaburg. On Sept. 28 he arrived in Montreal, and the diary contains many records of discussions between him and Thomas as to the methods employed by various other breweries in the treatment of malt, hops and barley. He seems to have given general satisfaction, although on Dec. 5 Thomas strolled over from a party at his house (we should like to know who was at the party, but the diary is silent) and

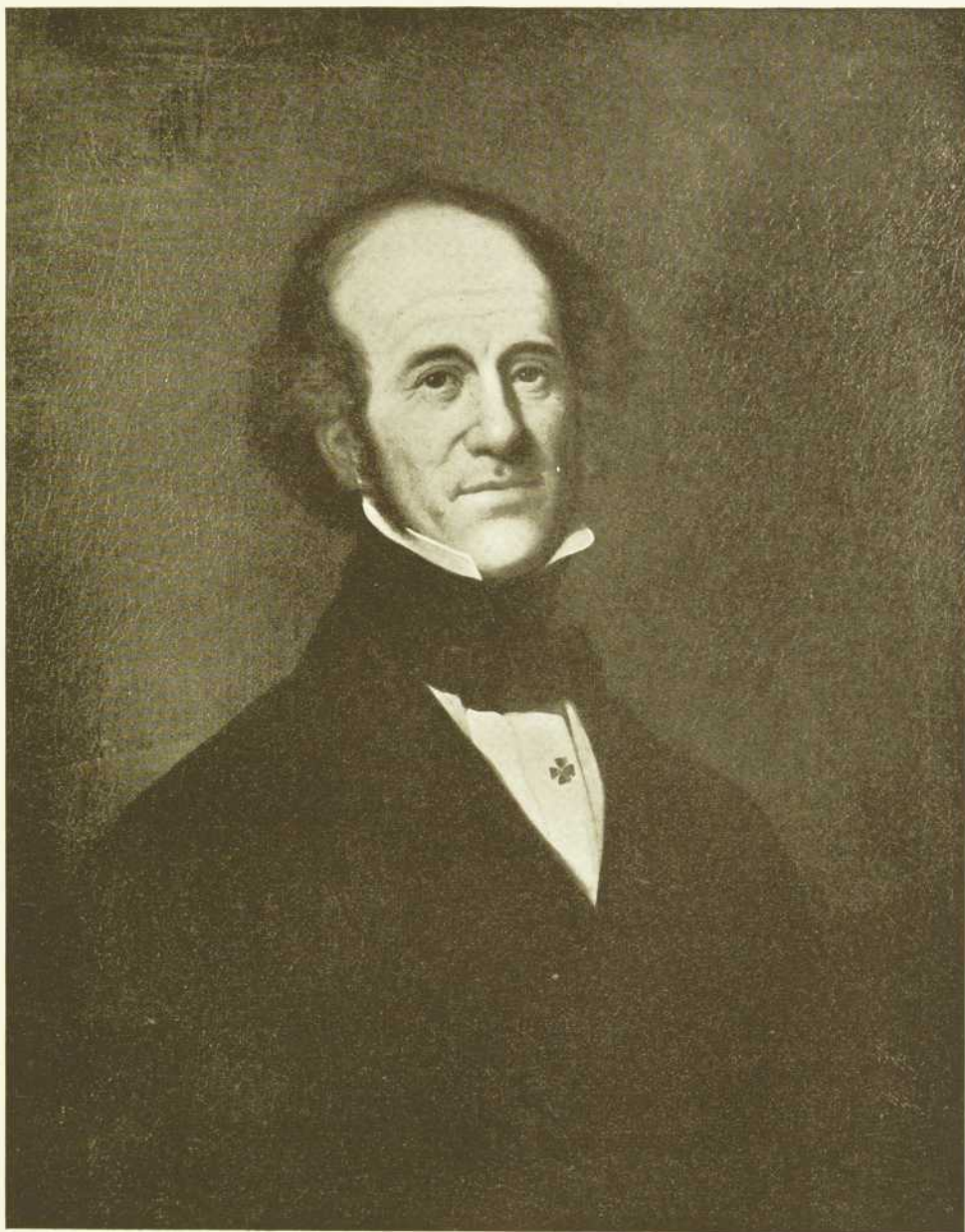
THOMAS MOLSON

found a terrible mess at the brewery, caused by the spilling of a great quantity of worts; this he decided was due to Purcell's neglect.

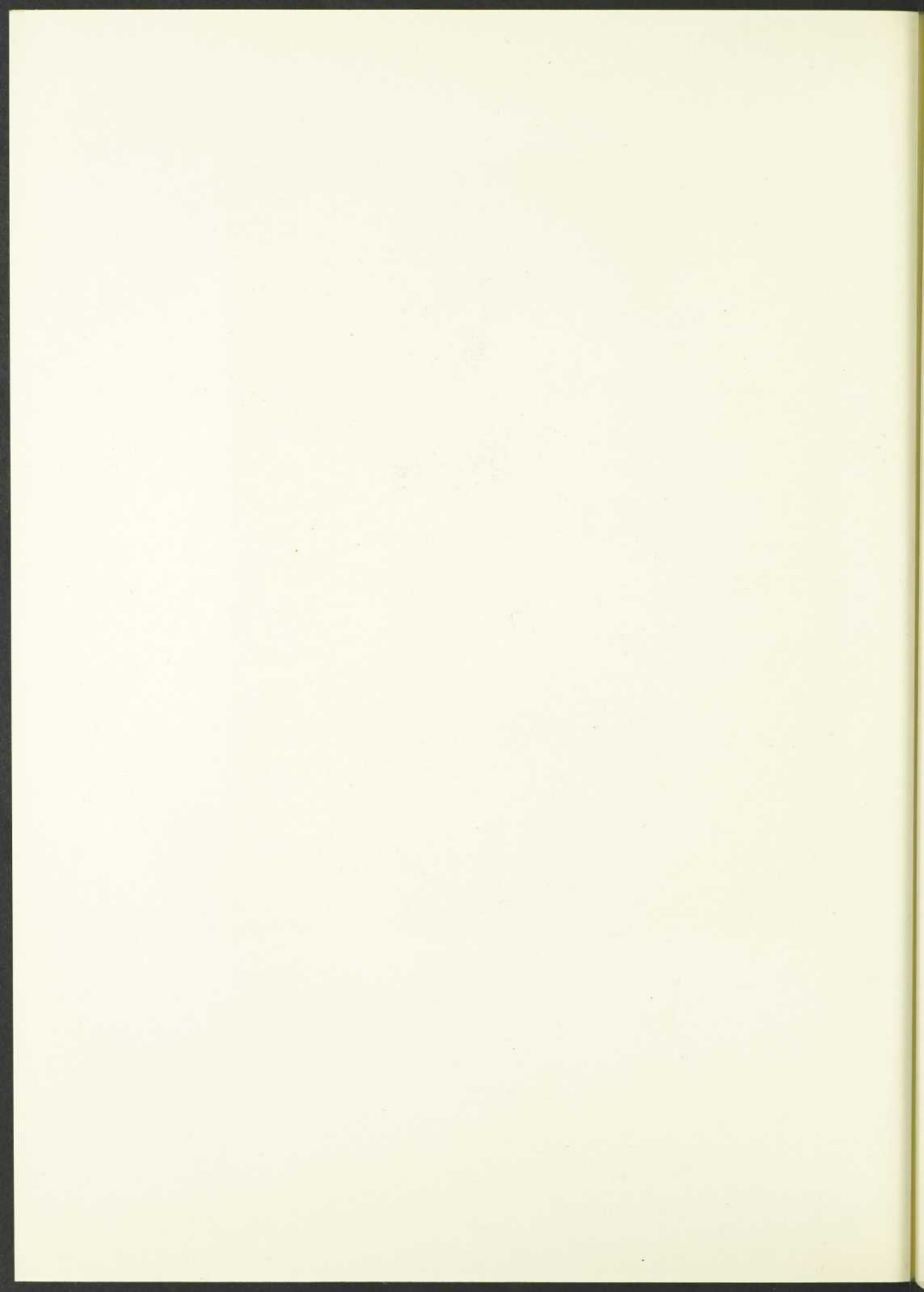
It was presumably the presence of a new and competent manager at the brewery, and of John, Jr., in Montreal to look after general business, that enabled Thomas in 1823 to take an extended trip to England, accompanied by his wife. It seems very likely that the state of Mrs. Molson's health may have had something to do with the trip; she had by now had several children, all of whom died in infancy, and she seems to have spent most of the visit in resting at Boston (England), while Thomas was rushing around the East Coast with tremendous energy. The trip is interesting because of its indication of the connections which the family still maintained in Lincolnshire. The two spent several weeks in London, staying in Cecil Street, Strand, which was for many years a sort of London headquarters for the various members of the family on their visits. On July 17 they left for Spalding, and thence to Boston by coach. Thomas then went by gig from Boston to Hameringham with John Rayment. Trouble at Spalding about collecting mortgage for Mrs. Atkinson from Mr. Cawood Robinson; deeds have disappeared. On July 23 Thomas is at Horncastle collecting rents from Mrs. William Elmore, in company with the Rev. William Forge. On July 30, post-chaise from Hameringham to a village with the characteristic Lincolnshire name of Thorpin-in-the-Mire. In the middle of August he went with John Rayment to St. Edmunds and Crowland, to visit members of the Whitsed family. On August 22 he walked over with John Rayment to Gosberton, returning to Boston the next day and inspecting Barnard's brewery. During all this time Mrs. Molson had been at Boston, and there is a note of a bill for medical attendance. The two returned to London by way of Spalding and the coach *Perseverance*, and on August 30 took coach for Deal to embark on the ship *St. Lawrence* for Quebec, passage £25 without wine and £30 with wine. The voyage must have been a good one, for they arrived at Quebec on Oct. 17, and left for Montreal in the steamboat *Quebec* the following day.

THE MOLSON FAMILY

A daughter, Martha A., who later became Mrs. William Spragge and was the first of Thomas' children who lived to grow up, was born in Montreal on May 10, 1824, and a son, John H. R., in Kingston, Ont., on June 5, 1826. About this time Thomas removed to Kingston, which was rapidly increasing in importance through the construction of the Rideau Canal begun in 1826, and the improvement of its connections with Montreal through the opening of the Lachine Canal in 1824. The next child, Mary Ann Elizabeth (Mrs. William Barrett), was born at Kingston in 1828. The Kingston enterprise appears to have been on a large scale, if we may judge from the advertisement of 1835 in which Thomas Molson intimated his intention of returning to Montreal to join the firm of John & William Molson, which succeeded that of John Molson & Sons upon the retirement of the founder. This advertisement offers to let for one year or longer "his extensive establishment in Kingston—stone house in Church St., brewery and distillery, wharf (greatest depth in Kingston)." It is dated Feb. 14, 1835. The distillery was later known as Morton's, after Thomas had returned to Montreal. There is very little record of the life of the family in Kingston, as the diaries do not seem to have been preserved, but in 1836 we have memoranda of a trip made by Thomas, apparently alone, to England and Scotland, in which railway transportation begins to diminish very slightly the hardships and slowness of travel. The railway lines, however, are still mere links in a system of transportation consisting mainly of waterways and roads. The line from Laprairie to St. Johns was already under construction but did not open for traffic until July 21 of that year. Thomas reached St. Johns by road from Montreal, took the steamboat Franklin from that place to Whitehall, a packetboat to Saratoga, two different railroads to Schenectady and thence to Albany, and the river steamboat Erie A. to New York. Regarding the latter he notes that "Captain Benson would not take the money." Head winds kept him waiting in New York for more than a fortnight before he could make a start, although the vessel in which he was to travel called itself a steamship;



THOMAS MOLSON



THOMAS MOLSON

its name was the Sheffield, and it took sixteen days (after it started), New York to Liverpool. He then went to Glasgow by steamboat, across the island to Edinburgh by coach, to London by boat (staying this time at the Adelphi and at Osborne's Hotel), back to Edinburgh, canal-boat to Glasgow, boat from Glasgow to Liverpool, railway from Liverpool to Manchester, and thence by various coaches to Lincolnshire, where he spent only a week or so. On August 1 he sailed from Portsmouth in the Gladiator, but was held in quarantine and only got into New York on September 7. There is nothing to indicate the motives for this very rapid journey, but it is tempting to conjecture that it had something to do with the opening of the railway line between Laprairie and St. Johns, in which the Molsons had a very large interest, and that its object was to learn something about the locomotives in use in England and the United States and the operating methods of the existing railways. The Champlain & St. Lawrence, which was almost ready for opening when Thomas left for England, had only one locomotive for the first few years of its existence, and although this must have been ordered some time before his departure the promoters may very well have had but little confidence in it; its actual behaviour in operation was such that it had constantly to be supplemented and often entirely replaced by teams of horses. This explanation of Thomas' trip is, however, entirely conjectural; and an equally possible theory is that the death of the founder made it necessary for some member of the family to proceed to England for the closing up of business transactions connected with his estate, and that since John Molson, Jr., must have been very busy with the affairs of the new railway, while the brewery was capable of running itself, Thomas became the natural candidate for the task.

At some time between 1835 and 1837, John Molson, Jr., withdrew from the partnership operating the brewery and the banking business in connection with it, for both brewery and bank appear to have been operating in 1837 under the name of Thomas & William Molson. The formal deed of partnership between Thomas and William seems, how-

THE MOLSON FAMILY

ever, to have been dated April 25, 1838. It provided that the partners should go share and share alike, and William sold to the partnership a piece of land purchased by him at sheriff's sale in 1833, and situated at the foot of the Current, for £2,257. Thomas was the moving spirit at this time in the procedure to get the banking business recognized by a license under the new regulations, but the account of these operations belongs more properly to the chapter on Molson's Bank.

After 1840 we find Thomas Molson largely interested in the building of blocks of residential property in the vicinity of the brewery, this district having become, by reason of the expansion of the city, a very convenient and desirable suburb. The building operations included the church, of which an account is given in another chapter. In 1850 the city's bill for taxes on Thomas Molson's property, which has been preserved, amounted to £46 13s. 6d., of which £5 10s. was for the tax on two horses, one "dennet" and one carriage. The remainder covered the assessments on twelve houses on St. Mary St., one on Shaw St., three on Voltigeurs St., twenty-three on Molson Terrace and twenty-six on Molson Place; and of all this property, in the year in question, only six houses were occupied, namely Nos. 1 and 3 Molson Terrace, by the owner and a Mr. Ross respectively, and four numbers in St. Mary St. by Thomas Little, George Busby, Mrs. Crosby and Mr. Andrew. The year was one of depression in the business life of Montreal, following the Rebellion Losses Riots and the removal of the seat of government; and it was followed by a series of great fires, one of which in 1852 destroyed most of the property referred to in this assessment. The destroyed houses were mainly replaced by the large and ambitious building called Molson's College, also referred to in the chapter on the church.

Meanwhile Thomas' large family were growing up rapidly. His wife, herself a Molson of Lincolnshire, died in 1848. The oldest son, John H. R. Molson, who was to become one of the most prominent members of the succeeding generation, was taken to England by his father in 1841, being then 15 years of age, and kept a diary of the trip which

THOMAS MOLSON

is a very remarkable document for a boy of his years and contains much interesting matter relating to the hardships of ocean travel at that time. In the following year he was entered as a pupil at Upper Canada College in Toronto, a school which had been founded about twelve years previously and was already taking rank as one of the leading educational institutions in North America. In 1847 John H. R. came of age and thus became under his grandfather's will the owner of the brewery property, which, however, continued to be operated by the family partnership, to which it was leased at a fixed rental as was the case under the agreement of 1861. In October, 1849, the young man was again visiting the Old Country, and a letter from his father, which was addressed to him in London but eventually reached him in Aberdeen, contains instructions to "get all the information how they make beer now for present use and also keeping," and also discusses a projected arrangement of some of the rooms in "your brewery." The same letter contains the information that "Mark and Thomas" (the younger brothers, William Markland and John Thomas) are being sent to McGill College, which, however, means the High School then being conducted in the building of the Arts Faculty; their hours of study were from nine until noon, and a tutor named Johnson attended in the evenings from six to nine to aid in the preparation of their lessons. The remainder of the family consisted of girls, of whom the oldest, Martha Ann, was already married to William Spragge, afterwards Deputy Superintendent-General of the Indian Department.

In 1861 Thomas Molson, being over seventy years of age, withdrew from the brewery business to which he had devoted most of his lifetime. The firm was reorganized as a partnership between his three sons, the two elder of whom had for some time been included in the old firm of Thomas & William Molson & Co. The firm name became John H. R. Molson & Bros., from August 1, 1861, and the articles of co-partnership describe the enterprise as that of brewers and distillers, and accord one-half of the profits to the eldest brother, one-

THE MOLSON FAMILY

third to William Markland and one-sixth to John Thomas. The father continued to be owner of the distillery, which he leased to the firm at \$4,000 a year, and also left \$160,000 in the business at 7 per cent. The brewery building was the property of John H. R., and was leased at \$2,000 a year. It is evident both from these figures and from the official statistics of the district that the distilling business was for the moment considerably overshadowing that of the manufacture of beer. A table of the "Operations of distillers and brewers" in the District of Montreal for the twelve months ending July, 1863, gives figures as follows:

<i>Distillers</i>	<i>Spirits, gals.</i>
Messrs. Molson, No. 1	301,347
" Dow & Co.	204,507
" Molson, No. 2	34,750
Laprairie Distillery	1,307
<i>Brewers</i>	<i>Malt liquors, gals.</i>
Messrs. Dow & Co.	753,411
" Dawes & Son	266,120
" Phillips & Taylor	150,177
" Molson	142,140
Miles Williams, Jr.	108,292
Reinhart & Son	93,730
Bowes & Ekers	64,070
Ed Prentice	34,699
C. B. de Grosbois, Chambly	37,836
Laprairie Brewery	10,505

It may be observed there that the operations of brewing and distilling, although sufficiently different in character, were quite commonly associated in early days in Canada; it will be noted, in the above list, that all of the distillers are also brewers. Thomas' diary begins at a very early date to exhibit the results of his inquiries into the secrets of the distilling business. The exact date at which the Molsons added distilling to their brewing operations is uncertain, but in 1821 they

THOMAS MOLSON

were shipping high wines to England, and in 1822 we have the entry already quoted which describes how Thomas had to swear that his whiskey (1385 gallons) was Canada produce before he could get it shipped for London. These years appear to have been a time of rapid expansion in the distillery business in Canada, though J. Storrow Brown, writing of a few years earlier, says that there was little whiskey drunk in Canada at the time; the explanation is that there was a heavy export trade to Britain. In 1838 the Molson distillery suffered from a good-sized fire, but was immediately rebuilt. The distilling business seems to have been continuous from the time when it was begun by Thomas until late in the 'sixties, when it was replaced by a sugar refinery. The small output of the Molson brewery in the year of which we are writing (1863) was due to a temporary falling off in quality in preceding years, which may well have had some connection with Thomas' declining health; shortly after Thomas' death we find Adam Skaife (who was then and for many years remained the chief authority in the business outside of the Molsons themselves) writing to John H. R.: "The beer is good, but it is very difficult to re-establish it in the public favor." The distillery was still operating in 1865, but an advertisement in the Montreal Directory for that year states that John H. R. Molson & Bros. are erecting a sugar refinery and will be able to deliver in any quantity in October. The refinery was actually the distillery building, re-equipped for sugar-making, and the distillery does not again appear in the Directory.

Another very important activity of Thomas Molson's was in connection with the New City Gas Company of Montreal, incorporated July 28, 1847, which is not to be confused with the City Gas Company or Montreal Gaslight Company, already referred to in the chapter on John Molson, the Younger. The New City Gas Company was incorporated for the express purpose of providing competition with the old one, its Act of Incorporation setting forth that "the great and increasing extent of the City of Montreal, and the great demand for a cheap and effective mode of lighting the Public Squares, Streets

THE MOLSON FAMILY

and Places in the said City, as well as the Shops and private Dwellings therein, render it desirable that more than one Company should be established for the purpose of furnishing Gas for the lighting of the said City." The original directors were John Mathewson, William Lunn, James Ferrier, David Kinnear, Dugald Stewart, Alexander Urquhart, Archibald McFarlane, Thomas Molson, Joseph Savage, James Scott, George D. Watson, Henry Mulholland and Canfield Dorwin; and the original shareholders included also William Molson and others. Documents in the possession of Montreal Light, Heat and Power Consolidated, which eventually absorbed both the gas companies, indicate that in 1859 Thomas Molson was President of the New City Gas Company. On his retirement from this office a year or two later he was presented with a magnificent set of candelabra and an oil portrait by the Company in recognition of the extremely able manner in which he had handled its affairs.

No account of this many-sided man would be complete without some reference to his remarkable strength and gymnastic powers, which he was fond of displaying up to within a very short time of his death, and which earned him the unfeigned respect of the brewery workers and the admiring awe of all the young children of the family and their friends. Thomas Molson could jump out of a hogshead from which the head had been removed and into a similar one standing alongside of it. His athletic exploits gave rise to a slang word which is still in use among French-Canadians, "la Molson," meaning "muscle" or "a feat of strength." The preservation of many of the documents with the aid of which this history is written is almost certainly due to his courage and acrobatic skill; during one of the fires which have been frequent in the brewery's chronicle, he made his escape from an upper window by jumping upon the shoulders of a fireman perched on the top of the tallest available ladder, and in this way rescued a large quantity of valuable papers which would otherwise have perished.

Thomas Molson's death, which was due to apoplexy, occurred on February 22, 1863.

THOMAS MOLSON

The family of Thomas Molson and his wife, Martha Molson (daughter of his father's brother, Thomas), not including several children who died in infancy, consisted of Martha A., who was born in Montreal on May 10, 1824, and married William Spragge in 1846; John H. R., born June 5, 1826, married L. G. Frothingham and died in 1897 without issue; Mary Ann Elizabeth, born at Kingston, Ont., in 1828, and married William Barrett, a surgeon in the British Army; Harriet Bousfield, born at Kingston in 1830, married Alexander Clerk, a native of Aberdeen; William Markland, born at Kingston, married first H. Converse, second Velina Pauline Nesmith, of Portland, Oregon; and John Thomas, born October 31, 1837, in Montreal, married first Lillias Savage, who died in childbirth on July 22, 1866, at 27 years of age, leaving one daughter of the same name, and second Jane Baker Butler, and died on October 13, 1910. The mother of this numerous family died, as already mentioned, on May 13, 1848, being thus fifty-two and one-half years of age.



CHAPTER EIGHT

WILLIAM MOLSON

THE youngest of the three sons of John Molson the Elder was born on November 5, 1793, and outlived his next older brother by twelve years, dying on February 18, 1875, and thus seeing the confederated Dominion of Canada establish its sway over the whole northern half of the continent, an area which when he was born was a vast wilderness with only a recently conquered French colony and a small English settlement at its eastern edge. No other of the early members of the family lived to witness so tremendous a change in the country in which they had settled themselves; and no other among them married, as he did, a Canadian girl rather than a member of the old Lincolnshire community. His wife, whom he married in 1819, three years after the weddings of his older brothers and twenty-five years after his own birth, was Elizabeth Badgley, member of a family which held many positions of distinction in the young colony. She was the sister of his partner, John T. Badgley (partnership dissolved in June, 1834) and of Judge William Badgley, and was six years younger than himself and outlived him by twelve years, dying at the age of eighty-seven after spending practically her whole life in her native city; and she gave him three children who lived to maturity. Of these, however, the only boy, William, died at the age of twenty (born June 30, 1822, died January 22, 1843), and the others were daughters, of whom Anne (born April 8, 1824) married her cousin John, the head of the family in the third generation, and became the mother of the head of the family in the fourth generation, and Eliza-

WILLIAM MOLSON

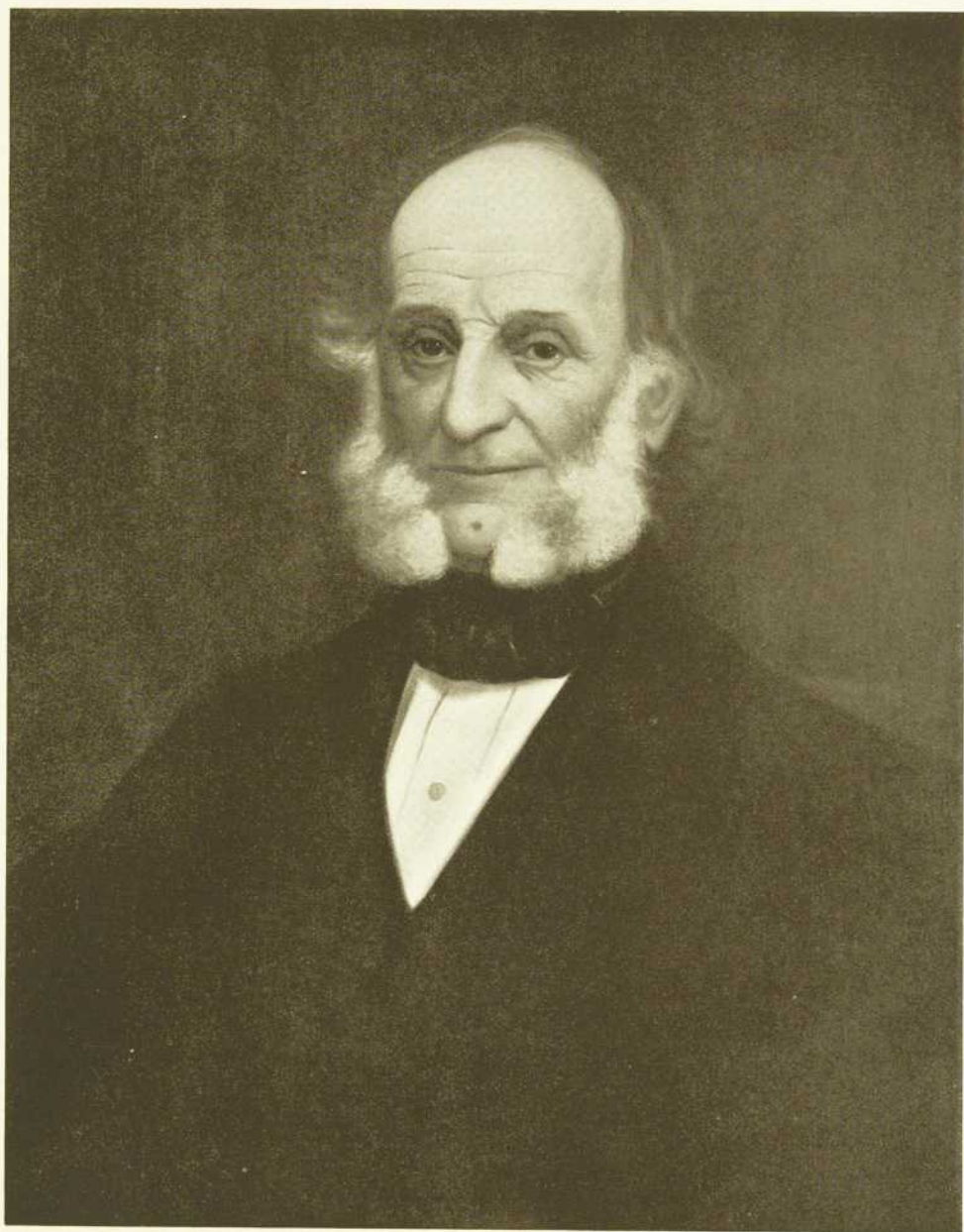
beth (born October, 1820, and therefore the oldest of the family), married the Scottish-Canadian statesman who later became Sir D. L. Macpherson. Both sisters lived to an advanced age, Mrs. John Molson dying on January 3, 1899, at the age of 74, and Lady Macpherson on March 23, 1894, at the age of 73. The latter had two sons and five daughters, several of whom married into prominent Canadian families such as the Dobells, Ridouts, Kirkpatrick's, and Becketts.

In the War of 1812 William, as we have already seen, was called upon, in spite of his youth, to manage the steamboat Swiftsure while his father and brothers were otherwise engaged, but after the war came to an end we hear little of him for several years. By 1822 he was settled at Quebec as local manager of the steamboat business, and his son William, whose death twenty years later was to be a cruel blow to his hopes, was born while he was very busy running after immigrant ships to prevent their steerage passengers from falling into the hands of the rival line. We hear of him from time to time as engaging in activities in Montreal, and he may have spent only the summer months at Quebec. He fought against the Rebellion of 1837, but we do not find him among the active members of the Constitutional Association in the troubles which preceded it. On his father's retirement he became a member of the brewery firm, which for a time bore the name of John and William Molson. In 1835 he was appointed a Commissioner for the Trial of Small Causes for the District of Montreal, with jurisdiction in cases up to the amount of £6 5s. After the death of the founder, John Molson, Jr., withdrew from the brewery firm, which now assumed the title of Thomas and William Molson. In 1844 William erected some houses on St. Paul Street and Queens Square, apparently for rental purposes; the bills of W. Footner, architect, for these buildings are still in existence, as is also a receipt paid by William Molson to J. L. Papineau for one quarter's rent, amount to £75, for a house in Bonsecours Street. In 1846, however, William is shown by the Directory as occupying a house in St. Mary Street near Queens Square (now Papineau Square).

THE MOLSON FAMILY

In this year there is a long correspondence between Captain William Molson and Colonel A. Gagy, Adjutant-General, relating to a complaint by the Captain that he has not obtained the rank to which he conceives himself to be entitled by reason of his long services. He represents in these letters that he entered His Majesty's service as a volunteer when the American War broke out in 1812, that he obtained his commission as Ensign in October of that year, and that in 1821 he obtained command of a company and was for many years called upon to perform the duties of Senior Captain of the city. Colonel Gagy replies that he is commanded by His Excellency to remind Captain Molson that the claim of seniority does not exclude all other causes of advancement, and that there is no vacancy in sight and it is obviously impossible to remove a major in order to make room for him. The question appears to have arisen through the promotion of Captain Shaw, whose claim to a majority is defended by the Adjutant-General on the ground that he "had served at a critical period" when Captain Molson was absent from the service. However, a Battalion Order of the Second Battalion of Montreal Militia of June 9 of the following year (1847) shows William Molson and J. B. Forsyth as Majors, under Lieut.-Col. the Hon. G. Moffatt; so it is evident that the difficulty was speedily settled. In 1849 he joined his brother John in signing the Annexation Manifesto, and lost his military rank in consequence.

A draft of a will drawn up by William Molson before the death of his son (1843) is of some interest as showing his profound appreciation of the value of a professional education, and also the difficulty of obtaining such an education in Canada at the time. It provides, among other things, that £10,000 is to be invested for the benefit of the daughters, the income to become payable to them at the date of majority or marriage; but pending those events the income was to go to the wife to assist in the education of all children the issue of the marriage, "they to be maintained and educated as amply and respectably as the country will afford and if necessary my son or sons



WILLIAM MOLSON



WILLIAM MOLSON

may be sent to Great Britain to complete their education there to fit them for a profession if such should be their inclination." The executors named in this document were the brothers John and Thomas and the Hon. George Moffatt; one of the witnesses was Thomas, and the other Frederick Gundlack.

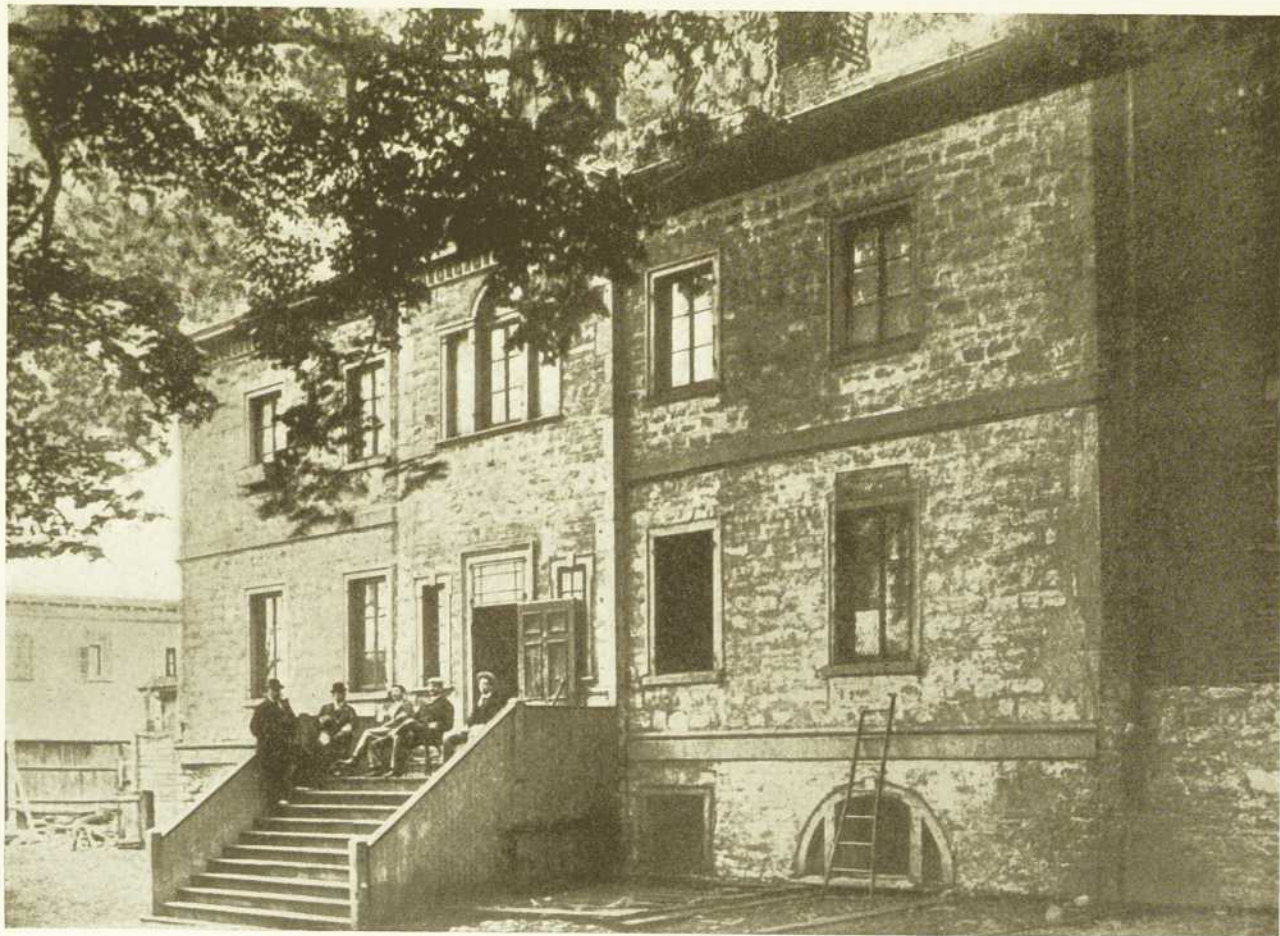
As noted elsewhere, William was elected to the Board of the Bank of Montreal in 1843, and remained on it until the incorporation of the Molson's Bank in 1853. In 1851 he was president of the Lake St. Louis & Province Line Railroad, which later became the St. Lawrence and Ottawa Grand Junction Railroad; his son-in-law, D. L. Macpherson, was among the directors. He was an original incorporator of the Grand Trunk Railway in 1851. He was president of the Molson's Bank from its foundation until his death in 1875. His successor, who was also his nephew and his son-in-law, John Molson, said of him in the bank's annual report: "What success the bank has achieved must be mainly attributed to him, to his constant vigilance, his practical commercial experience, his sterling common sense, and his unswerving fidelity to the bank's interests." The Hon. Mr. Justice Day, in moving a resolution of condolence, said:

"I think, gentlemen, there can be but one feeling with respect to the propriety of adopting this resolution. Of the business qualities of the late Mr. William Molson it is unnecessary for me to speak in the presence of business men. They all know better than I can describe the intelligence and capacity, the untiring industry and sagacious spirit, mingled with a caution which never slept, and combined with these an integrity which I believe no man ever questioned or could question, and which secured for him an ample fortune and an influential and honorable place in the community in which he has spent his long life. This would not be the place—indeed it would be unfitting that I should enter upon any elaborate eulogy or make a long speech upon this subject. I may be permitted to say, however, that as a citizen, Mr. Molson's position was quite equal to that which he held in the commercial community. He belonged to that class of men, somewhat rare, who know the value of money, yet whose

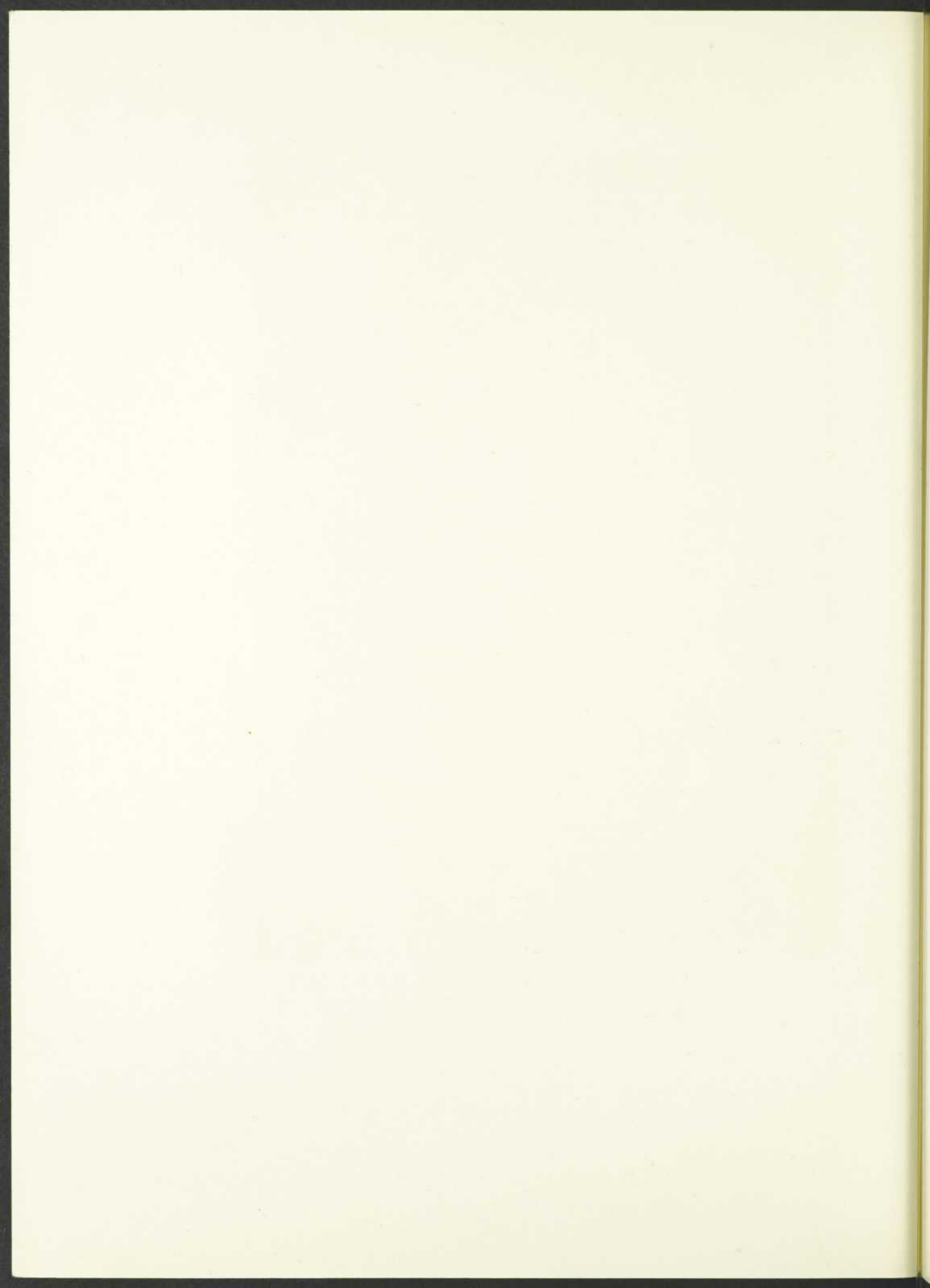
THE MOLSON FAMILY

heart is ever open to the appeals which are made to their benevolence. Of his riches he bestowed freely upon all the various institutions which were entitled to his attention and support. The churches and benevolent institutions have all a noble record of the wise liberality with which he answered every appeal to his munificence. I think, gentlemen, it may be safely said of him that no man in our community has given more freely, more largely, than Mr. William Molson to the various institutions which are established among us, and which he deemed worthy of his support. He was almost the only remaining one among a band of worthies that belonged to a former generation, and whom I can recollect in my younger days as exercising an extensive influence in the business which was then carried on in this comparatively small society; and I know of no man of whom it can be said more truly than of Mr. William Molson, that if an honest man is the noblest work of God, he is entitled to a very high place in that order of nobility. He was respected by those who only knew him slightly; he was beloved by those who knew him intimately. It is impossible to speak of him without regret. I might have said much more, but I think I have said enough, for I know that what I have said, and what this resolution says, will find a sincere response in the hearts of all who are here."

It was probably about the time of the foundation of the bank or even earlier that William withdrew from participation in the brewery business; at all events the firm of Thomas & William Molson & Co. consisted during the later years of its existence (to 1861) of Thomas Molson and his two older sons, and after 1861 it was superseded by John H. R. Molson & Bros., consisting of the three sons of Thomas. In 1863 William was vice-president of the Montreal and Champlain Railroad and a member of the Canadian Board of the Grand Trunk Railway. He was also a Governor of McGill University, his benefactions to which institution are dealt with elsewhere. In 1866 Mrs. William Molson built at a cost of £2,000 the two top stories of the tower, together with the surmounting spire, of Trinity Church, the fine ecclesiastical building still standing at the north-west corner of Place Viger but now used for the purposes of another religious body;



RESIDENCE OF WILLIAM MOLSON, NOTRE DAME STREET, EAST



WILLIAM MOLSON

the gift was in the nature of a memorial to the only son, William, who had died nearly a quarter of a century earlier.

In 1868 William succeeded John Redpath as president of the Montreal General Hospital, the position which his father had occupied many years before; his many donations to the hospital are also referred to elsewhere.

The funeral of William Molson was described by the newspapers of the time as being one of the largest ever held in Montreal. The procession of mourners which followed the hearse was over half a mile in length and included almost the whole of the faculty and students of the university to which the deceased had been so generous. The public service was held at Trinity Church, and the eight pallbearers were the Hon. James Ferrier, Hugh Taylor, A. N. Delisle, F. Wolferstan Thomas, J. C. Brydges, E. Hudon, Dr. Dawson and Thomas Workman.

William Molson's residence during most of his life was a house on St. Mary Street (now Notre Dame) between St. Ignace and Panet Streets, which latterly bore the street number 342, and was situated some distance to the west of the brewery. A picture of the Montreal waterfront executed about 1860 has the buildings on this part of the shoreline labelled in succession from west to east: "Mrs. Judge Reid, William Molson, Molson College, Molson Terrace, Molson Distillery, Jail."

William Molson was also the owner of the eastern half of the fine property which was long known as the Molson farm, and which ran inland from the Quebec Road about opposite where the Vickers plant is now situated. This farm was acquired by Thomas and William Molson in the 'forties for the purpose of fattening cattle on the grain from the distillery, and was for many years one of the model agricultural establishments of the province. The stream running through it was known as Molson's Creek.

The character of William Molson during the riper years of his life is well indicated by the following paragraph from the obituary editorial in the *Montreal Gazette*: "He bore well the burden of his age,

THE MOLSON FAMILY

his habitual cheerfulness and the expression of his features, which denoted a mind at peace with itself and all the world, making him appear a much younger man than he was." This corresponds very closely with the impression created by his portrait in the possession of McGill University, in which the artist has caught very successfully the aspect of one whose cheerfulness and kindness are the result of courage and a knowledge of life and are therefore unconquerable.



CHAPTER NINE

JOHN MOLSON OF BELMONT HALL

THE third John Molson in Canada, and the third Canadian head of the family, was more generally known during the latter part of his life as John Molson of Belmont Hall, having entered into possession of that stately property on his father's death in 1860, and occupying it thereafter until his own death on July 27, 1907—a period of 47 years.

He was born on February 20, 1820, the son of the Hon. John Molson, Jr., and his wife (and cousin) Mary Ann Elizabeth Molson; he himself also married his cousin, Anne Molson, in 1845. There is little record of his early years. The Montreal Directory for 1846, the year after his marriage, shows him occupying a house at the west end of St. Antoine Street, then a newly-opened suburb. In 1847 he was a member along with his father and his two uncles of the Central Committee for the Lord Metcalfe Memorial. He set up in business for himself as a general merchant, and in 1850 had offices at 81 Water Street and had removed his residence to Cote des Neiges. The office was later removed to Lemoine Street. On the foundation of the Molson's Bank he became a member of its staff and in 1870 was elected to the board of directors in succession to John Ogilvy, who retired. He remained on the Board until 1879, when he himself retired, after having held the Presidency for five years and the Vice-Presidency for several years previous.

John William, his oldest son, was born on September 29, 1849. The second son was Dr. William A. Molson, born in 1852, and married in 1877 to Esther, daughter of R. W. Shepherd and sister of Dr. Francis

THE MOLSON FAMILY

J. Shepherd, one time President of the Canadian Medical Association. Dr. Molson pursued his medical studies in Montreal and in Europe and returned to Montreal at about the time of his marriage, taking up his residence at 61 Union Avenue, where he remained for nearly thirty years. In 1879 he and his brother-in-law, Dr. Shepherd, were jointly in charge of the outdoor work of the Montreal General Hospital, Dr. Molson taking the medical cases while Dr. Shepherd took the surgical.

The death of John William on November 27, 1918, caused the headship of the family to pass to the line of his younger brother, who had one daughter, Edith, and one son, Hobart.

Anne (in earlier references the name is spelled without the "e" in accordance with the form more traditional in the Molson family, but in later usages and in the inscription in the family vault it appears as here given), the wife of John Molson of Belmont Hall, predeceased him by some eight years, dying on January 3, 1899. Her benefactions to McGill University are referred to elsewhere.

After his retirement from the presidency of the Bank, John of Belmont Hall took little further part in the business activities of the community, and the obituary notices in 1907 speak of him as having been retired for many years. He retained, however, his place among the Governors of McGill University and of the Montreal General Hospital. He was a member of the Church of England, and for many years the holder of a proprietary pew in Christ Church Cathedral; but he participated, along with Alexander Molson, F. Wolferstan Thomas of the Molson's Bank, C. J. Brydges of the Grand Trunk Railway, and Thomas Cramp, in the organization of the new Church of England Parish of St. Martin's. His funeral, which was private, took place from Belmont Hall, and was the last event in the history of the Molson family to be associated with that splendid old building, whose situation had become unsuitable for high-class residential purposes. It was employed for a time as a school for boys, but was later entirely reconstructed for commercial purposes.



CHAPTER TEN

JOHN H. R. MOLSON, W. MARKLAND MOLSON, JOHN THOMAS MOLSON,
HARRY MARKLAND MOLSON, FREDERICK WILLIAM MOLSON

THE most prominent figure in the third generation of the Molsons in Canada was John Henry Robinson Molson, oldest son but not the oldest child of Thomas and Martha Molson, who as already stated was born on June 5, 1826, and lived beyond the age of 70 years, occupying during the larger part of that period a very prominent position in the financial and social life of the community, and being one of the most generous supporters of many of its charitable and educational enterprises. He married late in life, taking to wife a daughter of another family also long prominent in the industrial and financial life of Montreal, namely, the Frothinghams of the hardware firm of Frothingham and Workman, whose partner, Thomas Workman, was for many years president of the Molson's Bank and intimately associated with the Molson family in many business interests.

John H. R. Molson came to the Board of Directors of the Molson's Bank upon the retirement from the Presidency of John Molson (the third in Canada) in 1879. Mr. Thomas Workman at that time became president, and John H. R. was immediately elected to the office of vice-president, which he retained until Mr. Workman's death ten years later, when he succeeded to the presidency, which he held until his death in 1897. "A man of scrupulous integrity, conservative in his leanings, deliberate and sagacious in formation of an opinion, resolute and fearless in its execution"; such was the description given of him by his successor, William Molson Macpherson, at the annual

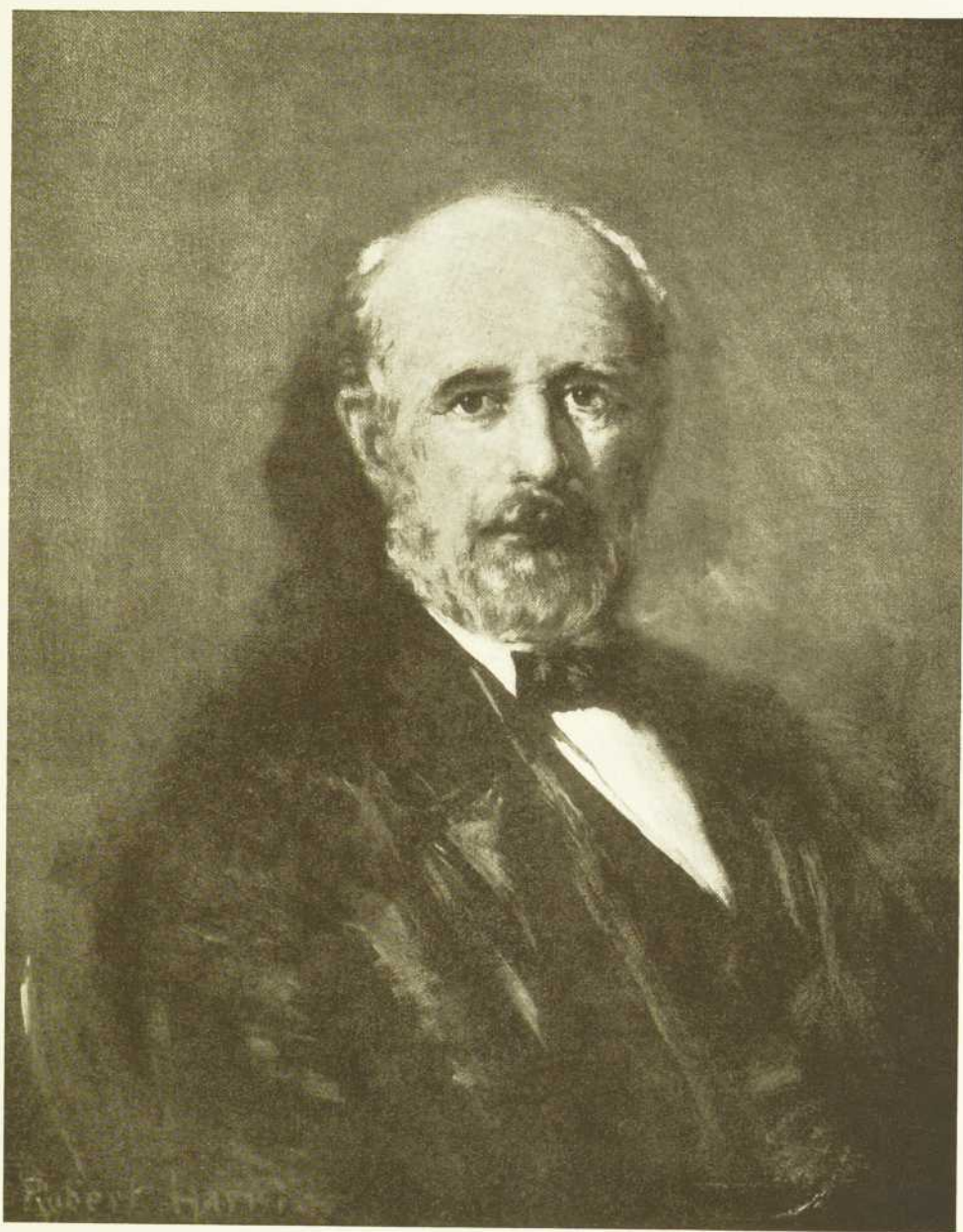
THE MOLSON FAMILY

meeting following the date of his death; and he continued: "As a benefactor, he will be greatly missed, his generosity in aiding works of benevolence and education having been conspicuous in a liberal age." During the eight years of his presidency the assets of the bank expanded from twelve million dollars to nearly seventeen millions, and it began to establish itself in the territory west of the Great Lakes by means of branches at Winnipeg and Calgary.

Among the early documents of the family which are still preserved is an exceedingly interesting and well-written diary kept by John H. R. Molson during a trip to England in 1841, when he was just fifteen years old. This diary is so full of information, not only on the character and inclinations of the writer but also on the conditions of travel in the early 'forties, that it seems worth while to include some fairly extensive extracts from it. It will be seen that the writer shows exceptional powers of observation and description, a lively curiosity concerning the practical conduct of various industries such as brewing and lime-burning, and a keen appreciation of architectural dignity. The diary bears the ambitious heading: "Journal of Voyages and Travels of John H. R. Molson, 1841."

"Left Montreal on Wednesday, the 12th of May at ½ past 5 p.m. in the Steamer Queen for Quebec where I arrived the following morning (13th) at 6 o'clock on her passage down she touched at the intermediate ports of Sorel and Three Rivers; on the passage although so late in the season the land on both sides was covered with snow. At Quebec the weather was cold and the snow was not all thawed in the streets for there were bits of ice wherever the houses sheltered it from the sun.

"We left Quebec in the Steam Ship Unicorn on Friday the 14th at 11 a.m.; the passage was a very smooth one and the weather very pleasant; we saw an immense number of vessels all bound up the river, the principal of which were the Mohawk Magnet, Rainbow, Asia & Borneo; we also saw the wreck of a brig near the coast of Prince Edward's Island; there were also a great many birds such as wild geese, ducks, gulls, etc. The Captain said that we would arrive at Pictou at 9 o'clock on Sunday



JOHN H. R. MOLSON



JOHN H. R. MOLSON

evening, but the night was so dark that they could not see any land and therefore kept sounding during the whole night and at last we anchored at Pictou at 2 a.m. Monday so we remained on board till the morning at 5 o'clock she went about 3 miles off to the mines for the purpose of taking in her coal for the next trip. We came down to Pictou in a ferry boat and went to the Stage Office to take our places in the stages that they said went from Pictou to Halifax instead of bringing stages with six horses they brought two waggons, one with three and the other with one horse and they allowed 40 lbs. of baggage to each passenger for every additional pound we pay two pence halfpenny and they took so much time weighing the baggage and disputing that we did not get off till ten a.m. and we were very uncomfortable for we had no place to put our feet at the bottom of the cart, it being filled up with baggage before we had been long on the journey it began to rain and continued without intermission till we got to Halifax, which wet us to the skin several times, for we no sooner dried our clothes and set out again than we were as bad as ever, so we had to stay in the waggons with our clothes sticking to our bodies and there we were, wet, cold and shivering, waiting for better luck, but it came not so we remained in that deplorable condition till the evening, when we arrived at Truro at 7 p.m., and had a dinner which was very acceptable to us poor half-drowned rats; we would have been glad to rest ourselves but that was impossible for fear of being too late for the *Britannia*, which was to sail from Halifax on the following day; so we had to set off again and travel during the night; we got biscuits and other eatables to prevent ourselves being hungry, so we went on with our two old waggons and another for carrying the mail; the night was most disagreeable I think I ever felt, for it was a cold sharp rain which pinched the face like shot would when it is thrown; however, we contrived to hobble along pretty well till the horse who was drawing the mail cart would not move, so it delayed us considerably and so were obliged to leave it behind and go on for about 4 miles farther and send back a horse to bring it up, for it was impossible to put the mail bag upon either of the waggons, for it took up as much room as any three persons. After a few hours we were

THE MOLSON FAMILY

obliged to stop at a house on the road-side at 1 a.m., so we knocked at door and as soon as we gained admittance we went into the kitchen and soon raised a blazing fire at which we dried our clothes and warmed our shivering limbs; and as we liked breakfasting early we had it at 3 a.m. and set off again at a quarter past four, raining as hard as ever, so that it was no use drying our clothes for in ten minutes they were as bad as ever; cloaks and umberellas we(re) of no avail, for the rain went through everything, not sparing even our baggage; it wet all the carpet-bags through and stained and spoiled a great part of our clothes. The horses were bad and if we changed them we often got worse, the keepers of the different houses were so stingy that one of them being asked for some straw to put at the feet of two ladies said he had none (because he did not want to give it) and then being asked for some hay, said it was too dear. The roads were so bad that all the passengers used to get out and walk and then get in again went? they got tired; our clothes were all dirtied, torn and wet."

* * *

"While I was walking one evening on one of the roads leading to the country I passed a brewery belonging to a Scotsman called John Oal, who very kindly invited us in to see his establishment; he mashes 60 bushels and works it by hand, his kiln of an oval form and can dry 40 bushels; he manufactures rum and whiskey, for the molasses (for making the rum) he gives from 1 Shilling to 1 Shilling and sixpence per gallon and sells the rum at 4 shillings and sixpence per gallon but has to pay 1 shilling duty on every gallon; his whiskey he sells at 7/6 but pays the same rate of duty as on his rum; he also manufactures porter, ale, peppermint shrub and ginger beer. He does not grind his malt but bruises it between two rollers which are set in motion by an overshot water-wheel.

"Near this establishment is a lime-kiln and I asked one of the workmen who was employed about it whether limestone was to be got in Nova Scotia so he told me that there was none and that it was brought from Ireland and the price of lime was consequently very high.

"I went to see the house of assembly, it is a fine edifice built of stone

JOHN H. R. MOLSON

with 6 pillars in the front and the same number in the rear; the building would be much improved if the pillars had been placed about 3 feet farther from the building, such as Mr. Bingham's house in Montreal at present occupied by the Governor of Canada (Mr. Poulette Thompson). The building is surrounded by a small portion of ground fenced in by a stone wall surmounted by iron palisades which with the trees which are planted by them make the building appear much better than it otherwise would.

* * *

"We passed a lighthouse at the entrance of the harbour and when we looked at the shore it was covered with people who on hearing her reported came down to see her; for they had expected we had all gone to our long home on account of her being detained in Halifax (of which they knew nothing) of which I gave the particulars in page tenth. At 8 p.m. a custom-house officer came on board who very kindly allowed us to pass without scrutinising as some of them sometimes do which is often very offensive to travellers; but this acted very gentlemanly and well deserved a fee. We left the steamer in the middle of the river and went ashore in a small steamer not much larger than the tugs that I had seen an hour before. When we landed we were informed that they were so much alarmed that they were insuring her at 15 and 20 per cent; we intended to stop at the Adelphi but as we were going we were informed that it was full and could not contain another person so we had to stop at the British Hotel in Moor-fields street, which however was not so well conducted as it should have been. At 7 p.m. on the following day (June 10th) we left Liverpool for London in the cars of the Grand Junction railway and the first two miles we went through a tunnel which went under a greater part of the city. When we got into the open air the country appeared most beautiful, all the land was clothed in the richest verdure and scarcely a spot that was not under cultivation. As we passed along we stopped at Warrington, Stafford, Wolverhampton, Birmingham, Coventry, Wolverton and several other places that I have forgotten. During the night the horizon was frequently lit up with the flames from the pottery furnaces

THE MOLSON FAMILY

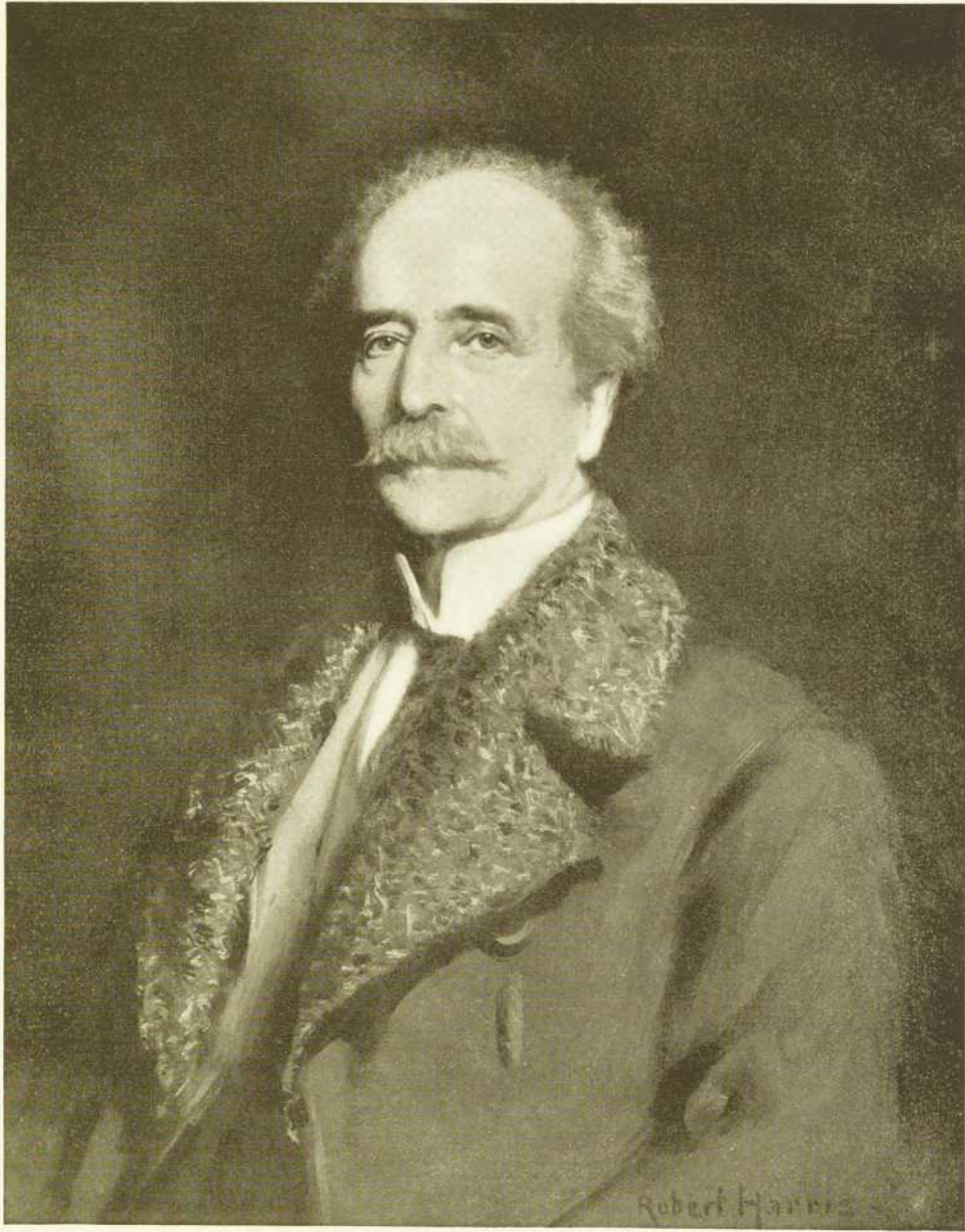
and the manufactories. At half past 11 we arrived at Birmingham and left at a quarter after 12 and arrived at London on Friday morning at 5 o'clock and immediately put up at the Angel Hotel near Pt. Clements Church, Strand, where we were very comfortable. During my stay at London (which was not very long) I liked it pretty well but not quite so well as I expected, but I had not much time to see the city as we left on the day after we arrived to go into Lincolnshire to see our friends who we expected would have come up to London to meet us but they wrote us word that they expected us to go down to them so we went to the Coach Office in Holborn to take our places in the mail but we found that all the inside places were taken so that we were reduced to the necessity of taking places on the outside; we travelled during the night and were rather cold, however, it was more comfortable than I expected, for the night was clear and the roads remarkably good and the horses went very quick so that we went at the rate of about 12 miles an hour; we changed horses every 12 miles, and they had a method of preventing the coach from going too rapidly down a hill, it is effected by fastening a chain to one of the wheels which prevents it from turning and thus the coach owing to the resistance made by the wheel not turning descends very slowly. We arrived at Spalding, the place where our friends resided, on Sunday the 13th of June at 6 a.m. and immediately went to live with them; on Tuesday we went to see a sister of my grandfather's who resided near the church at Boston. The church is upwards of 600 years old.

* * *

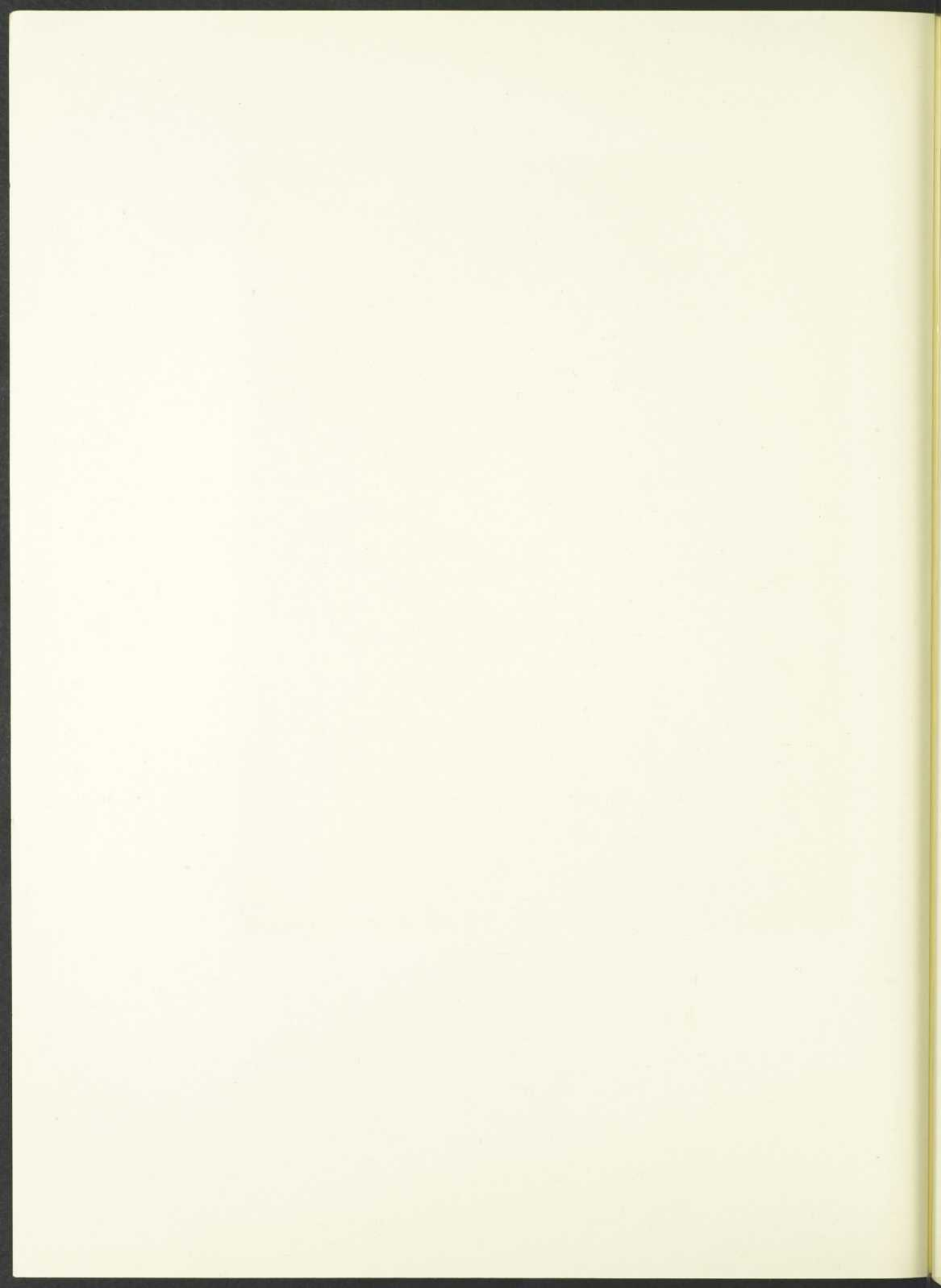
"We left Boston and arrived at Spalding in the evening. We left Spalding on Thursday at 2 p.m. for Moulton, a small town about 5 miles distant where all our family are buried. After we had seen the tombs we went about 5 miles farther to a place that belonged to my grandfather called Snakehall where we staid a few minutes and then went to Cowbit and saw another tombstone of one of my grandfathers; we then returned home at 7 p.m.

* * *

"On Saturday the 10th of July at 10 p.m. left London for Leith in



WM. MARKLAND MOLSON



JOHN H. R. MOLSON

the steamer Royal Adelaide, a vessel with two low pressure engines each 100 horse power; she goes at the rate of eight miles an hour; at the time we started the tide was so low that we were aground at the wharf and had some difficulty in getting away and as we went down the river we rubbed every now and then on the sand untill we were hard-a-ground and so we laid there untill 3 a.m. when the tide came up and raised us off we started and had a most beautiful view all the way for the country was covered with the richest cornfields and the neatest houses that I think I ever saw. As we passed along the coast we saw all the towns that were near the shore and they looked most beautiful; we also saw several old castles on the coast of Northumberland; we saw Holy Island, which is remarkable in older history; at 5 p.m. on Sunday passed the Fern Islands on which the steamer Forfarshire was wrecked; it is a most dreadful story. She left Hull for Dundee with her boilers in a leaky state and while she was sailing a violent storm arose which caused her boilers to leak worse which extinguished her fires so that at last her engines being stopped she was driven about at the mercy of the waves untill she struck on those rocks and went to pieces; the passengers and crew all perished but 11 and these also must inevitably have perished but for the exertions of a fisherman's daughter named Grace Darling who when she saw the shipwrecked people still holding on to the fragments of the wreck she immediately pushed off in a fishing-boat and rescued 11 from a watery grave at the risk of her own life for the storm still raged with unabated fury. At 10 p.m. we passed the Bass Rock, a bold and stupendous mass of rock rising perpendicular to a great height. At 2 a.m. arrived at Leith and went to Edinburgh at 9 a.m. I liked Edinburgh very well, particularly because the stone houses look so well and the streets of the new-town are so regular. The castle of Edinburgh so remarkable in olden times, is a noble looking place; it is situated on the top of a lofty rock over-looking the country below. It is very strong and has stood many a siege and has changed hands from the Scotch to the English more than once. I left Edinburgh the same evening and went on to Glasgow, passing through Airdrie and arrived at Glasgow at 11 p.m., when we put up at the Tontine

THE MOLSON FAMILY

Hotel in Trongate Street. I did not like Glasgow so well as Edinburgh for it is like London, smoky and bustling and has crowded streets so that I was glad to leave. I went to see a distillery at Port Dundas owned by Messrs. M. Macfarlane & Co. which is upon the old principle and mashes about 1000 bushels at a time in a mash tub 26 feet in diameter, but the excise prevent them from mashing and distilling at the same time so they have to mash one week and distil the next; besides this there are locks on all their tuns, tubs, stills, etc., to prevent them from working except when they please to allow them, and what is more the distillers have to pay for the locks with which their stills are locked up. Mr. Macfarlane told us that one of his tuns burst and that besides the loss of the liquor which was in it which cost about £200 they had to pay £250 of duty. On Friday evening at 8 o'clock left the Broomielaw in a splendid new iron steamship called the Princess Royal for Liverpool: she is a most beautiful boat in every respect, being an excellent sea-boat, very comfortable and swift, she goes about 15½ miles an hour. Her machinery is of the finest workmanship and does an honour to the makers who are as far as I remember considered amongst the best in the world, the name of firm is Caird & Co. of Greenock.

* * *

"Thursday (2nd Sept.) at 4 a.m. arrived at Boston, where I saw the Columbia 74 gun American ship; we went to see Bunker Hill and I was showed the positions occupied by the two armies and I ascended the monument, which is not yet finished which is to be upwards of 260 feet in height; it is built on the exact spot where General Warren fell. I afterwards went to see the Navy Yard where I saw several ships of war and one that was building, also a very fine dry dock newly constructed and an immense number of cannon of all sizes. At 7 a.m. of Friday we left Boston for Nashua in the rail-road cars where we arrived at half past nine and then left in coaches for Burlington, where we arrived at 8 o'clock Saturday evening; we left in the steam-boat Burlington in half an hour for St. Johns where we arrived the following morning at half past 6 and went to Motts Hotel and took breakfast there and went to

JOHN H. R. MOLSON

Laprairie in the Champlain and St. Lawrence Railroad cars at 8 a.m. and arrived at a quarter past 9, having run over the enormous distance of 16 miles in 75 minutes! What marvellous speed! We left Laprairie at 10 a.m. in the Princess Victoria for Montreal where we arrived in 20 minutes."

* * *

As already mentioned in a previous chapter, John H. R. was nominated by his grandfather's will to become the owner of the brewery buildings as soon as he attained his majority. With this prospect in view, he was given the best available education, at first in a rather famous Montreal school conducted by a certain Dr. Black; and later in the still more famous Upper Canada College of Toronto; and his travels were equally designed to assist in his education. He entered into his inheritance in 1847, but the actual operations of the brewery continued for some years thereafter to be managed by his father. In the winter of 1848-50 John H. R. was again visiting in England and Scotland. A letter from Thomas to the young brewery owner at this time contains the remarks: "Shall not brew at distillery for a month yet. . . . Dow have got new beer out. . . . Mrs. John Molson was confined of a son last Saturday morning. . . . We are selling very little whiskey here."

At some time in the 'fifties there began to be signs of the first serious efforts of a prohibitionist movement in Canada. There is an interesting letter to John H. R. from Thomas Lloyd in Toronto, in which the writer describes his efforts to arouse the brewers and distillers of Upper Canada against "the proposal to be made by Hartman for the introduction of the prohibitory law." The Toronto brewers do not seem to have taken the proposal very seriously, and Lloyd evidently found them unresponsive to his efforts to organize an opposition.

John H. R. was again in England at the time of the death of his father in February, 1863. The partnership was then reorganized under the title of John H. R. Molson & Brothers, and proceeded in 1865 to

THE MOLSON FAMILY

add to its other enterprises the industry, then new in Canada, of the refining of sugar; the only other refinery in Montreal at that time was that of the Redpath family, established in 1855. The distillery and brewery were then operating at 218 and 286 St. Mary Street respectively (it was many years later that this part of the street came to be included under the designation of Notre Dame Street East), and the firm had a town office at the corner of Bonaventure and Cemetery Streets (now St. James and Cathedral Streets) which was later sold to Dawes & Co.; it also operated a retail coal business at the distillery office.

The residence of John H. R. Molson during this period was the famous old house known as "Rosebank," where he was accompanied during part of the time by his brother William Markland. This house is mentioned in a newspaper advertisement as early as January, 1833, when G. D. Arnoldi, notary, offered for sale the Rosebank Estate, property of Andrew Shore, "at the foot of St. Mary on the main street of the Quebec suburb extending to the St. Lawrence River with large garden on the opposite side of the street, all within city limits; One lot containing a two-story mansion and outbuildings, value £3,000; the rest in 250 building lots of different sizes." After the marriage of John H. R. and his removal to the Frothingham house, "Rosebank" fell into disrepair, and about 1876 it was closed and its career as a residence came to an end; later it was sold to the Canadian Rubber Company, a portion of whose Papineau Avenue factory stands on the site.

In 1873 John H. R. married Louisa G., daughter of John Frothingham, and took up his residence in the Frothingham mansion called "Piedmont" at the head of Durocher Street above Pine Avenue. This was a fine old building of which Mrs. Molson enjoyed the usufruct, and which was afterwards acquired for McGill University by Sir William Macdonald in 1911. It had been for many years the residence of Mrs. Molson's father.

After 1880 John H. R. Molson was chiefly occupied with the affairs



JOHN THOMAS MOLSON



JOHN H. R. MOLSON

of Molson's Bank and with his many charitable and educational interests. His death occurred at "Piedmont" on May 28, 1897, after a brief illness. The funeral service took place at the house, and was conducted by the Rev. W. S. Barnes, the famous pastor of the Church of the Messiah (Unitarian), of which the deceased had been an active and generous member. A very large procession, including the Governors and Professors of McGill University and representatives of many financial and charitable organizations, escorted the remains to the Bonaventure Station, from which they were taken to Boston for cremation. A letter which John H. R. Molson dictated on his deathbed for the guidance of the younger members of his family is an admirable expression of his character and attitude towards life, and deserves to be preserved in these pages. It reads as follows:

"The Molson family has maintained and preserved its position and influence by steady, patient industry, and every member should be a real worker and not rely upon what it has been. All that is good and great of the family should not be under ground.

"Your private life should be pure. Make no compromise with vice, be able to say no in a firm manly manner.

"Character is the real test of manhood. Live within your income no matter how small it may be. Permanent wealth is maintained and preserved by vigilance and prudence and not by speculation.

"Be just and generous when you have the means.

"Wealth will not take care of itself if not vigilantly cared for."

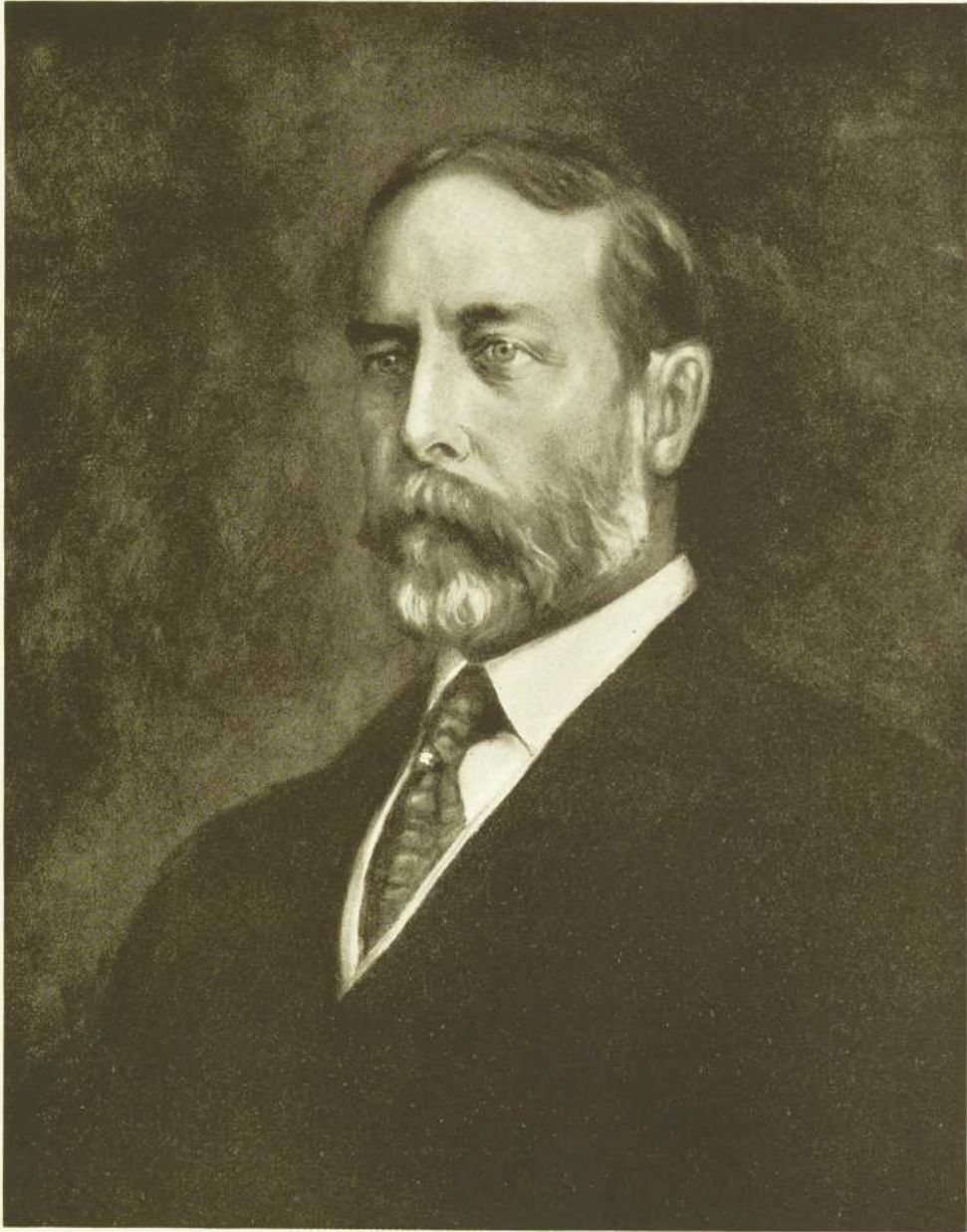
Among the corporations with which John H. R. Molson was actively connected with as a director were the Montreal Street Railway, of which he was one of the original founders, the City and District Savings Bank, and the Scottish Life Assurance Company. Among the educational and charitable undertakings to which he was a generous contributor were the Montreal General Hospital, of which he was a Life Governor, the Verdun Protestant Hospital for the Insane, and the Fraser Institute. His benefactions to McGill are described in another chapter; they were on such a scale, and accom-

THE MOLSON FAMILY

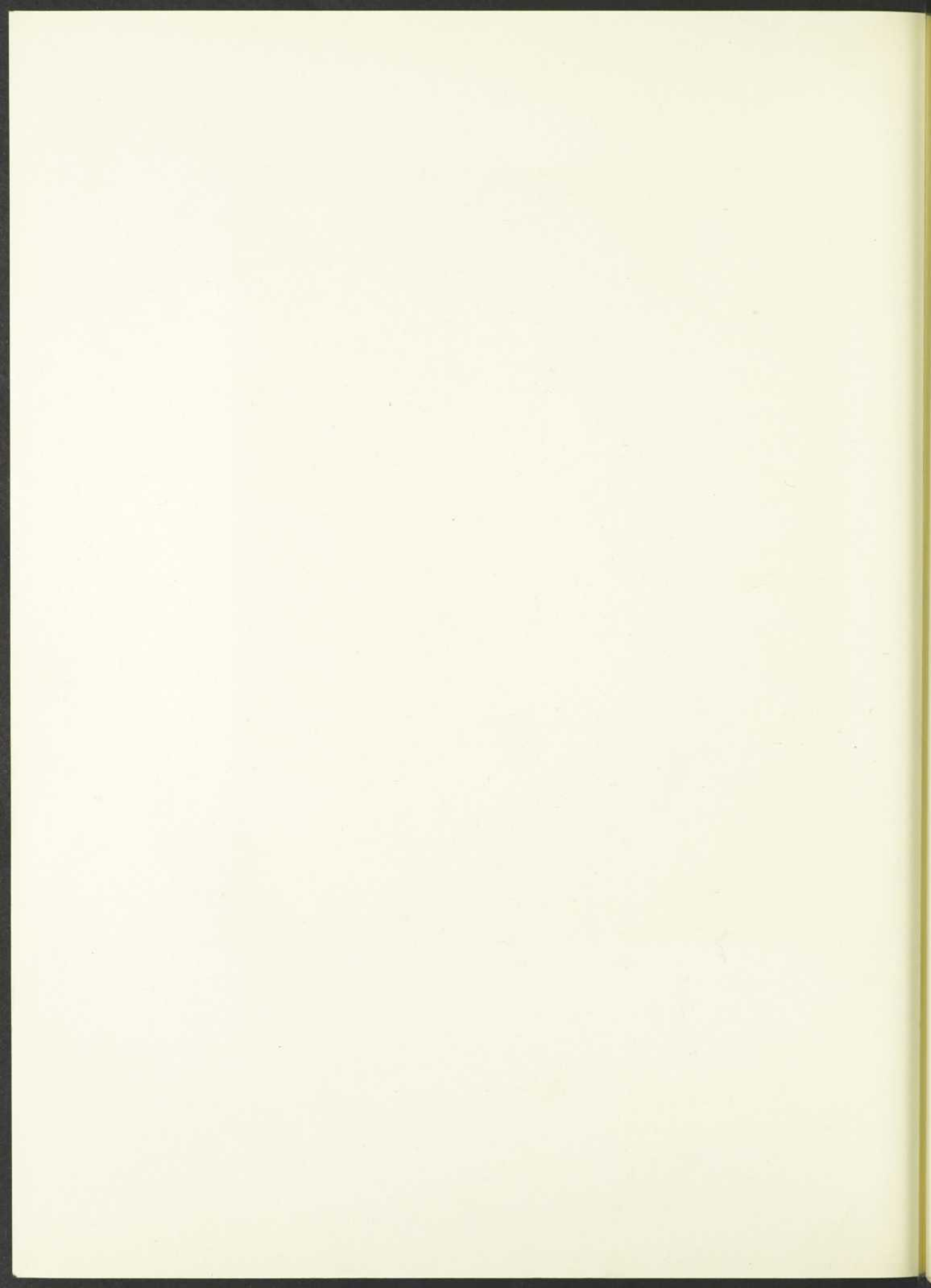
panied by such a thorough understanding of the needs of the young university, that he was offered the Chancellorship, but declined it in favor of Sir Donald Smith, later Lord Strathcona.

It was John H. R. Molson and his wife who inaugurated the connection of the Molson family with another great institution for the practice of the healing art in Montreal. This was the Protestant Hospital for the Insane, in Verdun, which was founded in 1890, and of which John H. R. was the original second vice-president, while Mrs. Molson was from the beginning a member of the Board of Management. Each of them at this time donated \$10,000 to the funds of the Hospital, Mrs. Molson's gift being a memorial to her late brother, Frederick Frothingham, and being set aside some years later as the nucleus of the Endowment Fund. Dr. W. A. Molson and John Thomas Molson were also among the original benefactors. In 1892 John H. R. Molson, having been much impressed with the value of gymnastic work and sports in the treatment of insanity, gave the funds for the erection of the large and handsome Molson Pavilion for gymnasium purposes. Mrs. Molson later erected the stone wings at the side of the entrance gates of the grounds. At his death in 1897 the annual report of the Hospital noted that of the many contributions to its funds those of John H. R. Molson and his wife "have been the most munificent, aggregating the neighborhood of \$40,000"; his brother, John Thomas Molson, donated \$5,000 to the Endowment Fund in his memory, and his widow presented a fine portrait of the deceased benefactor, executed by Robert Harris, P.R.C.A. Mrs. Molson died in 1910, and her will made the Hospital the beneficiary of legacies which eventually realized a total of nearly one hundred thousand dollars. Other members of the Molson family have since continued to show a generous interest in this valuable institution, and F. W. Molson and Herbert Molson became Life Governors.

Mrs. John H. R. Molson was also a person of notable strength of character and much public spirit. She was the daughter of a native of Portland, Maine, who had come to Montreal in 1809 at the age



HARRY MARKLAND MOLSON



JOHN THOMAS MOLSON

of 21, after learning the hardware business in Boston, and who established here the highly successful hardware business into which William and Thomas Workman were subsequently admitted as partners. This firm, under the title of Frothingham and Workman, was for many years one of the leading commercial establishments of Montreal. Its founder was for over twenty-five years President of the City Bank. He was a Governor of the Montreal General Hospital, and a liberal supporter of that and of many other Montreal charities. He died on May 20, 1870.

* * *

John H. R. Molson's next brother, William Markland Molson, moved in 1877 to Oregon, U.S.A., whence he returned to Montreal in 1898, and resided here till his death in 1913. He was twice married, and had two sons, Harry Markland and Frederick William, by his first wife, Helen Converse. By the second wife, V. Pauline Nesmith of Portland, Oregon, there was no issue.

The third brother, John Thomas, spent his entire lifetime in Montreal, and was a business man of pronounced ability, though most of his energies were devoted to the brewing business. He also was twice married, first to Lillias Savage, daughter of Alfred Savage, of Montreal, who died in childbirth in 1866, leaving him one daughter (Lillias Savage Molson), who did not marry, and second, in 1874, to Jennie Baker Butler, daughter of Dr. Butler, of Waterloo, Que., who bore him seven children and survived him by sixteen years, dying in 1926 at the age of seventy-six. Their children were Herbert, Naomi, Kenneth, Mabel, Percival, Evelyn and Walter.

John Thomas Molson was born on October 31, 1837, and died on October 13, 1910. He was educated at the Montreal High School, in the building on Belmont Street now occupied by the Normal School and the offices of the Protestant School Commission. After the death of his father he kept house for a time in Molson Terrace, but removed after his first marriage to 1, Prince of Wales Terrace, corner of McTavish Street and Sherbrooke Street West. In 1884 he purchased from

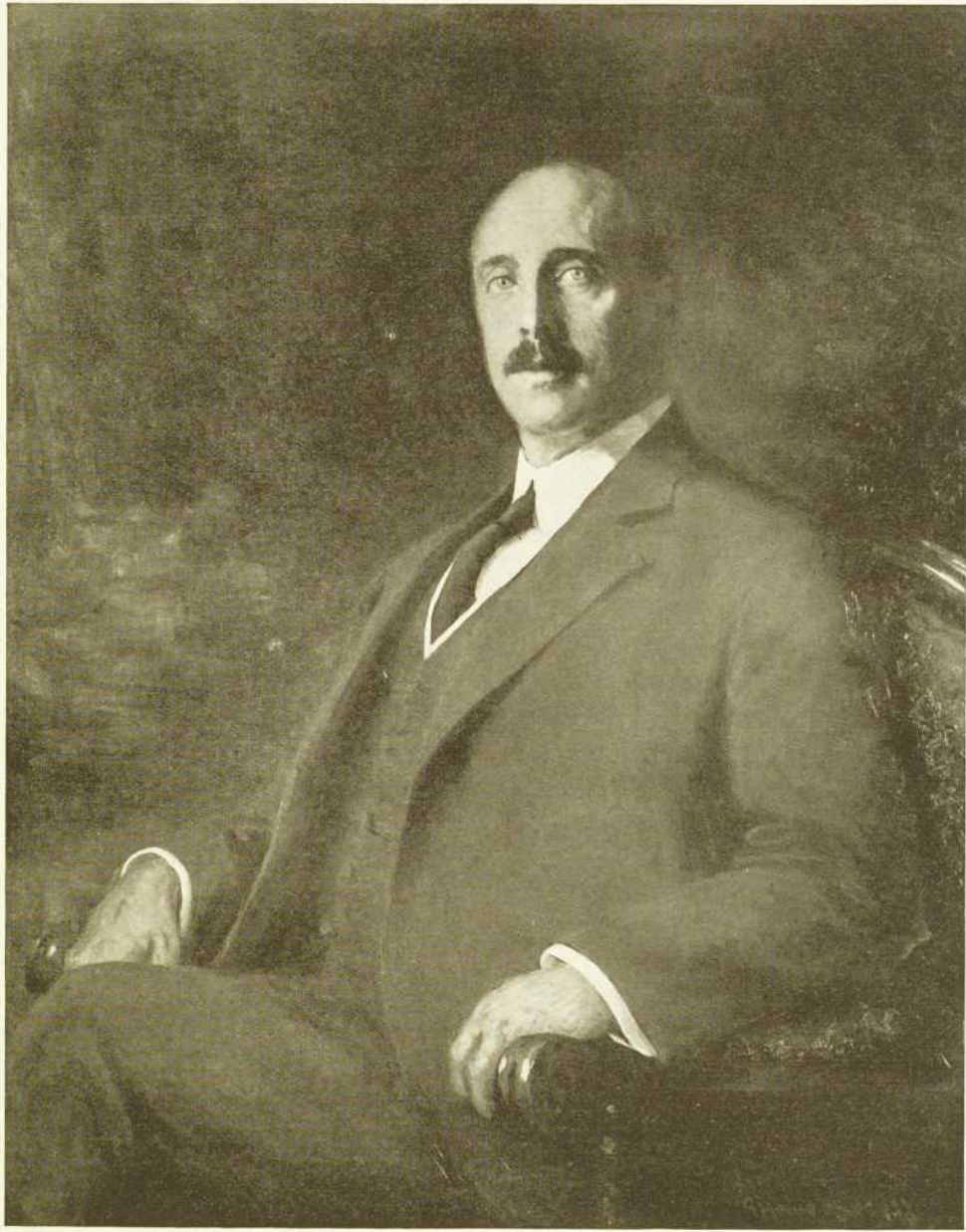
THE MOLSON FAMILY

the late James Benning the house and property at 170 University Street where he continued to reside until his death and where his family remained for some time afterwards. This house became the property of the Forest Products Laboratories under the direction of McGill University, and was torn down about 1927 to be replaced by the present building of the Laboratories.

In 1868 John Thomas withdrew for a time from the firm of John H. R. Molson & Brothers, in which he had been associated with his brothers John Henry Robinson and William Markland, and did not return to the firm until 1880, when he again associated himself with his brother, John H. R., and Adam Skaife, an old and valued employee who in the meantime had been taken into partnership. During the interval John Thomas travelled extensively in Europe and around the world, and also devoted himself to yachting and fishing. In 1897, on the death of John H. R., the firm was reconstituted by the admission of Herbert Molson and Frederick William Molson to association with the surviving members, Adam Skaife and John Thomas Molson, and in this form it remained until 1911, when after the death of John Thomas it was turned into a limited company under the title of Molson's Brewery Limited.

John Thomas was throughout his active life extremely devoted to many kinds of outdoor sports. In his youth he went in particularly for sculling and yachting, but he also found time to take a keen interest in the Militia and to win medals for rifle shooting. He was a Captain in the Montreal Light Infantry, and his Company was entirely recruited from the neighborhood of the brewery and distillery.

In 1870, during his retirement from business, he had the *Nooya* built at Birkenhead, England, and navigated her across the Atlantic himself. The *Nooya* was an auxiliary schooner of 130 tons, equipped with steam engine and screw in addition to her sails. In this vessel for many years he was accustomed to cruise the Gulf of St. Lawrence with his family and friends, enjoying salmon fishing in many of the rivers on the North Shore and Labrador. Another outdoor sport of



FREDERICK WILLIAM MOLSON



FREDERICK WILLIAM MOLSON

which he was particularly fond was caribou shooting in midwinter, when he used to traverse long distances on snowshoes.

John Thomas Molson was a member of the Royal Mersey Yacht Club of England, and of the Quebec Yacht Club. His yachting parties included many of the most distinguished people in England and America, among whom Lord Dufferin, during his Governor-Generalship, was one of the most frequent guests. He was also one of the earliest members of the St. James' Club, which he joined in 1864. He was a Life Governor and for twelve years a member of the Board of Management of the Montreal General Hospital. In religion, like most of his family, he belonged to the Church of England; he was married in Christ Church Cathedral and attended worship there, and also for a number of years at St. George's Church. About 1892 he began to suffer from an impairment of health from which he never entirely recovered, and during the latter years of his life he was practically confined to his house.

Harry Markland Molson, eldest son of William Markland Molson and Helen Converse, was born in Montreal and entered the Molson's Bank, in which service he rose to Assistant Manager of the Montreal Branch. On the death of his uncle, John H. R. Molson, he resigned from the Bank and became a Director. He was also a Director of the Montreal City and District Savings Bank, the Montreal Cotton Company, Canada Steamship Company and the Canadian Consolidated Rubber Company. He was Master of St. Paul's Lodge in 1892 and was lost on the Titanic in 1912.

A man of excellent judgment in business, he remained a bachelor all his life and his untimely death was mourned by his many friends with whom he was very popular.

Frederick William Molson, second son of William Markland Molson and Helen Converse, was born in 1860, and died on February 5, 1929. He was born and educated in Montreal, but removed with his father to Portland, Oregon, where he was married in 1881 to Catherine Stewart of that city. In 1888 he went to Port Hope as

THE MOLSON FAMILY

Superintendent of Consumers Cordage Co. and two years later was moved to Montreal. On the death of John H. R. Molson in 1897 he joined the family firm, and at the time of his own death was Vice-President of Molson's Brewery Limited. He had five children, Herbert William, Brenda Florence, Francis Stuart, John Henry and Louisa Markland.

F. W. Molson was a keen business man with very diversified interests. He succeeded his brother, Harry Markland, on the Boards of Molson's Bank and the Montreal City & District Savings Bank in 1912, and was President of Molson's Bank from 1921 until 1925, when it was absorbed by the Bank of Montreal, of which he later became a Director. He was also on the Boards of the Canadian Pacific Railway, Bell Telephone Company of Canada, Canada Steamships Company, Dominion Bridge Company, Montreal Cotton Company, Canada Paper Company, Standard Life Assurance Company, Canadian Transfer Company, Montreal Trust Company, etc. He was associated with many of the leading charitable institutions of the city, among them the Montreal General Hospital, where he was a member of the Board of Management, the Boys' Farm, and the Protestant Hospital for the Insane. He was also a Governor of McGill University, and Patron of St. Thomas Church.

A keen sportsman and devotee of outdoor life, F. W. Molson devoted much of his time to yachting and fishing and to his charming country homes, one in the Laurentian Mountains near Nantel and one by the seaside at Metis Beach. With his cousin Herbert he had built and brought out across the Atlantic in 1927 the motor yacht *Curlew*, 189 tons, on which their families enjoyed many a pleasant cruise on the Lower St. Lawrence. As Commodore of the Royal St. Lawrence Yacht Club, he did much to encourage the popularity of this sport among the younger generation. In 1921 he formed a syndicate to build a contender for the Royal St. Lawrence Yacht Club Cup, and after the races presented the yacht to the men who had manned it.



CHAPTER ELEVEN

CAPTAIN PERCIVAL MOLSON, M.C.

THE earlier chapters of this book will have made it quite evident that the Molson family has never failed to supply its full quota of fighting men of notable skill and energy at those times when the country's liberty and institutions appeared to be threatened. This was conspicuously the case in the Great War of 1914-18, at a very early stage of which there were no less than four Molsons in the field, all of them simultaneously bearing the rank of Captain. Some of these lived to obtain a higher rank as a result of their prolonged and able services; but the most notable feat of arms was that performed by Captain Percival Molson in the Battle of Mount Sorrel on June 2, 1916. Captain Percival received the Military Cross for his services in this operation, but was killed on July 5, 1917, before he had attained the promotion which his ability as a commanding officer, no less than his personal courage, had amply earned for him.

Percival Molson was the third son of John Thomas (youngest son of Thomas Molson), by his second wife, Jane Baker Butler. He was born at Cacouna in 1880, and was educated at McGill University, where he graduated in 1900, after gaining every athletic honor that the University could offer, and being elected to the office of President of the Senior Year—a position which in the type of student organization then in vogue corresponded fairly closely to the presidency of the Union in the present system. This honor, according to the unanimous testimony of a great number of his fellow-students, was absolutely unsought by the recipient, who had all of the family's antipathy

THE MOLSON FAMILY

to electioneering politics, and was conferred upon him purely as the result of his personal popularity and his obvious executive ability. One of his fellow-students, a close observer of the student politics of the time, has expressed the view that the quality in Percival Molson which most impressed itself upon the under-graduate body was the profound simplicity and directness of his mind. "We felt," says this observer, "that there was not a devious thought nor a hidden or obscure motive in any of his actions and utterances." This characteristic continued throughout his life, and was evidently responsible for the profound affection in which he was held by the men of his company and by his fellow-officers in the Princess Patricias. The wooden cross which was placed over the first resting place of his body in the battlefield cemetery at Villers au Bois Station, near where he fell, and which now stands in the vault of the Thomas Molson family in Mount Royal Cemetery, has had scrawled upon it in a rude and straggling hand, below the official description, the words "a gentleman"; and this anonymous tribute surely represents very well the feelings of the men who followed him into the thickest of so many battles.

Throughout the few years of peace which ensued between his graduation and the outbreak of the war, Percival Molson maintained a very lively and active interest in the affairs of the University. There is therefore no ground for surprise in the fact that he was one of the first in Canada to perceive the valuable use to which the universities could be put as a training ground for reinforcement units for that exceptionally brilliant regiment, the Princess Patricia's Canadian Light Infantry. The history of this movement has been well told by Ralph Hodder Williams, the official historian of the regiment, and may appropriately be given here in his words:

"The idea of forming University Companies to reinforce the Patricias took shape in the early spring of 1915 in McGill University, Montreal, just before the casualties at Polygon Wood and Bellewaerde Ridge re-emphasized the difficulties of keeping the Regiment up to strength. In



CAPT. PERCIVAL MOLSON, M.C.



CAPTAIN PERCIVAL MOLSON, M.C.

April two graduates of McGill University, Mr. George C. McDonald and Mr. Percival Molson, suggested to the Minister of Militia and Defence the recruiting of an infantry company from university men and their friends, but not excluding others of the student age and type who would find such a comradeship genial. This unit, they hoped, might from the time of its authorization definitely look forward to reinforcing the Patricias. The suggestion was well received by Sir Sam Hughes and General Gwatkin (Chief of the General Staff), and was a most welcome one to the hard-pressed Regiment in France. In the first week of May the newly-formed Canadian Officers' Training Corps, consisting of strong battalions from the University of Toronto and McGill University, went into camp at Niagara for summer training; and to this camp, as part of the C.O.T.C. for the time being, came not only the early recruits enlisted by Captain McDonald but a complete oversea company raised in Montreal and officered by McGill graduates under Captain Gregor Barclay. This latter had been raised as D Company of the 38th Battalion, C.E.F., but was attached to the McGill Contingent at Niagara for training, as the organization of the 38th Battalion was still incomplete. Thus, when the camp opened, there existed one complete oversea company under Captain Barclay at present regarded as the nucleus of a university battalion, and the beginnings of a second company under Captain McDonald which was already destined for the Patricias.

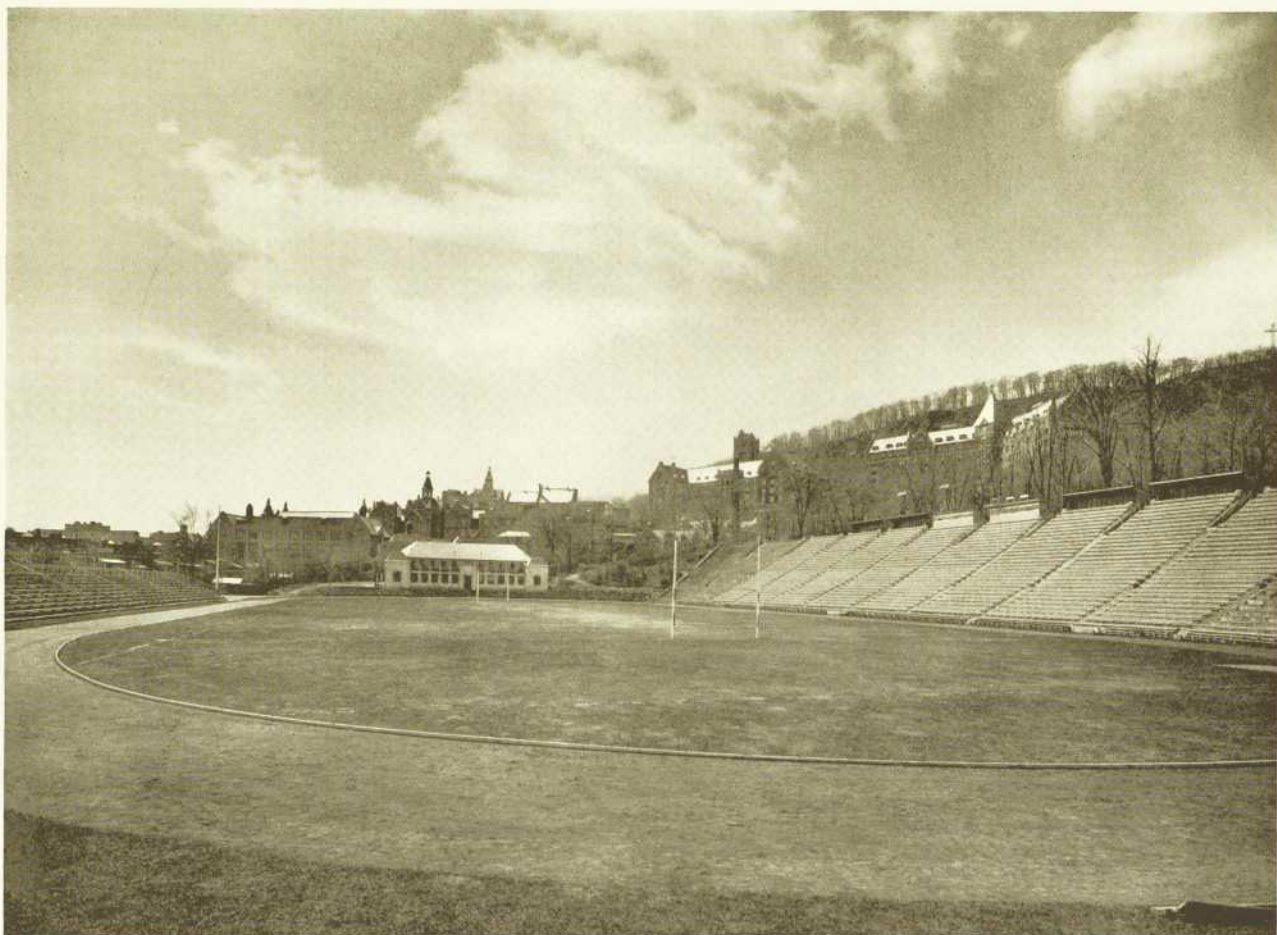
"The C.O.T.C. camp at Niagara had only been in existence for a week when General Gwatkin inquired how soon the University Company could be ready to leave for Europe. Captain McDonald considered that it would take about six weeks to recruit and equip the Company (an opinion that proved to be correct). Captain Barclay's company, on the other hand, was complete, and well advanced in training. All parties concerned agreed that Captain Barclay's command should take the name of 'First University Company' and should proceed forthwith to reinforce the Patricias. This company therefore sailed almost immediately, and joined the Regiment at Armentières on July 28 after a very short stay in England. Captain McDonald's company now became the 'Second University Com-

THE MOLSON FAMILY

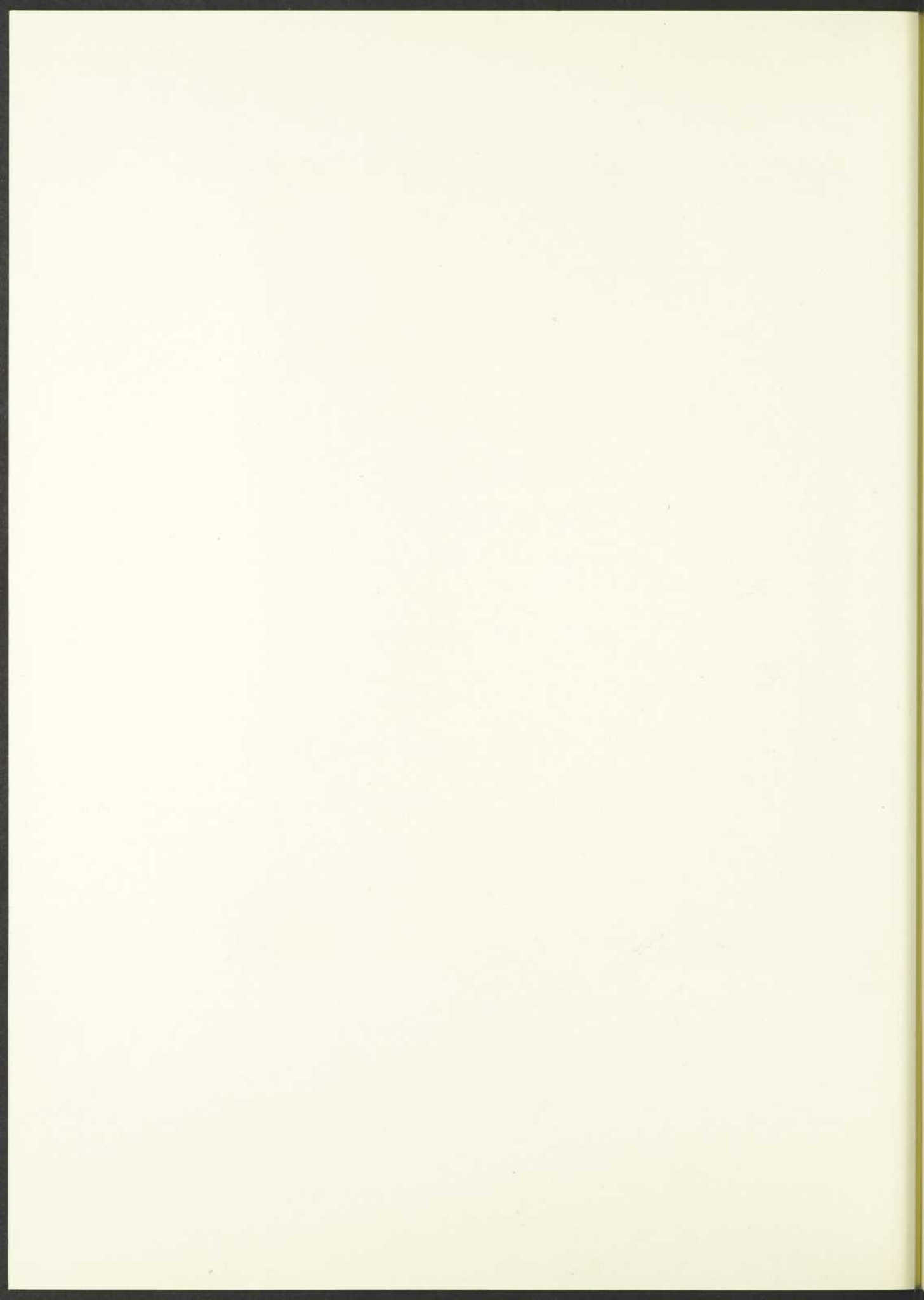
pany,' with orders to follow as soon as possible. The University of Toronto was at once invited to co-operate, and to nominate officers for this second company; and soon after the breaking up of the C.O.T.C. camp two officers and a full platoon of men from Toronto joined Captain McDonald in Montreal, where the McGill Students' Union was thrown open as a barracks. Recruits were invited, and came in rapidly from all the universities and colleges of the Dominion. The establishment was complete by the second week of June, the Company sailed, and, even less delayed for finishing touches at Shorncliffe than the First University Company reached France late in August, and joined the Regiment on September 1 at Petit Moulin at the end of the summer in the Armentières sector."

The idea developed at McGill thus eventuated, in an extraordinarily short space of time, in the presence on the battle front of two very strong Companies, which were in action either in front line or in support almost continuously from the autumn of 1915. In the Battle of Mount Sorrel, in which the Patricias occupied Sanctuary Wood, No. 1 Company was practically wiped out on June 2, 1916. For the narrative of this event, in which a great deal of the responsibility fell on junior officers of No. 1 Company, notably on Lieutenants Molson and W. E. C. Irwin, we may again resort to the record of the official historian:

"No. 2 Company, on the left, escaped rather more lightly from the bombardment, thanks partly to the proximity of the British and German lines at the Appendix, but chiefly because the overwhelming of their trenches was not essential to the scheme of attack, which apparently did not include the immediate capture of Hooze village and an advance along the Menin road. Captain Niven's company, however, was very early isolated, and remained with both flanks in the air for nearly eighteen hours. While casualties among the men during the morning bombardment were surprisingly light, all the officers were hit by noon. Captain Niven was one of the first, though his wound was not so serious as to incapacitate him for command. Lieutenant D. G. Hagarty, one of the officers representing the University of Toronto in the Second University Com-



PERCIVAL MOLSON MEMORIAL STADIUM, MCGILL UNIVERSITY



CAPTAIN PERCIVAL MOLSON, M.C.

pany, was killed, and Lieutenant G. Triggs was badly wounded. The right trench became untenable as the bombardment increased, but Lieutenants P. Molson and W. E. C. Irwin with great coolness withdrew their men to the left trench, which, with the Appendix, was held all through the day, and proved a very valuable position from which to enfilade the Germans advancing on the right. When the Germans came over, the right half-company under these officers held them in a short sharp fight, and Lieutenant Irwin counter-attacked with a party of bombers so effectively that the enemy advance in this direction was demoralized. Irwin fell badly wounded in both legs, but Molson continued to lead 'a desperate and successful resistance to German attacks.' He in his turn was painfully wounded in the face, and the command fell for many hours to N.C.O's."

Lieutenant Molson, who was invalided home on account of the wounds received in this engagement, received the Military Cross and was shortly afterwards promoted to a captaincy. His wounds were a long time in healing, and he did not rejoin the regiment until a short time before the operations of July, 1917, in which he met his death. This occurred on July 5 as a result of shell fire in a period of comparatively moderate activity. The regiment was then in front line and support in the western outskirts of Avion, a considerable town south of the River Souchez. The official history says:

"On the 5th Captain P. Molson, M.C., as an officer and a man peculiarly admired and beloved, and Lieutenant D. MacLean, who was standing beside him, were killed by a direct hit from a trench mortar shell which also killed two of their men and wounded several others."

A footnote on page 238 of the same volume says:

"He was not only a fine fighting officer but an administrator of great experience, and played a very important part in raising the University Companies."

A peculiar coincidence of Captain Percival Molson's death is that it took place within the lines of a company of a different unit, the 42nd Royal Canadian Highlanders, which had been brought to

THE MOLSON FAMILY

France by his own brother, Col. Herbert Molson. Col. C. B. Topp, author of the Regimental History of the 42nd Battalion, gives the following description:

"Here it was during this tour that Captain Percy Molson, M.C., of the P.P.C.L.I., was killed within the lines of the company of the 42nd which his brother had brought to France. Captain Molson, with Lieutenant McLean, was standing in the village square discussing the disposition of one of the platoons of his company holding a detached post on the left and temporarily attached to B Company of the 42nd when a trench mortar shell exploded close by, killing both officers instantly and tearing a gaping crater in the cobblestone pavement."

Captain Molson's will was found to include a generous bequest of \$75,000 for the erection of a stadium for the encouragement at McGill of those athletic sports of which he had himself been so brilliant an example. At the time when the will was made this amount would doubtless have been amply sufficient for the purpose; but when construction actually took place it was necessary to raise an additional \$60,000, which was secured by donations from friends and admirers of the deceased officer. The whole structure was given the name of the Percival Molson Memorial Stadium in order to perpetuate the memory of one of McGill's most devoted and most self-sacrificing sons.

Among Captain Molson's interests before the war was the well-known Boys' Farm at Shawbridge, Que., and in his will he bequeathed \$5,000 to this institution. With this sum and with other funds subscribed by Captain Molson's sisters, Miss Lillias Molson and Miss Mabel Molson, by his brother Col. Herbert Molson, and by his cousin Frederick William Molson, a Memorial Chapel dedicated to his memory was erected at the Farm.



PERCIVAL MOLSON MEMORIAL CHAPEL, SHAWBRIDGE





CHAPTER TWELVE

THE MOLSONS IN BANKING

WHILE the bank which for several generations bore the name of Molsons was not organized under that title until 1853, the Molson family had actually been very active in the banking business for many years prior to that date. The first indications of any purely financial dealings on their part arise in the correspondence between the founder and his sons in the earliest days of the steamboat business, and show that they were led into banking partly by the extent of their transactions in grain and partly by their exceptional facilities (due to the steamboat business itself) for knowing what was going on in the way of remittances from Montreal to Quebec and from both points to England or New York. In the very detailed letters from John, Jr., to John, Sr., during the latter's absence in London in 1811 there is no hint of any discounting operations or dealing in bills of exchange. But by 1815 the letters from John, Jr., on the Swiftsure to John, Sr., on the Malsham are full of information about the purchase of bills of exchange. An undated letter which probably belongs to the early summer of 1815 sounds as if it referred to the first experiment in this business. John, Jr., writes: "I have this trip, as Thomas must have told you, taken down what money I thought we could spare to purchase bills of exchange. I have got them with me, being 7 bills of £500 each and one of £200 at 10 per cent. discount, and one of £200 being for paper at 12 per cent. discount, amounting in all to £3,900 sterling. I was offered 3 per cent. profit payable in October with security." This must surely have preceded the letter of June 24

THE MOLSON FAMILY

(already quoted) in the same year in which John, Jr., says: "I was extremely happy to find that there was not a single forged bill amongst the whole of those I delivered and I wish yours may turn out the same." By September 20 John, Jr., is watching the market for sterling exchange with a trader's eye, and reporting: "From what I can learn the public opinion is that there will be a premium, but let that be as it may my opinion is for us now to sell. There are a great many who have bills to sell, who by the by have not so good an opportunity of selling as us, as we have a chance of knowing who sends down money to purchase." He was putting his opinion into action, moreover: "Mr. John Stansfield has bought a bill of me for £1,000 at par—he gave me £500 last evening and his brother at Quebec is to give me the remainder, (all) but about £150 which he gives me on my return to Montreal—I have taken the £1,000 bill down with me for his brother, which I pay him on his paying me the above mentioned amount."

There was at that time no business organization in Canada specifically devoted to the trade of banking, and substantial business men who enjoyed the confidence of their fellow-citizens frequently accepted deposits and employed the funds thus entrusted to them in purchasing the credit documents of others, or in financing their own transactions. The Bank of Montreal, the first Canadian bank, commenced doing business in 1817. The founder of the Molson family in Canada was not among its earliest directors, but in 1819 we find him listed in Doige as a member of the larger board of the "Savings Bank" which had its offices in the same building as the Bank of Montreal and was virtually a part of the same organization. He was also engaging in other financial ventures, for he was already vice-president of the Montreal Fire Insurance Company.

There is undoubtedly room for some speculation as to the reasons which led the Molson family to abstain from participation in the efforts which led to the establishment of the first Canadian chartered bank. They were already among the richest and most enterprising

THE MOLSONS IN BANKING

persons in the local business community, and it is impossible to suppose that they were not solicited to have a hand in the undertaking; but they evidently declined. The obvious reason which at once suggests itself is that their available capital may have been very much tied up in the rapid expansion of the steamboat business. But it seems likely that in addition to that motive there was also a certain distrust of the new stock-company type of organization, with its uncertainty as to control. All of the Molson enterprises up to this date had been of the kind which can be carried on by a wealthy family without issuing shares to the casual outsider; one knew with whom one was going to be associated, and one knew that there would be no departures from the habitual Molson policies. With a joint stock bank one did not know anything of the kind; and the early days of any bank are days of risk and uncertainty, in which policies may be much warped from the original intention. Be that as it may, the name of Molson does not appear in the directorate of the Bank of Montreal until seven years after its foundation, and then it was John, Jr., who in 1824 was elected to a seat. We do not know the date at which the Molsons acquired their stock, but it was probably not much earlier than the date of this election; for as soon as they had decided to participate in the venture, both they and the bank itself would desire the benefit of having their name on the board. There may be some significance in the fact that it was John, Jr., who first joined. He was, as we have amply seen elsewhere, a very up-to-date and progressive young man, especially in this sphere of finance, and it may have been he who overcame the reluctance of the father to have anything to do with these new-fangled corporations.

But just two years after the election of John, Jr., the Presidency of the Bank became vacant through the death of a close friend and business associate of the Molsons, Samuel Gerrard. The times were difficult, and there was urgent need for a strong hand at the helm, and also for a President who enjoyed the widest possible popularity with all classes of the divided community; and after a tenure of only

THE MOLSON FAMILY

a few months by the Hon. Horatio Gates, John Molson, Sr., was prevailed upon to accept the office, his son resigning from the board to make way for him. He remained in the Presidency until 1830 (the date 1834 in the Bank's "History" is an error); his seat on the board he retained until his death in 1836. His retirement from the Presidency was undoubtedly necessitated by the decision to spend most of his time thereafter on his country estate at Boucherville Island; the President's functions in those days were such that it was practically necessary for him to attend at the bank on every business day.

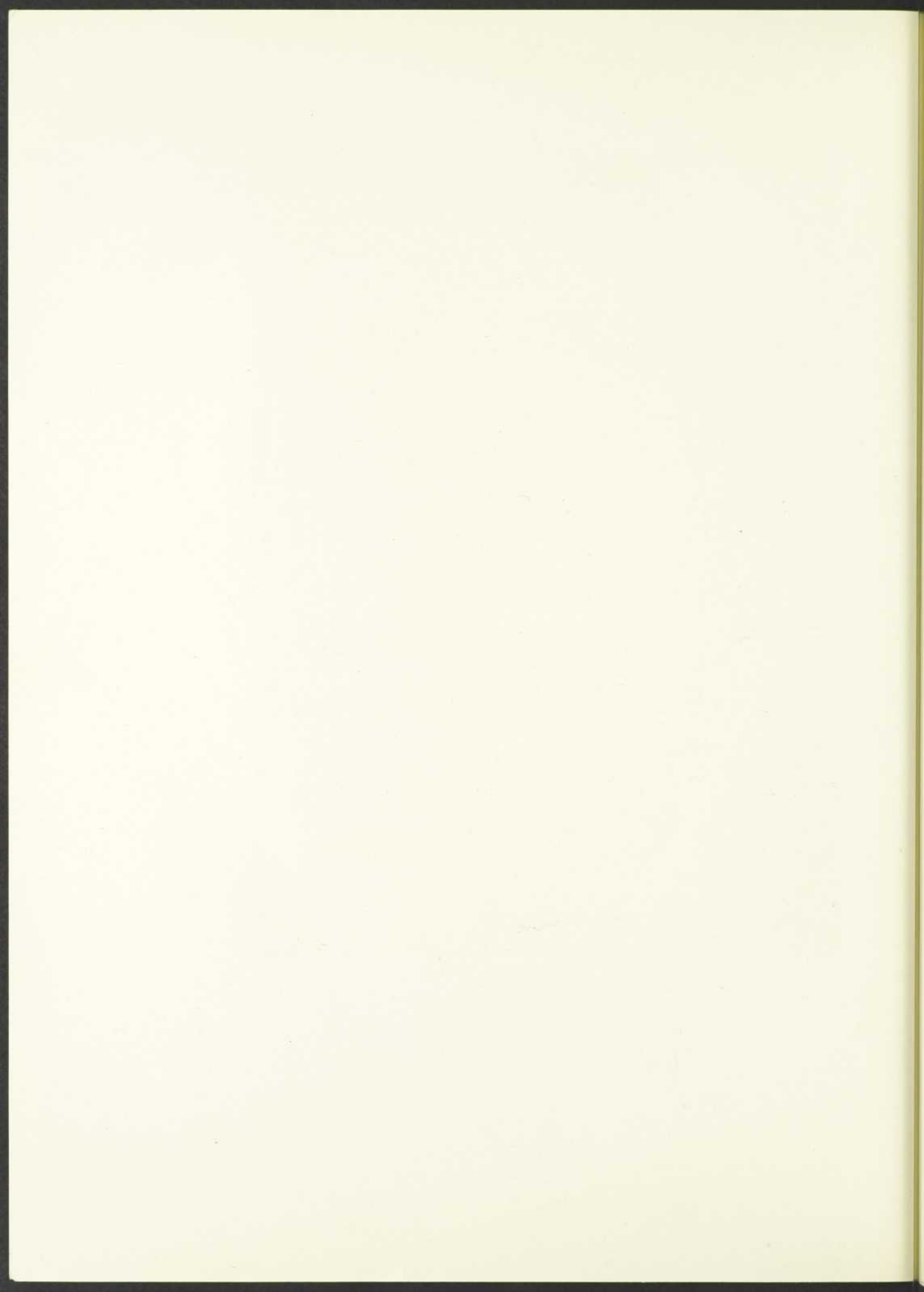
At the June meeting following his death his son John was re-elected to the seat which he had vacated ten years earlier, and retained it until he resigned on Oct. 4, 1853, to start the Molson's Bank. William, the youngest brother, was also elected to the board in 1843, and resigned in 1853 for the same reason. The name of Molson has therefore been continuously associated with one or other of the two chartered banks since 1824.

One of the conditions upon which the Hon. John, Sr., accepted the Presidency of the Bank of Montreal was that the position of Cashier, which then corresponded in many ways with that which is now usually termed the General Managership, should be given to Benjamin Holmes. Holmes was an extremely able and conscientious business man, whose daughter Eliza subsequently married Alexander Molson, the youngest son of Hon. John, Jr. Benjamin Holmes retired from the bank after the death of the President, and was eventually appointed Collector of Customs for the Port of Montreal, a position which he held until his death.

The period of John Molson's presidency covered several years of extreme difficulty in Canadian banking, and the responsibility for the conduct of the bank's affairs must have rested very heavily upon his shoulders; for in those days there was no professionally trained banker acting as General Manager, and the chief salaried officer was the Cashier. The Directors were accustomed to assemble on Tuesday and Friday mornings for the purpose of making discounts, and at closing



HEAD OFFICE, THE MOLSON'S BANK, MONTREAL



THE MOLSONS IN BANKING

time the keys of the bank were carried by the porter to the President or Vice-President to be kept in safety until required in the morning. Business was so bad in Canada, largely as a result of the financial collapse in England in 1825, that the bank was obliged to pass its dividends in 1827 and 1828, and while a small dividend was earned in 1829, that of 1830 was paid out of the reserve. The bank, and with it the Molson family, were heavily involved in the losses resulting from the failures of the great commercial firms of McTavish, McGillivray & Co. and McGillivray, Thain & Co., which in their turn had resulted from the war in the fur trade and the difficulties of the North West Company. There is a long and very earnest letter still in existence, covering 26 pages and dated July 12, 1826, from Simon McGillivray in London to John Molson & Sons, pointing out the ruinous delays and litigation which would ensue if any of his creditors, notably the Bank of Montreal, should decline to assent to the terms of composition which he had proposed and force him to go into the bankruptcy court in England. In 1829 there was an investigation of the bank's affairs by a committee of the Legislature, based upon a series of charges which show that erroneous conceptions of the nature and functions of a bank were no less prevalent one hundred years ago than they are today among some classes of politicians; the report of the committee was highly complimentary to the bank, and in 1830 its charter was renewed with certain advantageous amendments. The closing years of his connection with the Bank were years of increasing prosperity both in the general business of the country and in that of the bank. His retirement took place at the very moment when another period of economic reaction, coinciding with the political agitation leading up to the 1837 Rebellion, was beginning to make itself felt. It is an evidence of the strong position in which John Molson left the bank at his retirement, that even between 1837 and 1840 it was able to pay dividends, although at a rate averaging only about one-half of that which prevailed in the five preceding years.

The relations between private banks and chartered banks at this

THE MOLSON FAMILY

time were such that it is not at all surprising to find the Molson brewery firm performing many of the functions of a bank upon a large scale, even while the founder of the firm was at the head of the chartered institution. There was in those days little or no legislation governing the issue of notes payable on demand, and therefore suitable for use as currency if the public could be induced to put confidence in their issuers. The very heavy drain of gold and silver currency in and before the Rebellion year of 1837 caused a serious money shortage in Canada, and all kinds of devices in the way of credit money were resorted to, and were issued by firms and individuals of all degrees of reliability and unreliability. Considering the very high credit enjoyed by the brewery firm, it is not surprising to find it issuing large quantities of both demand notes and tradesmen's tokens. The Sandham catalogue describes one of these tokens as follows: "Obverse—within a circle a cask; above, *brewers*; below, *distillers, etc., etc.*; on their side, *un sou*; without the circle, *Thos. and Wm. Molson, Montreal*. Reverse—within a circle, distillery apparatus, etc. *Cash paid for all sorts of grain 1837.*" This token had a milled edge and is described as scarce*. A one dollar bill of the same date bears the heading *Molsons' Bank, Lower Canada*, and is numbered 2098. The inscription is in both languages, and the English part reads: "Pay to the order of William Molson one dollar on demand, value received. Montreal, 15th Septr., 1837." At the bottom the issuing firm is described as "Messrs. Thos. & William Molson Compy., Montreal." In spite of the heading on this bill, there was at this time no separate corporation with the title of Molson's Bank, and these bills and tokens alike rested on the general credit of the brewery firm and of the individual partners who composed it.

*A drawing of this token is included in P. N. Breton's "Popular Illustrated Guide to Canadian Coins" (1912). It will be noticed that the denomination of the coin is printed in French only, from which it is evident that it was intended mainly for circulation among the French-Canadian farmers who brought their produce to the Molson establishment. The bank tokens issued by the Bank of Montreal in the same year had their value indicated in both languages, in sous and pennies, while others were stamped in English alone. A considerable number of the Molson tokens must have been issued, for the price quoted by Breton for the token he catalogues was only \$1.00.



MOLSON BILLS AND COIN



THE MOLSONS IN BANKING

The loose practices in vogue in this period in connection with the issue of currency led to heavy losses and much public unrest, and one of the first acts of the new administration which followed the Rebellion was an endeavor to restrict the issue of currency to properly organized banks, conducted by firms not engaged in any other kind of business. In 1839, therefore, we find Thomas and William Molson applying on May 18 for a license to conduct a banking business under the new regulations, and submitting a balance sheet purporting to show the affairs of their banking business as separate from those of the brewery and distillery. This balance sheet is drawn up as of May 15, 1839, and shows assets of £27,277, of which £15,123 was notes and acceptances discounted, £5,775 stock in banks of the Province, £2,763 bills and cheques on other banks, £1,055 balances due by other banks, and £2,000 a debt secured on real estate. The public liabilities were small: £6,345 of bank notes and £932 of deposits, the remainder being the capital stock. A note at the foot adds the information that the outstanding book debts considered good exceed all public liabilities of every description, and that this account does not include "our stock in trade, real estate unencumbered in Upper and Lower Canada, Steamboat stock, etc." A rough draft for a similar statement at date of June 1 contains the additional information that "as brewers and distillers we have due us £7,855, entire liabilities do not exceed £7,196"; the unenumerated assets are here stated to include stock in the St. Lawrence Steamboat Co. and the Ottawa & Rideau Company, the latter a steamboat line between Kingston and Ottawa on the Rideau Canal.

The Governor-General declined the application, his secretary explaining that it was "contrary to the spirit of the ordinance, they being already engaged in extensive business as brewers and distillers." The arrival of Lord Sydenham as the new Governor-General in 1840 seemed to afford an opportunity for a renewal of the application, which was accordingly made on Dec. 22, but on the last day of the year Lord Sydenham notified the petitioners that he was unwilling

THE MOLSON FAMILY

to reverse the decision of his predecessors. It may be noted that the volume of the banking business conducted by the Molsons was small compared with that of the chartered banks. The Molson statement, as we have seen, showed assets totalling £27,277; the four leading banks publishing their statements as required by law in the *Montreal Herald* for Nov. 24, 1838, were the Bank of Montreal with £917,507, the City Bank of Montreal with £331,104, the Bank of British North America with £144,655, and Viger Dewitt & Co. (the Banque du Peuple) with £119,168.

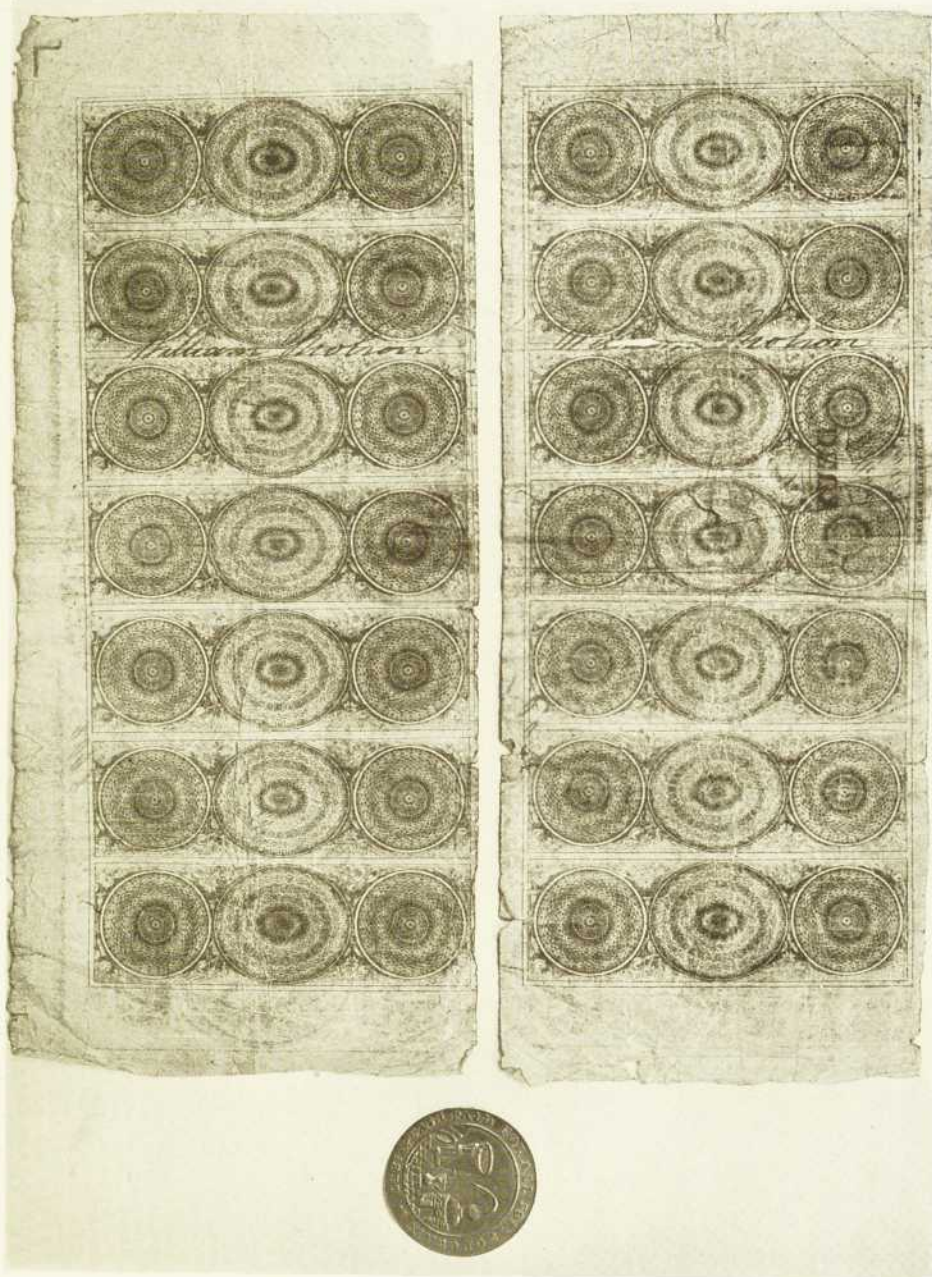
After this we hear no more of any banking operations in their own name by the Molson family until 1853, when John and William Molson resigned from the Bank of Montreal and received a resolution of congratulation from their late colleagues upon "having commenced a banking institution of their own under the new law."* The charter of the Molson's Bank does not appear to have been actually issued until the following year, and in 1855 it was superseded by a special Act of Parliament which came into effect on Oct. 1 of that year and was generally regarded as forming the beginning of the history of the institution. William Molson was President and John Molson, Vice-President, and at the annual meeting on August 4 of that year a Board of Directors was elected, which consisted of William, John, Thomas and J. H. R. Molson and E. Hudon. Other shareholders who were present included J. W. A. R. Masson, John Hutchison, G. W. Warner and G. M. Millar. The Cashier of the bank was William

*The following is the text of this resolution, adopted at a directors' meeting of the Bank of Montreal on October 4, 1853:

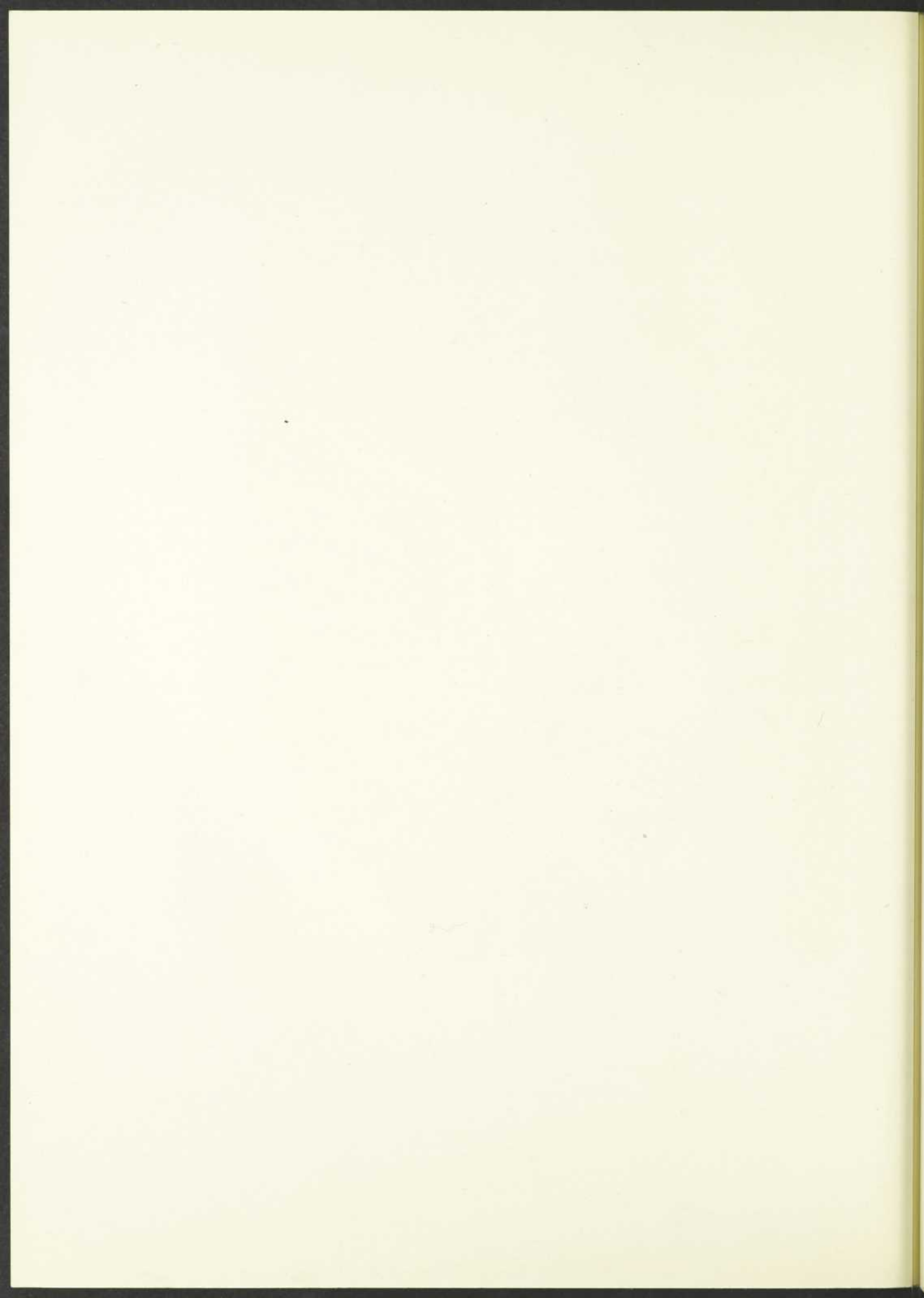
"The President laid before the Board the resignation of Messrs. John and William Molson as Directors in the Bank, in consequence of having commenced a Banking Institution of their own under the New Banking Law, when it was unanimously resolved:

"That the Directors of the Bank receive with much regret the resignation of Messrs. John and William Molson, as Members of the Board, and desire to record their sense of the uniform pleasure and satisfaction they have experienced in their intercourse for many years; and while they regret the loss of their services as Directors of this Institution, would offer their best wishes for their prosperity in the enterprise in which they have now entered.

"And the Cashier is desired to communicate this Resolution to each of these gentlemen."



MOLSON BILLS AND COIN, REVERSE



THE MOLSONS IN BANKING

Sache, who retained that position until 1870, when he was succeeded by F. Wolferstan Thomas, afterwards General Manager (a position which was not created until 1880).

Other shareholders whose names appear at the early meetings include Thomas Workman, who joined the board in 1857 in place of the young J. H. R. Molson, Thomas A. Evans, Thomas F. Miller, David Smart (Port Hope), William Warren, James Sculthorp, Francis Mullins, C. Dorwin, John Phelan, Demese Masson, D. Laurent, F. X. St. Charles, R. Wood, C. S. Pierce, D. Robinson, Andrew Hodge, A. M. Forbes, the Hon. J. S. Macdonald, Alex. Molson, Dr. Pierre Davignon, Jacques Grenier and John Hall. In 1858 the financial statement of the bank appears for the first time in dollars instead of pounds. Dividends were paid from the beginning at the rate of 8 per cent, and by 1860 the paid-up capital had reached the sum of one million dollars; in that year J. H. R. Molson returned to the directorate to fill the vacancy caused by the death of the Hon. John Molson, and was also elected Vice-President. In 1862 E. Hudon was succeeded as Director by A. Ouillette, but the next year Mr. Hudon returned to the Board on the death of Thomas Molson and Mr. Ouillette was replaced by John Ogilvy. The Board as thus constituted (William Molson, President, J. H. R. Molson, Vice-President, and Messrs. Ogilvy, Workman and Hudon) remained unchanged for several years, until John Molson (third of the name in Canada) replaced Mr. Ogilvy in 1870. In 1872 the Board was enlarged, and Thomas Cramp and T. J. Claxton were added to it; subsequent changes involved the advent of R. W. Shepherd, Sir D. L. Macpherson (whose wife was a daughter of William Molson), H. A. Nelson, Miles Williams, S. H. Ewing, A. F. Gault, Alex. W. Morris, W. M. Ramsay, Henry Archbald, Samuel Finley, William Molson Macpherson, J. P. Cleghorn, H. Markland Molson, William C. McIntyre, George E. Drummond, and others.

The first premises of the bank were at 19 Great St. James St., but in 1856 it removed to a new building of its own at 40 Great St. James

THE MOLSON FAMILY

St. In 1864 this became too small for the increased business of the bank, and the directors acquired the adjoining property, where they proceeded to build the very stately edifice which still stands at the corner of St. James St. and St. Peter St. The new building was first used in April, 1866, and as the available space was not entirely needed for banking purposes, the third floor was used for some years by the Board of Arts as a school of design. The report for 1868 describes the business of the bank as "at present being entirely local." The commercial disturbances of 1867-70, accompanied by the increasing competition in the banking business in Montreal, led to the first reduction in the dividend rate, in the summer of 1869, and to the decision to embark in the branch banking business in the Province of Ontario, beginning with the City of London. The success of this branch was so gratifying that further branches were promptly added at Owen Sound, St. Thomas and Sorel, and less than two years after the cut in the dividend the directors were not merely restoring the old rate but issuing half a million of new stock at a premium of 5 per cent and opening further branches at Toronto, Morrisburg and Windsor. From the time when the beneficial effects of Confederation became apparent in Canada, and the bank adopted this policy of national expansion, its career was one of steady and uneventful progress, except in the difficult year of 1879.

The presidency remained in the hands of its original holder, William Molson, until his death in 1875, when he was succeeded by his nephew, John Molson. The latter resigned the presidency after successfully seeing the bank through the depression of 1879, which was described in the annual report as a period of unparalleled anxiety to Canadian bankers, and which caused another four years of reduced dividends. He was succeeded by Thomas Workman, who had been a member of the board for over twenty years, while John H. R. Molson became Vice-President, rising to the presidency on the death of Mr. Workman in October, 1889. On the death of John H. R. Molson in 1897 he was succeeded in the presidency by William Molson Mac-

THE MOLSONS IN BANKING

pherson, who continued in office until 1921, when he resigned the presidency to F. W. Molson, but remained on the Board.

The 8 per cent dividend rate was restored in 1883 and remained unchanged until 1900, when it became 9 per cent, in 1905 10 per cent, in 1911 11 per cent, and in 1919 12 per cent. In 1925 the Molson's Bank was acquired by and merged in the Bank of Montreal, the purchase going into effect on January 20, at the price of two shares of Montreal and \$10 cash for every three shares of Molsons. At this rate the equivalent of one Molson's Bank share was worth about \$170 at the time of exchange, and rose to over \$280 in the high market for bank stocks in 1929.

The relations between the Molson family and the Bank of Montreal had been very close for some years before the amalgamation, as is evidenced by the fact that Col. Herbert Molson joined the board of the Bank of Montreal as early as 1916. At the date of amalgamation Frederick William Molson also joined the Montreal board, and remained a director until his death in 1929.



CHAPTER THIRTEEN

THE MONTREAL GENERAL HOSPITAL

THE Montreal General Hospital, the cornerstone of which was laid in 1821, was the outcome of a small institution called "The House of Recovery" and containing four beds, which was opened in 1818 in a house in Chaboillez Square. This did such valuable work, particularly in attending to the needs of the immigrants who were then pouring into Montreal, and who were frequently stranded in the city throughout the winter, that it was speedily taken over by a committee of business men. This was headed by Assistant Commissary-General Isaac W. Clarke as president, Horatio Gates as vice-president, Alex. Skakel, the famous schoolmaster, as secretary, and Dr. Blackwood as surgeon; and the other members were I. T. Barrett, John Try, J. Fisher, Jacob deWitt, Jabez deWitt and John Torrance. Their institution, which speedily expanded to 24 beds in a house two doors east of St. Lawrence Main Street on Craig Street, was given the name of The Montreal General Hospital. In 1820 the need for more accommodation was already evident, and a movement was begun, headed by the Hon. John Richardson, for the purchase of the land on Dorchester Street where the present hospital stands. The contributors included the Hon. John Molson, Sr., John Molson, Jr., Thos. Molson, William Molson, and nearly all of the prominent citizens of the period. It is interesting to note that the building was one of the first in Canada to be warmed with heated air piped from a furnace in the basement. An early gift to the hospital was that of an iron railing to replace the dilapidated wooden fence in front of the ground; and



MONTREAL GENERAL HOSPITAL



THE MONTREAL GENERAL HOSPITAL

it is characteristic of the Molson desire for dignity and propriety that this railing was presented by John Molson, at a cost of £75. The hospital was opened with 72 beds at a total cost of £5,856 8s. 2d. in May, 1822. The Legislature at first refused to grant a charter, notwithstanding the eloquent advocacy of Mr. Molson, who as already noted was a member of the Assembly for Montreal East in 1820; the charter was, however, granted a year or so later after a violent controversy which led to a duel between Dr. William Caldwell of the medical staff and a legislator named O'Sullivan. The first executive consisted of Hon. John Richardson as president, Rev. John Bethune as vice-president, Samuel Gerrard as treasurer and Alex. Skakel as secretary. The details of management were in the hands of a Committee of Management, to which John Molson was elected about 1826 or 1827.

On the death of the Hon. John Richardson, who was in his time the most widely known and popular member of the mercantile class in Canada, he was succeeded in the presidency of the hospital by John Molson. The Richardson wing, which still stands, was opened in 1832, as a memorial to the late President, with full Masonic ceremonies, at which John Molson presided in the dual capacity of President of the hospital and Provincial Grand Master of the Masonic Order.

John Molson relinquished the presidency to Samuel Gerrard in 1835, a short time before his death. The Molson interest in the hospital continued, and there was usually a Molson on the Board of Governors. John Molson, Jr., succeeded Samuel Gerrard in the presidency in 1857, after several years in the vice-presidency; he resigned in 1859, a few months before his death, and was succeeded by John Redpath, who in his turn gave place to William Molson in 1868.

William Molson's benefactions to the hospital had begun some time before this date. Thus in 1866 we find him and J. G. Mackenzie combining to purchase the land on the north side of Dorchester Street opposite the hospital, which was for many years employed as a recreation ground for the staff and nurses and is now partly occupied

THE MOLSON FAMILY

by the nurses' residence and training school. A year later an infectious diseases hospital became necessary as a result of the constantly recurring epidemics of smallpox, and William Molson donated £5,000, or one-half of the total cost. In 1868 he donated a further £600 towards an endowment fund to which Messrs. Dow, Redpath and Frothingham were also large contributors. In the closing year of William Molson's presidency there occurred a historic event in the annals of Canadian medicine, in the return to Canada of Dr., later Sir William, Osler, who was placed in charge of the autopsy room of the hospital and began his immensely valuable series of weekly demonstrations on morbid specimens. Many important donations and acts of assistance by members of the Molson family followed the retirement of William Molson from the presidency in 1874 and his death in 1875; but it was not until nearly half a century later that a bearer of the Molson name again attained to the presidency of the hospital, and then it was a member of the fourth generation of the Molsons in Canada, in the person of Col. Herbert Molson, who was elected President in 1922, which office he still holds at the present day.



CHAPTER FOURTEEN

THE MOLSONS AND MCGILL UNIVERSITY

THE first indication of any contact of the Molson family with McGill University is found in a letter dated October 1, 1849, from Thomas Molson to his oldest son, John H. R., who was then travelling in Great Britain. But the McGill College to which "Mark and Thomas" (William Markland and John Thomas, the younger sons) are described as having just been sent, was not an institution of higher learning; it was merely a high school, which carried on its work in the building belonging to the University, and the receipts for the fees of these two young men, which are still in existence, are quite definitely issued by the "High School of Montreal." It was seven years later, in 1856, that the first "drive" took place for the provision of an Endowment Fund to make it possible to carry out the intentions of the founder of the University. The objective of this drive was £15,000, and the sum was contributed by fifty gentlemen of the city. But no less than one-third of the total amount came from the three brothers, John, Thomas and William Molson. The purpose of the endowment was to make permanent provision for the salaries of an adequate professorial staff, for which the bequest of the founder was at that time insufficient; and it is highly significant of the views of the Molsons concerning culture that they gave directions that their gift should go to the endowment of the Chair of English Language and Literature.

It is not too much to say that without the lively sympathy and substantial support afforded by the Molsons at this time, the re-

THE MOLSON FAMILY

organization of the University with comparatively ample funds, the amendment of its charter in 1852, and the appointment of Sir William Dawson as Principal in 1855, would all of them been quite impossible, and the whole development of his great educational institution of Eastern Canada would have been greatly delayed and possibly prevented altogether. By their perception of the need for such an institution and of the ripeness of the time, and by their faith in the ability of the community to make good use of it, these three Montreal citizens saved the Province from being dependent for its Protestant higher education upon the neighboring Province of Ontario for many years thereafter. But for their energy and generosity, the sons of their fellow-citizens would have had to repair to Toronto for their university training, as the young John H. R. Molson had been obliged to do even for part of his high school education.

The interest of the second generation of Canadian Molsons in McGill University was a perfectly natural outcome of the interest of the founder of the family in the Montreal General Hospital. For the University was in a sense an offshoot of the hospital. The title to the property bequeathed for University purposes by James McGill would have expired if the hospital had not been ready in 1824 to impart instruction in the art of medicine, and had thereby established the Montreal Medical Institution which in 1829 became the Medical Faculty of McGill. For the next twenty years, while the Arts Faculty was irregular in operation and highly questionable in efficiency, the Medical Faculty continued to function satisfactorily. Indeed the summary of the history and constitution of the University in the official Calendar declares that:

"The record of the first thirty years of the University's existence is an unbroken tale of financial embarrassment and administrative difficulties. The charter was cumbrous and unwieldy, and unsuited to a small college in the circumstances of this country, and the University, with the exception of its Medical Faculty, became almost extinct."

The Molson family, who had retained throughout this period their



MOLSON HALL, MCGILL UNIVERSITY



THE MOLSONS AND MCGILL UNIVERSITY

active connection with the hospital, had ample opportunity of noting the value of the educational work done by the Medical Faculty and the need for extending it in the Arts and the other Sciences. They were moreover very intimate with the Very Rev. John Bethune, who, besides being one of the early vice-presidents of the hospital and for many years Chairman of the Committee of Management, was Principal of the struggling young college from 1835 to 1846, and was thus in a particularly good position to appreciate the educational needs of the community.

The arrival of Principal Dawson in 1855 immediately imparted a very vigorous life to the institution, and the Arts Building, whose front was then merely the central portion of the facade of the present edifice, speedily became inadequate for the work. In 1861 William Molson made an offer to build the proposed new western wing of the institution, eventually undertaking also to construct the corridors connecting it with the central building. His oldest brother John had died in the previous year, and Thomas was advancing in years and withdrawing from active life, and was at this time mainly interested in his effort to establish the Countess of Huntingdon's Connexion in Canada. The building was completed during the summer of 1862, and the official ceremony on October 10 at which it was handed over to the University authorities was the first of the long series of spectacular public events in McGill's history. The presentation took place in the presence of His Excellency Governor-General Monck, and the President of the Royal Institution, Hon. Mr. Justice C. D. Day, and a large gathering of distinguished persons; and the hall which occupied the larger part of the new wing received the name of the William Molson Hall. The benefactor himself was a Governor of the University.

In 1864 the Anne Molson Gold Medal was founded by Mrs. John Molson of Belmont Hall, wife of the third John Molson of Canada, and herself a daughter of William Molson and his wife, Elizabeth Badgley, the latter of whom also belonged to a family closely asso-

THE MOLSON FAMILY

ciated with the early history of the University. This medal is awarded for honors in mathematics and physical science, and its design bears the head of Sir Isaac Newton on the obverse and a wreath of laurel with the Molson arms on the reverse. The class of knowledge for which the medal was instituted probably shows the influence of that eminent scientist, Sir William Dawson, and certainly indicates a very progressive attitude towards the new branches of learning which were only just beginning to push their way into the University curriculum.

Shortly after the opening of the Molson wing, the lower floor of that building was applied to the purposes of the University Library, which was at first a very insignificant collection and was more than generously accommodated in the available space. But during the thirty years that the Library remained in these quarters it expanded with rapidity, and long before the removal to the present Redpath Library building in 1893 it had become terribly overcrowded. The William Molson Hall on the floor above was used for many years as a Convocation Hall and for other large meetings of the student body and of the members of the University, and for over fifty years afforded accommodation for the public appearances in this city of the most eminent of the learned men and statesmen of the world. The interior of the building was torn down in 1925 in connection with the reconstruction of the entire Arts Building, the facade being retained, however, and its site is now occupied by classrooms.

About 1870 the question of higher education for women, which for some years had been agitated in England, began to present itself in Montreal, and a certain number of the Professors of McGill University who were favorable to the new tendency expressed their willingness to establish courses of lectures for women, although there was of course no idea at that time of their proceeding to a degree. In the movement which ultimately led to the practical equality of the sexes at McGill University, Mrs. John Molson, formerly Anne Molson, took a prominent part. Dr. Cyrus Macmillan, author of "McGill and Its Story" (Oxford University Press, Toronto, page 251) says:

THE MOLSONS AND MCGILL UNIVERSITY

"In the autumn of 1871 a number of women interested in the higher education of their sex met at the residence of Mrs. John Molson, and formed the 'Ladies' Educational Association of Montreal,' for the purpose of obtaining, in the absence of University opportunities, instruction for its members. This Association carried on its work for thirteen years, until women were at last admitted to McGill. It was self-supporting, although it asked only very moderate fees from its students and paid its lecturers generously. Principal Dawson gave the introductory lecture of the first session in October, 1871. The students who took the full course of lectures and passed an examination on the work received a certificate of 'Associate in Arts.'"

The next important benefactor of McGill University was a member of the third generation of the family in Canada. This was John H. R. Molson, who at the time was President of the Molson's Bank and very prominent in financial circles. Mr. Molson's first gift was the erection of a demonstration theatre as an extension to the old Medical Building. This theatre eventually disappeared in the reconstruction and enlargement of the old Medical Building in 1901 at the instance of Lord Strathcona. At some time in the 'eighties John H. R. Molson also donated \$62,000 towards a further extension of the Medical Building, and part of what he then erected is still in existence in what is now the Biological Building, an entirely new Medical Building having been erected after the destruction by fire of a large part of the old Medical Building in 1907. Again, when the Redpath Library was built early in the 'nineties, it was John H. R. Molson who donated the land on McTavish Street on which it stands. Mrs. John H. R. Molson (*née* Frothingham) was also a devoted friend of the University, and there is a tradition to the effect that she presented it with an addition to the corridors running between the original central Arts Building and the Molson Hall on the west and what is now the Administration Offices on the east. These corridors, originally the gift of William Molson, were at first one storey high, and were subsequently raised to two stories; and the tradition is that Mrs. Molson

THE MOLSON FAMILY

was dissatisfied with their appearance and ordered the enlargement. There is no official record of this transaction in the books of the University, but that does not in itself afford any argument against the truth of the tradition.

Several members of the family were prominent in the organization and support of the two great campaigns for the endowment of its rapidly expanding activities which took place in 1911 and 1920 respectively. But the most famous contribution of the family in these later years was the bequest of \$75,000 by Captain Percival Molson towards the cost of the great stadium on the property north of Pine Avenue donated by Sir William Macdonald. The remainder of the cost of this structure was defrayed by donations amounting to about \$60,000 from various sources, and the stadium itself was named the Percival Molson Memorial Stadium in recognition not only of the generosity of the benefaction, but also of the self-sacrifice of the donor and his heroic death in the service of his country.

At the present time two members of the family are Governors of the University, both being holders of degrees taken "in course" in the Arts and Science Faculties respectively. They are Lieut.-Col. Herbert Molson, C.M.G., M.C., B.A. Sc., LL.D., and Walter Molson, B.A. The late F. W. Molson was also a Governor for several years previous to his death.



CHAPTER FIFTEEN

ST. THOMAS CHURCH AND MOLSON'S COLLEGE

QUONE of the most interesting of the institutions founded by the Molson family is St. Thomas Church, which now stands on the corner of Sherbrooke Street and Delorimier Avenue, but which for many years was situated on ground now included in the great brewery. It is not wholly surprising that the family which founded in Montreal the first brewery, the first steamship line, and one of the earliest banks, and assisted in the founding of the first railway line, should have also established a church. But St. Thomas Church in its early days was very much the personal undertaking of Thomas Molson, and the right of nomination to the benefice is still vested in his descendants.

The first indication that we have of the church is in 1841, when the first accounts for the building of the structure begin to come in. A memorandum on the back of one of these gives the cost of the church as £1,850 and of the spire £300, with an additional £75 for alterations and £5 for the planning of the garden. The first incumbent was the Rev. William Thompson, who presented the register book to the church on June 11th, 1842, and whose first entry is the record of a baptism performed by himself on June 12th. The register does not include any reference to any dedication or consecration of the edifice, and from what we learn subsequently of the views of the patron it is quite likely that no such ceremony took place, but it appears to have been fully recognized as a parish church of the Church of England, although the property continued to be vested in the patron and he was assessed for taxes on it until the end of his life. The Rev. Chas.

THE MOLSON FAMILY

Bancroft succeeded Rev. Wm. Thompson in June, 1845, and performed the marriage ceremony of William Spragge and Martha Anne Molson, eldest child of Thomas Molson, on Nov. 3, 1846, and baptised their eldest son, Arthur G. M. Spragge, in June, 1848.

Bancroft appears to have been succeeded, in October, 1847, by the Rev. William Thompson, who, however, can only have returned for a very short time, although he is assigned to this church by the Montreal Directory of 1845-6. This directory may not have been printed until 1847, in which year the name of Bancroft disappears from the register. By the end of January, 1848, the entries are being made by the Rev. John Irwin who remained for about six years, during which period almost all the entries are signed by him except a few by the Rev. Mr. (later Canon) Ellegood, known to many present-day Montrealers by his long incumbency of the Church of St. James the Apostle. The Rev. Mr. Irwin's rectorship covered the terribly painful period of the great cholera epidemic, and an entry in the register reads: "These pages left blank for the insertion of burials during the cholera of 1849—also registers that succeed from the same year are mostly without witnesses because *at such a time* it was impossible to procure them."

Tradition has it that during the entire period from the foundation of this church to the year 1852 there was a continuous difference of opinion between the Bishop of the Diocese, who though he had the title of Lord Bishop of Montreal still retained his cathedral seat in the Ancient City of Quebec, and the patron of St. Thomas, on the subject of the consecration of the edifice. Bishop Mountain stood out for the regular and traditional procedure of the Church of England as practiced in the old land. Thomas Molson maintained, with much force and with some show of reason, that in a new country like Canada, where the character of city districts was bound to change with great rapidity and there was no guarantee that the sites of churches would be permanent, it was unreasonable to insist upon the ceremony of consecration for a mere local chapel. Subsequent experience has so far justified his argument, that there are actually very

ST. THOMAS CHURCH AND MOLSON'S COLLEGE

few Protestant churches, either in Montreal or any other large Canadian city, which still continue on the sites which they occupied fifty years ago, and the process of de-consecrating the earlier sites to restore them to secular uses has on occasions caused considerable trouble. We may surmise, however, that Thomas Molson was also unconsciously influenced by the idea that the ceremony of consecration might have diminished the extent of his personal control over the church, which had been built entirely with his money and on his land and was mainly supported by his generosity.

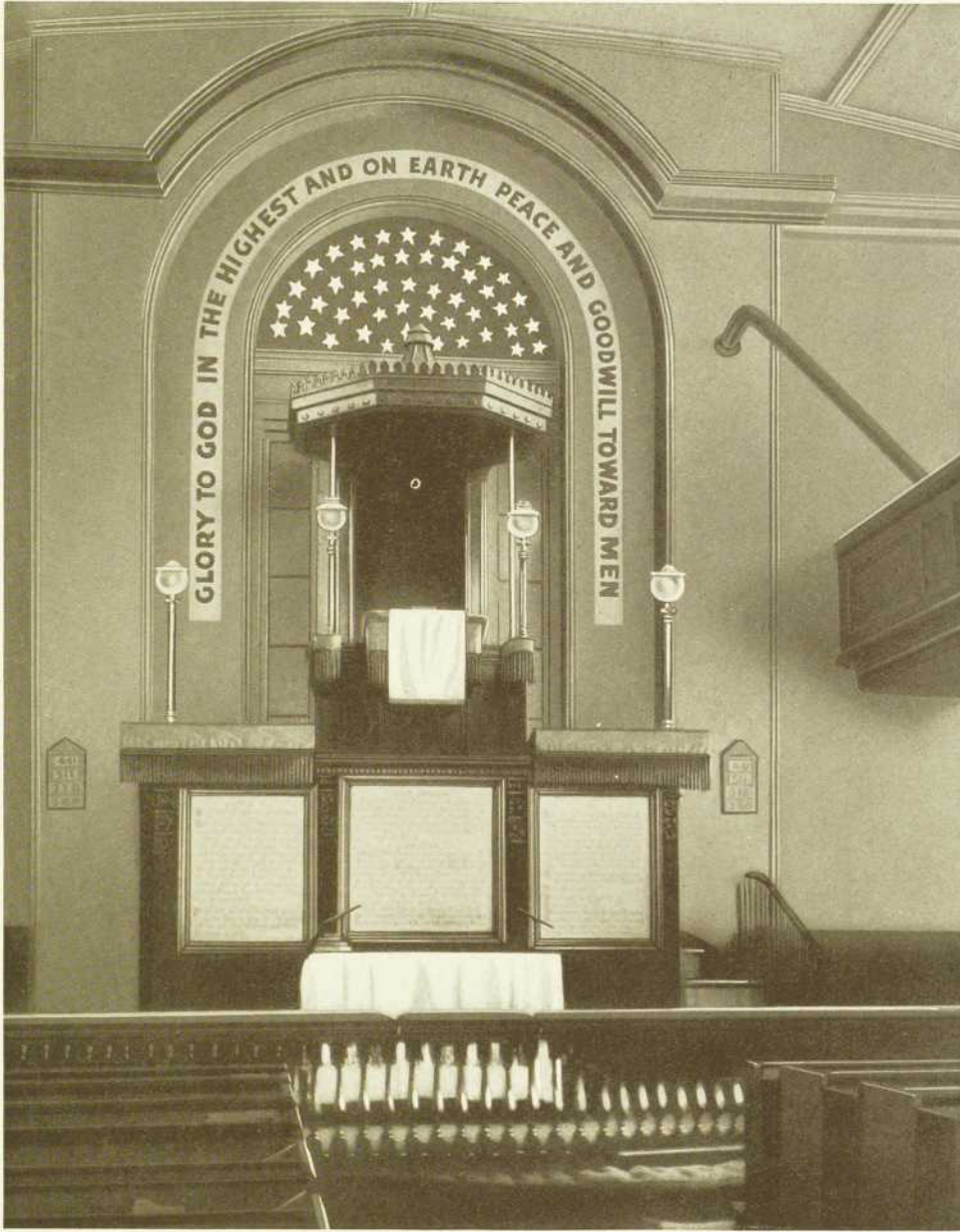
The great fire of 1852 appears to have brought matters to a head. It destroyed the church building, and the Church of England authorities were unable to obtain from Thomas Molson any assurance that if rebuilt the church would be consecrated and handed over to them in the form which they desired. The old church, it may be remarked in passing, was assessed by the City Treasurer at an annual rental value of £60, and cost Thomas Molson the sum of £4 10s. per annum in taxes, as we find from his assessment papers for the year 1850.

The Church of England authorities therefore determined to sever their connection with Mr. Molson's building and to raise subscriptions for a new church to serve the same parish. The head of the Diocese was now Bishop Fulford, who was on the spot instead of being in Quebec, and may very probably have been more insistent upon the formalities than his predecessor. At any rate the Rev. John Irwin, who was still in charge of the parish when the fire occurred, began the work of raising funds for the building which was subsequently called St. Luke's Church and was situated not far from its predecessor on the corner of Dorchester and Champlain Streets. He had not proceeded far, however, when he received a call to St. John's, Que., and turned over his responsibilities to the Rev. (later Archdeacon) Samuel Gilson. The register which had been the property of St. Thomas' went over to St. Luke's along with the parish clergyman, and there is nothing in it to suggest that the parish was not regarded as continuing essentially unchanged, although with a new place of

THE MOLSON FAMILY

worship dedicated to a different saint. We are now dealing for the moment with the history of St. Luke's, which is no proper part of the subject matter of this work, and we must therefore return to the destroyed edifice on what was then called St. Mary's Street but is now Notre Dame Street, situated on the south side of the street at the corner of Voltigeurs, a thoroughfare which has since been obliterated. The rebuilding of the edifice does not seem to have been carried out at once, which was not perhaps unnatural seeing that its congregation had been taken away from it; and up to 1857 we find no mention of the church or of any clergyman connected with it in the City Directories. But in 1858 Thomas Molson was visiting England, and it may have been at that time that he conceived the idea of using the church for a congregation of the Countess of Huntingdon's Connexion, a peculiar body founded in 1748 under the influence of the famous George Whitefield by the titled lady whose name it bears, but not legally established as a dissenting body until 1783. In its beliefs and services it approximates to the Church of England on one side and the Methodist Church on the other. In 1858, 250 copies of the Countess of Huntingdon's Connexion hymn-books were delivered to Thomas at his lodgings in Cecil Street, Strand, London, at a price of £20 12s. A Huntingdon clergyman was secured for the church and the building began to appear on the maps of the time as "Molson's Church" instead of its former title. The pastor appears to have been Dr. Stone, an Englishman, whose wife opened a school under the Molson patronage.

There was no great probability of the Countess of Huntingdon's Connexion making much headway in Montreal, even under the patronage of so wealthy, energetic and religious-minded a man as Thomas Molson; and there is no indication that the church attracted any large congregation during its control by that body. But the problem of what to do with it was shortly to be solved by an entirely unexpected development. In 1861 the Mason and Slidell affair led to serious apprehensions of war between Great Britain and the United



PULPIT OF OLD ST. THOMAS CHURCH



ST. THOMAS CHURCH AND MOLSON'S COLLEGE

States, and large numbers of troops were dispatched from England to Canada. There was a great shortage of convenient barrack accommodation in Montreal, and the buildings of Molson's College (to be referred to later), immediately behind the church, were promptly leased by the military authorities for this purpose. The troops had to have a chapel, and that chapel would be under the control of the military authorities and not of the Bishop of Montreal, with whom Thomas Molson was still having a serious difference of opinion. We therefore soon begin to find St. Thomas recorded as a Garrison Church with the Rev. T. H. M. Bartlett as chaplain. But the end of the long dispute about consecration was now at hand. There was evidently nothing to be gained by bequeathing the church to the Huntingdon body, and it could not always be left in the hands of the military, whose presence in that district was only temporary. Thomas Molson therefore provided in his will that at his death the church should pass to the incumbent and churchwardens "as an evangelical church appertaining to the Church of England and Ireland." With it he bequeathed the row of buildings known as Molson's Terrace, which backed upon the river behind the church and the college, and which at the time were bringing in a rental of about \$2,200. It was further provided that "the presentation of the incumbent shall always remain in my descendants in a direct line."

The death of Thomas Molson in January, 1863, brought this bequest into effect, but there were a considerable number of formalities to be gone through before the parish could be effectively constituted. The first incumbent was the Rev. James A. McLeod, who began his parish register on July 28, 1866, and held his first vestry meeting on April 22, 1867. At this meeting J. T. Molson, the youngest son of the founder of the church, was requested to act as manager of the endowment for the ensuing year. The first annual report shows that the rents of the endowment property were all collected from the Commissariat Department of the Imperial Government. In order to round out the property the executors donated a small additional strip

THE MOLSON FAMILY

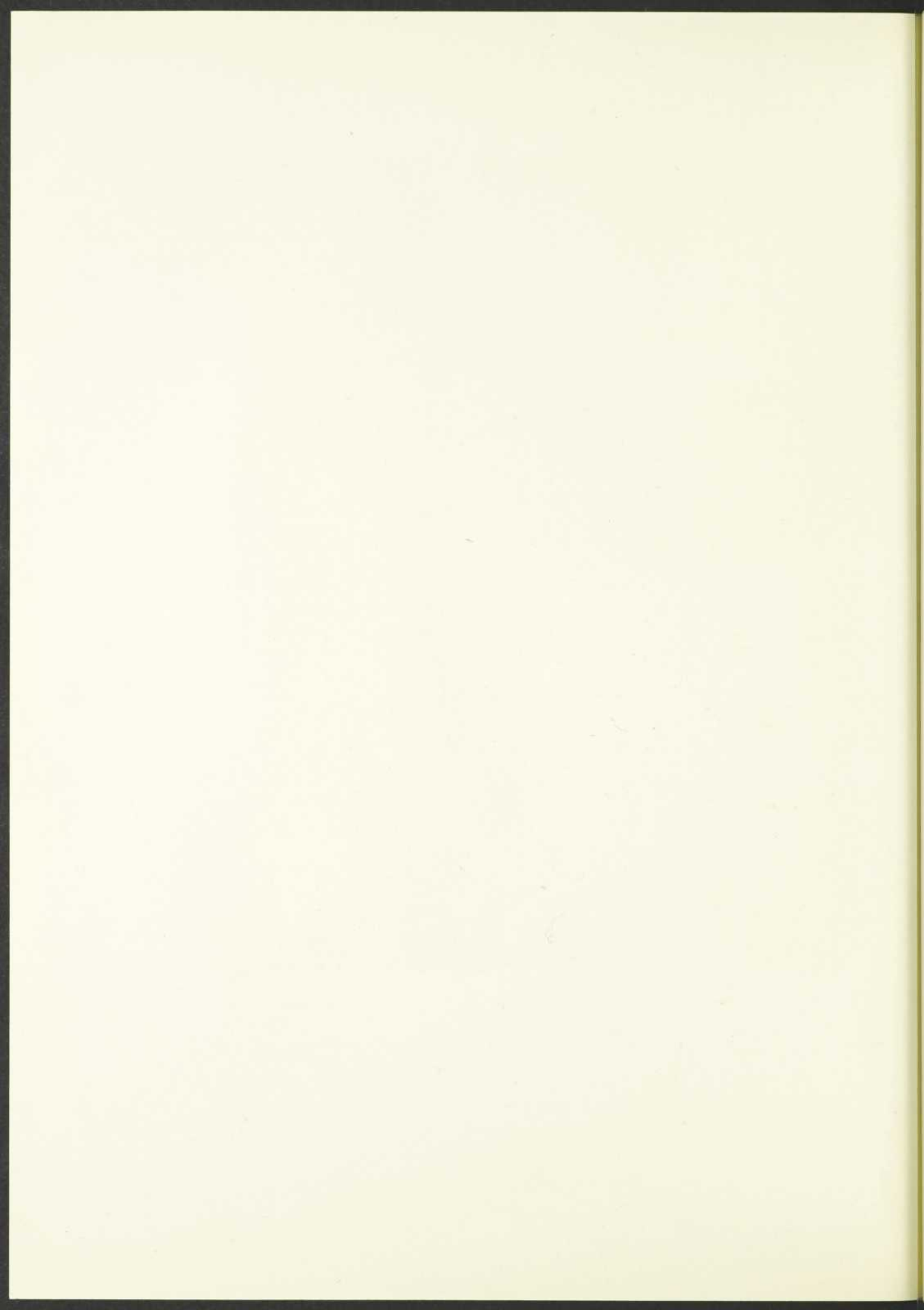
of land between the church and Voltigeurs Street which had been overlooked in the drafting of the bequest. The church was solemnly consecrated on Sunday, July 28, 1867. Its history for several years thereafter is a record of struggle with an inadequate endowment and of repeated generous assistance from members of the Molson family. By 1869 the church had lost its highly profitable tenant, the British Army, and found itself with a property which was not only far less productive of revenue but also needed very extensive repairs. By 1874 the net income from the Terrace property had fallen to \$1,321, after deducting bad debts and repairs. About this time the Rev. Mr. McLeod left for Europe on account of his health, and after having the temporary services of the Rev. George Sydenham for five months the parish received the Rev. Robert Lindsay as its new incumbent in 1875.

The edifice as it stood at this period is described by Sandham as a neat brick building with two towers in front, that on the north-east corner containing a fine chime of bells, while in the other there was a service bell and in front an illuminated clock. The body of the building was 72 feet by 48 feet, and 24 feet in height, above a high basement containing a school-room. The street front, including the towers, was 70 feet in length and 40 feet in height. Surviving pictures show that it was a dignified structure on more or less classical lines, but not at all suggestive of the ordinary Church of England architecture.

In 1880, when the railway line to Quebec which is now part of the Canadian Pacific Railway was being projected, much of the land belonging to the church was needed for railway purposes, and there was a project, favored by the Bishop and consented to by the Molson family, for removing the church to St. Denis Street in place of the Trinity Church which then stood on that thoroughfare and has since been sold to another religious body. It did not materialize. In 1883 an arbitration awarded the church the sum of \$11,000 with several years' back interest for the property which had been taken for railway purposes. This was a severe blow, for only a year previously the



ST. THOMAS CHURCH, MONTREAL



ST. THOMAS CHURCH AND MOLSON'S COLLEGE

vestry had voted not to accept less than \$22,500 for the property in voluntary sale.

The Rev. Robert Lindsay died at the Rectory, which was then on Dorchester St., on Dec. 22, 1890, after having been assisted in the work of the parish for some years by the Rev. Samuel Massey. On July 11 of the following year the congregation assembled for the purpose of meeting the new incumbent, the Rev. (afterwards Canon) J. Frederick Renaud, who notified the vestry that he had been offered the Rectorship by John H. R. Molson, oldest son of the founder of the church, and submitted correspondence with the Bishop, who had confirmed the appointment on July 2. The character of the district was seriously deteriorating at this time owing to the advent of the railway and to the increasing industrialization of the water front, and the church's revenues were low; on the other hand the situation of the church on a main thoroughfare exposed it to large demands from the city authorities for street improvements. In 1895 John H. R. Molson had to come to the rescue with a gift of \$1,366 to meet a special assessment for the improvement of Notre Dame Street, there being no other means of preserving the endowment fund intact. For the following ten years the history of the church was uneventful, but the situation of the building, close to the river and in the midst of what was now a thoroughly industrial area, became more and more disadvantageous. Only the devoted and self-sacrificing labors of Canon Renaud and the constant interest and support of various members of the Molson family kept the parish from disaster.

In the year 1905 the territory of the parish was extended northwards to Vercheres Street, an excellent block of land was purchased at the south-west corner of Sherbrooke Street and Delorimier Ave., and the consent of the patron was secured for the removal of the church to this new site. The old property was offered for sale, and was purchased by John Thomas Molson, youngest son of the founder, for \$10,000; and the same gentleman donated a further \$10,000 on four conditions, which were readily accepted by the corporation of

THE MOLSON FAMILY

the parish. These were: That the original trust be continued in perpetuity, that the bells and clock be transferred to the new church, that the endowment be used only for the stipend of the incumbent and the vestry pledge themselves to augment this to at least \$1,200 a year, and that an allowance of \$300 for the incumbent's rental be continued until the purchase of a rectory. The new church was completed in 1906, the clock, bells and organ being moved from the old church. The present incumbent is the Rev. F. J. Sinnamon, under whom the needs of the English population of this important district are being ministered to with efficiency and devotion. A debt of \$15,000 was paid off and further contributions made from time to time by members of the Molson family.

In connection with the history of St. Thomas Church, a word must be said of another project of its founder, which achieved a physical realization in the shape of a building whose walls were still standing until the year 1929, but which does not seem to have ever come into operation as a functioning institution. This was Molson's College, the building of which coincided with the period of Thomas Molson's interest in the Countess of Huntingdon's Connexion. This building, in the surroundings as they existed at the time of its erection, was a dignified and imposing structure, well worthy of the highest educational purposes. There is little doubt that it was the intention of its founder to make it an institution for the training of clergymen for the Huntingdon service, and probably also for general higher education in secular subjects. McGill University, it must be remembered, was at this time still in a highly precarious position, and had not begun to enlist the sympathy and support of members of the Molson family as it did a few years later. In 1853 its buildings were almost uninhabitable as a result of the damage done them during the construction of the reservoir immediately behind. In 1855 the foundation was laid for real progress, by the arrival of William Dawson as the new Principal. Dr. Cyrus Macmillan, the official historian of the University, writes: "The outlook of the University when he arrived was not en-



MOLSON TERRACE



ST. THOMAS CHURCH AND MOLSON'S COLLEGE

couraging. The college buildings were not used for classes, but part of them was occupied by professors and students; medical classes were held in the Cote Street building; classes in Arts and Law were held in part of the high school building. The conditions of James McGill's will were not being carried out; there was a college building on the Burnside Estate, it was true, but it was not in operation." Principal Dawson himself wrote later of McGill University at this time that "materially, it was represented by two blocks of unfinished and partly ruinous buildings, standing amid a wilderness of excavators' and masons' rubbish, overgrown with weeds and bushes." In 1856 the building occupied by the High School and the Faculty of Arts was destroyed by fire, with the scanty library. It was not until the years 1858-60 that a successful sale of building lots on the endowment property provided the necessary funds for expansion. In these circumstances it is not surprising that Thomas Molson should have entertained the idea that another great educational institution could be founded in the east end of the city.

But whether on account of the strained relations between the founder and the Anglican authorities, or for other reasons, Molson's College, in spite of its admirable building and its then delightful situation commanding the river front and close to Molson's Terrace, of which Thomas Molson himself was still a resident, was not destined to function as an institution of learning. It was still empty in 1861, when the large body of British troops already referred to arrived in Montreal and quarters were sought for them; and the college building was promptly leased for that purpose. Before the military evacuated it, Thomas Molson had died. His church had passed back into allegiance to the Church of England, and McGill University had definitely established itself as the one great institution of higher education for the English-speaking population of the city. The Molson's College building, which was long since entirely surrounded by the brewery, has been employed at different times for various industrial operations, but has never echoed to the tread of studious and

THE MOLSON FAMILY

aspiring youth or of a gowned and learned professoriate. The building was demolished in January, 1929, to make way for an extension to the brewery buildings. Old St. Thomas Church and Molson Terrace had been demolished in 1921, brewery buildings occupying the sites.



CHAPTER SIXTEEN

THE WAR OF 1914-18

A LARGE number of members of the Canadian Molson family served in various capacities in the military and naval forces of the Empire during the Great War. Their names and some particulars of their service, so far as such particulars have been available to the compiler of this narrative, are given in this chapter, with the exception of the late Captain Percival Molson, whose distinguished military career has already been referred to in another chapter.

The bare official records of enlistments, appointments, promotions, wounds, decorations, etc., can give but little idea of the real merit of the service rendered by any individual. But it has not been thought advisable to enlarge upon these particulars with any narratives of personal achievements, except where such narratives were obtainable from published material of an authentic nature, such as regimental or campaign histories, or official citations. The list here given includes only individuals directly descended, on the father's or mother's side, from the founder of the Canadian family, together with a few connections by marriage. Even within these limitations it is possible, in view of the extent to which the members of the family are scattered about the world, that it may not be entirely complete; but every effort has been made to ensure that it should be so.

* * *

Col. Norman Elsdale Barber was for several years before the War an officer in the Nottinghamshire Royal Horse Artillery. In September, 1914, he was commissioned Lieutenant in the 8th (Service) Battalion

THE MOLSON FAMILY

King's Royal Rifle Corps. He served in France and Belgium with the ranks of Captain and Major and was captured at St. Quentin in March, 1918. He was a prisoner of war at Freiburg until the close of the war. In 1921 he joined the 5th Battalion King's Own Yorkshire Light Infantry, becoming Lieut.-Colonel in command in 1922, Brevet-Colonel in 1926, and retiring November, 1929.

* * *

Major Thomas Philip Barber joined the South Nottinghamshire Hussars, Yeomanry, in 1894, and went to the South African War with the 3rd Imperial Yeomanry, where he served with Lord Methuen and was second in command of Lovat's Scouts. He was twice mentioned in despatches and obtained the Queen's Medal with four clasps. From 1901 to 1914 he again served with the Hussars, obtaining the rank of Major. He arrived at Cairo in April, 1915, and in August was promoted to second in command. He landed at Gallipoli, August 17, and took part in the battle of Chocolate Hill while acting O.C. of the Regiment, and was mentioned in despatches. In 1917 he was on the River Struma front at Salonica, and from April to November participated in Allenby's first advance in Palestine and capture of Jerusalem. He was wounded at the battle of Tahta and invalided on pension in September, 1919. Major Barber was again mentioned in despatches, and was also awarded the D.S.O.

* * *

Lieut.-Colonel William Douglas Barber was gazetted 2nd Lieutenant in the King's Royal Rifles in May, 1901. From 1903 to 1908 he was employed with the 1st Northern Nigeria Regiment. From 1912 to 1914 he was A.D.C. to the G.O.C. South African Forces. At the outbreak of the war he became A.D.C. to the G.O.C. 5th Division in France, and later A.D.C. to the Corps Commander. In 1916 he joined the 2nd King's Royal Rifles as second in command, and was twice wounded in July of that year. During the remainder of the war he served on the General Staff. After the war he was at the Royal Naval Staff College, and in 1922-3 served as Brigade Major at Chanak, Tur-

THE WAR OF 1914-1918

key, during the crisis. After some more staff work he joined the 1st Battalion Northamptonshire Regiment, and in 1927 proceeded to Hong Kong and Shanghai with the Shanghai Defence Force. In 1929 he was given command of the 2nd Battalion Northamptonshire Regiment. He was mentioned in despatches both in West Africa and in the Great War, and received the Military Cross in January, 1916.

* * *

Douglas Hamilton Beckett joined the 24th Battalion, King's Royal Rifles, Second Canadian Contingent, as a private in September, 1914, and was commissioned Lieutenant in November. He went overseas to Sandling Camp in April, 1915, and to France in September of the same year. He was invalided to England in February, 1916, with shell shock, and was finally retired on account of ill-health in May, 1917.

* * *

Lieut.-Colonel Reginald Molson Beckett served with the 8th Royal Rifles, Quebec, in 1915. In March, 1916, he was gazetted Captain in the 171st Battalion, Canadian Expeditionary Force, and in April, 1917, proceeded to the 24th Battalion in France. He was wounded a few days later, and in June, 1917, was transferred to the Canadian Forestry Corps and appointed O.C. No. 3 District with rank of Captain. He was then appointed Assistant-Director of Timber Operations, Great Britain, with rank of Lieut.-Colonel, and for some time served as representative of the Timber Controller of Great Britain with the British War Mission at Washington.

* * *

The late Arthur Elsdale Boulton was gazetted Second Lieutenant in the Northamptonshire Regiment in 1915, and seconded to the Royal Flying Corps in August, 1916. On March 17, 1917, he was killed in action while flying, by the German ace, Baron Von Richthofen.

* * *

Beauchamp St. John Boulton was gazetted Second Lieutenant in the East Yorkshire Regiment in 1914, and seconded to the Royal Flying Corps in 1915. He was awarded the M.C. in 1917 and was

THE MOLSON FAMILY

three times mentioned in despatches. He received a permanent commission in the Northamptonshire Regiment during the War, and in 1922 he was invalided from the Army.

* * *

Edward Frederick Boulton served in the British South African Police from 1902 to 1904, and in the R.N.W.M.P. from 1905 to 1908. In August, 1914, he enlisted in the First Canadian Expeditionary Force, but in December received a commission in the Northamptonshire Regiment. In July, 1916, he was severely wounded while serving with a machine gun corps at the Battle of the Somme. In 1917 he joined the Royal Air Force, retiring with the rank of Flight Lieutenant at the close of the War, and in 1920 he became Flight Lieutenant in the Royal Canadian Air Force.

* * *

The late Joseph Maxwell Boulton enlisted in August, 1914, in the 10th Battalion, First Canadian Expeditionary Force. He was reported "missing" after the Battle of St. Julien, April 22-3, 1915.

* * *

Lieutenant-General Sir Charles Macpherson Dobell received his commission as 2nd Lieutenant in the Royal Welsh Fusiliers in 1890, and rose to the rank of Lieut.-Colonel. He served in the Hazara Expedition, the occupation of Crete, the South African War, the relief of the legations in China, and various operations in Africa. At the outbreak of the Great War he was appointed by the British and French Governments to command the Allied Troops in the Cameroons, an area of nearly one-third of a million square miles, which was entirely cleared of Germans by March, 1916. He was rewarded for this success with the C.M.G. in January, 1915, and the K.C.B. in 1916, and the French Government conferred the Croix de Commandeur of the Legion of Honour upon him. In June, 1916, he commanded the Western Force in Egypt with a front of 900 miles from the Mediterranean to Assuan, and in September was transferred to the command of the Eastern Force. After several successful actions he attacked the enemy

THE WAR OF 1914-1918

position at Gaza in March, 1917, and again in April, and forced the Turks to retire, but was unable to achieve a decisive victory on account of the heavy reinforcements which had reached the enemy. For these services he was twice mentioned in despatches. In July he took command of a Division in India, and later received the thanks of the Indian Government for services in connection with the internal troubles in the early months of 1919. In May, 1919, his Division took part in the Third Afghan War. In January, 1920, he assumed command of the Northern Army. He retired in 1923, and in 1926 had the satisfaction of being appointed Colonel of his old regiment, the Royal Welsh Fusiliers. He is in the group of twenty-two General Officers whose portraits are included in the painting by Sargent now hanging in the National Gallery in London.

* * *

The late Colin Macpherson Dobell graduated in 1915 from the Royal Military College, Kingston, Ont. He was commissioned 2nd Lieutenant in the Royal Welsh Fusiliers, and served in France with the 1st Battalion until wounded on the Somme in September, 1916. On recovery he served as 1st Lieutenant with the 9th Battalion until he died of wounds received in action near Bligny on May 30, 1918.

* * *

Francis Curzon Dobell enlisted in May, 1917, in the 2nd Reinforcing Company, Royal Highlanders of Canada, and was commissioned Lieutenant in February, 1918. He served in France with the 42nd Battalion, and was wounded on August 20, 1918, at Monchy-le-Preux.

* * *

Sidney Hope Dobell graduated from the Royal Military College, Kingston, Ont., June, 1918, was commissioned 2nd Lieutenant in the Royal Field Artillery. He served in England until December, 1919.

* * *

Colonel Archer Fortescue Duguid went overseas in 1914 as Lieutenant in the 2nd (Montreal) Brigade of the Canadian Field Artillery. At the battles of Ypres and Festubert he was in the 8th Field Battery.

THE MOLSON FAMILY

At St. Eloi and Mount Sorrel he was Captain of the 23rd (Howitzer) Battery, which he commanded at the Somme. In March, 1917, he became Brigade-Major of the 2nd Canadian Divisional Artillery, and served in that capacity at Vimy, Hill 70, and Passchendaele. In April, 1918, he was appointed to the General Staff of the 3rd Canadian Division, and was present at the battles of Amiens, Arras, Hindenburg Line and Cambrai, and at the capture of Mons. He was wounded, twice mentioned in despatches, and awarded the D.S.O. After the war he was transferred to the Royal Canadian Artillery and made Director of the Historical Section, General Staff, Ottawa, to prepare the Official History. The plan of the mural decoration in the Memorial Chamber of the Parliament Buildings was devised and arranged by him, and he wrote the short history of Canada's share in the Great War which is inscribed on the walls, and also composed the inscription on Canadian Memorials in France and Belgium.

* * *

Eric Barrett Finley was gazetted Lieutenant in the 42nd Battalion, Royal Highlanders of Canada, in February, 1915, and proceeded to France in October. In September, 1916, he was promoted Captain and Acting Major. He took part in all actions in which the Battalion was involved, up to and including the taking of Vimy Ridge. He was wounded on April 9, 1917, and invalided to England, subsequently receiving three months' sick leave to Canada. In October, 1917, he was posted to the 20th Reserve Battalion at Bramshott and rejoined the 42nd Battalion in August, 1918, in time for the Battle of Cambrai. He was awarded the Military Cross for his service at Vimy Ridge.

* * *

The late Major-General Sir Charles Patrick Amyatt Hull served in the Royal Scots Fusiliers in the South African War and was mentioned in despatches. He later joined the General Staff and in 1911 was given command of the 4th Middlesex Regiment, of which he took a Battalion to France in 1914 and took part in the Battle of Mons. In November he became Brigadier-General of the 10th Brigade, and early

THE WAR OF 1914-1918

in 1916 he became Major-General and was given command of the 56th London Division. He was invalided home from July, 1917, to February, 1918, when he took command of the 16th Division, and in July, 1918, of his former Division, the 56th, which he retained until after the Armistice. He served in Brussels and Cologne till May, 1919, when he returned to England to take command of the Wessex Division. He died July 24, 1920. General Hull was especially mentioned by name in Sir John French's despatches of November 30, 1914, which describe how the trenches lost in October were retaken by the 4th Middlesex Regiment, gallantly led by Lieut.-Col. Hull, and again in the same commander's despatches of July, 1915, which refer to Brigadier-General Hull's resource and presence of mind on April 4. When everything had been broken through at St. Julien, where the French forces had been driven back, he with his Brigade and some of the nearest available units, organized a powerful counter-attack which effectively checked the enemy's advance. This was the occasion on which the Allies had their first experience of German gas. General Hull was awarded the C.B. in January, 1916, and the K.C.B. in January, 1917. He also received the Order of St. Vladimir of the fourth class with swords, and the Croix de Guerre and palm.

* * *

Major Eric Reginald Macpherson Kirkpatrick graduated from the Royal Military College, Kingston, Ont., in June, 1906. He received a commission in the 2nd Battalion King's Own Yorkshire Light Infantry in 1908, and served with the 1st Battalion and in other posts in South Africa and China. On the outbreak of war he was seconded to the West Africa Frontier Force as Captain and served with the 2nd Battalion Nigeria Regiment in the Northern Cameroons, being invalided to England in consequence of blackwater fever and chronic malaria in 1915. After some instructional work he proceeded to France in September, 1917, as Major commanding the Machine Gun Company of the 126th Brigade, and was mentioned in despatches in November. After the war he commanded machine gun units in India

THE MOLSON FAMILY

till 1920, and then became Adjutant of the 2nd Battalion North-western Railway Regiment (Auxiliary Force, India) until 1925.

* * *

The late Eric Elsdale Molson was gazetted 2nd Lieutenant in the 3rd Battalion Royal Scots in September, 1914, and went to France to the 1st Battalion in December. He was killed on April 1, 1915.

* * *

Francis Stuart Molson was commissioned Lieutenant in the 13th Battalion, Royal Highlanders of Canada, in September, 1914, after having held the same rank in the peace-time establishment of the Highlanders for two years. He reached France in February, 1915, and was wounded in April, 1915, at the Battle of Festubert. He was promoted Captain in May, 1915. In 1917 he was declared medically unfit and transferred to transport service. During the demobilization period he served as Adjutant on the Conducting Staff, Clearing Services Command, at Quebec. In 1920 he obtained his majority.

* * *

Harold Elsdale Molson, having spent four years in the O.T.C. at Rugby School, enlisted as Trooper in the Inns of Court Squadron, O.T.C., on August 3, 1914. On September 16 he received a commission as Temporary 2nd Lieutenant in the 8th King's Royal Rifle Corps. He went to France in May, 1915, and was severely wounded at Hooge on July 30, 1915. After some time in hospital and in recruiting work in England, he returned to the 8th King's Royal Rifle Corps in January, 1917, and very soon afterwards he was promoted to a Captaincy. After the retreat in March, 1918, he commanded what was left of the battalion as acting Major. When the battalion was broken up about July he became Company Commander in the 12th Battalion of the same regiment, which he commanded for a short time as acting Major; he was demobilized in April, 1919.

* * *

Lieut.-Col. Herbert Molson, C.M.G., M.C., was commissioned as Lieutenant in the 42nd Battalion, Royal Highlanders of Canada, on

February 22, 1915. He had no previous experience of military service. He was promoted to a captaincy before the unit reached France, and with that rank took a responsible part in the important battle of Mount Sorrel on June 2 and the three following days in 1916. Col. C. B. Topp, in his official History of the Battalion, describes the extremely serious situation in which the 42nd was moved up to support the Princess Pats and the C.M.R. in the last tenable position between the enemy and the town of Ypres, against which the Germans were making a tremendous drive.

"B" Company was in the Ramparts at Ypres. "Shortly after the opening of the bombardment, Captain Herbert Molson, Officer Commanding 'B' Company, was severely wounded in the head by a fragment of shell casing just outside his headquarters in the Ypres Ramparts, but refused to leave his Company except to have the wound dressed at a nearby aid post. (It was afterwards discovered that Captain Molson's skull was fractured and he spent months in hospital before his recovery was complete.) Notwithstanding this very serious injury, it is a remarkable fact that he took his Company forward personally through a terrific barrage, successfully connecting up with the hard-pressed Patricias in the R line and relieving a very critical situation. He remained in command of the Company throughout the engagement and for some days afterwards. His report of the operations on the left flank of the threatened front was so thorough and so authoritative that it became the basis of both official Battalion and Brigade narratives."

In his detailed account of these operations, Col. Topp records under date of June 2 that "B" Company received orders at 1.40 p.m. to move to support the Princess Pats in the R line in Zouave Wood and Sanctuary Wood, on the Pats' left front. Having regard to the very serious situation on the right, Captain Molson felt that this could best be reached by approach from the extreme left of the Brigade frontage, on a route provided by the Ypres-Roulers Railway, the China Wall, Oxford Street and Regent Street. Captain Molson had

THE MOLSON FAMILY

only two officers with him, Lieut. R. L. H. Ewing and Lieut. C. B. Topp. The move was a very difficult one. After this move was completed, and a gallant operation had been carried out by "A" Company, the main task of the 42nd was the defence of the R line by "B," "C" and "D" Companies. The responsibility of organizing this defence fell to Captain Molson as the senior company officer present. Everything had been shot to pieces. Col. Griesbach, of the 49th, detailed by General Macdonell, arrived at 2 a.m. on June 3 to organize an attack, and discussed the situation with Captain Molson and some of the evacuating Patricias. Captain Molson sent a message to General Macdonell that Col. Griesbach found the situation different from what had been expected "and as the 52nd Battalion have not arrived he cannot commence counter attack at the moment." There was the greatest difficulty in keeping up communication. The counter attack was eventually carried out by the 49th Battalion alone. At 8.30 p.m. the R line was heavily attacked by the Germans. The attack was repulsed only after a severe struggle; this was the occasion on which the inadequacy of the Ross rifle in rapid-fire conflict became obvious.

On June 4, the 42nd, the 60th and two Companies of the 52nd completed their task of relieving the Patricias and the 49th. On June 5 there was continued heavy shelling, and the 42nd were themselves relieved by the 31st, after having suffered the loss of 29 killed, 30 missing, and 228 wounded.

The report of the Commanding Officer on these operations includes the following: "Special mention:—Captain Herbert Molson, for efficient services and capable direction of the operations in the R line under his command. He brought his Company safely through two heavy barrages of artillery fire to its position in support on the left flank, and gave most valuable assistance and direction to the Companies of the 52nd Battalion and the 60th Battalion which came up subsequently to their position in the R line. Although wounded in the head by shrapnel, Captain Molson refused to leave the line, and remained with his Company throughout the action."

THE WAR OF 1914-1918

On July 18 Captain Molson was invalided to England, and after a short leave in Canada was assigned to headquarters duties, serving for several months as D.A.A.G. He returned to France in March, 1918, and was attached to Canadian Corps Headquarters. He received the Military Cross at the beginning of 1917, was mentioned in despatches in July, 1919, and received the C.M.G. in December of the same year.

* * *

Gerald Hildred Elsdale Molson joined the British Navy as a midshipman in 1913 and served on H.M.S. Australia on the Australian Station, being present at the capture of Samoa, Herbertshohe and German New Guinea. In 1915 he became Sub-Lieutenant on the Indefatigable in the North Sea. In 1916 he served as Lieutenant on the Badger and participated in the Battle of Jutland and subsequent engagements. In 1918-20 he was on the Valentine during the surrender of the German fleet and the Baltic operations against the Bolshevists.

* * *

The late Major John Elsdale Molson, M.P., although 51 years of age when the war broke out, served throughout its duration in the Royal Army Medical Corps in England and Egypt.

* * *

John Henry Molson trained in the McGill C.O.T.C. in the spring of 1915, and obtained a commission in the 5th Royal Highlanders of Canada in July of the same year. In 1916 he was attached to the 148th Battalion for instruction. In November he joined as Lieutenant the 2nd Reinforcing Company, Royal Highlanders of Canada, and proceeded to England in October, 1917. In February, 1918, he proceeded to the 13th Battalion in France, and was wounded and taken prisoner on the tenth of October. He was repatriated to England in December. The following War Diary extracts will be of interest:

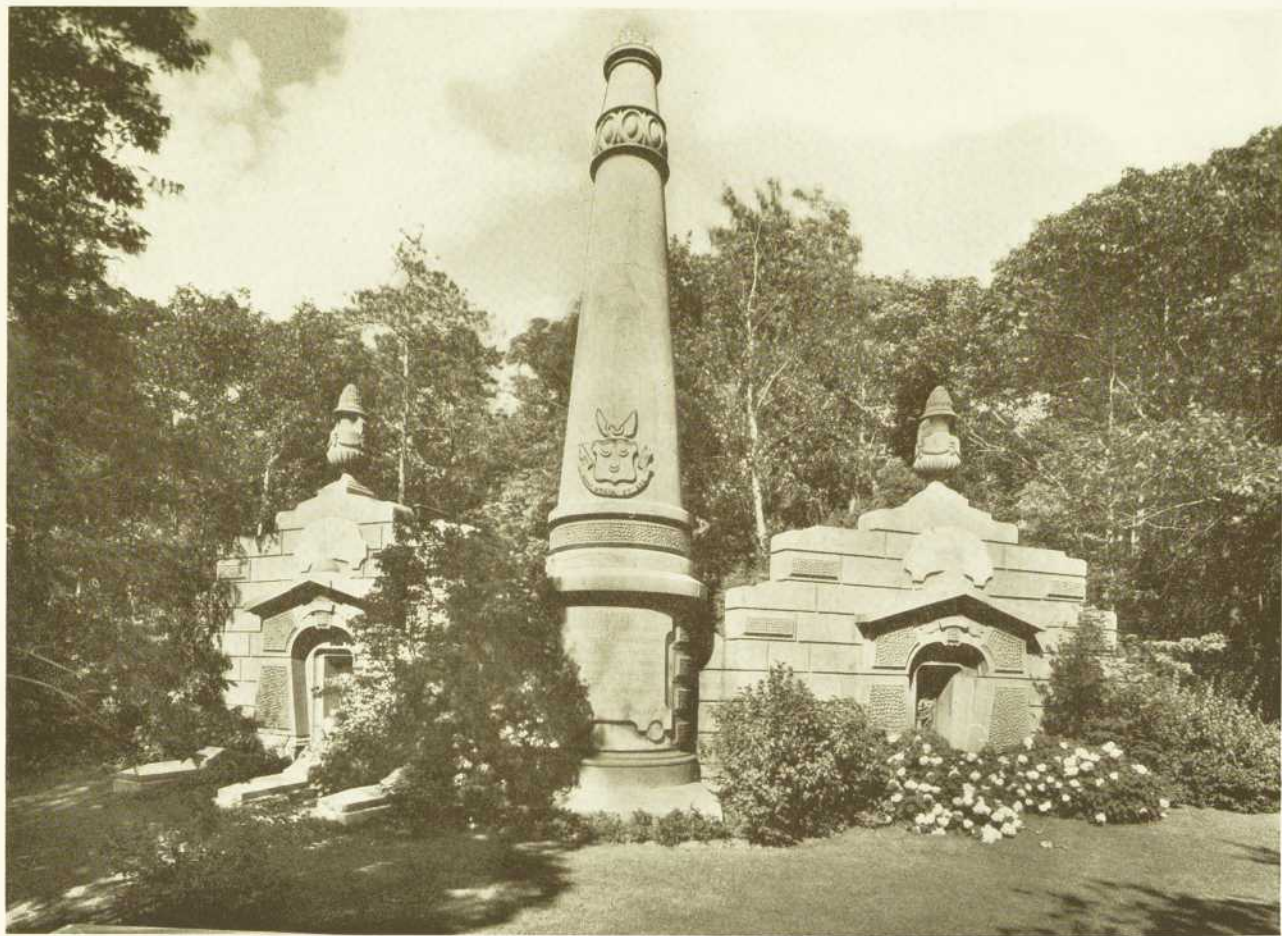
"Les Fosses Farm, October 8, 1918. The 1st Canadian Division carried out a 'Chinese Attack' at 0530 under instructions from XXII Corps. This consisted of a rolling barrage commencing in front of our outpost line and moving forward to the Drocourt-Queant Line. Tak-

THE MOLSON FAMILY

ing advantage of this rolling barrage, patrols of the 13th Canadian Infantry Battalion, amounting to three platoons, pushed forward with the object of enlarging a bridge-head handed over to us in J. 26. This was accomplished with three slightly wounded casualties. An enemy post was captured about J. 26.b.2.3 with entire garrison—one officer and 23 other ranks. The Corps Commander, Lieut.-General Godley, sent congratulations to the 3rd Brigade, and particularly the 13th Battalion.

“October 9. In order to feel out the strength of the enemy and observe movement, etc., a barrage was put down at daylight. Enemy retaliation was slight.

“October 10. At 0300 the 3rd Canadian Infantry Brigade pushed out patrols with the object of discovering enemy's dispositions and, if possible, to enter the Drocourt-Queant Line, proceed north and gain touch with the 23rd Imperial Brigade at Vitry. The 13th Battalion sent three patrols forward, one north of Sailly, one through the village, and one to the east. A report centre was established at J.27.c.7.8 and communication by wire was good to this point throughout the operation. The wireless ‘loop set’ was not able to work at this forward position, owing to heavy enemy shelling. Visual drew heavy fire and was only used when breaks occurred in the wire. From the report centre forward, communication was only possible by runner. The short notice given did not allow time for wire to be procured, so a phone to the patrol units was out of the question. Communication played such an important part in the success of the operation, it should be observed that every precaution had been taken. The leading platoons had practically no difficulty in reaching the Drocourt-Queant Line and entered J.28.c.7.0 and J.21.d.2.8, and the left moved up to J.15.C.central. The support mopping-up platoon which went through Sailly found it occupied by a company with six machine guns. At Battalion H.Q. things were seen to be progressing well. A company was sent out to back up the forward patrols . . . and thirty prisoners were captured. The forward units in the D.-Q. Line had made every



MOLSON VAULTS, MOUNT ROYAL CEMETERY



THE WAR OF 1914-1918

effort to get in touch with their flanks but without success. At 4.30 'O.K.' signals were sent up to show their occupation of the D.-Q. Line, but this was not definitely recognized at Battalion H.Q., as the enemy were using a similar signal. It was getting light, and either consolidation or withdrawal had to be decided on at once. The withdrawal signal was sent up and the right segment of the attack withdrew safely. The signal was not seen on the left, so they began consolidation. The Hun had been fairly quiet but he saw the situation and attacked from east and north with two battalions. The isolated force of two officers and fifty O.R.s was at a great disadvantage, but under Lieutenants Ross and Molson tried to make the most of the situation. The party was completely over-run. It is estimated that ten were killed or wounded and the balance taken prisoners. This stand had been made in order to assist the wounded to retire. The enemy was cutting the party off from the north, and so Lieutenant Molson and three or four men made a last stand but were completely over-run. The wounded now came under a heavy fire, and only a handful reached our lines. Others, about ten in number, concealed themselves in a cellar and reached our lines after dark.

"On the whole the action was a success, as it established enemy's disposition in the D.-Q. Line, two officers and about fifty O.R.s being captured, and the operation was only marred by lack of communication from patrols to forward H.Q."

* * *

Walter Molson joined the McGill C.O.T.C. shortly after the outbreak of war, and in 1915 acted as Honorary Paymaster and Quartermaster of the University Companies then being raised to reinforce the P.P.C.L.I. In June, 1916, he joined with the rank of Captain the 244th Battalion, in command of "A" Company. He proceeded to England with the rank of Major in March, 1917, on the Lapland, which was mined in the Irish Channel and made Liverpool with some difficulty. In order to see active service without delay, he reverted to the rank of Lieutenant and joined the 42nd Battalion, Royal Highlanders of

THE MOLSON FAMILY

Canada, in France in January, 1918. He was severely wounded on September 29, 1918, at the opening of the Battle of Cambrai. The following account by Dr. L. S. Foster, one of the medical officers at C.C.S. No. 33, will be of interest:

"During the 'Fall Show' of 1918 I was loaned to the British C.C.S. (No. 33) at Marcatel, in charge of thirty-two picked stretcher bearers, with orders from my A.D.M.S. to sort out the seriously wounded and rush them in to the operating tents. Incidentally, I was given verbal orders to report to Canadian H.Q. whether the wounded were coming in faster than the British C.C.S. could handle them. This procedure was thought necessary, because in a previous major engagement (the Amiens Show) the wounded were so numerous that the under-staffed British C.C.S. could not attend to them fast enough, with the result that many wounded lay on stretchers forty-eight hours without surgical attention, and a number of awkward questions were asked in Parliament.

"On September 29, 1918, the Canadian wounded were coming in very fast indeed; the only thing to do was to send the ambulatory cases direct to the trains, pass the 'possible' surgical cases into the operating tents, and place the so-called 'hopeless' cases in a big marquee tent which we had for the purpose. Going through this tent, between the closely packed stretchers, I came to a man whose feet stuck out so far that he completely blocked the passage. I noticed that he was an officer, and moreover had on the uniform of my old regiment (5th R.H. of C.). At first I did not recognize Walter because so little of him was visible; he seemed to be completely swathed in blood-soaked bandages. When I spoke to him he proved to be quite conscious, but he was in a bad way—pulseless at the wrist, skin bloodless and pale, body covered with a cold, clammy sweat. In spite of this, he gave me a weak and teeth-chattering smile as soon as he recognized who was speaking to him. We got him out of the marquee tent in double-quick time, and managed somehow to wangle a cot in the resuscitation tent (there were only six cots), where he was given stimu-

THE WAR OF 1914-1918

lants and wrapped in hot blankets, while hot water bottles were packed about him and the hot oven set going full blast under his cot. After a long time he 'came back'; pulse was strong, body heat became normal, and the surgeon had him brought into the operating tent to be patched up.

"I will never forget what he looked like when he went under the anaesthetic and was stripped for the operation. He seemed to be covered with wounds; fortunately only four were major wounds. If I remember rightly, one was on the right side of the face, one right elbow and hand, and one right thigh. The surgeon was for taking off the arm above the elbow, but it was suggested to him that if the shattered ends of the bone were trimmed and the wound packed the amputation could be done later at the base if it were found necessary; and this procedure was followed—fortunately for Walter, as events proved. The wound in the thigh was very large, the hole through the large muscle at the back of the thigh being quite sufficient to admit a closed fist, but it was a clean wound. He was on the table about two hours, and was then taken to the recovery tent. I was unable to visit him again except for a few minutes just before he was taken to the train. He certainly looked (what I could see of him for bandages) 'a badly disabled fighter, but still in the ring'."

* * *

William Hobart Molson entered the C.O.T.C. at McGill in September, 1914, and the Royal Highlanders of Canada in January, 1915. During 1916 he served as Aide to General Wilson, O.C. Montreal District, at Valcartier, and in November of that year was commissioned Lieutenant in the 2nd Reinforcing Company, 5th Royal Highlanders of Canada. After some months in the 20th Reserve Battalion in England, he proceeded to the 42nd Battalion in France in November, 1917. He was awarded the Military Cross for distinguished service performed in August, 1918.

* * *

Lieut.-Colonel Lionel Edward Pilkington served in South Africa in

THE MOLSON FAMILY

1900-01. In the Great War he commanded the Volunteer Battalion 5th South Lancashire Regiment, and served in Flanders and France from 1914 to 1916. Mentioned in despatches and gazetted C.M.G.

* * *

Lieut.-Commander Kenneth Barwick Wilson entered the Royal Naval College at Osborne in January, 1913, and in January, 1915, proceeded to the Royal Naval College at Dartmouth. Early in 1916 he joined H.M.S. Minotaur, with which he remained for over two years, seeing service in the North Sea and participating in the Battle of Jutland. In April, 1918, he was transferred to H.M.S. Nonsuch.

* * *

Hugh Pelham Winslow joined the 6th Battalion, Fort Garry Horse, in August, 1914, and went overseas with the First Contingent in October. Early in 1915 he exchanged into the Royal Naval Volunteer Reserve, and served in Gallipoli until the evacuation, being severely wounded in head and face. He later served in France, where he lost his left arm in 1916. He was then made a King's Messenger and carried despatches between the Fleet and the Admiralty. On the entry of the Americans into the war he was made Liaison Officer between the British Admiralty and the American Fleet, which post he held until the end of the war, receiving in recognition of his services a decoration from the American Government.

* * *

Kenelm Molson Winslow went overseas as Lieutenant in the Canadian Engineers in November, 1916, and served in France from October, 1917, to November, 1918, with the 3rd Army Troops Company, C.E.

* * *

Miss Grace Barber joined the First British Field Hospital for Serbia in November, 1914. She was attached to the 2nd Serbian Army at Skoplje (Uskub), Mladenovatz and Pirot from March to November, 1915, and during the Serbian retreat from Pirot to Monastir and Salonica through Albania in November and December. She has the British 1915 Star, General Service and Victory medals and the Serbian

THE WAR OF 1914-1918

Red Cross medal. She is now Assistant Commandant, 81st Red Cross Voluntary Aid Detachment (England).

* * *

Miss Harriet E. Carman sailed with the McGill Unit on May 5, 1915, and went direct to France. She was first attached to No. 1 Canadian General Hospital at Etaples, then transferred to Camier, some four miles from Etaples, and then to Boulogne. In 1917 she joined No. 3 Canadian Casualty Station at Remy Siding, six miles back of Ypres, remaining there for six months until the station was shelled out, on which occasion she was mentioned in despatches. In 1918 she was engaged in transport duty on the Llandoverly Castle. She returned to France, first to St. Omar, and then to open up the Canadian Hospital at Frévent, as a reserve for Doullens. Later she was stationed at Taplow, England, returning to Canada in June, 1919.

* * *

Mrs. Duncan Graham (Enid Gordon Finley), having had training in Germany before the war in massage, remedial gymnastics and electrotherapy, took the course for the St. John Ambulance certificate in Montreal in 1914-15 and enrolled as a V.A.D., and in 1915 took a further eight-months' course in these special subjects at Philadelphia. On her return she served as V.A.D. doing massage work at the Belmont Military Convalescent Home, Montreal. In 1917 she was transferred to the Grey Nuns' Military Hospital, and on August 1 was taken on the strength of the C.A.M.C., her department being shortly after removed to the Drummond Street Military Hospital. At this time she was also helping to train students at the McGill School of Physical Education for work in military hospitals. In October, 1918, she was appointed Supervising Masseuse, with rank equivalent to Lieutenant, at the Hart House Military School of Orthopaedic Surgery and Physiotherapy in Toronto, and about a year later at the Christie Street Military Hospital. She retired from the service in January, 1920. At the request of Col. Robert Wilson, O.C. at Hart House, who died early in 1920, Mrs. Graham was instrumental in

THE MOLSON FAMILY

helping to obtain a charter for an association of physiotherapists called the Canadian Association of Massage and Remedial Gymnastics, which supplied supplemental training for many masseuses who had been trained for military work only, and thus prepared them to fully qualify for civil occupations.

* * *

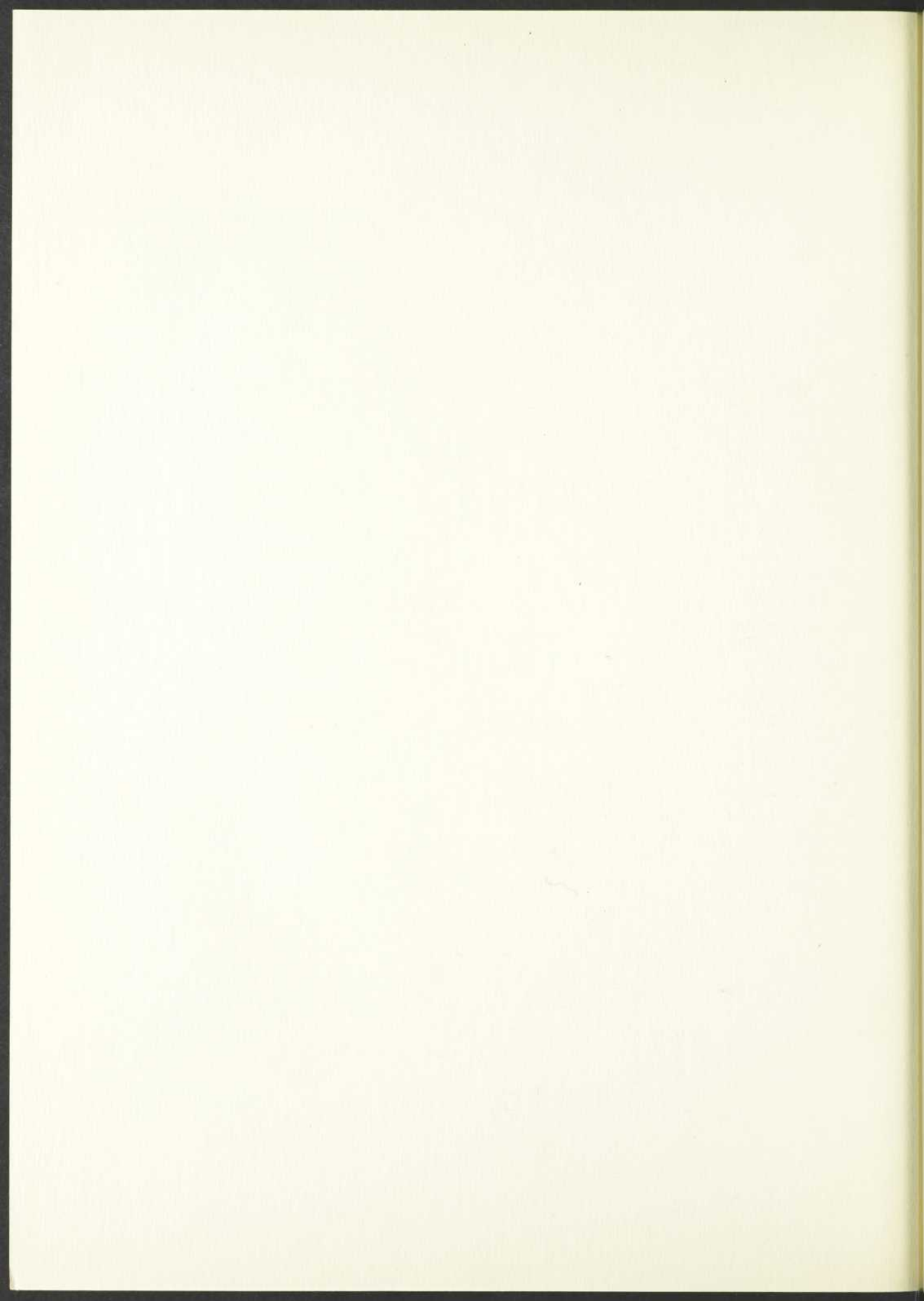
Miss Nona (Alice Carlyle) Molson qualified and enrolled as a member of the Voluntary Aid Detachment, British Red Cross, 198th Paddington (London) Division, on March 17, 1915, with the rank of Quartermaster. After training at St. Mary's Hospital, Paddington, and the Officers' Hospital, Weymouth, she went to France in August, 1915, as a Nursing V.A.D. to Hôpital Benevole, Céret, Pyrenees, where she remained till February, 1917. From April of that year till May, 1919, she served in Salonica. She was mentioned in despatches, and received the decoration of the Royal Red Cross, second class. She subsequently became Assistant Superintendent, Superintendent, and Commandant of the B.R.C.S. Convalescent Home for Sisters.

* * *

Mrs. A. F. Duguid (Frances Charlotte Winslow) went to England in October, 1915, and worked for some months in the Information Department of the Canadian Red Cross, Cockspur Street, London. She took a course in massage and joined the Almeric Paget Military Massage Corps, and in November, 1916, was sent to the London Command Depot at Seaford, Sussex. In the summer of 1917 she was at the Canadian Convalescent Camp at Woodcote Park, Epsom. She returned to Canada at the end of 1917 and worked from then until the spring of 1919 in the Physiotherapy Department of Manitoba Military Hospital, Winnipeg.

APPENDIX

✓





EARLY LETTERS OF
HON. JOHN MOLSON, SR.
(and one letter to him from Sister Martha)

AUTUMN, 1782. (Diary for Robinson Elsdale, probably written at various dates). Begins with description of sailing of fleet on Thursday, May 2, in the course of which, in order to pick up the captain, "*We were obliged to put back among the men of war (in the passing through them we went alongside the Royal George, the Victory and Sovereign). Put his wife and children on shore at 2, and weighed anchor again about 3 o'clock with the tide of ebb, cleared the Isle of Wight about sunset, and saw nothing of the fleet. We made all the sail we could that night and saw the fleet next day about 9 a.m. The Commodore lay to for us and we joined in about an hour. The Com. made signal for our captain to go on board him and gave him severe check for delaying him. All made sail, the weather continuing fine, on Sunday the 5th at 3 a.m. lost sight of Land's End. Nothing material happened till Friday the 17th, when a heavy gale of wind came on about noon. At 3 a.m. (sic) we sprung a leak in our upper works which in an hour made four feet water in the hold; we fired a gun as a signal of distress, though too late as the fleet was ahead and windward of us. The gale increasing we were obliged to heave our guns overboard the men at the same time keep the pump at the same pitch, we being now under a balance mizzen we had nothing to do but keep the pump at an under, and in that we found plenty of work with all hands at spell and spell.*" (Gale moderated after following midnight and they caught up with the fleet at 11 of the night after; they signalled the Com.). "*He shortened sail for us and we came under his lee quarter; we told him of our having sprung a leak, and being obliged to heave our guns*

THE MOLSON FAMILY

overboard. He asked us whether we had a carpenter on board, we told him no. He said he would send his on board to examine us, which he did. The carpenter told us that the upper works were very mean, and must be caulked or else the vessel could not live if any more bad weather came, which we could hardly expect having all fine in so long a passage." (The carpenters fixed her up after a fashion but she was still in very bad shape and some days later) "it blowed a heavier gale than it had done yet, which when Mr. Pell and the mate and myself and the rest of us saw it increasing we would have had the captain fire a gun as a signal of distress while the ships were still near us, for they all began to go ahead as we were always first to be obliged to slacken sail, the vessel being so very tender; but he was an obstinate fellow of a Scotchman and would hearken to nobody's advice scarce at all. However when the ships were out of sight he thought proper to fire a gun, which however was no effect as they could not hear us, we being already lain to and so consequently falling to leeward. The mate in going down the lazaret to get a cartridge of powder found that the vessel had sprung a fresh leak by her stern ports the water making an amazing noise, he told us he supposed it would sink us, as he feared it had not got vent to the pumps, but however we kept her at about the pitch as usual which was between two and three feet. The mate was a very clever fellow, the captain as big a fool and drunkard as he would frequently get drunk and sleep a whole night together." (They lost touch with the fleet, and on coming up with it again) "made a signal to speak the Com.—though the Captain would not if he had known our intention to get on board the Com. if he would take us; however we came under his lee quarter and Mr. Pell told the Com. our situation, he told us he would send his boats for us and take us on board, which he did and we got safe on board him though with nothing only what was on our backs. We messed with the petty officers in the cockpit where we were treated very civilly by everybody on board, therefore were very happy in our present situation. . . . I thought a man of war was far preferable to any merchantman in the fleet, their meals so regular and everyting of that kind, but when I came to see a man receive a dozen or two lashes for little or nothing but

EARLY LETTERS OF HON. JOHN MOLSON, SR.

just to satisfy the arbitrary will of the captain my mind altered at once, for I always hated to see arbitrary sway. Nothing material happened till we got in the Gulf of St. Lawrence, when the frigate and two of the fleet parted company in a fog on the Banks which there is nothing else there scarcely, and in three days after we saw four sail of ships, which when we saw rather supposed to be Paul Jones. All hands were beat to quarters, and everything got ready to receive them, all the fleet being lain to. Two of them came considerably first, which we could plainly see to be frigates, however when the headmost came within about half a league, the officers discovered one of them to be our frigate, and immediately the captain ordered the guns to be taken in and lashed as usual, the which I was sorry for as I should have liked to seen something of the kind. James and me were placed at the foretopsail braces, which would have been the warmest part of the ship, Mr. Pell to assist the doctors in the cockpit. . . . June 22. Arrived at the Isle of Bic and lay there the next day. 24 Weighed anchor and in the course of day sailed at the rate of 13 knots and the tide of flood in our favour three knots more, which made 16 knots! And on 26 arrived at Quebec after a passage of 8 weeks which was reckoned a very quick one, though the first part was rather disagreeable. The sea suits my constitution exceedingly well, and if the continent does not I believe I shall go sea all my life. . . . Mr. Pell has treated me exceedingly civilly during my absence from you. . . . The country is in general a very good mixed soil and in common is natural to clover, being between the Three Rivers and Montreal the finest fields of clover I ever saw in my life; the farmers manage their land very badly as they never fallow, but when it will bring nothing they let it lie bastard two or three years and then plough it up again, and for all that there is very few weeds besides thistles. The wheat is sold at the rate of 40 shillings per quarter, barley 30s. . . . Day laborers at \$½ but carpenters, joiners, etc \$1 or \$½. The Canadians come a great deal lower, but then they are poor creatures, and must have their smoking hours, as there is not a Can. but smokes from morning till night almost, boys not excepted, they'll smoke and make hay, stack or thresh. Mr. Loyd (sic) is erecting a malting new from the ground,

THE MOLSON FAMILY

there is no fear of it answering if he brings it to perfection, as he proposes to sell the beer at £5 per hogshead, therefore shall say nothing of that, but shall stay to see the event, and then will give my opinion of it. The barley is all Barley Big here, I believe, at present; but the corn is sound though small. We have taken a house to ourselves, which I am glad over. William and James have begun to butcher which will answer very well (they served the shipping this year). Mr. Pell proposes taking a farm and him and me living in it, but if I light of an opportunity of going to the Upper Country I undoubtedly shall, and should be glad to see the Provinces before I come back, but that cannot be done unless there is peace. Mr. Pell has been dangerously ill of a nervous fever and diarrhoea, but is a great deal better, but I have the comfort to tell you he had the best advice that could be got in Montreal, having both the English doctors which were reckoned very clever and as for nursing he was as well attended as possible.

1783. July. (To Mistress Boulton). *I have the pleasure to inform you that my constitution has attained its usual vigour since my departure from old England. . . . I can assure you I have spent my time very agreeable on this side the Atlantic, and what has added greatly thereto is knowing my brothers and sisters have my grandfather and uncle Robinson Elsdale always to advise and direct them. . . . I have wrote to my grandfather desiring a further supply of money to the amount of fourscore pounds, which hope you will be so kind as make intercession for me, as I could wish to appear a little genteel, as I am thoroughly convinced it will be money saved in the end, and not injuring my fortune at present.*

1783. July, Montreal. (To Samuel Elsdale, Surfleet,—draft). *I have the pleasure to acquaint you that my health is fully restored. . . . Thanks for my draft being duly honored and do assure you that I began to stand in great need as you may readily imagine when you consider I had only £60 from leaving Spalding on the 4th of April, '82 to the first of June, '83, which was the first of my being acquainted with my draft's being honored. As the climate seems to agree well with my constitution I am come to a full resolution to settle here and going into business immediately. We have fine fertile land for nothing without either town dues or taxes. I*

EARLY LETTERS OF HON. JOHN MOLSON, SR.

have therefore made use of most of the money you sent me and have drawn upon you this day to Mr. — or order for £80 three months after sight which you must honour if you mean I should keep any credit in this country which I wish to have done as I mean to stay in the country. I have sent a power of attorney to Mr. Ashley to settle all my affairs and to remit me all the money I have as soon as maybe after I arrive to the age of 21 years and hope you will assist him in expediting this business. Believe me, dear sir, I cannot do without the money I have drawn for as I shall go directly into business being tired with an idle life.

1783. Aug. 21. (To Philip Ashley, Spalding). *I am fully determined to settle in this country, therefore am going into business directly; consequently have employed the most considerable part of my money. . . . I shall send you my power of attorney next summer, to settle the whole of my affairs and to remit me the money, as soon as possible, after I am at age, as I do not intend to return to England to lose any time. If there's any difficulty about the power of attorney on account of my being under age I will send you another directly after I am, which will be the 28th of December '84, or if the power of attorney be not to your mind, give your advice by letter, which way you would have me proceed. If you had any correspondence in any of the United States, would thank you for a letter of introduction, as perhaps I may travel through some of them.*

1783. Autumn. (Draft of letter from Montreal to Robinson Elsdale) *I received your letter without date on the 10th of August, 1783, and cannot help returning you my thanks for your particular advice in regard to my health, which thank God is fully restored. . . . One reason for my not returning to England is my grandfather always complains of scarcity of money that I do not consider myself a proper person to settle with him, therefore have given Mr. Ashley and you my power of attorney to do that business for me though do not consider you a proper person neither in that particular—but if anything goes contrary to your wishes you may have it in your power to intercede in my behalf; which I make no doubt you will, as you always have done. Hope you'll not find me ungrateful. . . . George and I are all well, he brings us news of May's death though I hope it is not true as you have not mentioned it.*

THE MOLSON FAMILY

(*Note:* Another letter indicates that May was a ship captain and was reported dead in the West Indies).

1783. Sept. 30. (From Montreal, to Robinson Elsdale, Surfleet). *I find nothing disagreeable here neither in the summers or winters, for in the severest weather we do keep our houses so hot with stoves that we very often strip in our shirts, and when we travel (which is in a cariole) we hap ourselves up in furs that makes it far more agreable travelling here than in England in the winter season. I intend going into the United States in the spring and if there is probability of doing better for myself shall settle there, if not shall return and begin to clear and cultivate the land I have already purchased.*

1783. Sept. 30. (Draft or copy of letter from Montreal to Samuel Elsdale, Senr.) *I hope before this comes to hand you will have received my letter of last August. I have bought 400 acres of land on Lake Champlain for the quit-rent of thirty pounds sterling. . . . In the spring shall take a tour through the United States and if I find them a better place for to settle in, shall immediately do it; if not shall return and fall on in good earnest to clear and settle on ye before mentioned place. (Wants letter of credit for £300, lack of which "will delay me one whole year in making any considerable return of my estate, and am fully persuaded it cannot put you to any inconvenience.") Beef and mutton from 4d to 8d and pork from 6d to 8d sterling. Shall give Mr. Ashley my power of attorney to settle my affairs and do not the least doubt that you will help him to expedite the business and remit me the whole of the money as soon as possible, and purpose sending you my power of attorney for letting and disposing of my lands as you shall see necessary for my interest.*

1783. Oct. 1. (From Montreal to Philip Ashley, Spalding). *My last of July wherein I informed you of going into business and that I had drawn on Messrs. Goslings for £80 sterling at 3 months after sight; also desired you to make your interest in my behalf with my grandfather to give you security to empower Messrs. Goslings to honour my draft; to which purpose I wrote to my grandfather at the same time, and also therein mentioned sending you and my uncle Robinson Elsdale my*

EARLY LETTERS OF HON. JOHN MOLSON, SR.

power of attorney etc., I have now completed my purchase of 400 acres of fine rich land on Lake Champlain under a reserve rent of 30/- per hundred per annum, and have petitioned my grandfather for to send me a letter of credit on Finn and Ellis (or any other principal Canada merchants or bankers residing in London) as soon as possible to the amount of £300 sterling payable the first of January '85. . . . By that means my grandfather will have no money to advance till after I am at age. But as he is unacquainted with the method of obtaining letters of credit must beg the favour of you to do that for him. . . . I do not apprehend my grandfather can run any risk in advancing this money as I have lived far within my income since the death of my mother.

1783. Oct. 23. (From Pointe aux Trembles to Robinson Elsdale). *Mr. Loid has now fully completed his brewhouse and malting and has begun to malt about a fortnight since, though I doubt he will not get barley enough as we have had a very wet harvest. He intends to malt wheat if he cannot get barley sufficient, which from the experiments he has already made seems to answer very well. He made last year about 50 Hhds of ale, which sold at £7 Halifax or six guineas. The small beer at 40s Halifax and grains about (?) per bushell. Mr. Pell and his sons live together and keep a tavern and carry on the butchering business, both of which the profits are large. . . . Canada since the peace fills with people who have taken up arms in his Majesty's favour, having forfeited their properties in the United States and are waiting with impatience the provision the Govt. is making for them. I could wish to know your future intentions in regard to settling in America as you have not given me the least hint in the letter I received from you at the arrival of George.*

1785. (Drafts of letters from England to Mr. Pell, Nov. and Dec.) *I am now come to a full resolution of conquering that foolish and absurd timidity and bashfulness which (though ashamed to own it) in a great measure prevents me communicating my nonsense to a friend. . . . Last epistle 27th of Aug. wherein I informed you of my safe arrival, all hands well, etc. On last Saturday the 26th, being anniversary of your birth, myself, Nancy, Suke, Sam and Rob drank towards your present good*

THE MOLSON FAMILY

health—I purpose being in London in a fortnight or three weeks and if I can meet with any of your Canada merchants safe hand, purpose remitting to you £100 as mentioned in my last to pay Monarck the mortgage, if I can spare any more I shall. Have not settled with my grandfather yet and what is more ye money in his hands and J. Molson's has fallen short of my expectations. Have given over all thoughts coming over till the Spring, and then shall embrace the first opportunity. However in the interval wish you if possible to commence or forward as much as possible, everything for brewing; in the first place, if I die, design to give you the brewhouse expressly the same as given you in my will made in Montreal the duplicate whereof you have in your possession and secondly if I live intend taking you in partnership with me, and as to money to carry on the business till I come you told me you believed you could muster credit in Montreal on a scheme of that kind—The old beer suppose you have sold before now, if not dispose of it as you think fit, and make such use of the brewhouse as you think most to our advantage. If you should have altered your opinion in respect to the brewing business, thinking it will not answer, give me the particular reasons why not. As to my improvement on Caldwell Manor you will by this time know to whom the land belongs; if to Ira Allen (?) remind him of his promise and tell him that I shall be out as early in the spring as possible; if Caldwell conquers then use your influence in my behalf. . . . Feel in myself as great a desire to ramble as ever or more so therefore when you see me with you I am not to be depended upon in staying with you—but as I informed you in my last if could fall in an eligible way of trading from port to port shall embrace an opportunity of that kind—I may be blamable for such notions, but however when my wild oats are sown shall then become steady and settle to business perhaps with the wise man's reflection, all is vanity and vexation of spirit.

Have been very happy since my arrival in England, though have not made myself popular by entering into every fool's company to be teased with their nonsense. How do I miss that worthy man our friend whom I always considered as my confidant and teacher, having nobody to

EARLY LETTERS OF HON. JOHN MOLSON, SR.

advise with in my future prospects and intentions—nobody that I can pour out my heart to as a friend, or at least nobody that can judge of the eligibility or uneligibility of my schemes.

I congratulate you on your intended change into a matrimonial state. . . . My grandfather continues as hearty as ever and is at town almost every day as he is whole manager in Mrs. Elsdale's business, which is now confined to Newlands low ground and Tole. Brother Samuel and Sister Polly lives with the old gentleman, Martha here, and Thomas has been with Mr. Clayton these two years past and is now a fine fellow being taller than me, he being but 17 years old.

This evening with your letter Mrs. Elsdale received one from Mrs. Samuel Elsdale (formerly Miss Albin) from London where they have been about three weeks and are to remain during the winter for Sam's health.

Make my best respects to your sons, Mr. and Mrs. Loid and all enquiring friends.

1786. July 30. (From Montreal, to P. Ashley, Spalding). *Shall draw on Messrs. Gosling at 6 weeks after sight at least and as much longer as can get draft accepted for (Will be presented about Christmas). There will be nearly 3 half year's rent due from Mr. Wadington and perhaps you'll get something from Pavey. If you should be short of so much cash of mine in your hands with the payment of Mr. Benit, perhaps he would wait till you had acquired a sufficiency. Believe me he could not do me a more singular service. If draft is not answered will do me a great disservice as well as there is a particular Act of Province here to recover large damages on a protested bill. My dear sir, excuse my importunities, but as with the old proverb, necessity is the mother of invention, so at present it makes me strain the goodness and generosity of an already experienced friendship beyond its limits, though the unspeakable service it will do me and the certainty of your ever finding me grateful has urged me to these lengths. . . . Have begun to buy barley about (?) 15/- per quarter—labour is not dear—porter sells now at £5:0:0 per hogshead, draught at 1/- per quart retail, and bottled at 2/- per bottle—my future prospects has the most flattering appearance.*

THE MOLSON FAMILY

1786. Oct. 13. (From Montreal, to P. Ashley). *Have drawn on Messrs. Gosling for £50 at six weeks after sight. As my future credit in this place entirely depends on my present probity, hope Mr. Ashley will take the earliest opportunity of giving me credit to that amount on Messrs. Gosling. Have begun to malt, hope shall be able to brew in ten days or fortnight—purpose selling my ale at £3:12 sterling per hogshead and table beer at 18/- ditto. The porter which was imported this season is nearly all consumed, what remains is very poor and sells at £5 sterling per hogshead.*

1788. Mar. 20. (From Montreal, to P. Ashley). *Am come to a final determination to sell the whole of my estate in the parishes of Moulton, Peakill and Cowbit and therefore wish you immediately after the receipt of this to proceed in that business. . . . The reason for desiring to draw immediately on Gosling is the gentlemen who had my bills last year have had advice from their correspondents in England to send them no more bills drawn in the country, which is known through this place, therefore without you can give me a power to draw immediately on Messrs. Gosling nobody here will give me cash for my bills.*

1788. May 24. (Letter from Martha Molson at Wisbeach to John Molson, Montreal). *Much depressed by the loss of my grandfather who quitted this vale of misery the 10th of February. My uncle John refuses to act as executor in consequence it is supposed all estate will be spent in chancery. I yesterday received a letter from Mr. Rayment wherein he informs me of his having wrote to you and given you an account of our connection and intention of coming over to your part of the world. I am extremely obliged to my dear brother for his kind offer and should most gladly have accepted it if this connection had not taken place, but I still retain the wish of fixing in America and as Mr. R. tries to oblige me in everything that lays in his power, he said he had mentioned that subject, wishing to consult with you in what line we should be most likely to succeed whether in the plantery or mercantile. If there is any prospect of doing well in either I would like to quit England next spring as his father does not approve of his son marrying a woman with so small a fortune.*

EARLY LETTERS OF HON. JOHN MOLSON, SR.

I am happy to find that makes no alteration in his son's sentiments with regard to me; I think on this account it would not be pleasant to fix in this part. We mean to be quite domestic people therefore our plan would chime in with yours exactly. I wish to hear from you immediately after you receive this as we shall not look out for any situation till we hear from you. . . . My brother Tom is a-going to be married to Miss Cooling of Portland.



Extracts from Chancery Proceedings C. 1. Bundle 604-32

JO. BANASTER v. MOLSON

TO THE RIGHTE HONORABLE SR THOMAS MORE KNYGHTS,
LORDE CHAUNCELLER OF ENGLONDE

Date of Endorsement 27 Jan. 1530-1

HUMBLY sheweth unto Your dayly Orator John Banaster That whereas oone Robt. Scargyld was feaffeyd in hys demeene as of fee in use or possession of and in fower measses XL acres of lande XVI acres of medowe XX acres of woode and pasture wth Thappurtennces in Brampton and Kelholme in the Countye of Yorke And so seysed by possession of that estate thereof died seased after whoys death the seade measses lande medowe woode and pasture with the app-
teñnce dyssendyde and of Righte owghte to dyscende unto youre sayd Orator as cosen and heyre unto the sayde Roberte Scargyll that ys to saye sone of Agnes dowghter of the sayde Robert Scargyll

And nowe so is that serteyne evidences deades charters and muny-
ments concernyng the premysses be come to the handes and possess-
yon of Richarde Malson and Jhon Malson which by collor of ye
sayde evidencs have enteryde into the sayde meases and other
premysses And thereof defereds yo sayde Oratour conveyde them
dyverse and sondre Astats to color there said unjuste title and
takyng the proffetts of the same frome Yoür sayde Orator by the
spase of XX years or thereabouts amountyng now unto the some of
XL^{li} and above

And Youre sayde Orator hath often and many tymes Required the

EXTRACTS FROM CHANCERY PROCEEDINGS

sayd Richard Malson and Jhon Malson for to render hym the sayde meases landes and tenementis togyther with ye sayd Evidences and Reasonable recompence for the proffettes by them Taken dureing the tyme aforesayde whiche to doo they have always refused and yet doo contrary to Righte and conscience and for as moche as your sayd Orator knowith not the certeyntie of the sayd Evidencis nor wither thebe inclosed in box bagg or Cheste sealid or loked or otherwise he is withowte Remedy for to recov(er) the p(re), isses or any of theym by the corse and order of the comen lawse or otherwyse Oneles youre Lordshipes favor be unto hym shewyd in this halffe Plessyth therefore Your lordship to graunte the Kynges Writtis of subpena to be derectyded unto the sayd Richard Molson and Jhon Molson commsundyng them by ye same under a payn forto appere at a Certeyne day before the Kyng in his Chaunc(er)y to make answer unto the premysses And further to doo and abide suche order in the premysses as in the saide chanc(er)y shalbe orderde and Decreeyd Accordyng to Ryghte and conscience And yore sayd Orator Shale dayly pray for youre goods prosperys helthe longe to contynne

C.I. 604 Contd. p. 33.

The Answer of Willm Moldson to bill of Complaint of Jo-Banaster.

The seyd William Moldeson sayth that the seyd byll is untrew & part of the matter thereyn conteyned matter determynable at the Comon Law & not in thys Court whereoff he prayth the advantage nevrthelesse the advantage excepcion thereunto to hym always savyd ffor declaracion of the truwth he sayth that on Thomas Moldeson late of Kylhome in the Countye of Yorke deceasyd was seasyd amongs other lands of and in on mease II tofts or crofts conteynyng in them both by estimacon fyve acer of land & also of & in ten acres by estimacon of land medoo and pastur sytuat lyyng & being in Kylhome in the Countie of York in hys demeane as of fee & so beyng thereof seized by hys dede redy to be shewyd gaff & graunted the same measse (1) tofts or crofts & the sayd X acer by estimacon of land medoo

THE MOLSON FAMILY

& pastur wyth there app(ur)tennces to John Moldeson yonger son of the seyde Thom(a)s by the name of a messuage wyth thre tofts lesoes & pasture & all Aisements w(i)t(h) there appurtennces whych the sayd Thomas then had or myght have in the town & felds of Kyhom aforeseyd to have & to hold the same messuage wt thre tofts lesoes & pasturs & all aissements with there appurtennces to the foreseyd John hys yonger son hys heyres & assyns forever by force where off the same John the son was thereoff seid in hys demeane as of fee And the same John so beyng thereoff seid the sayd Thomas Moldeson & the seyde John yonger son of the foreseyd Thomas Moldeson by there dede redy to be shewyd Gaff & Grauntyd the same messuage II tofts or crofts & ten acrer by estimacon of land medoo & pastur By the name of all there lands & tents Rents & services with all medoys Woods leasens & pasturs wt all there app(ur)tennces in the Town of Kylhome and felds of the same to Edmund FitzWilliam & others hys cofeoffes namyd in the same dede there heyre & assignes forever By force whereoff the seys Edmund FitzWilliam & hys seys cofeoffes were thereoff seised in there demeane as of fee & they so beyng thereoff seised gaff & by ther Deds confirmyd to the same John Moldeson the yonger & to Maude hys wyff & to the heys of there bodyes lawfully begotten the same messuage II tofts or crofts & ten acrer by estimacon of land medoo & pastur By the name of all there lands & tente medowes lesoes & pasturs wt all there app(ur)tennces in the town of Kylhome aforeseyd & in precynctes of lordshippes of the same By force whereoff the same John Moldeson & Maude hys wyff were thereoff seasyd in there demeane as of fee taylor By force & fourme of the seyde Gyft & so seasyd the sayde John Moldeson the yonger dyed thereoff seised & the seyde Maude hys wyff hym overlyffed & survyvd & thereof was seised in here demeane as of fee taylor By force & fourme of the seyde Gyft & so seasyd dyed thereoff seised by force whereoff the same messuage II tofts or crofts & ten acrer by estimacon of land ledoo & pastur descendyd & came to on John Moldeson as son & heyre of the Bodyes of the seyde John

EXTRACTS FROM CHANCERY PROCEEDINGS

Moldeson the younger & Maude hys wyff lawfully begotten by force & fourme of the gyft aforeseyd by viture whereoff the seyde John Moldeson son of the seyde John the yonger & of Maude hys seyde wyff entryed & was thereoff seidd in hys demeane as off fee tayle by fourme & force of the Gyft aforesaid & so seasyd dyed thereof seised by viture whereoff the seyde messuage ii tofts or crofts & ten acres by estimacion of land medoe & pastur descendyd & cam̄ to the seyde Willm Moldeson now defendant as son & heyre of the seyde John son & heyre of the bodyes of the seyde John & Maude hys wyff by viture whereoff the sayde Willm Moldeson entryd & was thereoff seid in hys demeane as of fee tayle by viture & fourme of the gyft aforeseyd & takyth the issues & p(ro)fitts thereof as lawfull is for hym to do And the sayde Willm Moldeson sayth that he hath certeyn evydences munimetts & wryttinggs in hys custody & Keyeping concerning ye same meassuage ii tofts or crofts & ten acres by estimacon of land medoo & past(ure) whych he deteymyth & kepyth for the preservacion of hys interest & title thereyn without that that the seyde Robert Scargyll was seused in hys demeane as of fee in use of possession of & in IIII meassuages XX acres of land XVI acres of medoo XX acres of wood & pasture with the app(ur)tenncs in Brampton & Kelhome in ye seyde countie of Yorke or that he so beyng thereoff seised died of such estat seasyd of that aft(er) the deth of ye seyde Robt. Scargyll ye seyde IIII meassuages lands medow Woods & past(ur)e with the app(ur)tenncs co(m)prysed in the seyde byll descendyd & of ryght ought to have descendyed unto ye seyde John Banaster compleynunts as cosyn & heyre unto ye seyde Robt. Scargyll that is to say son of Agnes (dought(er) of ye seyde Robt. Scargyll And without that that eny evydenc(e)s deds charters or munime(n)ts co(n)cernyng ye premisses other then such as concerne ye seyde messuage & other the premisses whereunto ye seyde Willm Moldeson hath made by title or seisin p(ar)cell of them be cūm̄yñ to ye hands & possession of ye seyde Willm Moldeson or if he by coulour of ye seyde other evydenc(e)s hath entryd in to ye seyde measse &

THE MOLSON FAMILY

other ye premisses or thereof hath disherit the seyde compleyunte or that he hath co(n)veyd unto hym dyvers & sundre estat(e)s of eny of ye premisses to colour eny Injust title or yf he hath wrongfully takyn ye profitts of ye p(re)misses or of any p(ar)cell thereof from ye seyde compleynunte by ye space of XX yeyrs or thereabowts in in maner & fourme as by the seyde byll is surmittyd or yf ye seyde Willm Moldeson is seasyd of any of ye p(re)miss(es) or takyth ye profitts of eny of ye premisses but of suche as is descendyd to hym from hys seyde father And without that that eny other thyng matrali & effectually to be answeryd unto by ye sayde Willm. Moldeson not before confessyd & avoydyd traversed or denyed or answered unto is trewe all which matters ye seyde Willm Moldeson is redy to averre & prove as thys court shall award & prayth to be dysmissyd out of ye same court with hys resonable costs & damages for hys wrongful vexacon suateynyd in thys behalf

C.I. 604 p. 34.

*The answer of John Moldeson to the bill of Complaint
of John Banaster.*

The sayde John sayth that the sayde bill is insufficient and uncerteyn to be answered unto & the matt(er) theyrin contenyd determynable at the common laws whereunto he prayeth to be remittid and the vanntage theyrof to have saved ffor declaracon of troyth & answers to the sayde bill he sayth that son Thomas Moldson Bessell unto the sayde John Moldson now Deffendunt whos heyre he is was seasyd of a fofte XXVI^{ti} acres of arible lands & pastur with app'tenēces in Brampton in the sayde bill specified callid Moldson lands in his demeyn as of fee and eryowne theyrof & so seasyd dyed thereof seasyd after whos dethe the sayde Toft XXVI^{ti} acres of lands & pasturs callid Moldson lands dessendid unto John Moldson *as son & heire* to the sayde Thomas by force whereof the sayde John entryd into the sayde tofts XXVI^{ti} acres of lands & pasturs & thereof was seasyd in his demeyn as of ffee & soo seasyd dyed thereof seasyd after whos

EXTRACTS FROM CHANCERY PROCEEDINGS

dethe the seyd Tofte & XXVI acres of land dessendid to *Willm Moldson as son & heire* of the seid John Moldson by force whereof the seid Willm entrid into the sayd toft & XXVI^{ti} acr lands & pasturs & thereof was seised in his demeyn as of fee & the profetts thereof peseably toke & had by the space of trescore yeres & above and sayd Willm Moldson beyng seasid in his demeyn as of fee of the premisses died seasid after whos dethe the sayd Toft XXVI^{ti} acres of land & pasturs desendit to John Moldson now deft as son & heire to the sayd Willm by force whereof the seid John entrd into the sayd Toft & XXVI^{ti} acr of lands & theyrof is seasid in his demene as of fee and moreover the sayd John Moldson now deft sayth that the sayd Thomas Moldson his Bessell was seised in hys demeyn as offee of a mese & vij acr of lands & medow with app'tennce in Brampton afforesayd which mese & vij acres of lands be cobbyhold land & holdyn of the King as of his Manor of Hatefeld in the Countie of Yorke by Cobby of Court Rowle after the custom of the sayd manor and the sayd Thomas Moldson soo beyng seasid died thereof seasid after whos dethe the sayd mese & vij acres of land desendid to the seyd John Moldson *as son & heir* to the sayd Thomas aft. Custom of the sayd manor after whos deth the sayd John Moldson at a Court at Hatefeld afforesaid was admitted to the sayd mese & land & appts. as son & heyre to the sayd Thomas by vertue whereof the sayd John Moldson entred into the same mese & vij acres of land & was thereof seasid in his demeyn as of fee after Custom of the sayd Manor and at the Court holen at Hatfeld aforeseid the sayd John Moldson surrendrid the sayd mese & vij acre of land with app'tennce to the use of the sayd Willm Moldson his son namyd in the sayd annswere & to his heires for ever after Custom of the sayd manor By vertue whereof the sayd Willm. Moldson entryd into the seyd mese & vij acre of lands & was thereof seasid in his demeyn as of fee after Custom of the sayd manor & toke the profetts thereof by the space of thre score yeres & above And after thereof died seasid after whos dethe the sayd mese & vij acre of land & medew

THE MOLSON FAMILY

descendid to John Moldson now deffendunt as son & heire to the sayd Willm. after at a Court holden at Hatefeld 'afsd' the seyde John Moldson was admitted to the sayd mese & vij acres of land as son & heir to the sayd Willm Moldson by vertu whereof the sayd John Moldson entrid and was thereof seased in his demeyne of the sayd manor and to all the resedew of the lands & ten'ts specified in the sayd byll other then the lands specified in the sayd answers Also except a mese & certeyne lands in Kylholme with apptennes to the seyde mese belongyng which mese the seyde *John Moldson* now def. hayth of the lesse & demyse by indentur for certeyn yeres of the sayd *Willm Moldon* namyd in the sayd bill yet to come and the seyde *John Moldson* now defendt nothing clamith therein And dyverse evydence mynemetts writtynge & coppye consenyng the sayd toft XXVI^{ti} acres of lands & pasture callid Moldson lands & the sayd mese & vij acres of copyhold & also the sayd Indentur of Kylholme be comne to the hands & possession of the sayd John Moldson whiche he keypyth for the preservation of his astayt in the premisses as lawfull is for hym to do And wthout that that eny evydence deds chartors mynemetts or wryttyngs consernyng eny meses. lands tents medowes wods & pastures with app'tennce in Brampton & Kylholme in the seyde byll of compleynt specified other then the seyde evydence mynemetts charters & other writtyngs consernyng the sayd toft mese & lands in Brampton aforeseyd specified & mecioned in the said annswere ever cam to the hands & possessny of the sayd John Molson now defendt as by the sayd bill is supposyd And without that Robt Scargill namyd in the sayd bill of Compleynt was seased in his demeynes of fee in use or possession of and in the seyde toft and XXVI^{ti} acres of land in Brampton specified in the sayd annswere callid Moldson lands or of and in the seid mese and vij acres of land holdyn by cobby of the sayd Court Rowle of Hatfeld or eny parcell thereof or thereof died seased in manner & forme as by the sayd bill is supposyd And withoutt that that the sayd toft mese & lands with app'tennce namyd in the sayd annswere descended or of ryght ought

EXTRACTS FROM CHANCERY PROCEEDINGS

to discende to the sayd Banaster now Complayunt as cosinng & heire unto the sayd Robte Scargill in manner & forme as by the sayd bill is supposyd or that the sayd John Moldson entred into any meses landes or tentes specified in the sayd bill & theryof disheretid the sayd compleynunt or conveyed any estaitts thereof or wrongfully toke the profetts of the sayd lands specified in the said bill in manner or forme as by the sayd bill is supposid and without that that enythyng material in the sayd bill of Complaynt to be annswered unto not confessed and avoided or traversed by the sayd annswere is trew in manner & ferme as by the sayd bill is supposid All whiche matter he is redy to prove as this Court awards & prays to be dismissed wth his resonable costs & damages for his wrongful vexacon in this behalfe.



INDEX OF
MEMBERS OF FAMILY

THE accompanying genealogical trees cover eighteen generations, twelve being those whose senior members were born before the migration of Hon. John Molson the Elder to Canada, and six being those which followed his migration. In the male line there are only five Canadian generations, but the descendants of Elizabeth, granddaughter of Hon. John Molson the Elder, are in the sixth Canadian generation.

For indexing purposes these generations are numbered backwards from Hon. John Molson the Elder for the English-born, with Roman letters (A, B, C, D), and forwards from Hon. John Molson the Younger for the Canadian-born, with numerals (I, II, etc.).

In the senior line the numbering is thus as follows:

- M . THOMAS MOLDSON
- L . JOHN MOLDSON, the Elder
- K . WILLIAM MOLDSON, died before 1531
- J . JOHN MOLDSON, died 1549
- H . WILLIAM MOLDSON, died 1572
- G . WILLIAM MOLDSON, died 1604
- F . THOMAS MOLDSON, born 1563
- E . THOMAS MOULSON, born 1618
- D . THOMAS MOLSON, born 1652

INDEX OF MEMBERS OF FAMILY

- C . JOHN MOLSON, born 1699 .
- B . JOHN MOLSON of Snake Hall
- A . HON. JOHN MOLSON the Elder
- I . HON. JOHN MOLSON the Younger
- II . JOHN MOLSON of Belmont Hall
- III . JOHN WILLIAM MOLSON (no issue)
- IV . WILLIAM HOBART MOLSON, nephew
- V . WILLIAM McANDREW MOLSON

The genealogical tree of these eighteen generations has been divided into twelve sections for convenience in handling, but all the sections are connected together in ways which are indicated in their text. The Primary Table gives the line of descent from Thomas Moldson of Kylhome to William Moldson of Cantley. Table 1 gives the line of descent of the next nine generations from William Moldson (K) above to John of Snake Hall (B). Table 2 gives the descendants of John of Snake Hall to the second Canadian generation. Tables 3, 4, 5, 6 and 7 are continuations of Table 2, bringing down to the present time the families of (3) the three elder sons of Hon. John the Younger, (4) the two younger sons of the same, (5) the sons of Thomas, brother of Hon. John the Younger, (6) the daughters of the same Thomas, and (7) the married daughter of William, another brother of Hon. John the Younger.

With Table 8 we leave the line of Hon. John the Elder and trace the descendants of his younger brother Thomas. The daughters of this brother both married sons of Hon. John, and are therefore merged in the senior line; but a son Thomas had descendants, some of whom came to Canada. Table 9 traces the line of Ann Atkinson, who married the first of these Thomases and thus became, through her daughters, a progenitor of two branches of the family of John the Elder; it shows

THE MOLSON FAMILY

her ancestors for several generations back and her other descendants down to recent times. Table 10 exhibits the ancestry and connections of Mary Elsdale, mother of John the Elder. Table 11 does the same for Martha Baker, grandmother of John the Elder.

* * *

The Index to these Tables includes all the individuals in Tables 2 to 8, except a very few in the remoter generations of whom nothing is known but the names. The individuals who appear only in the Primary Table and Table 1 are not indexed; all that is known of them will be found in the chapter on the origins of the family, entitled "Lincolnshire." In Tables 9, 10 and 11, only the more prominent members are indexed.

Females are indexed under the maiden name, with the married name if any in brackets.

The position of each individual in the Tables is indicated by the number of the generation to which he belongs and of the Table or Tables in which he appears. Thus "(gen. ii, Tables 2, 3)" indicates a member of the generation following John Molson the Younger, and of the branch which appears in both those Tables, namely his own descendants, through his three elder sons.

The surname is not repeated in an index item, and the maiden name of the mother is given in brackets. Thus "Molson, Thomas . . . Son John M. and Mary (Elsdale)" means "Molson, Thomas . . . Son of John Molson and his wife Mary, born Elsdale."

* * *

In the tables surnames are given only when a new name is introduced by marriage, and it is then printed in capitals. The surname of any individual in any table can thus be ascertained by tracing the descent upwards until a name in capital letters is reached.

Cousin marriages, of persons in the same table of descent, are indicated by moving the name of the wife from its ordinary position to a position next to that of the husband, and continuing to indicate her descent by a line; the lines of descent in such cases therefore cross

INDEX OF MEMBERS OF FAMILY

one another in the table. There are three such cases in Table 2, due to the marriages of John the Younger and Thomas in generation 1 and of John of Belmont Hall in generation 2. In Table 7 the name of Elsye Annie Holme Bankes appears in two places (connected by dotted line), owing to the fact that she was twice married, the second time to her cousin Sir Charles Macpherson Dobell; also the name of Leonie Macpherson Ridout, whose second marriage was to her cousin Percival Macpherson Kirkpatrick.

A

ANGUS, Frederick William (*gen. iv, table 5*). Son of D. Forbes Angus, Montreal. Married Caro Kingman Molson, Sept. 22, 1932.

ARMSTRONG, Edward Stuart ("Teddy") (*gen. v, table 6*). Son Oliver Edward A. and Thora M. (Clerk). Born Dec. 14, 1926.

ARMSTRONG, Oliver Edward (*gen. iv, table 6*). Married Thora Meacham Clerk, June 16, 1925.

ATKINSON, Ann (Mrs. Thomas Molson) (*gen. A, tables 2, 9, 10*). Daughter Dinham A. and Mary (Hinton). Born Spalding, Sept. 18, 1765. Died Spalding, July 1813, of dropsy.

ATKINSON, Dinham (*gen. B, table 9*). Baptized Spalding, May 17, 1727. Died Spalding, April 15, 1777. Married Mary Hinton of Spalding.

ATKINSON, Joseph (*gen. C, table 9*). Born Spalding, Jan. 1682. Married Ann . . . at St. Johns, Stamford, Oct. 11, 1722. Will proved 1738.

ATKINSON, Robert (*gen. D, table 9*). Father of Joseph A. above. Will proved 1721.

B

BADGLEY, Elizabeth (Mrs. William Molson) (*gen. i, tables 2, 7*). Daughter Francis B., and sister of John T. B., one time partner of William Molson about 1830-34. Born Sept. 1799; married 1819; died Montreal, 1887.

BAIRD, Enid (Mrs. Bruce Carman) (*gen. iv, table 3*). Resident of Newfoundland before marriage; married at St. John's, Newfoundland, April 1914.

BAKER, John (*gen. D, table 11*). Father of Mrs. John Molson, *gen. C, table 2*. Residence Moulton.

THE MOLSON FAMILY

BAKER, Martha (Mrs. John Molson) (*gen. c, tables 2, 11*). Daughter John B. above. Married May 5, 1727; died Oct. 23, 1745.

BAKER, Mary (Mrs. Maurice Johnson) (*gen. c, table 11*). Sister Mrs. John Molson above.

BANKES, Elsy Annie Holme (Mrs. F. L. Campbell, later Lady Dobell) (*gen. iv, table 7*). Daughter Major W. M. B. and Helen (Macpherson). Married (1) Captain F. L. Campbell, R.N.; (2) Sir C. Macpherson Dobell.

BANKES, Helen Holme (Mrs. Godfrey Macdonald) (*gen. iv, table 7*). Daughter Major W. M. B. and Helen (Macpherson). Married Hon. Godfrey E. H. Macdonald. Died Dec. 7, 1928.

BANKES, William Meyrick (*gen. iii, table 7*). Married Helen Macpherson. Major in Imperial forces. Residence, Letterewe, England.

BARBER, A. Rosamond (Mrs. J. G. G. Mellor) (*gen. iv, table 6*). Daughter Thomas B. and F. H. Annie (Spragge).

BARBER, Beatrice Naomi (*gen. v, table 6*). Daughter T. P. B. and Beatrice Mary (Merritt). Born April 27, 1911.

BARBER, Cicely (*gen. iv, table 6*). Daughter Thomas B. and F. H. Annie (Spragge). Died young.

BARBER, Grace (*gen. iv, table 6*). Daughter Thomas B. and F. H. Annie (Spragge). For Military Service see page 196. Born 1879.

BARBER, Gwendolyn (Mrs. E. C. Wilson) (*gen. iv, table 6*). Daughter Thomas B. and F. H. Annie (Spragge). Married Rev. E. C. W.

BARBER, Honor (*gen. v, table 6*). Daughter T. P. B. and Beatrice Mary (Merritt). Born May 21, 1914.

BARBER, Joan (*gen. v, table 6*). Daughter T. P. B. and Beatrice Mary (Merritt). Born May 7, 1907.

BARBER, Kenneth (*gen. iv, table 6*). Son Thomas B. and F. H. Annie (Spragge). Born 1877, died 1890.

BARBER, Norman Elsdale (*gen. iv, table 6*). Son Thomas B. and F. H. Annie (Spragge). Born Feb. 22, 1888. Lieut.-Col. King's Own Yorkshire Light Infantry. For Military Service see page 181.

BARBER, Thomas (*gen. iii, table 6*). Of Lamb Close House, Eastwood, Notts., England. Married F. H. Annie Spragge, daughter of William S. and Martha A. (Molson). Born Dec. 28, 1843, died Dec. 8, 1893.

INDEX OF MEMBERS OF FAMILY

BARBER, Thos. Cecil (*gen. v, table 6*). Son T. P. B. and Beatrice Mary (Merritt). Born Feb. 9, 1903, died Jan. 10, 1930.

BARBER, Thomas Philip (*gen. iv, table 6*). Eldest son Thomas B. and F. H. Annie (Spragge). Major, D.S.O. Residence Lamb Close House. Born Jan. 28, 1876. Served in South African War. Married Beatrice Mary Merritt, April 17, 1902. For Military Service see page 182.

BARBER, William Douglas (*gen. iv, table 6*). Son Thomas B. and F. H. Annie (Spragge). Lieut.-Col. 2nd Northamptonshire Regt. Military Cross. Residence Colchester, England. Married Dorothy Bourke, Aug. 5, 1914. For Military Service see page 182.

BARBER, William Francis (*gen. v, table 6*). Son T. P. B. and Beatrice Mary (Merritt). Born Nov. 20, 1905.

BARBER, William Patrick Bourke (*gen. v, table 6*). Son W. D. B. and Dorothy (Bourke). Born March 7, 1916.

BARRETT, Charles Molson (*gen. iv, table 6*). Son W. H. B. and Catherine A. Glasford. Born Dec. 17, 1891; died Dec. 5, 1918.

BARRETT, Charles Raymond (*gen. v, table 6*). Son H. R. B. and Ethel C. (Willcox). Born July 5, 1921.

BARRETT, Francis Lindsay (*gen. iv, table 6*). Son W. H. B. and Catherine A. (Glasford). Born April 4, 1890. Married Bessie Tilson, 1917.

BARRETT, George Molson (*gen. v, table 6*). Eldest son F. L. B. and Bessie (Tilson). Born Nov. 30, 1919.

BARRETT, Herbert Raymond (*gen. iv, table 6*). Eldest son W. H. B. and Catherine A. (Glasford). Born Jan. 9, 1888. Married Ethel C. Willcox at Manchester, England, June 22, 1916.

BARRETT, Hilda (Mrs. Gerald Claude Scott) (*gen. iv, table 6*). Daughter W. H. B. and Catherine A. (Glasford). Born Oct. 4, 1893. Married at Southport, England, April 21, 1914.

BARRETT, Marion Catherine (*gen. v, table 6*). Daughter F. L. B. and Bessie (Tilson).

BARRETT, Rosemary (*gen. v, table 6*). Daughter F. L. B. and Bessie (Tilson).

BARRETT, William (*gen. ii, tables 2, 6*). Married Mary Ann Elizabeth Molson. Born Dublin, Ireland, 1816; married Montreal, June 3, 1858; died Edinburgh, Aug. 1, 1892. Army surgeon, 71st Regt. Foot; served in Crimean War.

THE MOLSON FAMILY

BARRETT, William Henry (*gen. iii, table 6*). Son William B. and Mary Ann E. (Molson). Born Gibraltar, Oct. 6, 1859. Married Catherine Alexandra Glasford, at Glasgow, Dec. 23, 1885. Died Havre, Ap. 19, 1924. Professor of Pathology (M.B., C.M.). Residence Southport, Lancs., England.

BARRETT, William Tyrrell (*gen. v, table 6*). Son H. R. B. and Ethel C. (Willcox). Born May 3, 1924.

BARRETT, Winifred Jean (*gen. v, table 6*). Daughter H. R. B. and Ethel C. (Willcox).

BARRETT, Yvonne Alexandra (*gen. v, table 6*). Daughter H. R. B. and Ethel C. (Willcox).

BARTLE, Jane (Mrs. William Molson) (*gen. v, table 11*).

BAWLF, Josephine Helen (Mrs. H. P. Winslow) (*gen. iv, table 6*).

BEATH, Charles Molson (*gen. iv, table 4*). Son C. T. B. and Ida Elsdale (Molson). Born 1913.

BEATH, Charles Trench (*gen. iii, table 4*). Married Ida Elsdale Molson.

BEATH, Evelyn Trench (*gen. iv, table 4*). Daughter C. T. B. and Ida Elsdale (Molson).

BECKETT, Cuthbert Macpherson (*gen. iv, table 7*). Son Thomas B. and Naomi Ann (Macpherson). Born Aug. 9, 1875. Married Mary Emmaline Nichols, April 15, 1909.

BECKETT, Douglas Hamilton (*gen. iv, table 7*). Son Thomas B. and Naomi Ann (Macpherson). Born July 6, 1877. Married Winifred Edith Cape, Nov. 10, 1917. For Military Service see page 183.

BECKETT, Elvira Lettice (*gen. v, table 7*). Daughter C. M. B. and Mary E. (Nichols).

BECKETT, John Douglas Hamilton (*gen. v, table 7*). Son D. H. B. and Winifred E. (Cape). Born Sept. 6, 1918.

BECKETT, Naomi Elizabeth (*gen. v, table 7*). Daughter C. M. B. and Mary E. (Nichols).

BECKETT, Naomi Evelyn (Mrs. L. E. Pilkington) (*gen. iv, table 7*). Daughter Thomas B. and Naomi Ann (Macpherson). Married Col. Lionel E. Pilkington, C.M.G., D.S.O.

BECKETT, Pamela Winifred (*gen. v, table 7*). Daughter D. H. B. and Winifred E. (Cape).

INDEX OF MEMBERS OF FAMILY

BECKETT, Percival Gordon Hamilton (*gen. iv, table 7*). Son of T. B. and Naomi (Macpherson). Born Dec. 7, 1882.

BECKETT, Reginald Molson (*gen. iv, table 7*). Eldest son T. B. and Naomi (Macpherson). Born Oct. 29, 1873. Married (1) E. Freda Montizambert, (2) Mary Pope (Mrs. Paddon). For Military Service see page 183.

BECKETT, Thomas (*gen. iii, table 7*). Married Naomi Ann Macpherson.

BENTZON, Jeannotte (Mrs. Percival Macpherson Ridout) (*gen. iv, table 7*).

BLAIKLOCK, Catherine Elizabeth Anne (*gen. v, table 5*). Daughter S. T. B. and Louisa M. (Molson).

BLAIKLOCK, David Molson (*gen. v, table 5*). Son S. T. B. and Louisa M. (Molson).

BLAIKLOCK, Stansfeld Tunstall (*gen. iv, table 5*). Married Louisa Markland Molson, daughter F. W. M. and Catherine (Stewart).

BLAKELEY, Napier (*gen. iv, table 4*). Married Gladys Worthington.

BLAKELEY, Patricia (*gen. v, table 4*). Daughter N. B. and Gladys (Worthington). Born 1929.

BOLITHO, Gertrude (Mrs. Edward Frederick Boultbree) (*gen. iv, table 4*). First wife, died 1916.

BOULTBEE, Arthur Elsdale (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Born 1897. Killed in action 1917. For Military Service see page 183.

BOULTBEE, Beatrice Eleanor (*gen. iv, table 4*). Daughter F. C. B. and Henrietta E. (Molson). Born 1881. Died 1884.

BOULTBEE, Beauchamp St. John (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Born 1895. For Military Service see page 183.

BOULTBEE, Edward Frederick (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Born 1883. Married (1) Gertrude Bolitho; (2) Lucy Casswell. For Military Service see page 184. Now in England.

BOULTBEE, Rev. Frederick Croxall (*gen. iii, table 4*). Married Henrietta E. Molson, daughter Joseph Dinham M. and Catherine Eliza (Day). Died March 1925.

BOULTBEE, Henrietta Emily (Mrs. Ernest R. Peachey) (*gen. iv, table 4*). Daughter F. C. B. and Henrietta E. (Molson).

BOULTBEE, Henry Leonard (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Born 1901. Married Beryl Weiner, 1930. Officer in India Army.

THE MOLSON FAMILY

BOULTBEE, James (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Died young in 1908.

BOULTBEE, Joseph Maxwell (*gen. iv, table 4*). Son F. C. B. and Henrietta E. (Molson). Born 1889, died 1915. For Military Service see page 184.

BOULTBEE, Randall Croxall (*gen. iv, table 4*). Son of F. C. B. and Henrietta E. (Molson). Born 1887, died 1908.

BOULTBEE, Sydney Alma (*gen. iv, table 4*). Child of F. C. B. and Henrietta E. (Molson). Born 1881, died 1899.

BOULTBEE, William Dinham (*gen. iv, table 4*). Son of F. C. B. and Henrietta E. (Molson). Born 1903.

BOURKE, Dorothy (Mrs. William D. Barker) (*gen. iv, table 6*).

BROUGHTON, Elizabeth (Mrs. George Dinham) (*gen. E, table 9*).

BROWNE, Dominick Andrew Sidney (*gen. v, table 7*). Son D. S. B. and Elizabeth N. (Dobell). Born Feb. 29, 1904. Married Iris Dean. Lieutenant, 21st Royal Scots Fusiliers, retired 1930.

BROWNE, Dominick Sidney (*gen. iv, table 7*). First husband of Elizabeth Naomi Dobell. Major, 21st Royal Scots Fusiliers in South African War.

BROWNE, F. Hazel (Mrs. John Henry Molson) (*gen. iv, table 5*).

BROWNE, Iris (*gen. vi, table 7*). Daughter D. A. S. B. and Iris (Dean). Born April, 1932.

BROWNE, Moyra Rose (Mrs. Guy Drake-Brockman) (*gen. v, table 7*). Daughter D. S. B. and Elizabeth N. (Dobell).

BROWNE, Naomi Frances Muriel (*gen. v, table 7*). Daughter D. S. B. and Elizabeth N. (Dobell). Born Jan. 3, 1897.

BROWNE, Noel Sidney (*gen. v, table 7*). Daughter D. S. B. and Elizabeth N. Dobell. Born Dec. 23, 1898.

BRUCE, Hon. Robert Randolph (*gen. iv, table 3*). Married at St. Stephens, N.B., Oct. 18, 1932, to Mrs. R. B. Van Horne, formerly Edith Molson. Former Lieut.-Gov. of British Columbia.

BUTLER, Jennie Baker (Mrs. John Thomas Molson) (*gen. ii, tables 2, 5*). Second wife of J. T. M. Born Nov. 1850; married 1874; died Feb. 6, 1926, at Atlantic City. (Tomb has . . . "Jane Baker Butler").

INDEX OF MEMBERS OF FAMILY

C

CAMERON, Elsie (Mrs. Arthur G. M. Spragge) (*gen. iii, table 6*).

CAMPBELL, Elsy Myrtle Livingston (Mrs. Douglas Neil Wimberley) (*gen. v, table 7*). Daughter Captain F. L. C. and Elsy A. H. (Banks).

CAMPBELL, Frederick L. (*gen. iv, table 7*). First husband of Elsy A. H. Banks. Captain, Royal Navy.

CAMPBELL, Heather Isabel Livingston (*gen. v, table 7*). Born Dec. 6, 1905. Daughter Captain F. L. C. and Elsy A. H. Banks. Died Oct. 20, 1908.

CANTLIE, Celia Frances (Mrs. T. H. P. Molson) (*gen. iv, table 5*). Daughter Lieut.-Colonel G. S. Cantlie, D.S.O. Married March 7, 1933.

CAPE, Winifred Edith (Mrs. Douglas Hamilton Beckett) (*gen. iv, table 7*).

CARLYLE, Hildred Edward (*gen. iii, table 4*). Married Mary Anne Eliza Molson, eldest daughter J. D. M. and Catherine Eliza (Day). P.O. Dept., England.

CARMAN, Bruce (*gen. iv, table 3*). Son T. C. and Mary A. E. (Molson). Married Enid Baird at St. John's, Nfld., April, 1914. Died May 11, 1933.

CARMAN, Harriet E. (*gen. iv, table 3*). Daughter T. C. and Mary A. E. (Molson). For Military Service see page 197.

CARMAN, Hugh Baird (*gen. v, table 3*). Son Bruce C. and Enid (Baird).

CARMAN, Olga Mary (*gen. v, table 3*). Daughter Bruce C. and Enid (Baird).

CARMAN, Thomas (*gen. iii, table 3*). Married Mary A. E. Molson, eldest daughter George Elsdale M. and H. M. A. (Kerr).

CASSWELL, Lucy (Mrs. Edward Frederick Boulton) (*gen. iv, table 4*). Second wife.

CLARK, William (*gen. ii, table 8*). Married Elizabeth Molson.

CLARK, (*gen. ii, table 8*). First husband of Harriet Molson.

CLARKE, Elizabeth (Mrs. John Tatem) (*gen. i, table 11*). Daughter Matthew C. and wife Elizabeth.

CLARKE, John (*gen. A, table 11*). Son of Matthew C. and Martha (Molson).

CLARKE, Matthew (*gen. B, table 11*). Married Martha Molson daughter of John M. and Martha (Baker).

CLARKE, Matthew (*gen. A, table 11*). Son of Matthew C. and Martha Molson.

THE MOLSON FAMILY

CLERK, Alexander (*gen. ii, tables 2, 6*). Married Harriet Bousfield Molson, June 17, 1858. Son Lieut.-Col. Alexander C., Commander 49th Regt. Highland Light Infantry, wounded and prisoner at Battle of Stoney Creek, War of 1812, Order of Royal Hanoverian Golden Star. Born Montreal, Nov. 5, 1814, while parents were in Canada for the war, but was taken to Aberdeen when a few weeks old; returned to Montreal about 1830; fought on Loyalist side at Battle of St. Eustache, Rebellion of 1837. Gazetted Lieutenant-Colonel. Died Montreal July 9, 1903.

CLERK, Alton Fergus (*gen. iii, table 6*). Son Alex. C. and Harriet B. (Molson). Born Oct. 31, 1860. Married A. M. Tabb, July 1890. Died Aug. 30, 1895.

CLERK, Audrey Joan (*gen. v, table 6*). Daughter R. D. C. and Olive Violet (Lewis).

CLERK, Blair M. (*gen. iv, table 6*). Eldest son A. F. C. and A. M. (Tabb).

CLERK, Brenda Gordon (Mrs. Charles Spurr Harding) (*gen. iii, table 6*). Daughter Alex. C. and Harriet B. (Molson). Married April 5, 1904.

CLERK, Hartland Alexander (*gen. iv, table 6*). Son A. F. C. and A. M. (Tabb).

CLERK, Irene Molson (Mrs. Henry John Stewart) (*gen. iv, table 6*). Daughter Ronzo H. C. and M. M. (Meacham). Married Feb. 2, 1915.

CLERK, Lorna Maud (Mrs. Walter Ross Kingsland) (*gen. iv, table 6*). Daughter Ronzo H. C. and M. M. (Meacham). Married April 27, 1921.

CLERK, Ronzo Douglas (*gen. iv, table 6*). Son Ronzo H. C. and M. M. (Meacham). Born Oct. 21, 1894. Married Olive Violet Lewis, Jan. 4, 1927.

CLERK, Ronzo Heathcote (*gen. iii, table 6*). Son Alex. C. and Harriet B. (Molson). Born May 3, 1865. Married Maud McClintock Meacham, Oct. 22, 1890. Notary Public.

CLERK, Ruth H. (*gen. iv, table 6*). Daughter A. F. C. and A. M. (Tabb).

CLERK, Thora Douglas (Mrs. William Copeland Finley) (*gen. iii, table 6*). Daughter Alex. C. and Harriet B. (Molson). Married Oct. 6, 1892.

CLERK, Thora Meacham (Mrs. Oliver Edward Armstrong) (*gen. iv, table 6*). Daughter Ronzo H. C. and M. M. (Meacham). Married June 16, 1925.

CONVERSE, Helen (Mrs. William Markland Molson) (*gen. ii, tables 2, 5*). First wife.

COOLEY, John (*gen. i, table 11*). Married Mary E. A. Molson.

CORBY, Elizabeth (Mrs. Thomas Molson) (*gen. B, table 11*). Married at Moulton, April 19, 1758.

INDEX OF MEMBERS OF FAMILY

CRAWFORD, Agnes (Mrs. Samuel Elsdale Molson) (*gen. ii, tables 2, 3*).

CRAWFORD, Arthur Ross (*gen. iv, table 8*). Son J. M. C. and Emily (Ross). Born 1878. Married Lilius Graham, 1901. Died March 2, 1931.

CRAWFORD, Ellen Sarah (*gen. iii, table 8*). Daughter John C. and Mary Ann E. (Molson).

CRAWFORD, George Frederick (*gen. iii, table 8*). Son John C. and Mary Ann E. (Molson).

CRAWFORD, John (*gen. ii, tables 2, 8*). Born Scotland, Feb. 1814. Married Mary Ann Elizabeth Molson, daughter Thomas M. and Mary Anne (Wyles). Residence Verdun.

CRAWFORD, John Molson (*gen. iii, table 8*). Son John C. and Mary Ann E. (Molson). Married Emily Ross. Lieut.-Colonel. Deceased.

CRAWFORD, Marion Isabel (Mrs. W. A. Ramsay) (*gen. v, table 8*). Daughter Arthur Ross C. and Lilius (Graham).

D

DAY, Catherine Eliza (Mrs. Joseph Dinham Molson) (*gen. ii, tables 2, 4*). Born Feb. 16, 1838, died at Lennoxville, March 3, 1881. Daughter Lt.-Col. H. J. D., of 99th (Wiltshire) Foot. Married from Government House, Hobart, Tasmania.

DEAN, Iris (Mrs. Dominick Andrew Sidney Browne) (*gen. v, table 7*).

DEWITT, Gabrielle Estelle (Mrs. John Dinham Alexander Leopold Molson) (*gen. iii, table 3*). Deceased March, 1932.

DINHAM, Ann (Mrs. Joseph Atkinson) (*gen. c, table 9*). Daughter Dr. Samuel D. of Stamford, Lincs. Grandmother of Ann, wife of Thomas Molson (*gen. A, table 2*).

DINHAM (or Dynham), Francis (*gen. F, table 9*). Of Allington, Kent. Married Dorothy Thurston.

DINHAM (or Dynham), George (*gen. E, table 9*). Medical doctor of Stamford, Lincs. Married Elizabeth Broughton.

DINHAM, John (*gen. c, table 9*). Medical doctor at Spalding. Married Catherine Bell. Will proved 1754.

DINHAM, Rev. John (*gen. B, table 9*). Born 1728. Vicar of Spalding. Married Gresham Jackson. Died 1782.

DINHAM, Samuel (*gen. D, table 9*). Medical doctor at Stamford, Lincs. Married Elizabeth Will proved 1721.

THE MOLSON FAMILY

DOBELL, Adrienne Eve (*gen. v, table 7*). Daughter A. C. D. and Helen (Maffett).

DOBELL, Alfred Curzon (*gen. iv, table 7*). Son of Hon. R. R. D. and Elizabeth F. (Macpherson). Born Jan. 17, 1873. Married Helen Maffett. King's Counsel. Residence Quebec.

DOBELL, Anthony Richard Curzon (*gen. vi, table 7*). Son F. C. D. and Sybil Octavia (Robertson). Born May 13, 1927.

DOBELL, Sir Charles Macpherson (*gen. iv, table 7*). Second son Hon. R. R. D. and Elizabeth F. (Macpherson). Married Elsy Annie Holme Bankes (Mrs. F. L. Campbell). Born June 22, 1869. K.C.B., C.M.G., D.S.O. For Military Service see page 184.

DOBELL, Colin Macpherson (*gen. v, table 7*). Eldest son W. M. D. and Constance May (Sewell). Born Nov. 26, 1896. Killed in action May 30, 1918. For Military Service see page 185.

DOBELL, Elizabeth Naomi (Mrs. D. S. Browne, Mrs. A. Walrond) (*gen. iv, table 7*). Daughter Hon. R. R. D. and Elizabeth F. (Macpherson). Born Sept. 21, 1871. Married (1) Dominick S. Browne; (2) Arthur Walrond.

DOBELL, Frances Helen (*gen. v, table 7*). Daughter A. C. D. and Helen (Maffett).

DOBELL, Francis Curzon (*gen. v, table 7*). Son W. M. D. and Constance May (Sewell). Born Aug. 2, 1898. Married Sybil O. Robertson. For Military Service see page 185.

DOBELL, Judith (*gen. v, table 7*). Daughter Sir C. M. D. and Elsy A. H. (Bankes).

DOBELL, Miriam Hope (*gen. v, table 7*). Daughter of A. C. D. and Helen (Maffett).

DOBELL, Muriel Helen (Lady Hull) (*gen. iv, table 7*). Daughter Hon. R. R. Dobell and Elizabeth F. Macpherson. Married Sir Charles Patrick Amyatt Hull, K.C.B.

DOBELL, Peter Colin (*gen. vi, table 7*). Son S. H. D. and Mary (Macintosh). Born March 31, 1927.

DOBELL, Hon. Richard R. (*gen. iii, table 7*). Married Elizabeth Frances Macpherson. Privy Councillor.

DOBELL, Richard Trevor McCrae (*gen. v, table 7*). Son W. M. D. and Constance May (Sewell). Born Nov. 21, 1901.

DOBELL, Sidney Hope (*gen. v, table 7*). Son of W. M. D. and Constance May (Sewell). Born June 7, 1900. Married Mary Macintosh. For Military Service see page 185.

INDEX OF MEMBERS OF FAMILY

DOBELL, Sybil Sewell (*gen. vi, table 7*). Daughter F. C. D. and Sybil Octavia (Robertson). Born Oct. 1, 1931.

DOBELL, William Michael (*gen. vi, table 7*). Son S. H. D. and Mary (Macintosh). Born Nov. 5, 1928.

DOBELL, William Molson (*gen. iv, table 7*). Eldest son Hon. R. R. D. and Elizabeth F. (Macpherson). Born Aug. 8, 1867. Married Constance May Sewell. Four children.

DOUGLAS, Anna (Mrs. Arthur Edmunds Molson) (*gen. iii, table 4*).

DRAKE-BROCKMAN, Dominick (*gen. vi, table 7*). Son Capt. Guy D. B. and Moyra Rose (Browne).

DRAKE-BROCKMAN, Elizabeth (*gen. vi, table 7*). Daughter Capt. Guy D. B. and Moyra Rose (Browne).

DRAKE-BROCKMAN, Capt. Guy (*gen. v, table 7*). Married Moyra Rose Browne, daughter D. S. Browne and Elizabeth N. (Dobell). Served in Border Regiment and Royal Tank Corps in Great War. D.S.O., M.C.

DUGUID, Adrian Winslow (*gen. v, table 6*). Son A. F. Duguid and Naomi (Winslow).

DUGUID, Col. Archer Fortescue (*gen. iv, table 6*). Married (1) Naomi Winslow, daughter E. P. W. and S. M. Alice (Spragge); (2) Frances Charlotte, daughter of ditto. For Military Service see page 185.

DUGUID, Elizabeth Anne (*gen. v, table 6*). Daughter A. F. D. and Frances C. (Winslow).

DUGUID, Isobel (*gen. v, table 6*). Daughter A. F. D. and Frances C. (Winslow).

DUGUID, Margaret (*gen. v, table 6*). Daughter A. F. D. and Frances C. (Winslow).

DUGUID, Penelope (*gen. v, table 6*). Daughter A. F. D. and Frances C. (Winslow).

E

ELSDALE, J. (*gen. D, table 10*). Resident of Surfleet. Married Mary Wollenton. Grandfather of Capt. Robinson E., the "privateersman" and of Mary, wife of John Molson (*gen. B, table 1*). Died Jan. 24, 1720.

ELSDALE, John (*gen. c, table 10*). Resident of Surfleet. Will proved 1724.

ELSDALE, Mary (Mrs. John Molson) (*gen. B, table 2, 10, 11*). Married at Surfleet 1760. Died at Moulton 1772.

THE MOLSON FAMILY

ELSDALE, Captain Robinson (*gen. B, table 10*). Born 1744. Married Ann Gibbins. "Privateersman" and author (see Dict. Nat. Biog.). Died 1783. Brother of Mary, wife of John Molson (*gen. B, table 2*).

ELSDALE, Rev. Robinson (*gen. A, table 10*). Younger son of Capt. Robinson (above). In 1829 was second master of Manchester Free Grammar School and Rector of Stretchford, with eight living children (letter to John Molson). Later Headmaster Sheffield Grammar School.

ELSDALE, Robinson (*gen. i, table 10*). Only son of Rev. Samuel E. Married Elizabeth Massey. In 1829 had "gone apprentice to a surgeon" (letter to John Molson).

ELSDALE, Samuel (*gen. c, table 10*). Born about 1705. Died Feb. 18, 1788. Father of Mary, wife of John Molson (*gen. B, table 1*). Resident of Surfleet. Trustee of children of John and Mary Molson.

ELSDALE, Rev. Samuel (*gen. A, table 10*). Son Capt. Robinson E. M.A. and Fellow of Lincoln College, Oxford. Master of Moulton Grammar School. Born 1780. Married, two children. Died 1827. (See Dict. Nat. Biog.)

F

FINLEY, Alan Howard (*gen. v, table 6*). Son Eric B. F. and Eugenie Marjorie (Ross).

FINLEY, Enid Gordon (Mrs. L. B. Robertson, Mrs. D. Graham) (*gen. iv, table 6*). Daughter W. C. F. and Thora D. (Clerk). Married (1) Dr. Lawrence Bruce Robertson; (2) Dr. Duncan Graham. For Military Service see page 197.

FINLEY, Eric Barrett (*gen. iv, table 6*). Only son W. C. F. and Thora D. (Clerk). Married Eugenie Marjorie Ross. Military Cross. For Military Service see page 186.

FINLEY, Eric Gault (*gen. v, table 6*). Son Eric B. F. and Eugenie Marjorie (Ross).

FINLEY, Hartland Ross (*gen. v, table 6*). Son Eric B. F. and Eugenie Marjorie (Ross).

FINLEY, Lorraine Noel (*gen. iv, table 6*). Daughter W. C. F. and Thora D. (Clerk).

FINLEY, Mary Stuart (*gen. v, table 6*). Daughter Eric B. F. and Eugenie Marjorie (Ross).

FINLEY, Shirley Marjorie (*gen. v, table 6*). Daughter Eric B. F. and Eugenie Marjorie (Ross).

INDEX OF MEMBERS OF FAMILY

FINLEY, William Copeland (*gen. iii, table 6*). Son of Samuel F. of Montreal. Married Thora D. Clerk, Oct. 6, 1892.

FRASER, Audrey Edith (Mrs. W. C. C. Van Horne) (*gen. v, table 3*). Married William Cornelius Covenhoven Van Horne, Nov. 28, 1928.

FROTHINGHAM, Louisa G. (Mrs. John Henry Robinson Molson) (*gen. ii, tables 2, 5*).

G

GIBBINS, Ann (Mrs. Robinson Elsdale) (*gen. B, table 10*).

GIBBONS, Robert Reginald (*gen. v, table 7*). Married Frances Ellery Hull. Lieut.-Commander, R.N. M.V.O.

GLASFORD, Catherine Alexandra (Mrs. William Henry Barrett) (*gen. iii, table 6*).

GRAHAM, Dr. Duncan (*gen. iv, table 6*). Married Enid Gordon Finley (Mrs. L. B. Robertson). Colonel in C.A.M.C. (Salonica and England). Physician-in-Chief, Toronto General Hospital. Prof. of Medicine, University of Toronto.

GRAHAM, Enid Mary (*gen. v, table 6*). Daughter Dr. D. G. and Enid Gordon (Finley). Born April 13, 1930.

GRAHAM, Liliás (Mrs. A. R. Crawford) (*gen. iv, table 8*).

H

HAMILTON, Henry Charles (*gen. iii, table 4*). Married Catherine Elizabeth Molson.

HAMILTON, Kathleen (*gen. iv, table 4*). Daughter Henry C. H. and Catherine E. (Molson).

HAMILTON, William Angus (*gen. iv, table 4*). Married Shirley Vaughan Molson, daughter P. V. M. and Pollie (Wakeling), 1928. Lieutenant U.S. Marine Corps.

HARDING, Brenda Beryl ("Blossom") (*gen. iv, table 6*). Daughter C. S. H. and Brenda Gordon (Clerk). Married J. Raymond Caron, May 21, 1932.

HARDING, Charles Spurr (*gen. iii, table 6*). Married Brenda G. Clerk. Son of John H. H., of Saint John, N.B., and grandson of Thomas H., U.E.L., first mayor of Saint John.

HARRINGTON, Lois Sybil (Mrs. Edward Winslow-Spragge) (*gen. iv, table 6*). Daughter late Dr. Bernard James H. of McGill University.

HAY, Alexander Cyril (*gen. iv, table 5*). Married Brenda Florence Molson.

THE MOLSON FAMILY

HAY, Anthony Malcolm (*gen. v, table 5*). Son A. C. H. and Brenda F. (Molson).

HAY, Daphne Brenda (*gen. v, table 5*). Daughter A. C. H. and Brenda F. (Molson).

HAY, Donald Molson (*gen. v, table 5*). Son A. C. H. and Brenda F. (Molson).

HAY, Penelope Joan (*gen. v, table 5*). Daughter A. C. H. and Brenda F. (Molson).

HAY, Robert Alan (*gen. v, table 5*). Son A. C. H. and Brenda F. (Molson).

HINTON, John (*gen. c, table 9*). Resident of Spalding.

HINTON, John (*gen. B, table 9*). Brother of Mary, wife of Dinham Atkinson. Lieut. R.N.

HINTON, Mary (Mrs. Dinham Atkinson) (*gen. B, table 9*). Mother of Ann, wife of Thomas Molson (*gen. A, table 1*). Died Spalding, Nov. 1816.

HOLMES, Eliza Anne (Mrs. Alexander Molson) (*gen. ii, tables 2, 4*). Daughter Benjamin H., Cashier Bank of Montreal and later Collector of Customs of Port of Montreal; granddaughter of Ben Holmes, farmer, of Beech Ridge, District of Montreal, and his wife Eleanor. Born Aug. 26, 1834; died March 23, 1907.

HOGG, Helen K. S. (Mrs. Hartland de Montarville Molson) (*gen. iv, table 5*). Married Feb. 7, 1931.

HULL, Sir Charles Patrick Amyatt (*gen. iv, table 7*). Married Muriel Helen Dobell, daughter Hon. R. R. D. and Elizabeth F. (Macpherson). K.C.B. For Military Service see page 186.

HULL, Frances Ellery (Mrs. R. R. Gibbons) (*gen. v, table 7*). Daughter Sir C. P. A. H. and Muriel H. (Dobell). Born 1902. Married Lieut.-Commander Robert Reginald Gibbons, R.N.

HULL, Naomi Barbara (*gen. v, table 7*). Daughter C. P. A. H. and Muriel H. (Dobell). Married Captain Henry Swinburne, M.C., Indian Army.

HULL, Richard Amyatt (*gen. v, table 7*). Son C. P. A. H. and Muriel H. (Dobell). Born May 7, 1907. Educ. Charterhouse and Trinity College, Cambridge. Gazetted 2nd Lieut. in 17/21 Lancers, Sept., 1928.

I

INGOLSBY, Elizabeth (Mrs. Thomas Molson) (*gen. i, tables 2, 8*). Born England, 1798. Married in Canada 1820. Died Spalding, Dec. 21, 1838.

J

JEFFERY, Clair Stuart (Mrs. Francis Stuart Molson) (*gen. iv, table 5*).

INDEX OF MEMBERS OF FAMILY

JOHNSON, Elizabeth (Mrs. Samuel Dinham) (*gen. B, table 11*). Niece of Mrs. John Molson (*gen. c, table 1*).

JOHNSON, Rev. Maurice (*gen. c, table 11*). Married Mary Baker, sister of Mrs. John Molson (*gen. c, table 1*). Residence, Ascough Fee Hall.

JOHNSON, Rev. Maurice (*gen. B, table 11*). Vicar of Spalding. Son of above. Died 1836.

K

KERR, Harriet Mary Ann (Mrs. George Elsdale Molson) (*gen. ii, tables 2, 3*). Born 1839. Died July 29, 1908.

KINGMAN, Mary A. (Mrs. Walter Molson) (*gen. iii, table 5*). Daughter Abner Kingman of Montreal.

KINGSLAND, Robert Ross (*gen. v, table 6*). Eldest son W. R. K. and Lorna Maud (Clerk). Born Feb. 22, 1922.

KINGSLAND, Shirley June (*gen. v, table 6*). Daughter W. R. K. and Lorna Maud (Clerk). Born June 12, 1929.

KINGSLAND, Walter Ross (*gen. iv, table 6*). Married Lorna Maud Clerk April 27, 1921. Military service. Prisoner for 15 months in Germany.

KIRKPATRICK, Major Eric Reginald Macpherson (*gen. iv, table 7*). Only son Sir G. A. K. and Isabella L. Macpherson. Born Sept. 18, 1884, at Kingston, Ont. Married Leonie M. Ridout, daughter P. F. R. and Christina Macpherson. For Military Service see page 187.

KIRKPATRICK, Sir George Airey (*gen. iii, table 7*). Married Isabella Louisa Macpherson, daughter Sir D. L. M. and Eliz. Sarah (Molson). Lieut.-Gov. of Ontario.

L

LEESON, Mary (Mrs. John Elsdale Molson) (*gen. iii, table 3*). Daughter A. E. Leeson, M.D. Died at Angmering, Sussex, England, 1932.

LEWIS, Olive Violet (Mrs. Ronzo Douglas Clerk) (*gen. iv, table 6*). Married Jan. 4, 1927.

M

MACDONALD, Alexander Godfrey (*gen. v, table 7*). Son Hon. G. E. H. M. and Helen Holme (Bankes). Born June 27, 1909.

THE MOLSON FAMILY

MACDONALD, Hon. Godfrey Evan Hugh (*gen. iv, table 7*). Married Helen Holme Bankes, daughter Major W. M. B. and Helen (Macpherson). Died of wounds Nov. 2, 1914. Major, Scots Guards.

MACDONALD, Henry Sandfield (*gen. iii, table 4*). First husband of Florence I. A. Molson, later Mrs. C. E. Spragge.

MACDONALD, James Alexander (*gen. v, table 7*). Son Hon. G. E. H. M. and Helen Holme (Bankes). Born Dec. 11, 1911.

MACDOUGALL, Hartland C. (*gen. iv, table 5*). Son Major Hartland Brydges M. and Edith (Reford). Married Mary Dorothy Molson, daughter Herbert M. and Elizabeth Z. (Pentland).

MACDOUGALL, Hartland Molson (*gen. v, table 5*). Son H. C. MacD. and Mary Dorothy (Molson). Born Jan. 28, 1931.

MACDOUGALL, Lorna Elizabeth (*gen. v, table 5*). Daughter H. C. MacD. and Mary Dorothy (Molson). Born April 2, 1929.

MACINTOSH, Mary Grant (Mrs. Sidney Hope Dobell) (*gen. v, table 7*).

MACKENZIE, Margaret Bruce (Mrs. William Hobart Molson) (*gen. iv, table 3*). Eldest daughter W. MacK. of Scotland, and niece of Hon. R. Randolph Bruce, Lieut.-Gov. of B.C. Second wife, married 1931.

MACKENZIE-LOWE, A. Stuart (*gen. iv, table 7*). Married Leonie Macpherson Ridout, daughter P. F. R. and Christina (Macpherson).

MACLEOD, Christine (*gen. v, table 3*). Daughter M. W.-M. MacL. and Agnes Violet A. (Molson). Born Sept. 23, 1932.

MACLEOD, Minden Whyte-Melville (*gen. iv, table 3*). Married Agnes Violet A. Molson, daughter J. E. M. and Mary (Leeson). Captain, Royal Artillery. D.S.O.

MACLEOD, Valerie Claire (*gen. v, table 3*). Daughter M. W.-M. MacL. and Agnes Violet A. (Molson). Born Jan. 15, 1928.

MACPHERSON, Christina (Mrs. Percival F. Ridout) (*gen. iii, table 7*). Daughter Sir D. L. M. and Eliz. Sarah (Molson). Born Sept. 14, 1850.

MACPHERSON, David Hamilton (*gen. iii, table 7*). Son Sir D. L. M. and Eliz. Sarah (Molson). Born Dec. 21, 1856. Married Florence Nash. One time in R.N.W.M.P.

MACPHERSON, Hon. Sir David Lewis (*gen. ii, tables 2, 7*). Born Sept. 12, 1818, near Inverness, Scotland. Married Elizabeth Sarah Badgley Molson, daughter

INDEX OF MEMBERS OF FAMILY

W. M. and Elizabeth (Badgley). Died on shipboard Aug. 16, 1896. (See Dent, "Canadian Portraits"). K.C.M.G. Minister of Interior, 1883-5.

MACPHERSON, Elizabeth Frances (Mrs. Richard R. Dobell) (*gen. iii, table 7*). Born May 31, 1845. Died Feb. 8, 1921.

MACPHERSON, Florence Veda (*gen. iv, table 7*). Daughter D. H. M. and Florence (Nash). Born 1892.

MACPHERSON, Helen (Mrs. William Meyrick Bankes) (*gen. iii, table 7*). Daughter Sir D. L. M. and Elizabeth S. B. (Molson). Born May 21, 1851; died in Scotland.

MACPHERSON, Isabella Louisa (Lady Kirkpatrick) (*gen. iii, table 7*). Daughter Sir D. L. M. and Eliz. S. B. (Molson). Born Feb. 17, 1855. Married Hon. (later Sir) George A. K., Toronto. Died 1928.

MACPHERSON, Naomi Ann (Mrs. Thomas Beckett) (*gen. iii, table 7*). Daughter Sir D. L. M. and Eliz. S. B. (Molson). Born March 22, 1850.

MACPHERSON, William Molson (*gen. iii, table 7*). Son Sir D. L. M. and Eliz. S. B. (Molson). Born Sept. 24, 1848. Married Maria Stuart Wotherspoon. Died Aug. 13, 1933.

MAFFETT, Helen (Mrs. Alfred C. Dobell) (*gen. iv, table 7*).

MALKIN, Lila Marion (Mrs. Harold E. Molson) (*gen. iv, table 3*). Born Vancouver, April 7, 1905. Daughter of William Harold M., former Mayor of Vancouver, and wife Marion. Married Dec. 11, 1931.

MARTIN, Florence Harriet (Mrs. Hugh Malloch Robertson) (*gen. iv, table 3*).

MATHER, Norman Lorne Campbell, Jr. (*gen. iv, table 5*). Married Naomi Elizabeth Molson, daughter Herbet M. and Elizabeth Z. (Pentland), March 23, 1931.

MATHER, Diana Elizabeth Molson (*gen. v, table 5*). Daughter N. L. C. M. and Naomi E. (Molson). Born June 29, 1932.

MCALISTER, Maria (Mrs. Ernest Alexander Molson) (*gen. iii, table 4*).

MCARTHUR, Laura Isobel (Mrs. Elsdale Stewart Robertson) (*gen. iv, table 3*).

McKENNA, . . . (*gen. ii, tables 2, 8*). Second husband of Harriet Molson, daughter Thomas M. and Elizabeth Ingolsby. Residence Lake Memphremagog.

MEACHAM, Maud McClintock (Mrs. Ronzo Heathcote Clerk) (*gen. iii, table 6*). Daughter James Bogart M., U.E. Loyalist, of Toronto, and Helen Wallace (Moore).

MELLOR, Cicely Grace (*gen. v, table 6*). Daughter J. G. G. M. and A. Rosamond (Barber).

THE MOLSON FAMILY

MELLOR, J. G. Guy, Major, M.C. (*gen. iv, table 6*). Married A. Rosamond Barber, daughter Thomas B. and Frances H. Annie (Spragge), 1907.

MELLOR, James Thomas (*gen. v, table 6*). Son J. G. G. M. and A. Rosamond (Barber).

MELLOR, Rosemary (*gen. v, table 6*). Daughter J. G. G. M. and A. Rosamond (Barber).

MEREDITH, Isabel Graves (Mrs. Kenneth Molson) (*gen. iii, table 5*). Second wife.

MERRITT, Beatrice Mary (Mrs. T. P. Barber) (*gen. iv, table 6*).

MOLSON, Agnes Violet Alice (Mrs. Minden Whyte-Melville MacLeod) (*gen. iv, table 3*). Daughter J. E. M. and Mary (Leeson). Married Sept. 1, 1926.

MOLSON, Alexander (*gen. ii, tables 2, 4*). Youngest son Hon. John M. and Mary Ann E. (Molson). Born May 11, 1830. Married Eliza Anne Holmes. Died July 6, 1897.

MOLSON, Alice Carlyle. See Molson, Nona.

MOLSON, Anne (Mrs. John Molson) (*gen. ii, tables 2, 3, 7*). Born April 8, 1824. Daughter Wm. M. and Elizabeth (Badgley). Married Montreal 1845. Died. Jan. 3, 1899.

MOLSON, Annie Emily (*gen. iii, table 4*). Daughter J. D. M. and Catherine Eliza (Day). Born 1864. Died Aug. 5, 1881.

MOLSON, Arthur Edmunds (*gen. iii, table 4*). Son Alexander M. and Eliza Anne (Holmes). Married Anna Douglas.

MOLSON, Arthur Elsdale (*gen. iii, table 4*). Infant son J. D. M. and Catherine Eliza (Day). Died Sept. 27, 1878.

MOLSON, Arthur Hugh Elsdale (*gen. iv, table 3*). Son John E. M. and Mary (Leeson). Educ. New College, Oxford, 1922-5; President of the Union, 1925; first-class honours in School of Jurisprudence. Political Sec. to Assoc. Chambers of Commerce of India and Ceylon 1926-9. Contested Aberdare Div. of Merthyr Tydfil 1929. Elected M.P. for Doncaster 1931.

MOLSON, Brenda Florence (Mrs. Alexander Cyril Hay) (*gen. iv, table 5*). Daughter F. W. M. and Catherine (Stewart).

MOLSON, Caro Kingman (Mrs. F. W. Angus) (*gen. iv, table 5*). Daughter Walter M. and Mary A. (Kingman). Married 1932.

MOLSON, Catherine Elizabeth (Mrs. H. C. Hamilton) (*gen. iii, table 4*). Daughter J. D. M. and Catherine Eliza (Day). Born 1857.

INDEX OF MEMBERS OF FAMILY

- MOLSON, Charles (*gen. iv, table 4*). Son P. V. M. and Pollie (Wakeling).
- MOLSON, Charles (*gen. iv, table 4*). Son E. A. M. and Maria (McAlister).
- MOLSON, Charles Atkinson (*gen. iii, table 4*). Son Alex. M. and Eliza Anne (Holmes). Born Oct. 14, 1860. Died Nov. 24, 1907.
- MOLSON, Charles Crawford (*gen. iii, table 3*). Son S. E. M. and Agnes (Crawford). Died in childhood, Aug. 8, 1868.
- MOLSON, Charles Robin Carrington (*gen. v, table 5*). Born Nov. 18, 1929. Son of C. J. G. M. and D. A. C.
- MOLSON, Claire Lucille (*gen. v, table 5*). Daughter Francis S. M. and Clair Stuart (Jeffery).
- MOLSON, Colin J. Grasset (*gen. iv, table 5*). Son Kenneth M. and Mary (Snyder). Married Doris Amelia Carrington Smith.
- MOLSON, David Hobart (*gen. v, table 3*). Second son William H. M. and Catherine D. (Shepherd).
- MOLSON, Edith (Mrs. R. B. Van Horne, Mrs. R. R. Bruce) (*gen. iv, table 3*). Daughter W. A. M. and Esther (Shepherd).
- MOLSON, Edward (*gen. ii, tables 2, 8*). Son Thos. M. and Elizabeth (Ingolsby).
- MOLSON, Edward Vaughan (*gen. iv, table 4*). Son H. S. S. M. and Josephine (Owens).
- MOLSON, Elizabeth (Mrs. Wm. Clark) (*gen. ii, tables 2, 8*). Daughter Thomas M. and Elizabeth (Ingolsby).
- MOLSON, Elizabeth Anne (*gen. v, table 3*). Daughter William H. M. and Margaret Bruce (Mackenzie). Born April 21, 1932.
- MOLSON, Elizabeth Gertrude Elsie (*gen. iii, table 4*). Daughter Alex. M. and Eliza Anne (Holmes). Born July 31, 1858. Died April 3, 1894.
- MOLSON, Elizabeth Sarah Badgley (Lady Macpherson) (*gen. ii, tables 2, 7*). Daughter W. M. and Elizabeth (Badgley). Born Oct. 30, 1820. Married Sir David Lewis Macpherson, K.C.M.G. Died March 23, 1894, at San Remo.
- MOLSON, Ella Geraldine (*gen. iii, table 4*). Daughter Alex. M. and Eliza Anne (Holmes).
- MOLSON, Eric Elsdale (*gen. iv, table 3*). Son J. Elsdale M. and Mary (Leeson). Killed in action April 1, 1915. For Military Service see page 188.
- MOLSON, Ernest Alexander (*gen. iii, table 4*). Son Alex. M. and Eliza Anne (Holmes). Married Maria McAlister.

THE MOLSON FAMILY

MOLSON, Eva Maud (*gen. iii, table 3*). Youngest daughter Geo. Elsdale M. and H. M. A. (Kerr).

MOLSON, Evelyn (Mrs. Colin K. Russel) (*gen. iii, table 5*). Daughter John Thos. M. and Jennie B. (Butler).

MOLSON, Florence I. A. (Mrs. Henry Sandfield Macdonald, Mrs. Charles Elsdale Spragge) (*gen. iii, tables 4, 6*). Daughter Alex. M. and Eliza Anne (Holmes).

MOLSON, Frances Maria (Mrs. David Stuart Robertson) (*gen. iii, table 3*). Daughter G. Elsdale M. and H. M. A. (Kerr). Born 1861.

MOLSON, Francis Stuart (*gen. iv, table 5*). Son F. W. M. and Catherine (Stewart). Married Clair Stuart Jeffery. For Military Service see page 188.

MOLSON, Frederick William (*gen. iii, table 5*). Son W. Markland M. and Helen (Converse). Married Catherine Stewart. Died Feb. 5, 1929.

MOLSON, George Elsdale (*gen. ii, tables 2, 3*). Son Hon. J. M. Jr., and Mary Ann E. (Molson). Born Oct. 10, 1826. Married Harriet Mary Ann Kerr. Died at Lennoxville, July 23, 1866.

MOLSON, Gerald Hildred Elsdale (*gen. iv, table 3*). Son John E. M. and Mary (Leeson). For Military Service see page 191.

MOLSON, Gertrude (*gen. iv, table 4*). Daughter Ernest Alex. M. and Maria (McAlister).

MOLSON, Harold Elsdale (*gen. iv, table 3*). Eldest son J. E. M. and Mary (Leeson). Married Dec. 11, 1931, in Sussex, England, to Lila Marion Malkin of Vancouver, B.C. For Military Service see page 188.

MOLSON, Harriet (Mrs. Clark, Mrs. McKenna) (*gen. ii, tables 2, 8*). Daughter Thomas M. and Elizabeth (Ingolsby).

MOLSON, Harriet Bousfield (Mrs. Alexander Clerk) (*gen. ii, tables 2, 6*). Born July 17, 1830, at Kingston, Ont. Daughter Thomas M. and Martha (Molson). Married June 17, 1858. Died July 14, 1913.

MOLSON, Harry Markland (*gen. iii, table 5*). Son Wm. Markland M. and Helen (Converse). Alderman of Montreal two terms. Lost on Titanic, April, 1912.

MOLSON, Hartland de Montarville (*gen. iv, table 5*). Son Herbert M. and Elizabeth Z. Pentland. Married Feb. 7, 1931, Helen K. S. Hogg.

MOLSON, Hazel Mary (*gen. v, table 5*). Daughter J. H. M. and F. Hazel (Browne).

INDEX OF MEMBERS OF FAMILY

MOLSON, Henrietta Eleanor (Mrs. Frederick Croxall Boulton) (*gen. iii, table 4*). Daughter Jos. D. M. and Catherine Eliza (Day). Born 1862. Married Rev. F. C. B. 1880.

MOLSON, Henry Lewis (*gen. iii, table 4*). Son Jos. D. M. and Catherine Eliza (Day). Born Sept. 5, 1872. Died April 8, 1887.

MOLSON, Herbert, Lieut.-Col. (*gen. iii, table 5*). Eldest son John Thos. M. and Jennie B. (Butler). Born March 29, 1875, at Montreal. Married Elizabeth Zoe Pentland. C.M.G., M.C., B.A.Sc., LL.D., Governor McGill University, President Montreal General Hospital 1922-33. For Military Service see page 188.

MOLSON, Herbert Sandfield Sutherland (*gen. iii, table 4*). Son Alex. M. and Eliza Anne (Holmes). Born Dec. 15, 1862. Married Josephine Owen. Died Oct. 12, 1927.

MOLSON, Herbert William (*gen. iv, table 5*). Eldest son F. W. M. and Catherine Stewart.

MOLSON, Ida Elsdale (Mrs. Charles Trench Beath) (*gen. iii, table 4*). Daughter Jos. D. M. and Catherine Eliza Day.

MOLSON, Jane Beatrice (*gen. iv, table 5*). Daughter Kenneth M. and Isabel Graves (Meredith).

MOLSON, John (*gen. c, tables 2, 11*). Son Thos. M. and Mary Wincely. Gentleman, of Snake Hall, Moulton. Born Cowbit 1699. Married Martha Baker at Moulton, May 5, 1727. Churchwarden 1726, overseer 1730, Marsh Reeve 1732. Died Moulton July 17, 1767.

MOLSON, John (*gen. b, tables 2, 11*). Gentleman, of Snake Hall, Moulton. Son of above. Bapt. Moulton April 24, 1730. Married Mary Elsdale at Surfleet, Aug. 1760. Died Moulton June 4, 1770.

MOLSON, Hon. John (the Elder) (*gen. a, table 2*). Oldest son of above. Born Snake Hall, Dec. 28, 1763. Married Sarah Ineley Vaughan. Came to Canada 1782. Died Montreal Jan. 7, 1836.

MOLSON, John (*gen. a, table 11*). Gentleman, of Moulton. Son Thos M. and Elizabeth (Corby). Born probably 1760. Married Ann West. Died Aug. 29, 1790.

MOLSON, Hon. John (the Younger) (*gen. i, tables 2, 3*). Son Hon. J. M. the Elder and Sarah I. (Vaughan). Born Oct. 14, 1787, at Montreal. Married Mary Anne Elizabeth Molson at Quebec, Oct. 1816. Died July 12, 1860, at Montreal.

MOLSON, John (of Belmont Hall) (*gen. ii, tables 2, 3, 7*). Son Hon. J. M. the Younger and Mary Anne E (Molson). Born Feb. 20, 1820. Married Anne Molson, daughter Wm. M. and Elizabeth (Badgley), 1845. Died July 27, 1907.

THE MOLSON FAMILY

MOLSON, John David (*gen. v, table 5*). Son J. H. M. and F. Hazel (Browne).

MOLSON, John Dinham (*gen. iii, table 4*). Son Jos. D. M. and Catherine Eliza (Day). Born at Lennoxville, Feb. 14, 1867. Married Mary Cronyn Wilson, Dec. 17, 1892. Entered Molson's Bank 1884. Manager Westmount Branch, Bank of Montreal, retired 1932. Many years Hon. Treasurer, Montreal Council of Social Agencies.

MOLSON, John Dinham Alexander Leopold (*gen. iii, table 3*). Son G. Elsdale M. and H. M. A. (Kerr). Married Gabrielle Estelle Dewitt.

MOLSON, John Elsdale (*gen. iii, table 3*). Son Samuel Elsdale M. and Agnes (Crawford). Born Aug. 6, 1863. Educ. Cheltenham College; Emmanuel College, Cambridge. Returned to Canada for short time; Ass't. Demonstrator McGill Medical. Returned to England. Married Mary Leeson, daughter A. E. Leeson, M.A., M.D. Contested N.E. Bethnal Green, 1910. Elected M.P. (Unionist) for Gainsborough 1918-23. J.P. for West Sussex. Served in R.A.M.C. in England and Egypt 1914-18. Residence, Goring Hall, Worthing; 21 St. James Court, Buckingham Gate, London, S.W. Died Nov. 28, 1925. For Military Service see page 191.

MOLSON, John Henry (*gen. iv, table 5*). Son F. W. M. and Catherine (Stewart). Married F. Hazel Browne. For Military Service see page 191.

MOLSON, John Henry Robinson (*gen. ii, tables 2, 5*). Son Thos. M. and Martha (Molson). Born June 5, 1826, at Kingston, Ont. President Molson's Bank. Married Louisa G. Frothingham, 1873. Died May 28, 1897.

MOLSON, John Thomas (*gen. ii, tables 2, 5*). Son Thos. M. and Martha M. Born Oct. 31, 1837, at Montreal. Married (1) Lillias Savage, 1865; (2) Jennie Baker Butler, 1874. Died Oct. 13, 1910.

MOLSON, John William (*gen. iii, table 3*). Eldest son John M. and Anne (Molson). Born Sept. 29, 1849. Married Anne Pilkington. Died Nov. 27, 1918.

MOLSON, Joseph Dinham (*gen. ii, tables 2, 4*). Fourth son Hon. J. M. the Younger and Mary Ann E. (Molson). Born April 1, 1829. Married (1) Catherine Eliza Day; (2) Mary E. Paddon. Captain in H.M. 99th (Wiltshire) Foot. Died Aug. 30, 1894.

MOLSON, Kenneth (*gen. iii, table 5*). Son John Thos. M. and Jennie B. (Butler). Married (1) Mary Snyder; (2) Isabel Graves Meredith. Died April 9, 1932.

MOLSON, Kenneth Meredith (*gen. iv, table 5*). Son Kenneth M. and Isabel G. (Meredith).

MOLSON, Lillias Savage (*gen. iii, table 5*). Daughter John Thos. M. and Lillias (Savage). Born July 1866. Died May 30, 1919.

INDEX OF MEMBERS OF FAMILY

MOLSON, Louisa Markland (Mrs. Stansfeld Tunstall Blaiklock) (*gen. iv, table 5*).
Daughter F. W. M. and Catherine Stewart.

MOLSON, Mabel (*gen. iii, table 5*). Daughter John Thos. M. and Jennie B.
(Butler).

MOLSON, Mabel Isabel (Mrs. Edward Bruen Worthington) (*gen. iii, table 4*).
Daughter Jos. D. M. and Catherine Eliza (Day). Married Col. E. B. W., C.M.G.

MOLSON, Mabel Verity (*gen. v, table 5*). Daughter of C. J. G. M. and D. A. C.
Born Oct. 9, 1932.

MOLSON, Margaret Dinham (Mrs. Theodore G. Morgan) (*gen. iv, table 4*).
Daughter John D. M. and Mary C. (Wilson). Born 1905.

MOLSON, Martha (Mrs. Matthew Clarke) (*gen. B, tables 2, 11*). Daughter John
M. and Martha (Baker). Bapt. Moulton May 17, 1740.

MOLSON, Martha (Mrs. John Rayment) (*gen. A, table 2*). Daughter John M.
and Mary (Elsdale).

MOLSON, Martha (Mrs. Thomas Molson) (*gen. i, tables 2, 5, 6, 8*). Daughter
Thos. M. and Ann (Atkinson). Born Spalding, Oct. 31, 1795. Married at Gosberton,
April, 1816. Died Montreal, May 13, 1848.

MOLSON, Martha Ann (Mrs. William Spragge) (*gen. ii, tables 2, 6*). Daughter
Thos. M. and Martha (Molson). Born Montreal, May 10, 1824. Married Montreal
1846. Died Montreal, Nov. 14, 1900.

MOLSON, Mary (Mrs. Abraham Whitsed) (*gen. A, table 2*). Daughter John M.
and Mary (Elsdale). Born 1766. Issue not traced.

MOLSON, Mary Anne Eliza (Mrs. Hildred Edward Carlyle) (*gen. iii, table 4*).
Eldest daughter Jos. D. M. and Catherine Eliza (Day). Died August, 1931.

MOLSON, Mary Anne Elizabeth (Mrs. John Molson) (*gen. i, tables 2, 3, 4, 8*).
Daughter Thos. M. and Ann (Atkinson). Born Spalding, Dec. 5, 1791. Married
Quebec, Oct. 1816. Died Montreal, May 5, 1862.

MOLSON, Mary Ann Elizabeth (Mrs. William Barrett) (*gen. ii, tables 2, 6*).
Daughter Thos. M. and Martha (Molson). Born Kingston, Ont., March 26, 1828.
Married 1858. Died Nov. 1922.

MOLSON, Mary Ann Elizabeth (Mrs. John Crawford) (*gen. ii, tables 2, 8*). Only
daughter of Thos. M. and Mary Anne (Wyles). Came to Canada to live with aunt
(Mrs. John M. Jr.). Married J. Crawford of Verdun. Died Verdun, Dec. 1862.

THE MOLSON FAMILY

MOLSON, Mary Ann Elizabeth (Mrs. Thomas Carman) (*gen. iii, table 3*). Eldest daughter Geo. Elsdale M. and H. M. A. (Kerr).

MOLSON, Mary Dorothy (Mrs. Hartland C. MacDougall) (*gen. iv, table 5*). Daughter Herbert M. and Elizabeth Z. (Pentland). Married April 25, 1928.

MOLSON, Mary Elizabeth Ann (Mrs. John Cooley) (*gen. i, table 11*). Daughter John M. and Ann (West).

MOLSON, Naomi (Mrs. Claude Bethune Robin) (*gen. iii, table 5*). Daughter John Thos. M. and Jennie B. (Butler).

MOLSON, Naomi Elizabeth (Mrs. N. L. C. Mather) (*gen. iv, table 5*). Daughter Herbert M. and Elizabeth Z. (Pentland). Married Mar. 23, 1931.

MOLSON, Naomi Kingman (*gen. iv, table 5*). Daughter Walter M. and Mary A. (Kingman).

MOLSON, Nona (Bapt. Alice Carlyle) (*gen. iii, table 4*). Daughter J. D. M. and Catherine Eliza (Day). For Military Service see page 198. Died June 4, 1933.

MOLSON, Patsy (*gen. iv, table 4*). Daughter P. V. M. and Pollie (Wakeling).

MOLSON, Percival (*gen. iii, table 5*). Son John Thos. M. and Jennie B. (Butler). Killed in action, July 5, 1917. See Special Chapter.

MOLSON, Percival Talbot (*gen. iv, table 5*). Son Walter M. and Mary A. (Kingman).

MOLSON, Percival Vaughan (*gen. iii, table 4*). Son Alex. M. and Eliza Anne (Holmes). Married Pollie Wakeling.

MOLSON, Reginald Owens (*gen. iv, table 3*). Eldest son Herbert S. S. M. and Josephine (Owens).

MOLSON, Samuel Elsdale (*gen. A, table 2*). Born Moulton 1764. Son John M. and Mary (Elsdale).

MOLSON, Samuel Elsdale (*gen. ii, tables 2, 3*). Born March 1822. Son Hon. J. M. and Mary Anne E. (Molson). Married Agnes Crawford. Died London (Eng.) 1893.

MOLSON, Sarah Ellen (Countess Pignatorre) (*gen. iii, table 4*). Daughter of Jos. D. M. and Catherine Eliza (Day). Born 1859.

MOLSON, Sarah Harriet Jessie (Mrs. Lovell McIlree Spackman) (*gen. iii, table 3*). Daughter Geo. Elsdale M. and H. M. A. (Kerr).

MOLSON, Shirley Vaughan (Mrs. William Angus Hamilton) (*gen. iv, table 4*). Daughter P. V. M. and Pollie (Wakeling). Graduate University of California. Married 1928.

INDEX OF MEMBERS OF FAMILY

MOLSON (or Malson), Thomas (*gen. D, table 2*). Of Peak Hill, Cowbit, and Snake Hall, Moulton. Son of John Malson. Churchwarden, Cowbit, on numerous occasions. Born about 1665. Married (1) Sarah . . . (buried Sept. 1691); (2) Mary Wincely, Cowbit, Nov. 5, 1691.

MOLSON, Thomas (*gen. B, tables 2, 11*). Son John M. and Martha (Baker). Bapt. Moulton 1731. Married Elizabeth Corby, April 19, 1758. Died Moulton 1772.

MOLSON, Thomas (*gen. A, tables 2, 8, 9*). Son John M. and Mary (Elsdale). Born Moulton Oct. 27, 1768. Married Ann Atkinson. Died Spalding March 18, 1803.

MOLSON, Thomas (*gen. i, tables 2, 5, 6*). Second son Hon. J. M. the Elder and Sarah I. (Vaughan). Bapt. Sept. 1, 1791, Montreal. Married (1) Martha Molson at Gosberton, Eng., April 1816; (2) Sophia Stevenson. Died of apoplexy, Feb. 22, 1863, at Montreal.

MOLSON, Thomas (*gen. i, tables 2, 8*). Son Thos. M. and Ann (Atkinson). Born Spalding 1793. Married (1) Mary Anne Wyles; (2) Elizabeth Ingolsby (in Canada about 1820). Died Australia Nov. 30, 1854.

MOLSON, Thomas H. Pentland (*gen. iv, table 5*). Eldest son Herbert M. and Elizabeth Z. (Pentland). Born July 21, 1901. Married Celia Frances Cantlie, March 7, 1933.

MOLSON, Walter (*gen. iii, table 5*). Son J. T. M. and Jennie B. (Butler). Married Mary A. Kingman. For Military Service see page 193.

MOLSON, Walter Kingman (*gen. iv, table 5*). Son Walter M. and Mary A. (Kingman).

MOLSON, William (*gen. B, tables 2, 11*). Of Lincolnshire. Son John M. and Martha (Baker). Baptized Moulton, Jan. 20, 1740. Married Jane Bartle. Will proved 1772.

MOLSON, William (*gen. i, tables 2, 7*). Third son Hon. J. M. the Elder and Sarah I. (Vaughan). Born Nov. 5, 1793. Married Elizabeth Badgley at Montreal, 1819. Died Feb. 18, 1875.

MOLSON, William (*gen. ii, tables 2, 7*). Son of William M. and Elizabeth (Badgley). Born June 30, 1822. Died Jan. 22, 1843, of smallpox.

MOLSON, William Alexander (*gen. iii, table 3*). Son John M. and Anne (Molson). Born August 27, 1852. Doctor of Medicine. Married Esther Edith Shepherd. Died Jan. 4, 1920.

MOLSON, William Hobart (*gen. iv, table 3*). Son William A. M. and Esther Edith (Shepherd). Married (1) Catherine Delesderniers Shepherd; (2) Margaret Bruce MacKenzie, March, 1931. Military Cross. For Military Service see page 195.

THE MOLSON FAMILY

MOLSON, William Markland (*gen. ii, tables 2, 5*). Son Thomas M. and Martha (Molson). Born, Kingston, Ont., Feb. 3, 1833. Married (1) Helen Converse; (2) Velina Pauline Nesmith, of Portland, Ore.

MOLSON, William Markland (*gen. v, table 5*). Son J. H. M. and F. Hazel (Browne).

MOLSON, William McAndrew (*gen. v, table 3*). Eldest son W. Hobart M. and Catherine D. (Shepherd).

MOLSON, Winnifred Isabel (*gen. iv, table 5*). Daughter Kenneth M. and Isabel G. (Meredith).

MONTIZAMBERT, E. Freda (Mrs. Reginald Molson Beckett) (*gen. iv, table 7*). First wife.

MORGAN, Ann Molson (*gen. v, table 4*). Daughter T. G. M. and Margaret Dinham (Molson). Born 1926.

MORGAN, John Dinham (*gen. v, table 4*). Son T. G. M. and Margaret Dinham (Molson). Born 1930.

MORGAN, Martha Elizabeth (*gen. v, table 4*). Daughter T. G. M. and Margaret Dinham (Molson). Born 1928.

MORGAN, Theodore G. (*gen. iv, table 4*). Married Margaret Dinham Molson. Alderman of Montreal, 1929.

N

NASH, Florence (Mrs. David Hamilton Macpherson) (*gen. iii, table 7*).

NESMITH, Velina Pauline (Mrs. William Markland Molson) (*gen. ii, tables 2, 5*). Second wife of W. M. M. Formerly of Portland, Ore.

NICHOLS, Mary Emmaline (Mrs. Cuthbert Macpherson Beckett) (*gen. iv, table 7*). Married April 15, 1909.

O

OWENS, Josephine (Mrs. Herbert Sandfield Sutherland Molson) (*gen. iii, table 4*).

P

PADDON, Mary E. (Mrs. Joseph Dinham Molson) (*gen. ii, tables 2, 4*). Second wife. Born 1847. Died 1929.

PEACHEY, Ernest R. (*gen. iv, table 4*). Married Henrietta Emily Boulton.

PEARSON, Henry (*gen. iii, table 6*). Married Charlotte E. C. A. Spragge, daughter Wm. S. and Martha A. (Molson). Residence, Wingfield, England.

INDEX OF MEMBERS OF FAMILY

- PENTLAND, Elizabeth Zoe (Mrs. Herbert Molson) (*gen. iii, table 5*).
- PIGNATORRE, Count Theodore (*gen. iii, table 4*). Married Sarah Ellen (Molson).
- PILKINGTON, Anne (Mrs. John William Molson) (*gen. iii, table 3*).
- PILKINGTON, Audrey Kate (*gen. v, table 7*). Daughter Col. L. E. P. and Naomi Evelyn (Beckett).
- PILKINGTON, Enid Naomi (*gen. v, table 7*). Daughter Col. L. E. P. and Naomi Evelyn (Beckett).
- PILKINGTON, Lionel Edward (*gen. iv, table 7*). Married Naomi Evelyn Beckett. Colonel, C.M.G., D.S.O. For Military Service see page 195.
- POPE, Mary (Mrs. Paddon, Mrs. Reginald M. Beckett) (*gen. iv, table 7*).

R

- RAMSAY, Jane Graham Adams (*gen. vi, table 8*). Daughter W. A. R. and Marion Isabel (Crawford).
- RAMSAY, Marion Sheila Ross (*gen. vi, table 8*). Eldest daughter W. A. R. and Marion Isabel (Crawford).
- RAMSAY, William Adams (*gen. v, table 8*). Married Marion Isabel Crawford.
- RAYMENT, Elsdale (*gen. i, table 2*). Son John R. and Martha (Molson).
- RAYMENT, Elsdale (*gen. ii, table 2*). Son of above.
- RAYMENT, George (*gen. ii, table 2*). Son Elsdale R.
- RAYMENT, John (*gen. A, table 2*). Married Martha Molson, sister Hon. J. M. the Elder.
- RAYMENT, John (*gen. ii, table 2*). Son Elsdale R.
- RAYMENT, Samuel Elsdale Molson (*gen. i, table 2*). Eldest son John R. and Martha (Molson). Died young.
- RIDOUT, Leonie Macpherson (Mrs. A. S. MacKenzie-Lowe, Mrs. E. R. M. Kirkpatrick) (*gen. iv, table 7*). Daughter P. F. R. and Christina (Macpherson). Second husband, Eric Reginald Macpherson K., son Sir G. A. K. and Isabella Louisa (Macpherson).
- RIDOUT, Percival F. (*gen. iii, table 7*). Married Christina Macpherson, daughter Sir D. L. M. and Eliz. Sarah (Molson).
- RIDOUT, Percival Macpherson (*gen. iv, table 7*). Son P. F. R. and Christina (Macpherson). Born Aug. 28, 1893.

THE MOLSON FAMILY

ROBERTSON, Alan Bruce (*gen. v, table 6*). Eldest son Dr. L. B. R. and Enid Gordon (Finley). Born June 11, 1921.

ROBERTSON, Clifford Hugh (*gen. v, table 3*). Eldest son H. M. R. and Florence H. (Martin). Born 1909.

ROBERTSON, David Stewart (*gen. iii, table 3*). Married Frances Maria Molson, daughter G. Elsdale M. and H. M. A. (Kerr).

ROBERTSON, David Stewart (*gen. v, table 3*). Son S. M. R. and Jessie E. (Slater). Born 1923.

ROBERTSON, Elsdale Stewart (*gen. iv, table 3*). Eldest son D. S. R. and Frances Maria (Molson). Born 1881. Married Laura Isobel McArthur.

ROBERTSON, Hazel Florence Ruth (*gen. v, table 3*). Daughter H. M. R. and Florence H. (Martin). Born 1911.

ROBERTSON, Hugh John (*gen. v, table 3*). Son E. S. R. and Laura Isobel (McArthur). Born 1908.

ROBERTSON, Hugh Malloch (*gen. iv, table 3*). Son D. S. R. and Frances Maria (Molson). Born 1883. Married Florence Harriet Martin.

ROBERTSON, Hugh Molson (*gen. v, table 3*). Son H. M. R. and Florence H. (Martin). Born 1912.

ROBERTSON, Jean Pauline (*gen. v, table 3*). Daughter H. M. R. and Florence H. (Martin).

ROBERTSON, Jessie Elizabeth Stewart (*gen. v, table 3*). Daughter S. M. R. and Jessie E. (Slater). Born 1924.

ROBERTSON, Lawrence Bruce (*gen. iv, table 6*). Medical doctor. Married Enid Gordon Finley (first husband). Major in C.A.M.C., No. 2. C.C.S. (France). Surgeon, Hospital for Sick Children, Toronto. Died Feb. 24, 1923.

ROBERTSON, Lorraine Bruce (*gen. v, table 6*). Daughter L. B. R. and Enid Gordon (Finley). Born Dec. 10, 1922.

ROBERTSON, Randal Kenneth (*gen. iv, table 3*). Married Louisa Beryl Spackman.

ROBERTSON, Sybil Octavia (Mrs. Francis Curzon Dobell) (*gen. v, table 7*).

ROBERTSON, Stewart Molson (*gen. iv, table 3*). Son D. S. R. and Frances M. (Molson). Born 1891. Married Jessie Elizabeth Slater.

ROBIN, Claude Bethune (*gen. iii, table 5*). Married Naomi Molson, daughter John T. M. and Jennie B. Butler.

INDEX OF MEMBERS OF FAMILY

ROSS, Emily (Mrs. John Molson Crawford) (*gen. iii, table 8*).

ROSS, Eugenie Marjorie (Mrs. Eric Barrett Finley) (*gen. iv, table 6*).

RUSSEL, Colin K. (*gen. iii, table 5*). Married Evelyn Molson, daughter John T. M. and Jennie B. (Butler). Physician.

RUSSEL, Colin Molson (*gen. iv, table 5*). Eldest son C. K. R. and Evelyn (Molson).

RUSSEL, Gwendolyn Molson (*gen. iv, table 5*). Daughter C. K. R. and Evelyn (Molson).

RUSSEL, Margaret K. Molson (*gen. iv, table 5*). Daughter C. K. R. and Evelyn (Molson).

RUSSEL, Percival Molson (*gen. iv, table 5*). Son C. K. R. and Evelyn (Molson).

RUSSEL, Ruth Molson (*gen. iv, table 5*). Daughter C. K. R. and Evelyn (Molson).

S

SAVAGE, Lillias (Mrs. John Thomas Molson) (*gen. ii, tables 2, 5*). First wife, married 1865; died July 22, 1866, age 27. Daughter Alfred S. of Montreal.

SCOTT, Douglas Murray (*gen. v, table 6*). Son G. C. S. and Hilda (Barrett). Born Nov. 24, 1918.

SCOTT, Gerald Claude (*gen. iv, table 6*). Married Hilda Barrett. Medical Doctor; served as Surgeon in Royal Navy for duration of War.

SCOTT, Rachel (*gen. v, table 6*). Daughter G. C. S. and Hilda (Barrett).

SCOTT, Thomas Barrett (*gen. v, table 6*). Son G. C. S. and Hilda (Barrett). Born July 15, 1922.

SCOTT, Walter Falconer (*gen. v, table 6*). Eldest son G. C. S. and Hilda (Barrett). Born April 10, 1915.

SEWELL, Constance May (Mrs. William Dobell) (*gen. iv, table 7*).

SHEPHERD, Catherine Delesderniers (Mrs. William Hobart Molson) (*gen. iv, table 3*). Died 1926.

SHEPHERD, Esther Edith (Mrs. William Alexander Molson) (*gen. iii, table 3*). Daughter R. W. S. of Montreal and Como, and M. C. (Delesderniers). Died Dec. 8, 1912.

SLATER, Jessie Elizabeth (Mrs. Stewart Molson Robertson) (*gen. iv, table 3*).

THE MOLSON FAMILY

SMITH, Doris Amelia Carrington (Mrs. C. J. G. Molson) (*gen. iv, table 5*). Married July 21, 1926.

SNYDER, Mary (Mrs. Kenneth Molson) (*gen. iii, table 5*). First wife.

SPACKMAN, Jessie Doris (*gen. iv, table 3*). Daughter L. McI. S. and Sarah H. J. (Molson).

SPACKMAN, Louise Beryl (Mrs. Randal Kenneth Robertson) (*gen. iv, table 3*). Daughter L. McI. S. and Sarah H. J. (Molson).

SPACKMAN, Lovell McIlree (*gen. iii, table 3*). Married Sarah Harriet Jessie Molson.

SPRAGGE, Arthur Godfrey Molson (*gen. iii, table 6*). Eldest son William S. and Martha A. (Molson). Born Montreal, May 26, 1848. Married Elsie, eldest daughter of Hon. J. H. Cameron. Died Revelstoke, B.C., June 1, 1898. Lawyer.

SPRAGGE, Charles Elsdale (*gen. iii, tables 4, 6*). Son William S. and Martha A. (Molson). Married Florence I. A. Molson (Mrs. H. S. Macdonald). Died Nov. 1930.

SPRAGGE, Charlotte E. C. A. (Mrs. Henry Pearson) (*gen. iii, table 6*). Daughter William S. and Martha A. (Molson). Married Montreal, Feb. 20, 1895. Residence Wingfield House, Derbyshire, Eng.

SPRAGGE, E. Marjorie (*gen. iv, table 6*). Daughter C. E. S. and Florence I. A. (Molson). Born April 23, 1889; died Dec. 7, 1904.

SPRAGGE, Florence Elsie (*gen. iv, table 6*). Daughter A. G. M. S. and Elsie (Cameron).

SPRAGGE, Frances Harriet Annie (Mrs. Thomas Barber) (*gen. iii, table 6*). Daughter William S. and Martha A. (Molson). Born 1850. Married T. Barber of Lamb Close House, Eastwood, Notts., England. Died May 11, 1930, at Knipoch by Oban, Scotland.

SPRAGGE, Lewis J. G. (*gen. iii, table 6*). Son William S. and Martha A. (Molson).

SPRAGGE, S. E. Alfred (*gen. iii, table 6*). Son William S. and Martha A. (Molson). Born Quebec, Jan. 3, 1861; died Montreal, Nov. 18, 1900.

SPRAGGE, S. M. Alice (Mrs. Edward Pelham Winslow) (*gen. iii, table 6*). Daughter William S. and Martha A. (Molson).

SPRAGGE, William (*gen. ii, tables 2, 6*). Married Martha Ann Molson, daughter Thomas M. and Martha (Molson), at Montreal, 1846. Deputy Superintendent General of Dept. of Indian Affairs, Ottawa. Son Joseph S., of Canterbury, England,

INDEX OF MEMBERS OF FAMILY

and Sarah (Bitterman). Brother of Hon. John Godfrey S., Chief Justice of Ontario (1881). The father came to Toronto (York) in 1820, and became headmaster of the Central School, where sons were educated. W. S. died at Ottawa, April 1874.

SPRAGGE, W. T. Henry (*gen. iii, table 6*). Son of Wm. S. and Martha A. (Molson). Died at Montreal, Nov. 27, 1904.

STEPHENSON, Marjorie Scarth (Mrs. Kenelm M. Winslow) (*gen. iv, table 6*).

STEVENSON, Sophia (Mrs. Thomas Molson) (*gen. i, table 2*). Of Port Hope, Ont. Second wife, married about 1859.

STEWART, Catherine (Mrs. Frederick William Molson) (*gen. iii, table 5*).

STEWART, Donald Henry (*gen. v, table 6*). Son H. J. S. and Irene Molson (Clerk). Born March 5, 1925.

STEWART, Henry John (*gen. iv, table 6*). Married Irene Molson Clerk, Feb. 2, 1915.

STEWART, Ian Gordon (*gen. v, table 6*). Son H. J. S. and Irene Molson (Clerk). Born Oct. 1, 1926.

STEWART, John Kenneth (*gen. v, table 6*). Eldest son H. J. S. and Irene Molson (Clerk). Born Jan. 26, 1918.

STEWART, Kathryn Irene (*gen. v, table 6*). Daughter H. J. S. and Irene Molson (Clerk).

STEWART, Margaret Eleanor (*gen. v, table 6*). Eldest child H. J. S. and Irene Molson (Clerk).

STEWART, Marion Jean (*gen. v, table 6*). Daughter H. J. S. and Irene Molson (Clerk).

STEWART, Mary Elizabeth (*gen. v, table 6*). Daughter H. J. S. and Irene Molson (Clerk).

SWINBURNE, Henry (*gen. v, table 7*). Married Naomi Barbara Hull. Captain, Indian Army, M.C.

SYME, Mary Florence (Mrs. Terence Hansard Winslow) (*gen. iv, table 6*).

T

TABB, A. M. (Mrs. Alton Fergus Clerk) (*gen. iii, table 6*).

TATEM, H. H. (*gen. ii, table 11*). Of Spalding. Son John T. and Elizabeth Clarke.

THE MOLSON FAMILY

TATEM, John (*gen. i, table 11*). Married Elizabeth, daughter of Matthew C. and wife Elizabeth.

THURSTON, Dorothy (Mrs. Francis Dinham) (*gen. f, table 9*).

TILSON, Bessie (Mrs. Francis L. Barrett) (*gen. iv, table 6*).

V

VAN HORNE, Richard Benedict (*gen. iv, table 3*). Son Sir William C. V. H. and Lucy Adeline (Hurd). Born 1877. Married Edith Molson. Died August, 1931.

VAN HORNE, William Cornelius Covenhoven (*gen. v, table 3*). Son R. B. V. H. and Edith (Molson). Born July 29, 1907. Married Nov. 28, 1928, Audrey Edith Fraser.

VAUGHAN, Sarah Ineley (Mrs. John Molson) (*gen. A, table 2*). Born Morpeth, Newcastle, England, May 1, 1759. Daughter Rev. . . . Vaughan; one brother a barrister. Married Hon. J. M. the Elder. Died March 18, 1829.

W

WAKELING, Pollie (Mrs. Percival Vaughan Molson) (*gen. iii, table 4*).

WALROND, Arthur (*gen. iv, table 7*). Second husband Elizabeth Naomi Dobell.

WEINER, Beryl (Mrs. H. L. Boulton) (*gen. iv, table 4*).

WEST, Ann (Mrs. John Molson) (*gen. A, table 11*). Married J. M., son of Thomas M. of Moulton.

WHITSED, Abraham (*gen. A, table 2*). Of Crowland. Married Mary Molson, sister of J. M. the Elder. Issue not traced.

WILLCOX, Ethel C. (Mrs. Herbert Raymond Barrett) (*gen. iv, table 6*).

WILSON, Anthony Neville (*gen. v, table 6*). Son Rev. E. C. W. and Gwendolyn (Barber). Born 1906.

WILSON, Rev. Ernest C. (*gen. iv, table 6*). Married Gwendolyn Barber, daughter of Thomas B. and F. H. Annie (Spragge).

WILSON, Kenneth Barwick (*gen. v, table 6*). Son Rev. E. C. W. and Gwendolyn (Barber). Lieutenant R.N. For Military Service see page 196.

WILSON, Mary Cronyn (Mrs. John Dinham Molson) (*gen. iii, table 4*). Born Oct. 29, 1867, in Simcoe, Ont. Daughter William Drummond W. and Elizabeth Isabella (Cronyn), and granddaughter of William Mercer W., of Perthshire, Scot-

INDEX OF MEMBERS OF FAMILY

land, who settled in Simcoe, commanded a unit in operations against the Fenian Rebellion, and became Judge of Norfolk County. During the War her work in connection with the Khaki Club so impressed the men of all ranks that wherever Canadian troops served she was referred to in endearing terms as "Mother Molson." After the War, became President of the Anglican Council of Emergency Relief. First Hon. Secretary of Canadian Handicrafts Guild. Married in Toronto, Dec. 17, 1892.

WIMBERLEY, Douglas Neil (*gen. v, table 7*). Married Elsie Myrtle L. Campbell. Major, Cameron Highlanders. D.S.O., M.C.

WIMBERLEY, Helen Ann L. Campbell (*gen. vi, table 7*). Daughter Major D. N. W. and Elsie M. L. (Campbell).

WIMBERLEY, Neil Charles Douglas Campbell (*gen. vi, table 7*). Born Nov. 23, 1927. Son Major D. N. W. and Elsie M. L. (Campbell).

WINCELY, Mary (Mrs. Thomas Molson) (*gen. D, table 2*). Married, Cowbit, Nov. 5, 1691. Buried March 17, 1732.

WINSLOW, Edward Paul (*gen. v, table 6*). Son T. H. W. and Mary Florence (Syme). Born April 30, 1930.

WINSLOW, Edward Pelham (*gen. iii, table 6*). Married S. M. Alice Spragge, daughter Wm. S. and Martha A. (Molson). Eldest son late F. E. W. of Chatham, N.B.; born Woodstock, N.B., Sept. 14, 1858. Retired banker; formerly Supt. Western Branches Bank of Montreal. Loyalist stock, descended from Edward W., Pilgrim Father and Governor of Massachusetts.

WINSLOW, Edward Spragge. See Winslow-Spragge, Edward.

WINSLOW, Frances Charlotte (Mrs. Archer Fortescue Duguid) (*gen. iv, table 6*). Daughter E. P. W. and S. M. Alice (Spragge). Second wife of Col. A. F. D. For Military Service see page 198.

WINSLOW, Hugh Collingwood (*gen. v, table 6*). Son H. P. W. and Josephine Helen (Bawlf). Born Feb. 25, 1920.

WINSLOW, Hugh Pelham (*gen. iv, table 6*). Son E. P. W. and S. M. Alice (Spragge). Born Aug. 3, 1893. Married Josephine Helen Bawlf. For Military Service see page 196.

WINSLOW, Kenelm Molson (*gen. iv, table 6*). Son E. P. W. and S. M. Alice (Spragge). Born Jan. 20, 1898. Married Marjorie Scarth Stephenson, Sept. 14, 1931. For Military Service see page 196.

THE MOLSON FAMILY

WINSLOW, Naomi (Mrs. Archer Fortescue Duguid) (*gen. iv, table 6*). Daughter E. P. W. and S. M. Alice (Spragge). Born 1888. First wife of Col. A. F. D. Died 1920.

WINSLOW, Terence Bawlf (*gen. v, table 6*). Son H. P. W. and Josephine Helen (Bawlf). Born June 12, 1921.

WINSLOW, Terence Hansard (*gen. iv, table 6*). Son E. P. W. and S. M. Alice (Spragge). Married Mary Florence Syme, Aug. 7, 1928.

WINSLOW-SPRAGGE, Alice Margaret (*gen. v, table 6*). Daughter E. W.-S. and Lois S. (Harrington). Born Oct. 22, 1913.

WINSLOW-SPRAGGE, Ann Virginia (*gen. v, table 6*). Daughter E. W.-S. and Lois S. (Harrington). Born Feb. 5, 1919.

WINSLOW-SPRAGGE, Edward (*gen. iv, table 6*). (Formerly E. Spragge Winslow, name changed in 1930 in accordance with will of uncle Henry Spragge). Eldest son E. P. Winslow and S. M. Alice (Spragge). Born 1887. Married Lois Sybil Harrington.

WINSLOW-SPRAGGE, Edward Harrington (*gen. v, table 6*). Son E. W.-S. and Lois S. (Harrington). Born Sept. 25, 1915.

WINSLOW-SPRAGGE, Mary Lois (*gen. v, table 6*). Daughter E. W.-S. and Lois S. (Harrington).

WINSLOW-SPRAGGE, Ruth Naomi (*gen. v, table 6*). Daughter E. W.-S. and Lois S. (Harrington).

WOLLENTON, Mary (Mrs. J. Elsdale) (*gen. D, table 10*). Died Feb. 22, 1757.

WORTHINGTON, Edward Bruen (*gen. iii, table 4*). Married Mabel Isabel Molson, daughter Jos. D. M. and Catherine Eliza (Day). Colonel, C.M.G. Notary, Sherbrooke, Que.

WORTHINGTON, Gladys (Mrs. Napier Blakeley) (*gen. iv, table 4*). Daughter Col. E. B. W. and Mabel Isabel (Molson).

WOTHERSPOON, Maria Stuart (Mrs. William Molson Macpherson) (*gen. iii, table 7*).

WYLES, Mary Ann (Mrs. Thomas Molson) (*gen. i, tables 2, 8*). Married and died in Spalding.

GENEALOGICAL
TABLES

7



M PRIMARY TABLE

Thomas MOLDSON of Kylhome =
Parish of Cantley, Co. of York

L John, the Elder =
of Cantley

John, the Younger = Maud
of Kylhome

K William of Cantley =
-1531 (Circa)

John of Kylhome =
-1516

SEE TABLE I

William of Kylhome =

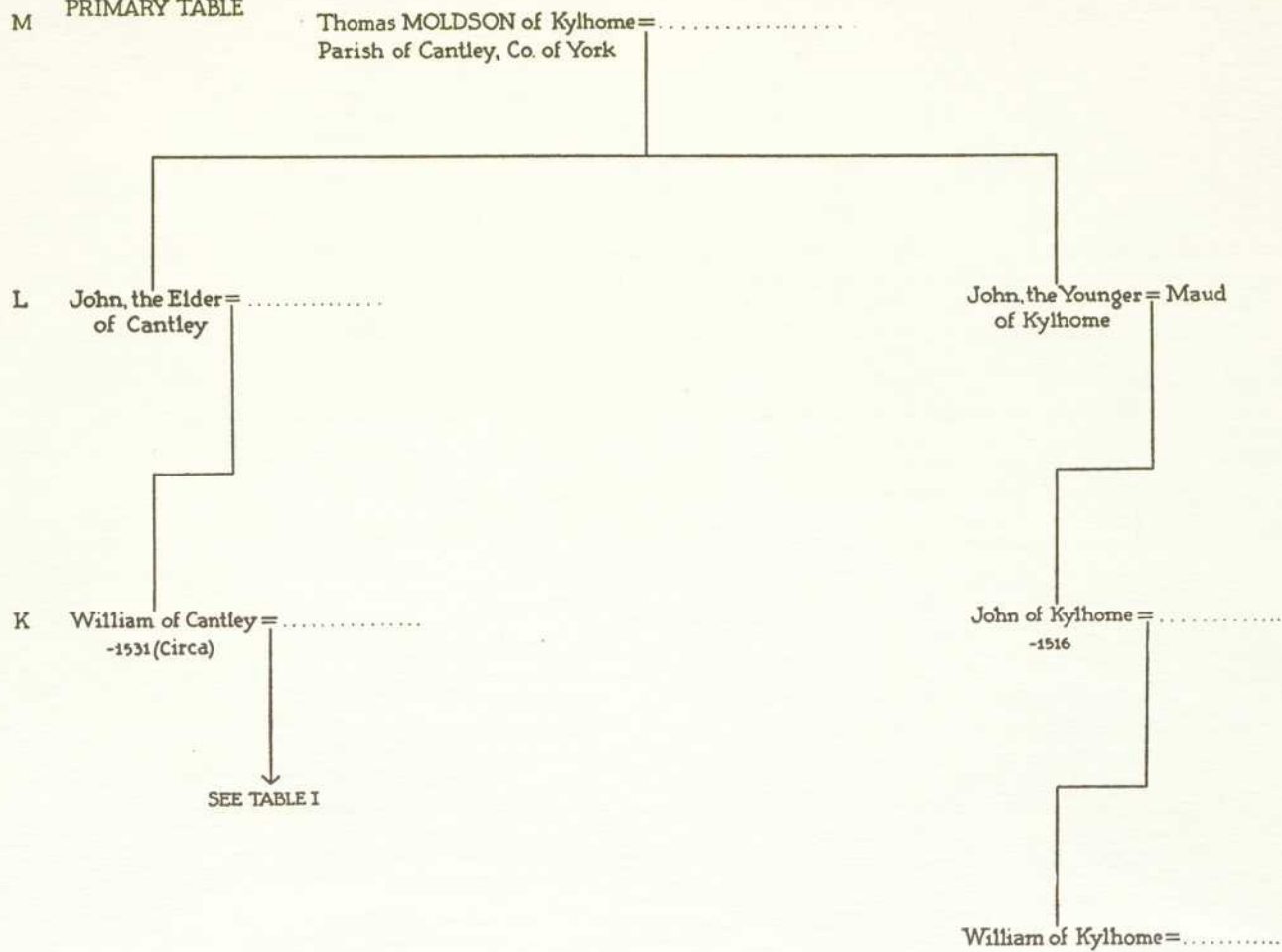
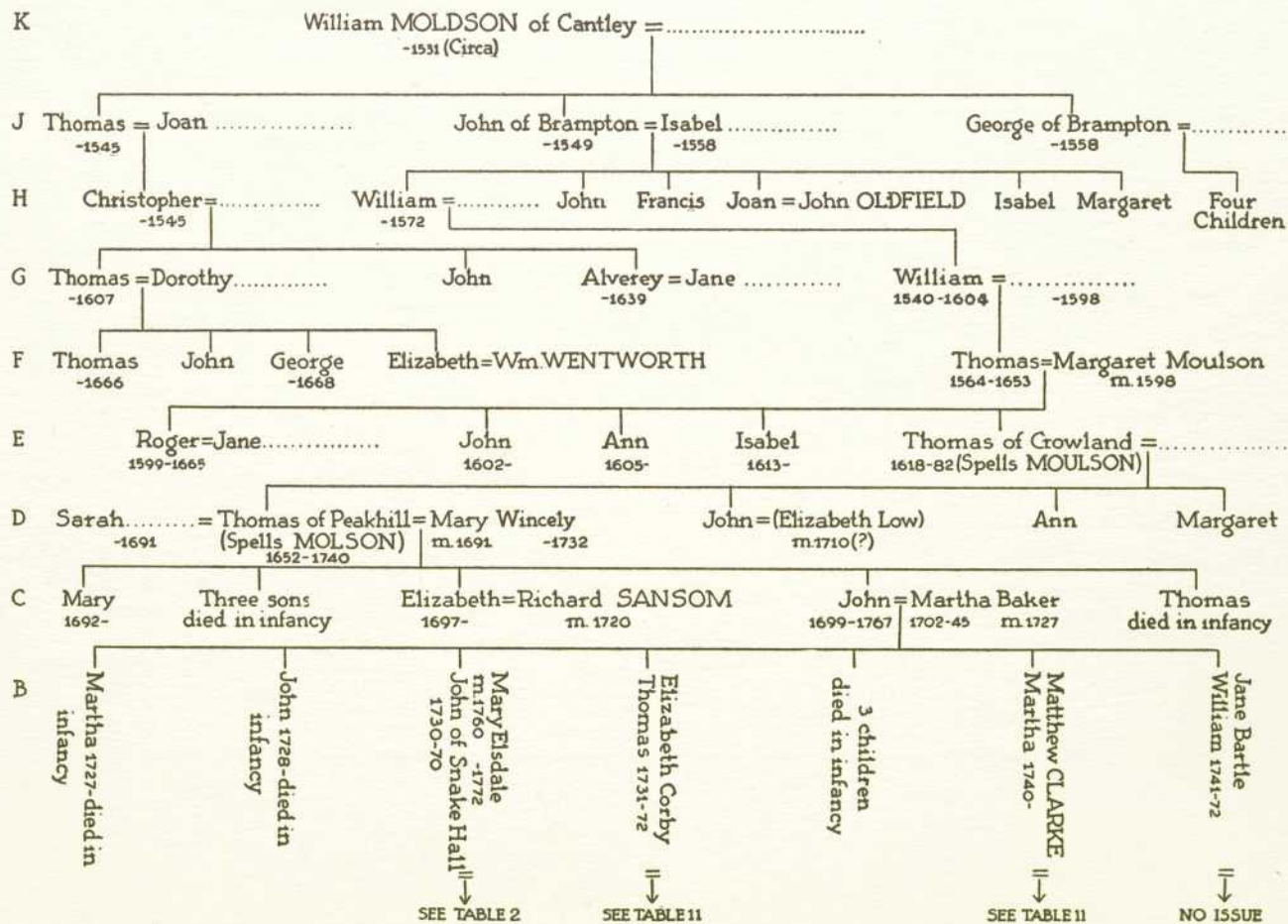


TABLE No. I



D TABLE No.2

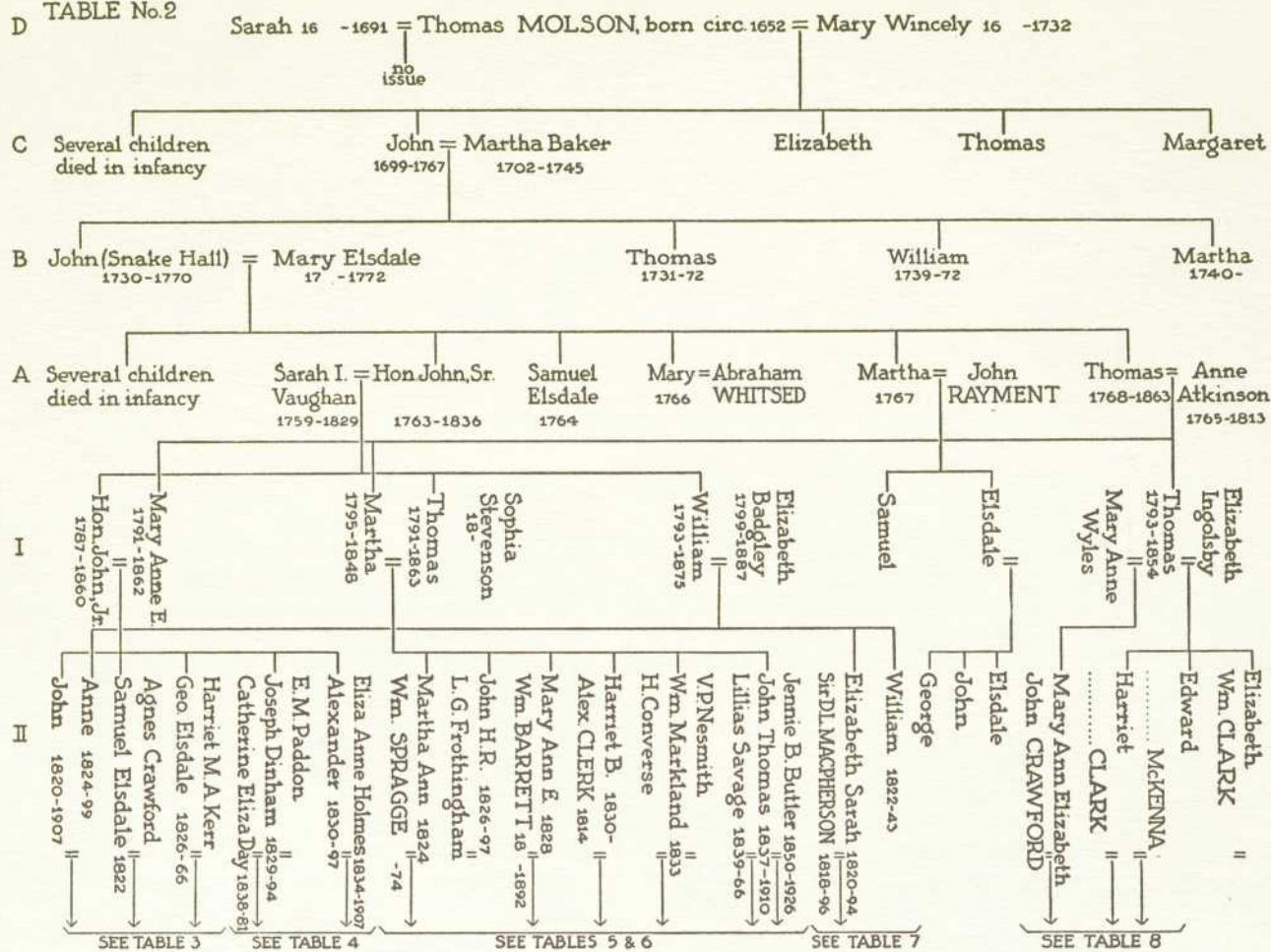


TABLE No. 3

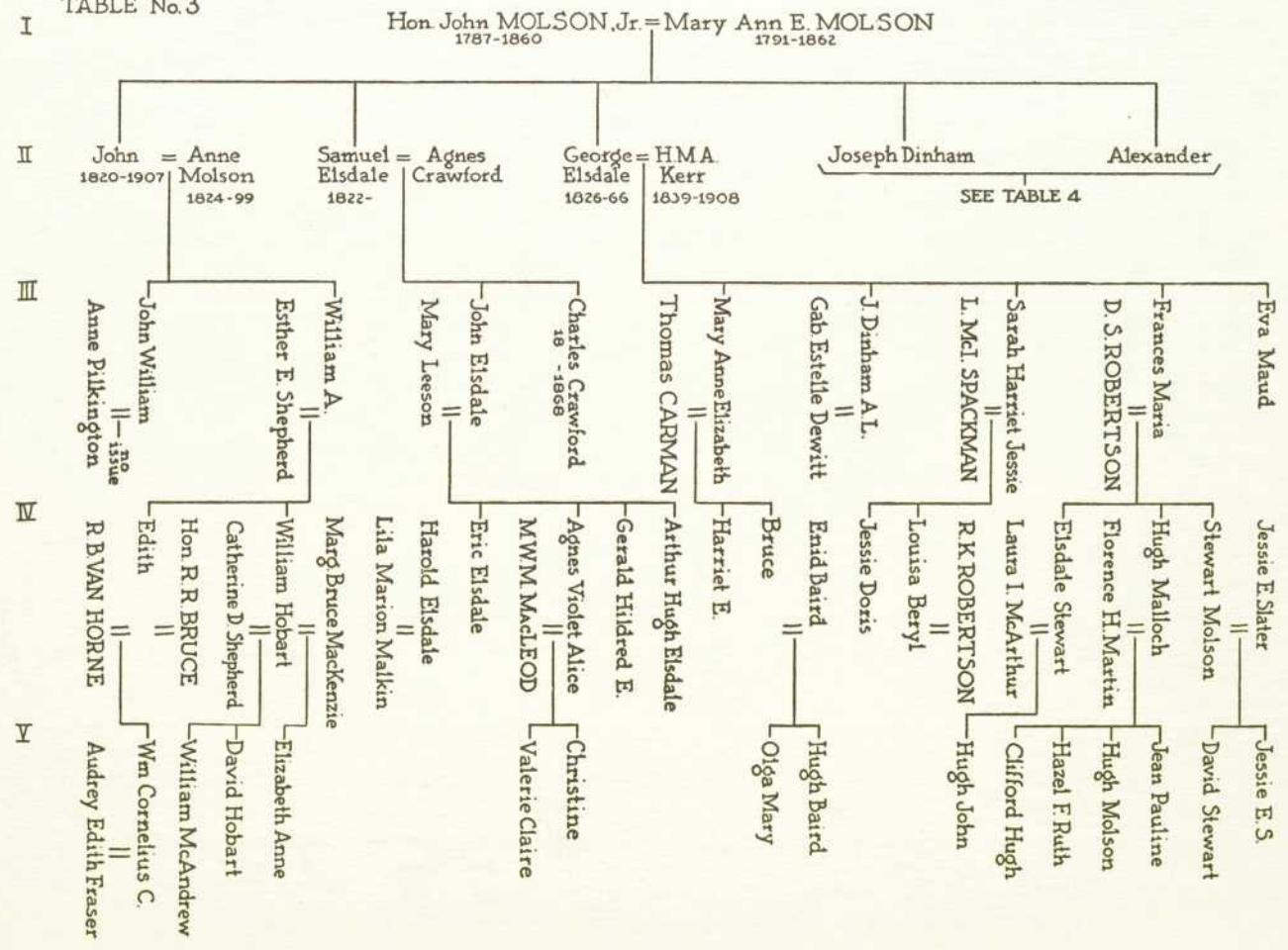


TABLE No.4

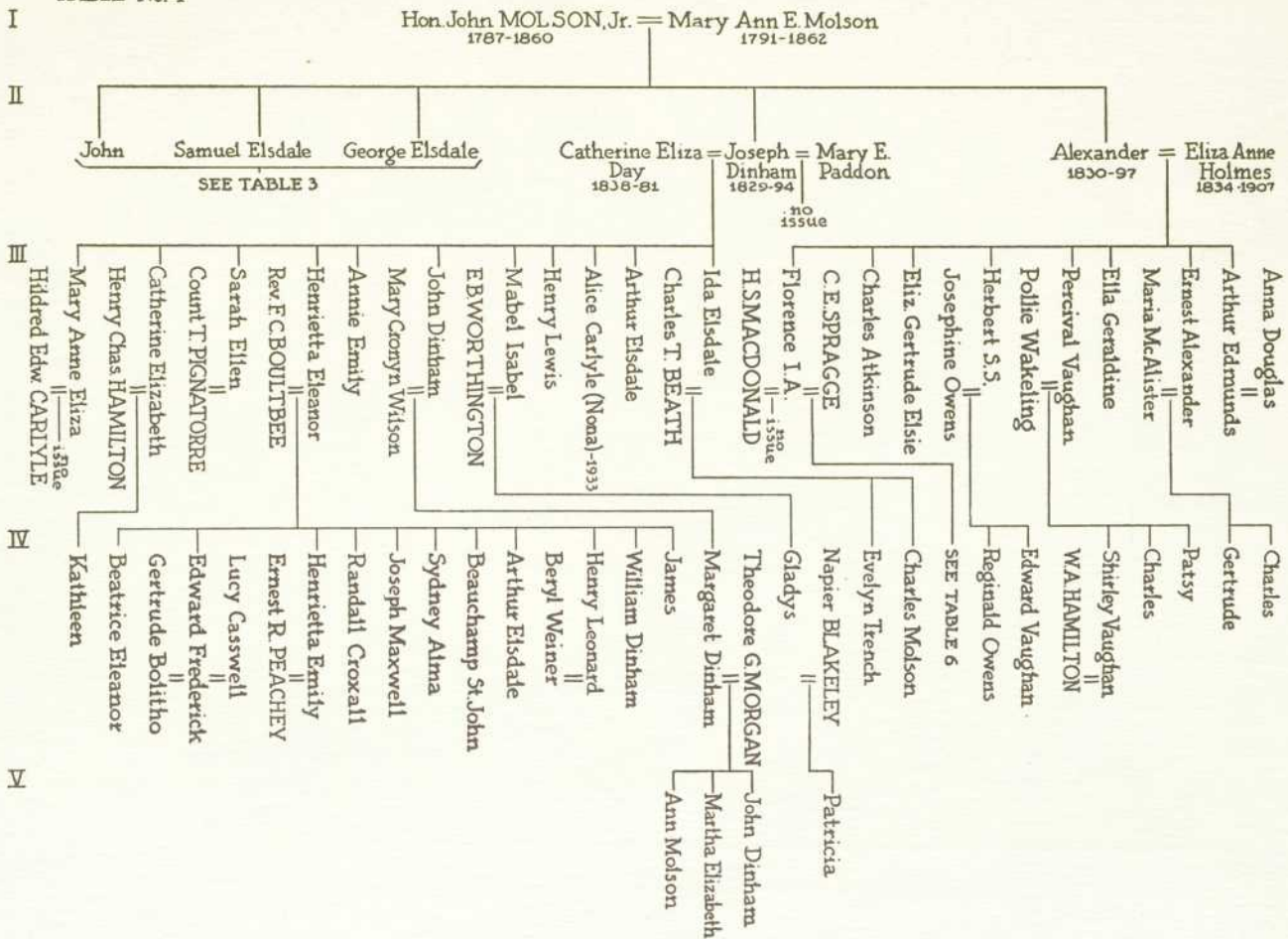


TABLE No. 5

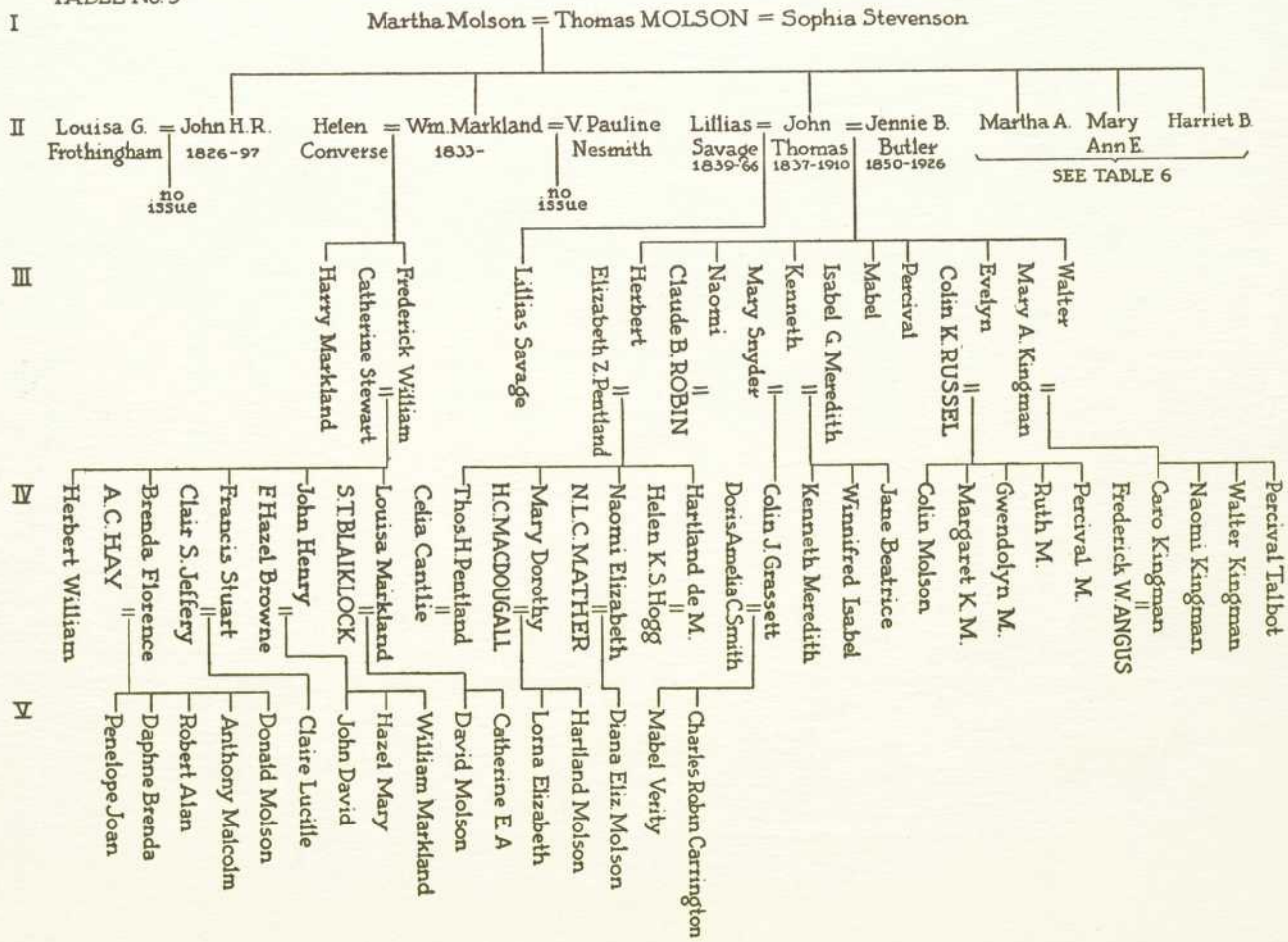
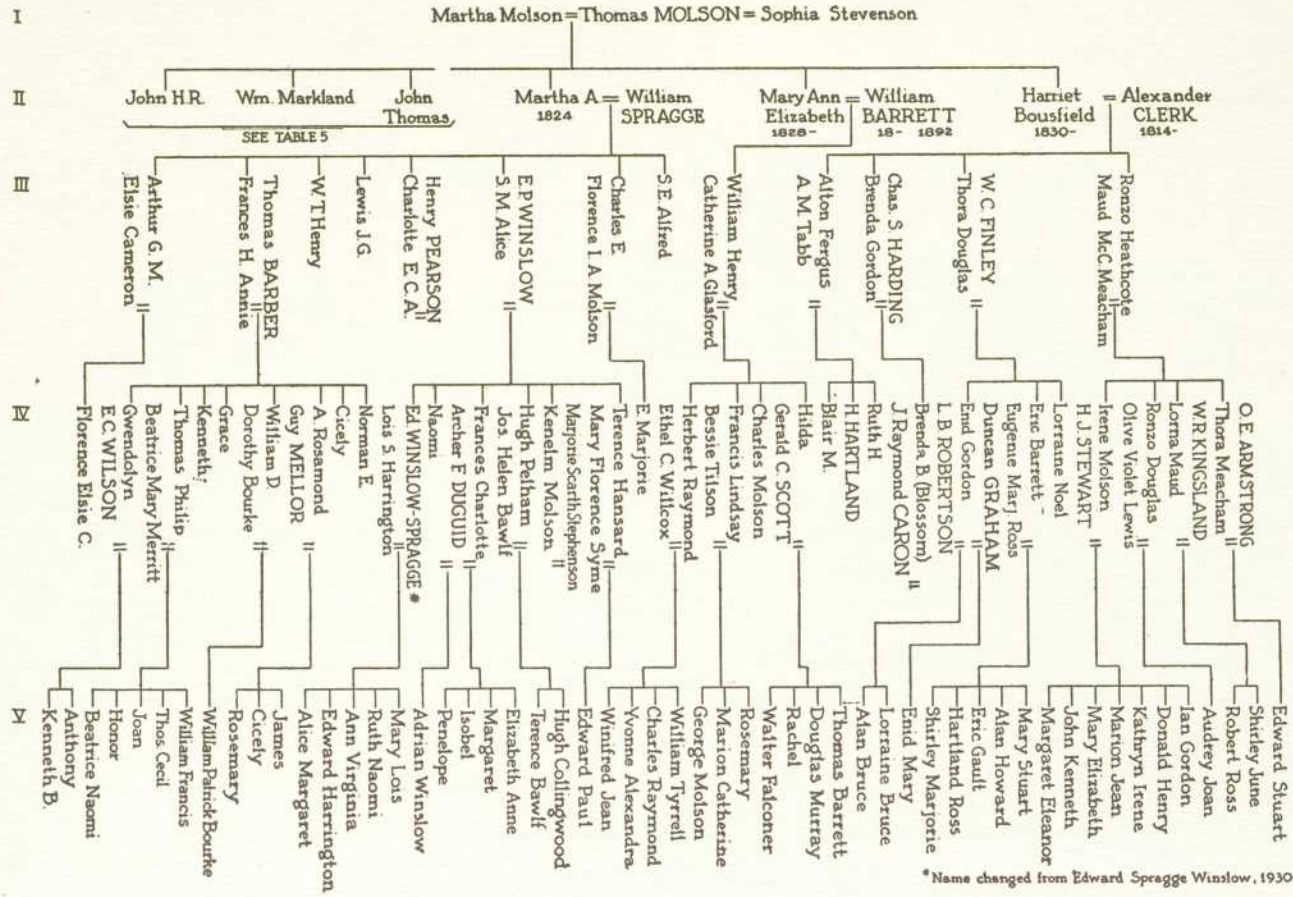


TABLE No 6



I TABLE No. 7

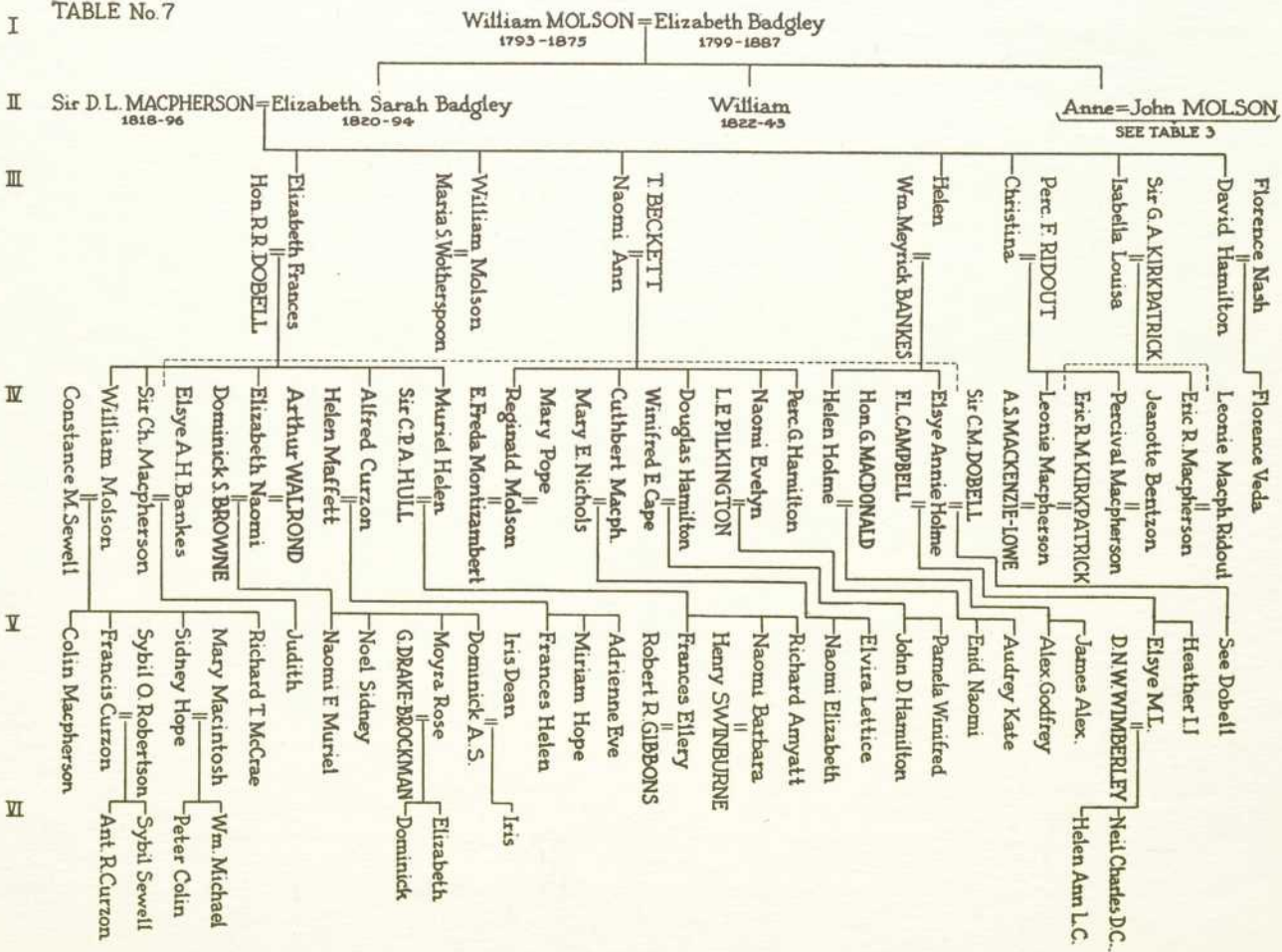


TABLE No. 8

A

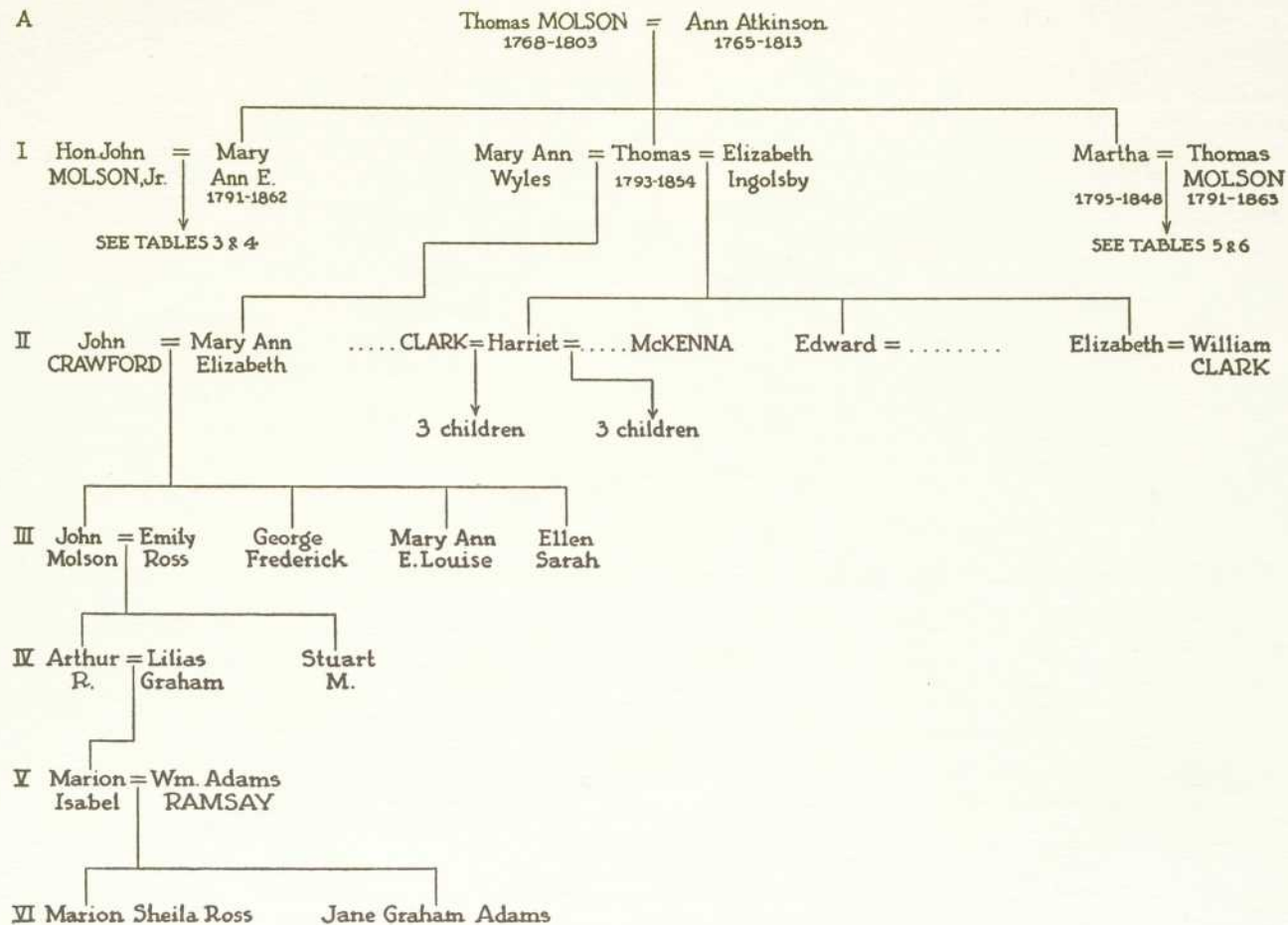


TABLE No 9

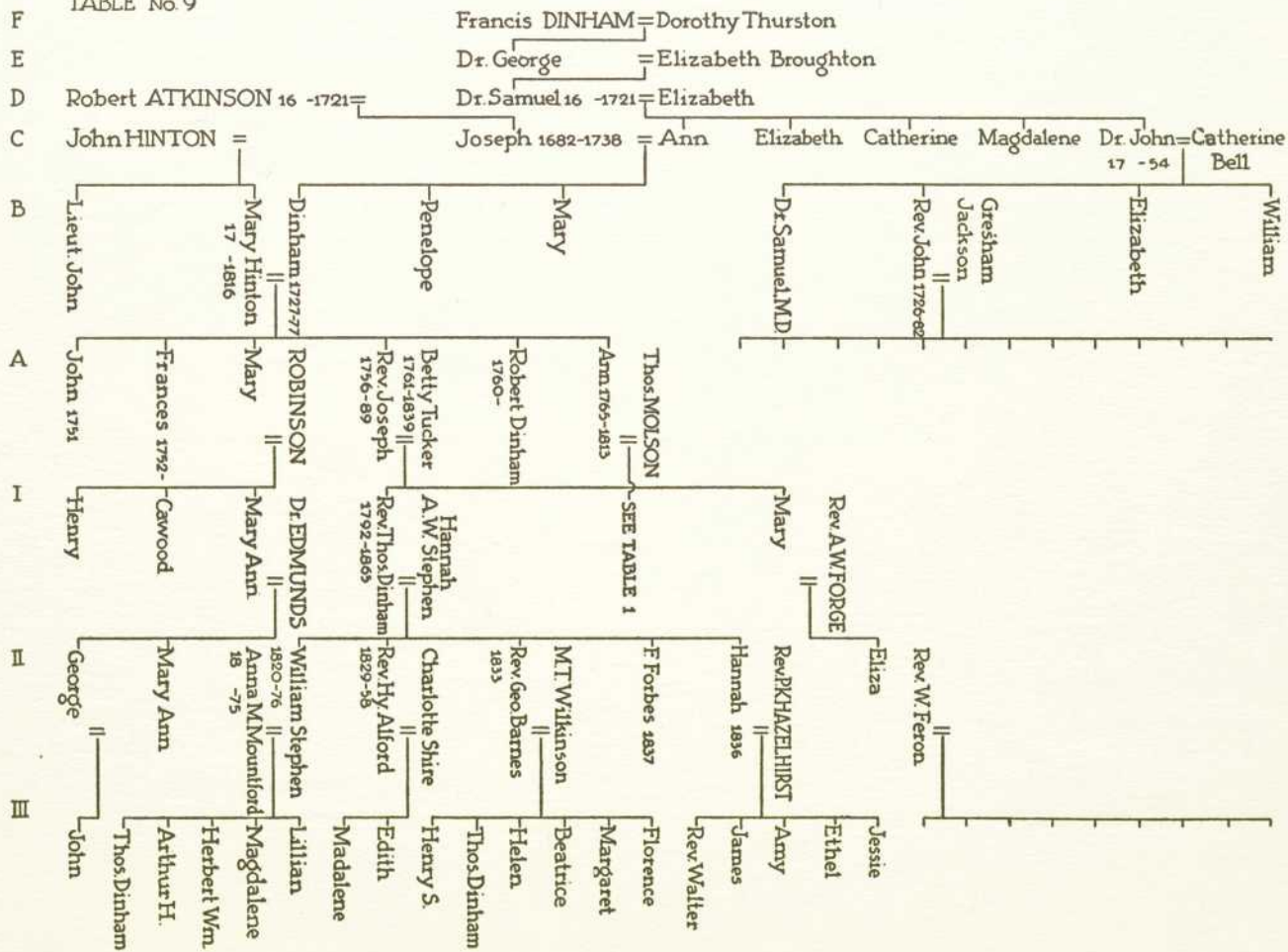
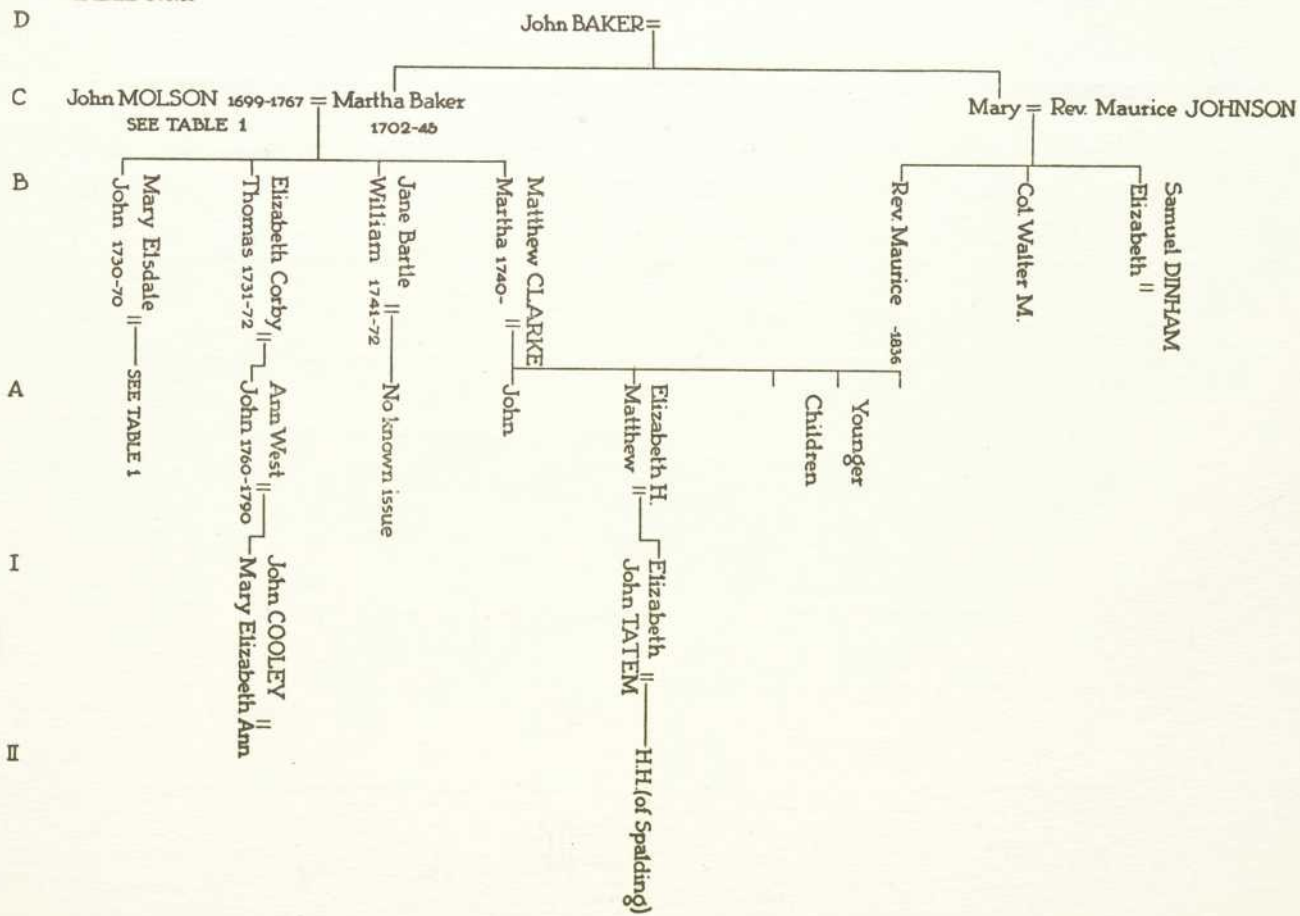
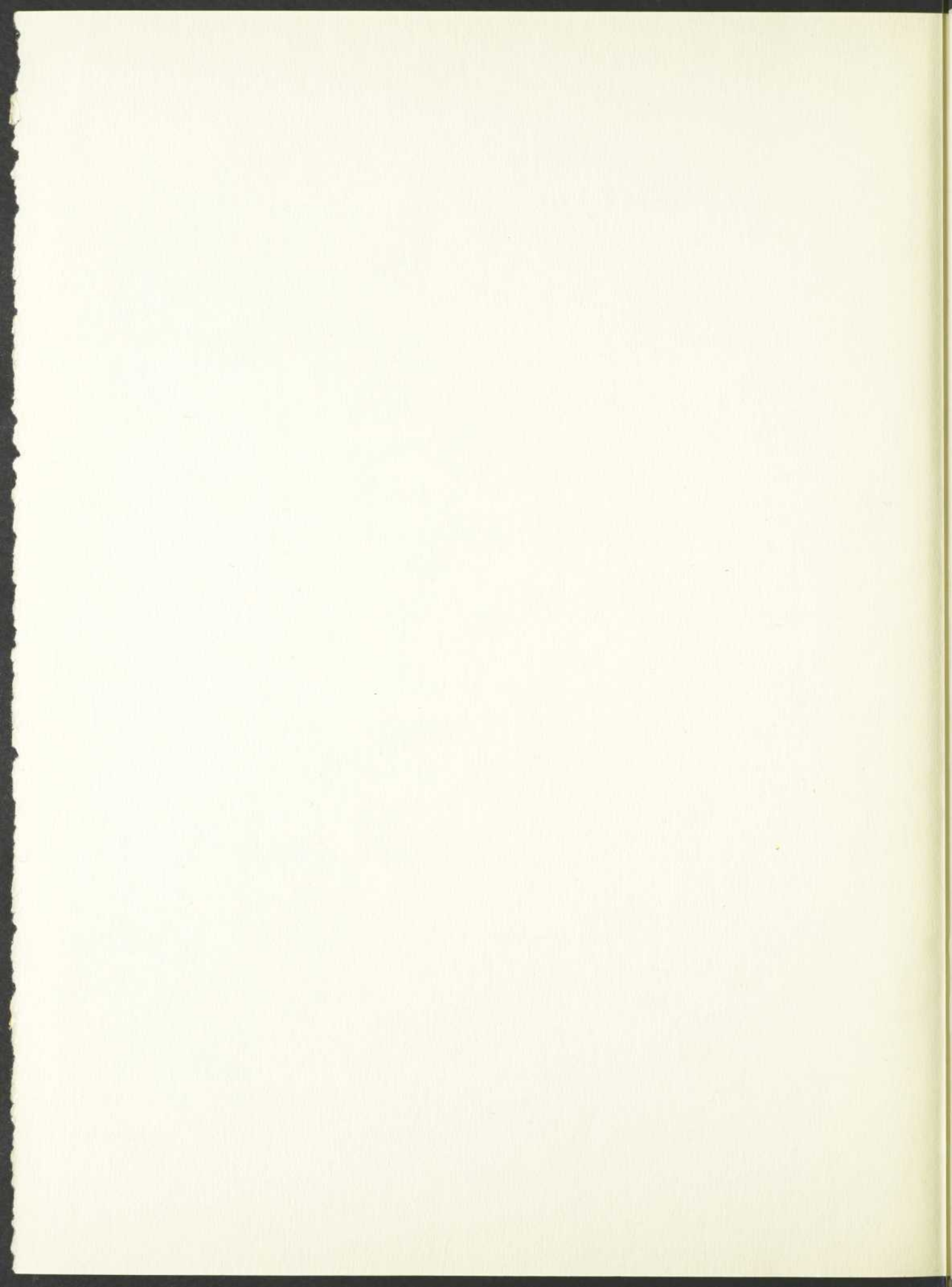
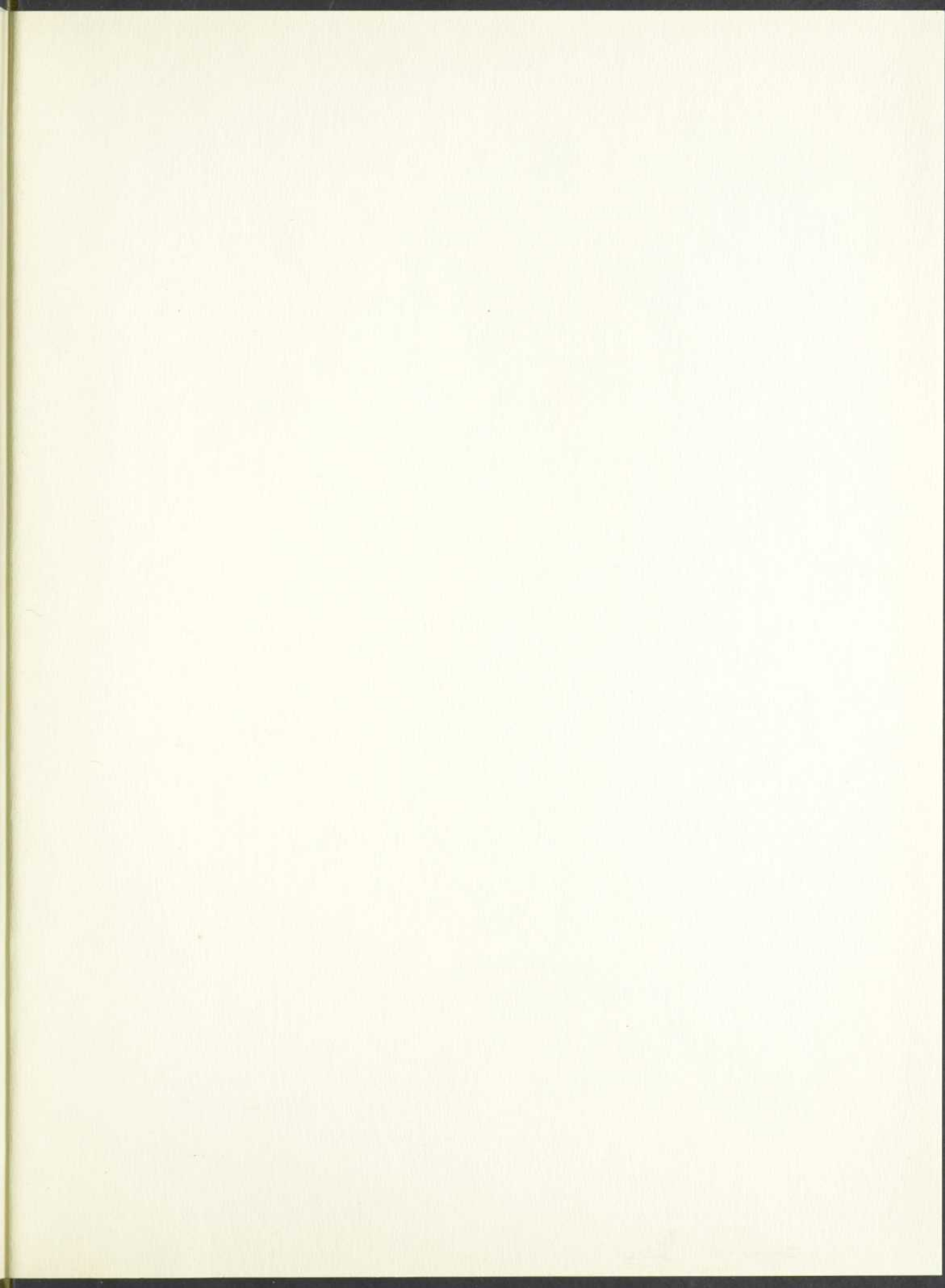


TABLE No.11

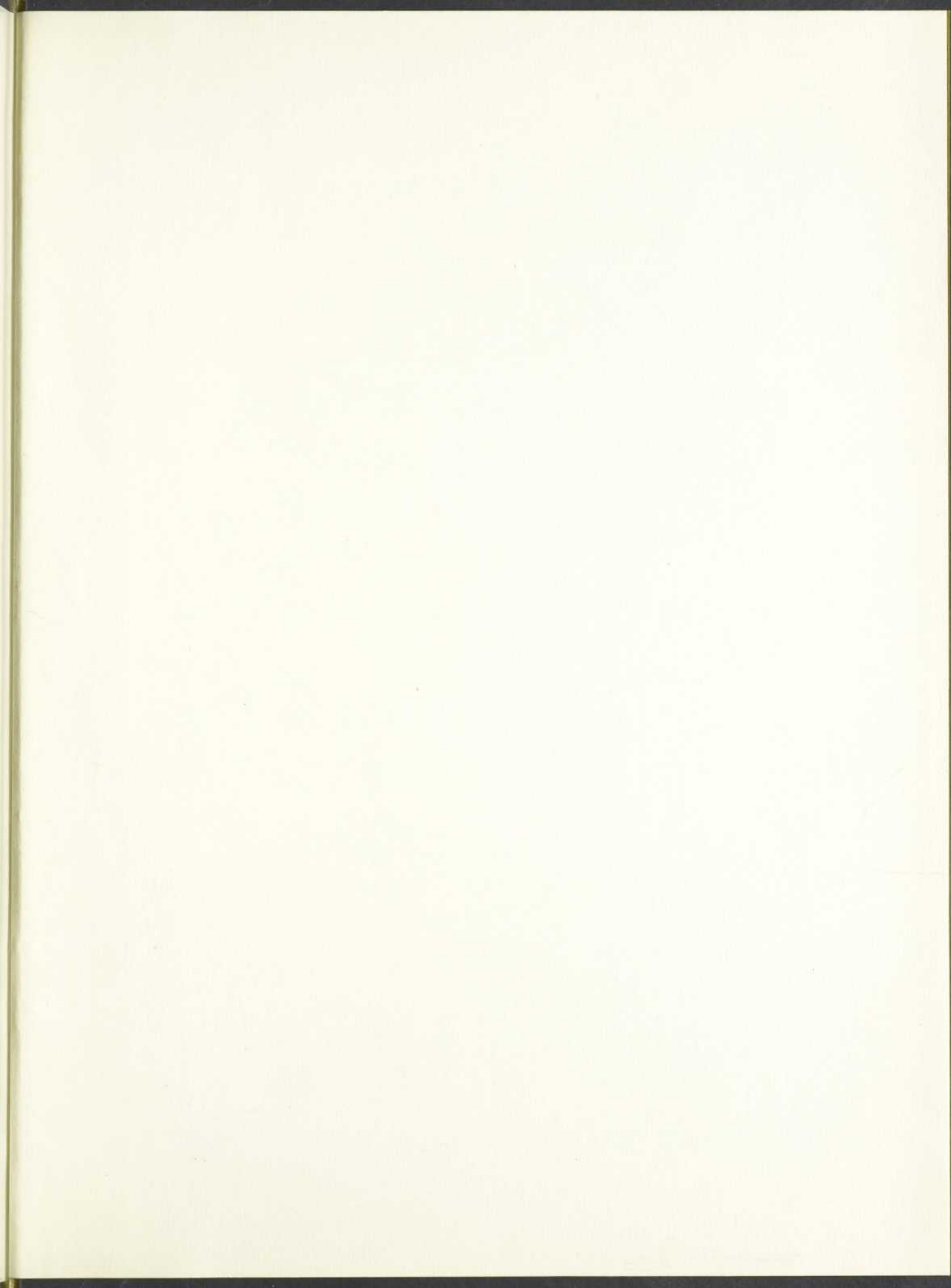




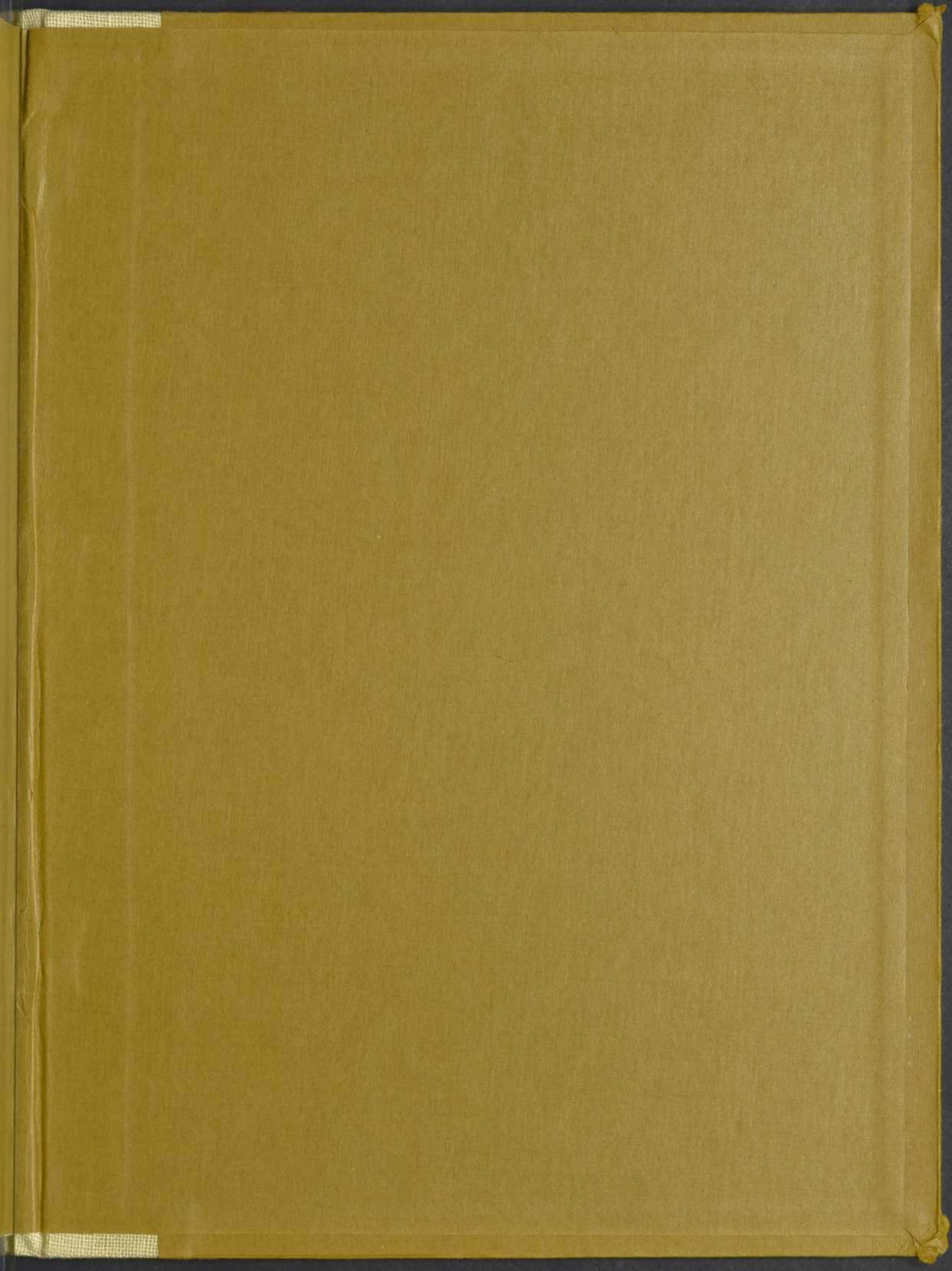








RÉSERVĚ
A350021



BAnQ



000 571 461