

# **Samuel William Marchment**

The story of Sam Marchment and his family

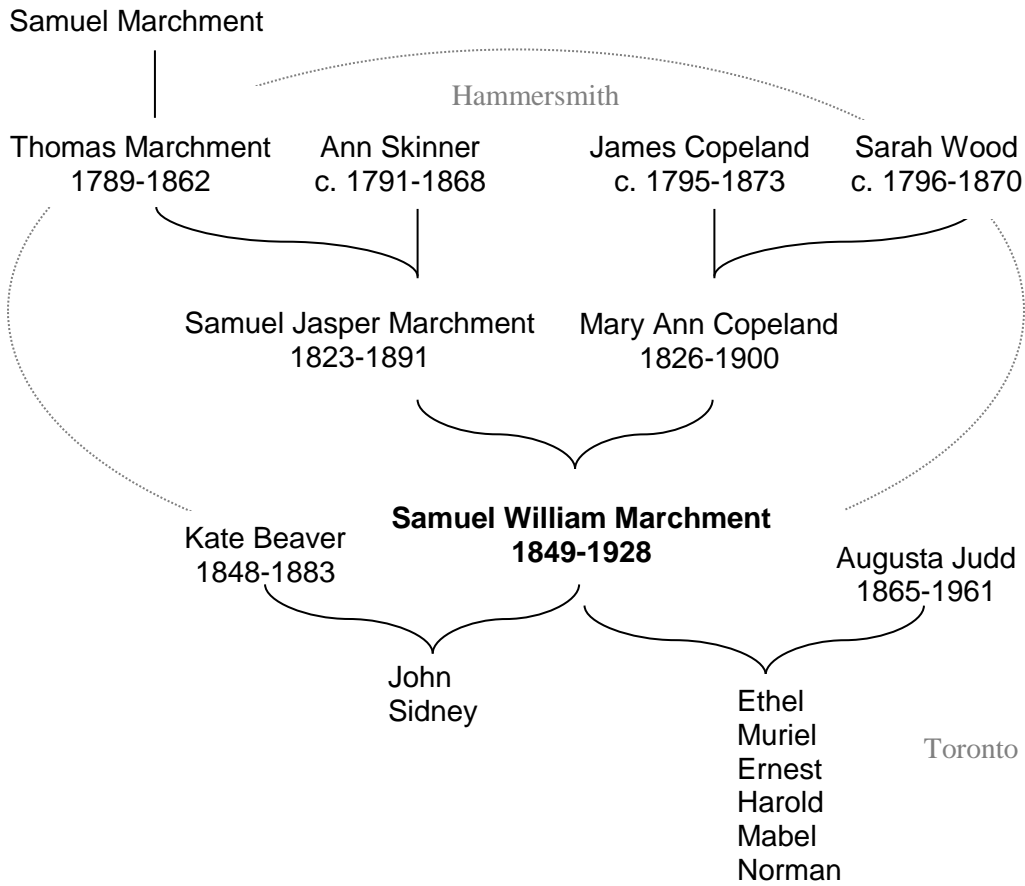
28 December 2016

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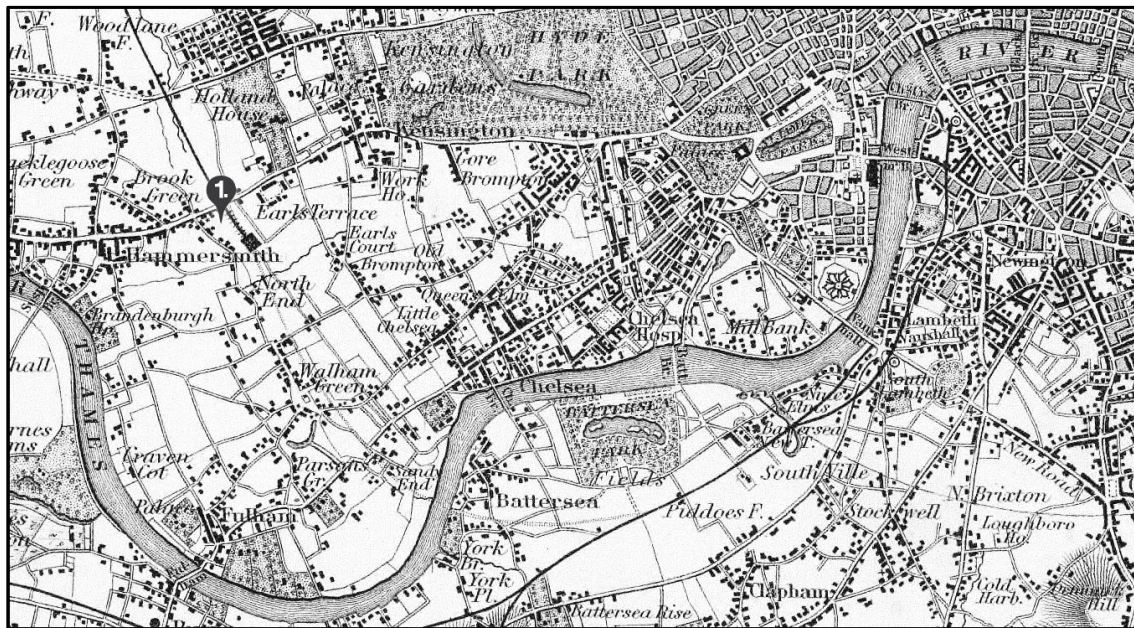
# Family Tree

Co. Wiltshire



## Fulham, Hammersmith, and Kensington (1849-1889)

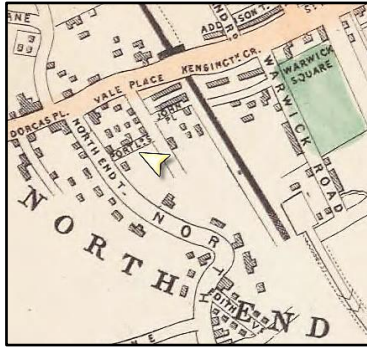
Samuel William Marchmont was born March 14th, 1849, on Portland street, in Fulham's North End.<sup>1</sup> Situated in the Thames valley near London, this semi-agricultural criss-cross of roads and lanes lay between the larger towns of Hammersmith and Kensington. The main roads were lined with houses, and behind them were acres of open fields, meadows, and market gardens, from which a small number of farmers supplied vegetables to the City. A short walk east lay Kensington, where the fields ended, and the London suburbs began. In the opposite direction lay Hammersmith, where Sam's grandfather had moved in 1815.<sup>2</sup>



1) Portland street. Detail of "The Environs Of London," J.H. Colton & Co. 1856.

Sam's grandfather Thomas Marchmont, was born in County Wiltshire, possibly the son of Samuel Marchmont, and grandson of Jasper Marchmont. He was baptized at Charlton near Pewsey, July 12th, 1789. He and his sister Ann Marchmont moved east in 1810. Each was married in Ealing, County Middlesex; Thomas to Ann Skinner, and Ann to William Dykes. A few years later, both couples moved to nearby Hammersmith, around which they and most of their children lived for the rest of their lives.

One can imagine Thomas and his wife Ann's early life together was difficult. Of their first seven children, only three survived infancy: William disappeared in his 20s; Eliza was deaf, childless, and passed away in middle age; and Samuel Jasper, born in 1823, the eldest to marry and have children, including Sam. By 1827, the situation must have improved for Thomas and Ann, as their last three children thrived, and success followed them into adult life. Eleanor married a coachman named John Baker, lived on the Woodhouse estate in Shepherd's Bush, and retired with an annuity. Elizabeth married a policeman named Alfred Taylor, and lived in a Westminster house large enough to lodge several active and pensioned soldiers. And the youngest, Thomas junior a furniture dealer, raised his family in Hammersmith and died leaving a sizeable inheritance. Samuel Jasper however, remained a labourer like his father, and fared not nearly as well as the others.



Portland street indicated. Detail of "Whitbread's New Plan of London," 1853.

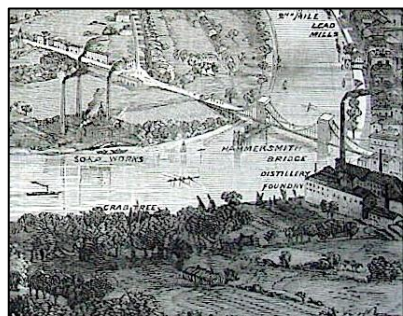
Samuel Jasper Marchmont was at best a survivor, or a scamp, though his start seemed promising. At age 18, he was working for William Turpin, at the Essex Serpent pub in King Street, Covent Garden. That employment ended when he stole 4½ shillings from the owner, equal to two hundred of today's dollars. He was tried for larceny, and sentenced to three months in prison in 1841. Again in 1849, he was convicted of stealing from William MacAlpine, perhaps while working in his laundry. Samuel Jasper was tried for embezzling 1£ 3s, and served nine months, leaving his wife and two infant children on Portland street, including 8-month old Sam.

Sam's first home, on Portland Street, was just south of the Hammersmith Road, the main thoroughfare from London to Hammersmith, and the west of England. He lived there from birth until around age 11.

Imagine it's the late 1850's, and from the chimney sweep's perch you take in the panorama of town houses, narrow laneways, and open fields around the Marchment's home. Look back over the roof, between the apartments where North End road meets Hammersmith road, to the Bell and Anchor tavern. A bit east, to the right, you might see part of Lee's Nursery, where Lewis Kennedy and James Lee introduced the China rose, fuchsia, and dahlia decades before. Keep turning right until the Hammersmith Road re-emerges from behind the shops to our north, and crosses Counter's Bridge on its way to Kensington. Here the West London Railway passes under the bridge, and terminates at the basin of the Kensington Canal. Company directors plan to fill the canal, bury the sewers emptying into it, then extend the railway south along its path to the Thames. Across the canal basin, beyond the rooftops of Earl's Court and Brompton, the metropolis of London fills the horizon. A gentle morning breeze blows smoke and the stench of open sewers away eastwards, a quality favoured in the last centuries by the City's wealthy, who built mansions among the Fulham gardens, in the fresh air up wind.



From "The History And Antiquities Of The Parish Of Hammersmith," Thomas Faulkner, 1839, p 238.



Bird's eye view of Hammersmith Bridge from North End. Detail of "The Oxford and Cambridge boat race," Illustrated London News, 20 March 1875.

Turn away from the City, and look down the canal and across the famous chrysanthemum beds of John Salter's Versailles Nursery, and the Fulham Fields beyond. Market gardens, hedge rows, and the hamlet of North End swing past, as you follow the bend of the great river towards the west, and back up to the Hammersmith Bridge. Behind the church towers and smoke stacks of Hammersmith is the first suspension bridge to span the River Thames, built when Samuel Jasper was an infant.

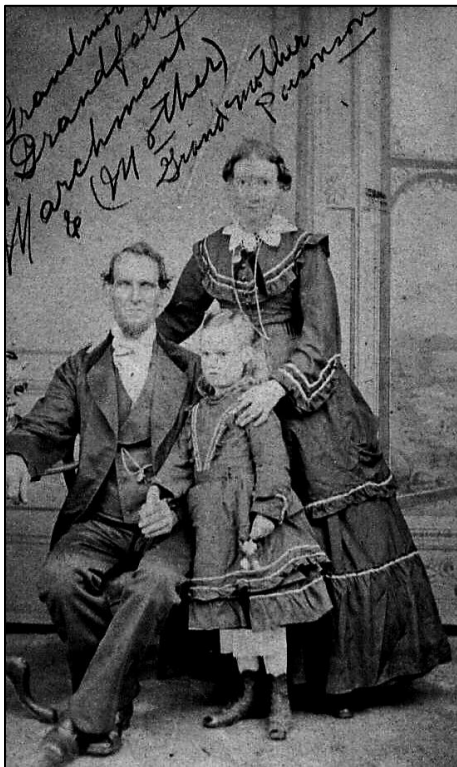
From the time the Marchments arrived in 1815, until Sam's birth in 1849, the population of Hammersmith had slowly doubled, but the pace of change quickened. In his first decade, the population doubled again, then tripled after his second.<sup>3</sup> Growth became explosive. Urban development spread westward from the city, fed by an influx of workers from the surrounding countryside, and places further afield, like Ireland, and the continent. Sam's neighbourhood began to look all the more like the Big Smoke.

In the early 1860's, Samuel Jasper got a job as a carman in Chelsea, and the family moved into the City. There, he carted goods by horse drawn wagon. Chelsea was on the opposite side of Brompton, by the river, about three kilometres from North End. Here was the western border of urbanization, and from this point eastward, it was all city. The family lived at number 8 Worlds End Passage, and consisted of father Samuel Jasper Marchment, mother Mary Ann Copeland, the two eldest children Mary Ann and Sam, the boys George Townsend, and James William, and baby Emma. Chelsea was Sam's home from about age 11 to age 16.



Looking west from the tower of Chelsea Old Church. Battersea Bridge is on the left. Worlds End Passage is behind the block of houses on the right, near the boy and the wall by the river's edge. James Hedderly c. 1860

Within a few years, the family moved back to their old neighbourhood near the North End and Counter's Bridge. The family enlarged, both as the elder children married and had children, and at the arrival of their youngest sister Sarah. Sam moved to Shepherd's Bush, and married Catherine "Kate" Beaver. They lived on Southbrook street, not far from his Aunt Eleanor Baker at Woodhouse. He was a coal porter, possibly working in the depot between the Woodhouse estate and Uxbridge Road Station.



Samuel Jasper Marchment, Mary Ann Copeland, and Sarah, c. 1873. Courtesy of Jean Welsh.

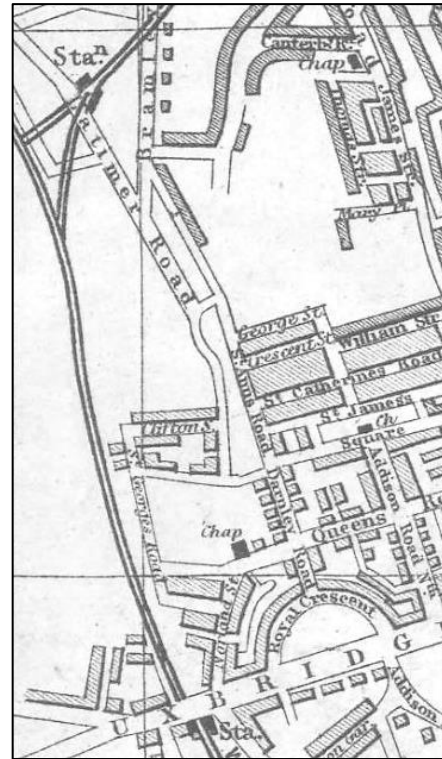
His sister Mary Ann married Richard Davis, also a coal porter. They lived near Samuel Jasper on Pembroke road, across the railroad tracks just east of the Versailles Nursery. This neighbourhood was close to the Warwick Road goods and coal depot, and south of Counter's Bridge, where the old Kensington Canal Basin had been. Samuel Jasper, Mary Ann, and the other siblings lived in one of the Ashley Cottages near the end of Pembroke road, at Warwick road, and close to Mary Ann's parents who lived above the stables at the Kensington Arms Inn. Samuel Jasper, and son George were also coal porters, and it was around this time George first experienced the fits and seizures later diagnosed as epilepsy.<sup>4</sup>

By 1871, Sam and Kate had moved to 15 Warwick Terrace, next to the depot. Mary Ann, Richard, and baby Rose Hanna lived at number 13. Richard was from Canada, and perhaps the idea of emigrating there had started with him. His parents lived in the Ottawa valley, but Sam, Kate and her brother Thomas decided to go to Simcoe, and take up farming near the town of Barrie.

On the 28th of June, 1871, Sam Marchmont and Thomas Beaver departed for Canada aboard the S.S. Thames, her maiden voyage, and Kate soon followed. After three years, once they had established themselves in Orillia working at the railhead, Mary Ann and Richard joined them. Those that remained in London moved a little north to Norland Town, on the western edge of Notting Hill by the railway tracks.

The two boys married: James to Susan Alice King, and George to Elizabeth Emily Huckwell, daughter of a local plasterer. By the late 1870's, Samuel Jasper and Mary Ann lived at 81 Latymer road in Norland with George, Elizabeth, and their daughter. James, Susan and their growing family lived next door at number 83. Emma and Charles lived a few blocks east at 100 St. Katherine road. And not long after, Mary Ann and Richard returned from Canada, and located themselves in Hammersmith, on Chapel street, between the creek and Hammersmith bridge.

Perhaps the reasons the family moved to Norland Town, and Sam and Kate emigrated, were the same. Urbanization grew outward from London, and spread into the North End, bringing gentrification. By the late 1880's, the Marchmont's old neighbourhood around Warwick Road was occupied by the well-to-do middle class, while the Marchmonts remained working class labourers. Maybe the rents became too high, or their earnings became too low, and they moved to a location they could afford. George and James were still coal porters, and Emma's Charles was now a plasterer. Their new neighbourhood in Norland Town was a mix of comfortable to poorer classes, more like North End and Warwick road had been in previous decades.<sup>5</sup>



Latimer road. Detail of "Philip's New Plan of London," George Philip & Son, 1873.

As development continued, the Marchmonts felt the squeeze of progress. Considering Sam's success in Canada, emigration must have seemed even more attractive, and most of the remaining Marchmonts left in 1887. Perhaps young Sarah left first with her new husband John Victor Parsonson, baby Sam, and John's older sons. As Sam did, Parsonson the sawyer headed for the pine harvest north of Orillia. Sarah Emma and Charles left next on March 17th, 1887 with their two young children aboard S.S. Parisian, and arrived in Halifax, Nova Scotia 11 days later. Samuel Jasper and Mary Ann departed London with daughter Mary Ann, Richard, and their six children on June 4th aboard S.S. Nestorian. James, Susan, and their six children left that year too, while the only one to remain was George.



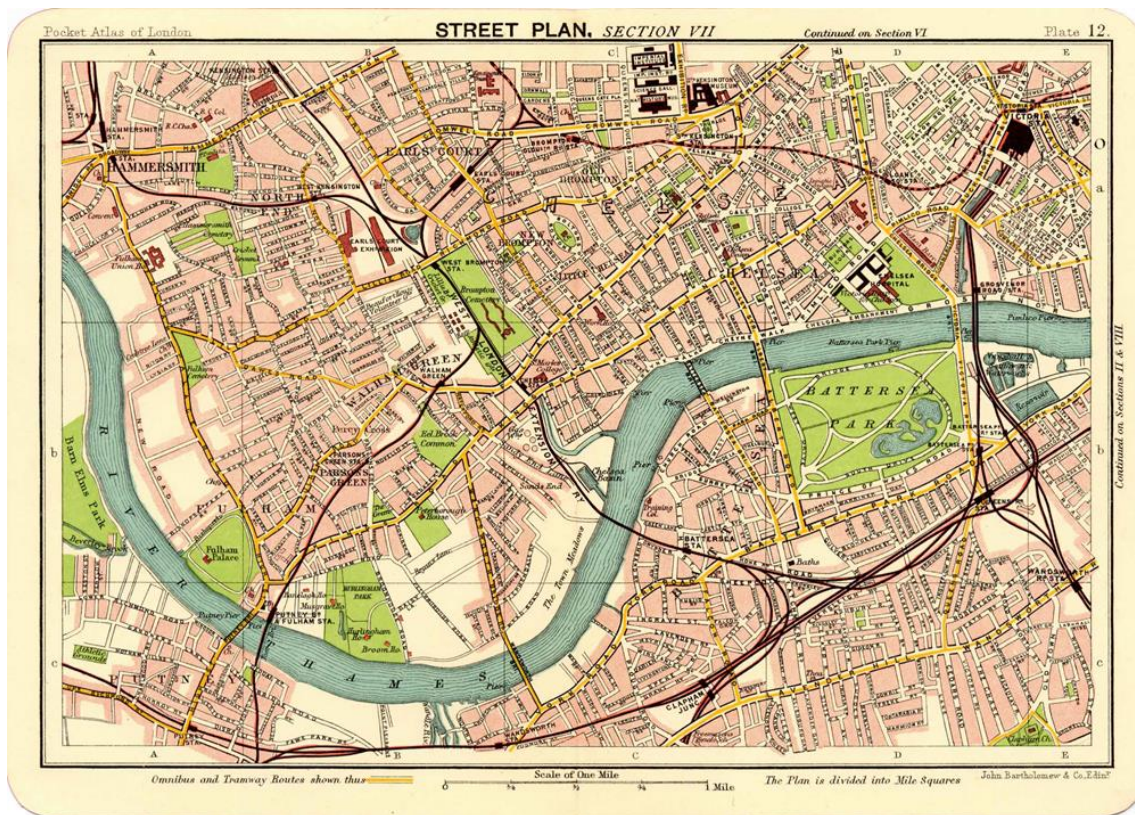
"S.S. Nestorian", courtesy of Børge Sole, and norwayheritage.com.

George and Elizabeth, and daughter Mary Ann remained at 81 Latymer road another two years. It seems Elizabeth's attachment to London was too strong. Sadly, George would not stay. He left for Canada without her, or his daughter, and came to Toronto in 1889. They remained in London, and Elizabeth remarried in 1895 under the pretence that George had died. Samuel Jasper's siblings also remained in London; Eleanor died the year of Samuel Jasper's departure, and Thomas junior and Elizabeth passed away in 1909, and 1911 respectively.

By the time Samuel Jasper had left his London home, the City had spread beyond North End to Hammersmith, Shepherd's Bush, and south across Fulham. But for a few fields alongside the great river, the market gardens were gone, replaced with rows of new housing. Over Samuel Jasper's lifetime, his home around Hammersmith and Fulham had grown in population by ten-fold, and its density surpassed what downtown London's was in the year of his birth. His home had become unrecognizable, and change continued unabated.

Long after the Marchments were gone, their homes were torn down, and the streets renamed. Portland St. is now Gorleston St. Warwick Terrace and Ashley Cottages are gone, and the lands redeveloped. Latymer Rd. is now Freston Rd., and World's End Passage became Blantyre St., then was bombed during the Blitz of 1940-41, and replaced with apartment blocks.

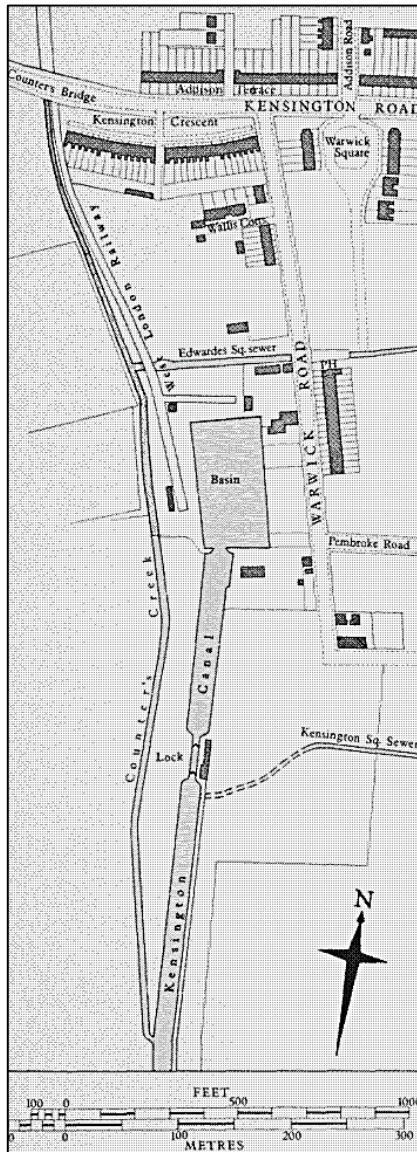
The rest of our Marchment's history took place in their new home in America.



Urban development in pink, with North End in top row, column B, about ten years after our last Marchments left.  
 From The Pocket Atlas & Guide to London, J. G. Bartholomew. John Walker & Co. Ltd., London, 1900.



## Gallery



Kensington Canal, plan of basin and lock near Warwick Road c.1850. Marchmonts lived south-west of Counter's Bridge c.1849-1859, then at corner of Pembroke and Warwick c. 1866-1876, once the basin was filled. From Survey of London: volume 42: Kensington Square to Earl's Court.

“North End may be described as a series of residences on each side the lane, more than a mile in length, which runs from the church at Walham Green to the main road from Kensington to Hammersmith. There were but few houses in it when Faulkner published his map in 1813. Market gardens were on both sides the road, and the gardeners cottagers were very old.”

From A Walk from London to Fulham. Thomas Crofton Croker. 1860.



Elm House, North End Lane, just south of Portland Street. From Croker (1860)



Walnut-Tree Cottage, North End Lane, opposite to Elm House. From Croker (1860).



Kensington Canal c. 1850, south of Lillie Rd., with Brompton cemetery on left. Watercolour by William Cowen.



The photograph looks east, away from the Battersea Bridge, Worlds End Passage, and the Marchmont home. Cheyne Walk, near Chelsea Old Church. Photographed by James Hedderly c. 1860.



Worlds End Passage on left. Vantage point of the two photographs by James Hedderly was Chelsea Old Church at black box labelled "Chu." Detail of "Whitbread's New Plan of London," 1853.



Looking south from La Land Place toward the Marchmont home at World's End Passage c. 1860-1866. East of Hob Lane a footpath ran diagonally from the river to the World's End tavern on King's Road and was known in the 19th century as World's End Passage. From *A History of the County of Middlesex: Volume 12: Chelsea* (2004), pp. 61-66.



The Marchments lived near this intersection off left side of photo from 1866-76. Mary Ann's parents lived over the stables of the Kensington Arms in the 1860's. North-east corner of Warwick and Pembroke roads, 1905 (uncredited photo).



The Marchments lived nearer the southern end, at nos. 81 and 83 from 1878-1889. Latimer Road (northern end, looking towards North Pole Road) circa 1900 (NK Community Archive).



Portland street (left arrow), Warwick road (right arrow), several decades after the Marchments lived there. Detail of Maps Descriptive of London Poverty. Charles Booth. 1898-99.

|            |  |
|------------|--|
| BLACK      | Lowest class. Vicious, semi-criminal.            |
| DARK BLUE  | Very poor, casual. Chronic want.                 |
| LIGHT BLUE | Poor. 18s. to 21s. a week for a moderate family. |
| PURPLE     | Mixed. Some comfortable others poor.             |
| PINK       | Fairly comfortable. Good ordinary earnings.      |
| RED        | Middle class. Well-to-do.                        |
| YELLOW     | Upper middle and Upper classes. Wealthy.         |



Same map, showing Latimer road (arrow), one decade after the Marchments lived there.

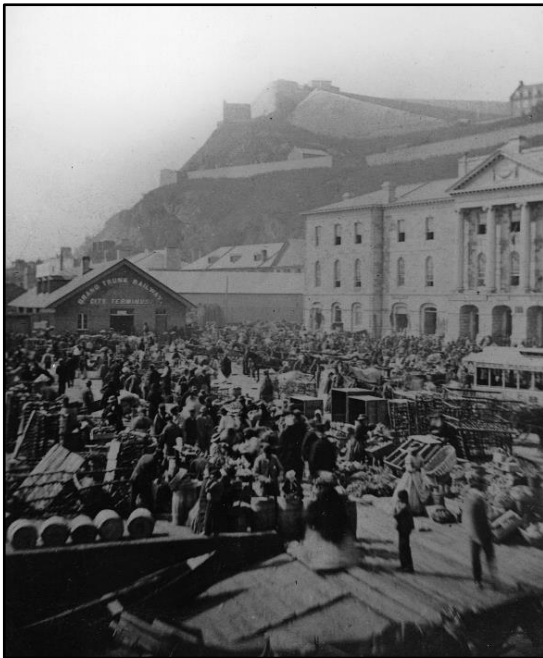
## Québec (1871)

On the 15th of July, 1871, at 6:30 in the evening, the steamship Thames docked at the Port of Quebec, the fifth and final trans-Atlantic crossing to arrive in the city that week. For captain John James, it was the completion of the Thames's maiden voyage, having departed London 17 days earlier.

For most of the 199 passengers, it was the beginning of their life in America. They were British blacksmiths, sawyers, labourers, dress makers, servants. There was 18 year-old Charles Mellor, the future machinery salesman who later settled in Grand Rapids, Michigan; the 1-year old Henry Stonewall Chappell and his family who settled near Sault Ste. Marie, Ontario, and farmed there for generations; and 35-year old Euphemia Mackenzie, wife of Scottish émigré and business magnate William Innes Mackenzie. She and their five children were returning from London, where her husband had managed recent construction on the Thames Embankment. His company would, in the coming decades, build the principle part of the Toronto suburb of Parkdale. And there were two hopeful brothers-in-law, 19-year old Thomas Beaver, and 23-year old Sam Marchmont, heading for Barrie to take up land.



Québec, gateway to North America. Jules-Ernest Livernois c.1876. Library and Archives Canada, C-003529.



Champlain market, Québec City. William Notman, c. 1865

The heat wave of the last four days broke as they steamed into Grosse Île for medical assessments. Once the ship was allowed to dock at Québec City, had satisfied the customs agents, and met the dawn of their final day in port, her passengers were allowed to proceed to the train station. From the wharves, and the customs house, it was up two blocks to the Rue St. Paul running along the foot of the cliffs and ramparts, to Rue St. Nicolas, and the city terminus of the Grand Trunk Railway.

As the train rounded the promontory, and left the city, how striking the differences must have seemed between their new and old homes. Canada's cities were young and small, its people scattered, and its land so wide, and so treed. Whereas Québec City was one of the oldest European settlements in North America, at over two and a half centuries, Ontario's cities were far younger, with none older than a hundred years. Its largest, Toronto, would have ranked

only 25th in population among the cities of England. Their final destination was in Simcoe County, where more than half of the occupied land was still forested. The route from Québec to Barrie by train, was equal to the entire length of Great Britain, yet with less than one tenth the population, and the vast majority living in rural communities.

The form of settlement, aside from the familiar shapes on maps, resembled a great wave sloshing up from the east coast, along the St. Lawrence valley, bursting north from lake Ontario, and stretching up the river valleys to the untillable Canadian Shield. On the leading edge of the settled lands, pioneers and shantymen cleared the forests to fuel the economy. Behind them were the mills, small villages and farms inhabited for several generations, with a core of larger towns and cities of industry at the base of the readiest routes of transportation. Between the cities and frontiers, portages, roads, then railways reached out, striving to join port cities on the Great Lakes and Atlantic coast. When Sam and Tom landed, the lumber boom was hitting points north of Barrie, with the railways arriving just in time.

The trip from Quebec City to Montreal took approximately 12 hours, with double that distance yet to Toronto. From there, a comparatively short journey remained to deliver them to Barrie. One imagines this afforded the two plenty of time to peruse the literature provided by the agents at the customs house.

"The Class of Persons Who Should Emigrate – Persons with capital seeking investment. Families with stated incomes will find in Canada a suitable home, good society, and every facility for educating and starting their children in life. These combined advantages being found with much less difficulty than amidst the crowded population of the Mother Country. Practical farmers, agricultural labourers, male and female servants, boys and girls over fifteen years of age. Those possessing small capitals may rent or purchase farms with some little improvements, on reasonable terms. Clerks, shopmen, or persons having no particular trade or calling and unaccustomed to manual labor, should on no account be persuaded to emigrate, for to this class the country offers no encouragement at present."<sup>6</sup>

Tom may have asked, "what about those possessing no capital?" While Sam thought of his better-off Uncles in London, who were quite unaccustomed to labour and "unencouraged" to emigrate at present. Sam and Tom would have to laugh, if a little nervously, as they dreamed of becoming farmers, riding across that humid July countryside.

"It is important to arrive in Canada early in the spring. By leaving in April or May, the emigrant will arrive at a time when there is the greatest demand for his labor. The highest daily wages are given in harvest; but his object should be to secure permanent employment at reasonable wages, thereby securing a home for the winter. It must also be borne in mind, that until he becomes acquainted with the country his services are of comparatively small value to the farmer, and therefore he should be careful not to fall into the common error of refusing reasonable wages when first offered on his arrival."<sup>7</sup>

"A word of advice is offered to the emigrant coming to Canada with a small capital. He would act wisely, if, instead of buying land – as is often done – before becoming acquainted with its character and the kind of labor required in a new country, a proceeding invariably leading to the incurrence of debt, payment of interest, and entailing various other embarrassing expenses – he were to place his money in the Savings Bank, take lodgings for his family in some neighborhood affording a good prospect of employment, and work at wages for a year or so, thus gaining the knowledge and experience necessary to realise independence. Such a course is not deemed degrading in Canada, and is sure to result in ultimate good."<sup>8</sup>

"A large area of Free Grant Lands are open for settlement under the Free Grant and Homestead Act, by which, on conditions of settlement, every head of a family can receive 200 acres of land; and any person over 18 years of age can receive 100 acres. In order to make a successful settlement upon a free grant, the settler should have at the least from £40 to £50 (\$200 to \$250) after reaching his location. This amount may soon

be saved, or the settler may obtain work with others for a portion of the year, so as to maintain his family until his first crop is harvested. The best season of the year to go on to a free grant is the month of September, after harvest work in the old settlement is over. There is time to put up a house, and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. In this way, a crop can be got in during the first spring. The operation of putting in the first crop is a very simple one. Ploughing is unnecessary. The land is rich, and all it needs is a little scratching on the surface to cover the seed. This is done with a drag or harrow."<sup>9</sup>

As it turned out, neither became a farmer, but both took advantage of a great opportunity for labourers. They worked on the railroad.

Just before reaching Barrie, the tracks divided at Allandale Station. To the west ran the Northern Railway, the main line completed 15 years earlier from Toronto to Collingwood on Georgian Bay. The second, newest line was the Toronto, Simcoe and Muskoka Junction, later absorbed by the Northern Railway. Five months from completion, with rails stretching north through Barrie, and around the bay to Orillia, this financially troubled company had plans to lay an equal length of track further north to the lake port of Gravenhurst, deep within the Shield, and its valuable pine belt. Racing from the other side of Lake Simcoe was the rival Midland Railway, vying to reach Orillia first, then connect Port Hope with Midland, on Georgian Bay.

In his time there, Sam worked for both the Midland and Northern Railways. Tom likely followed suit. Kate joined them by the next Spring, and soon they were living near the railhead at the edge of Shield country, in Orillia.

## Orillia (1871-1877)

In that time, Orillia was the northernmost village in Simcoe County, on the near side of the Narrows between Lakes Simcoe and Couchiching. Once an Ojibwe reserve, and home of Chief Muskquakie, now Orillia was a gateway for the burgeoning lumber industry. Food, equipment, and men flowed up to the camps. Logs, planks, and boards, flowed down from the several mills in town, and by boat to Barrie, the nearest rail link.

Whether farmers, labourers, sawyers or millers, tavern keepers, bakers, or butchers<sup>10</sup>, agents, clergymen, or gentlemen, all were profiting from the lumber industry. And soon the railroads would share in those profits. Sam was a teamster, driving horse-drawn wagons, likely transporting workers and supplies to the building sites along the new rail lines. The first to arrive in Orillia was the Northern Railway from Allendale, completed in Sam's first few months there, and officially opened in April, 1872.



1) Sam and Kate's home on Elgin St (approx.). Orillia in 1875, looking west.  
Photo: Beautiful Old Orillia, Orillia Museum of Art and History.

When Kate arrived that same spring, perhaps aboard a steamboat from Barrie, the harbour was clogged with log booms, the bounty of the previous winter's harvest. Labour was cheap in the coldest months, and after harvesting the fields, farm boys flocked to the forest camps to cut trees. Once sap began flowing again, and packed snow threatened to melt, it was time to bring the logs out, and return to the fields. From the docks she could see the village was as broad as her former home, about a 25 minute walk from end to end; the same width as Hammersmith, with only one tenth the population. As the shantymen returned to spend their wages, the 28 bars presented the most favourable opportunity. The streets swelled with revellers, and the better part of 1300 villagers stayed indoors.



Mississaga St. & West St. looking east toward the centre of town, and the lake. 1865. Simcoe County Archives

Orillia was a rough and tumble frontier town. If it wasn't rowdy drunken country boys disturbing the peace, it was the inevitable combination of wooden buildings, and a hot, dry summer threatening the peace. Kate's first season was visited by two fires in town. The worst one, during her fifth month pregnant, started in the local bakery and burned up one third of Mississaga Street, only two blocks from their home on Elgin. Fearful residents packed their



belongings, divining from the wind whether their house was next, while thieves looted the abandoned shops.

Sam and Kate stayed in Orillia another four years. Their first son was born on Elgin Street that December: John Albert. Sam's sister Mary Ann Davis joined them the next year, with Canadian-born husband Richard, five-year old Rose, and one-year old George. They were living one block over on Colbourne Street, when daughter Emma was born in 1874.

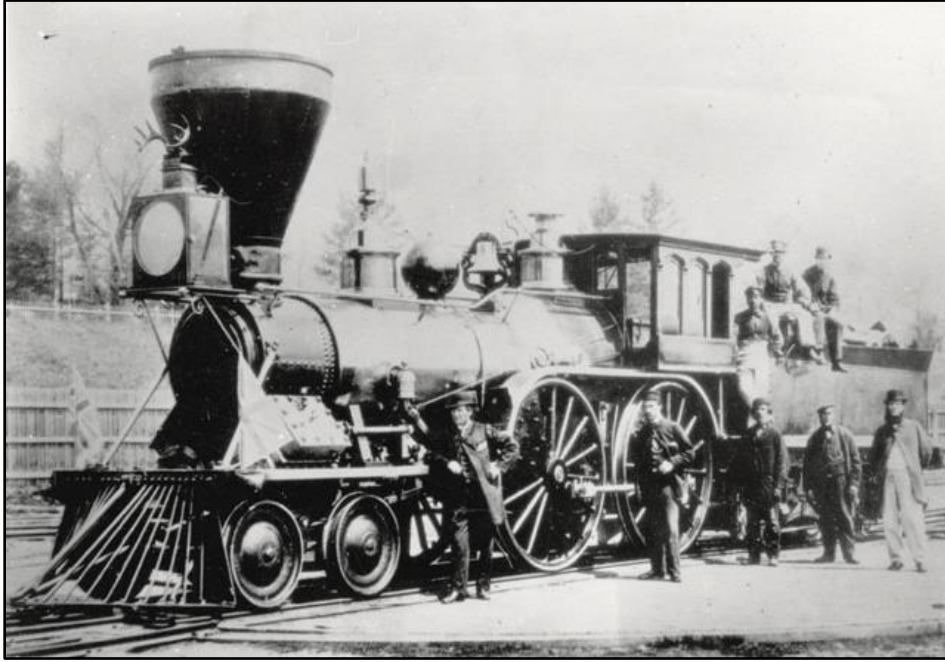
The next few years were significant for Orillia. The Northern Railway turned east across the Narrows and proceeded up the far shore of Lake Couchiching, past Washago, to Gravenhurst by 1875. The Midland Railway entered Orillia heading west, turned up across the waterfront, making Waubaushene by 1875, and Midland by 1879. Sam worked on both railways as a teamster, but also as contractor. Perhaps he built the three sheds on Atherley Road to shelter anxious horses from noisy locomotives. Residents learned to drive quickly from one shed to the next when steam engines were scheduled to pass, as the peninsula leading from the Narrows was so thin, and the teams so timid of trains.



Mississauga St. at Peter St. looking west. 1874.  
Simcoe County Archives.

By the time Sam and Kate's second son Sidney Arthur arrived in 1876, Orillia had doubled in size, was incorporated as a town, had instituted a prohibition on selling alcohol, and built a fire hall whose bell sounded each breakfast, lunch and dinner. But the Marchment's future lay elsewhere. Mary Ann and Richard gave up and returned to England. Sam, Kate, and Tom left the next year, and moved to the larger cities in the south.

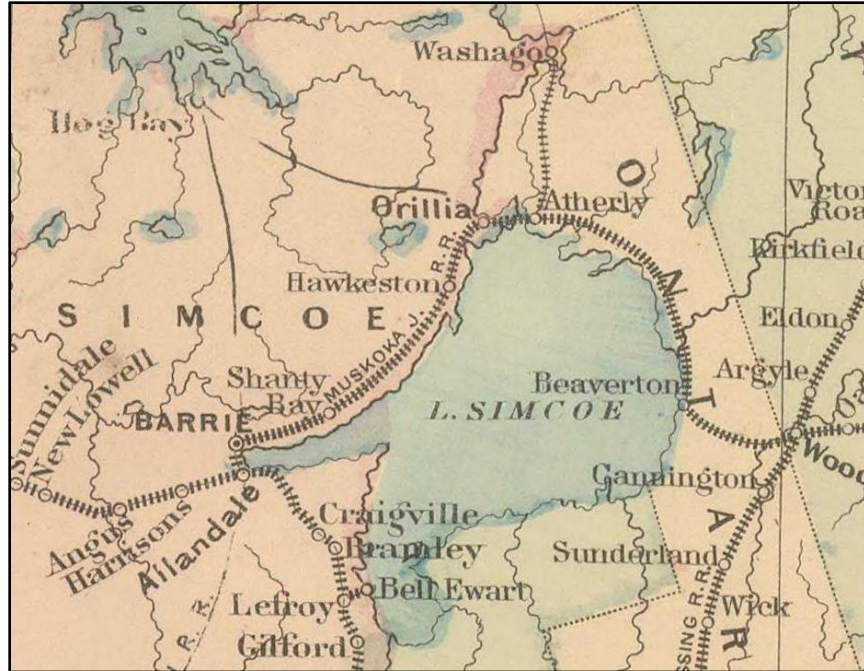
## Gallery



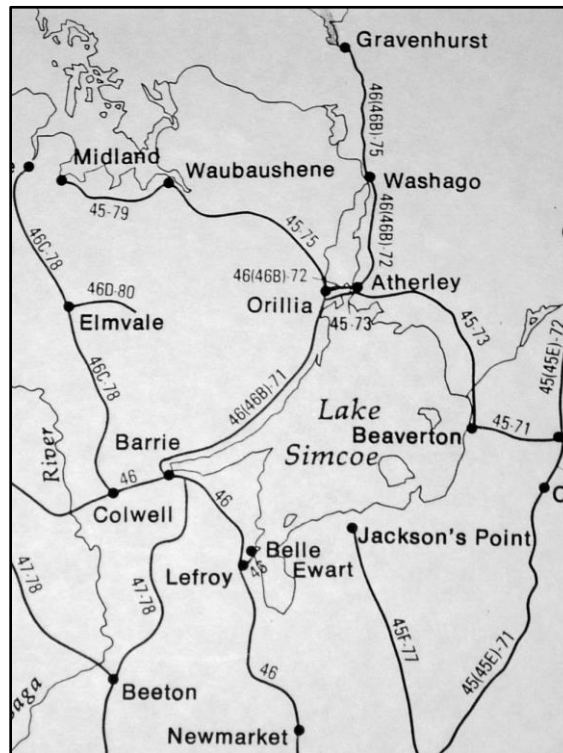
The Josephine, on the Northern Railway of Canada. c. 1865. Simcoe County Archives.



Orillia eastern view showing the lake , 1870's. Simcoe County Archives.



Sam worked on the Muskoka Junction Railway, later absorbed by the Northern Railway in 1875. Detail of Ontario, by Asher & Adams. New York. 1875.



Detail of Ontario railways built 1870-82.

Lines beginning 46 – Northern Railway, 45 – Midland Railway. Final digits are completion year, e.g. 71 for 1871  
 Lines of Country: An Atlas of Railway & Waterway History in Canada by Christopher Andreae, Boston Mills Press, 1997.

## Odorless Excavating (1877-1883)

Sam, Kate, and the two boys moved to Toronto in 1877, into the neighbourhood immediately west of Queen's Park, renting space at 22 Borden Street, near College and Bathurst Streets. There were a few houses west of there, farmer's fields, and the valley of Garrison Creek. Half of the neighbourhood north, between themselves and Bloor Street, was also relatively undeveloped.

Sam drove a wagon team, and also worked as a gardener on a vacant lot at Spadina Avenue and Bloor, and another at Heyden Street. This was not some agricultural milestone for Sam, but an indication of his future endeavours; one related to what he was unloading into the garden. His father might have supposed Sam was a bone-grubber, or private garbage collector. His late grandfather, a gardener himself in the Fulham Fields thirty years before, would have guessed from the smell of Sam's wagon, "No, e's a gong farmer, i'nt'ee?" But there were worse things than dumping dung on vacant lots. On February 21st, 1878, the newspaper announced "Samuel Marchmont was charged with embezzling a number of printed notices for the removal of night-soil..."<sup>11</sup>



1) Marchmont home 1877-78 at 22 Borden St just north of College St.  
2) Sam's market garden at Bloor St. and Spadina Ave. Detail of "Bird's Eye View of Toronto", by P.A. Gross, 1876.

Otherwise known as privy cleaning, removing night soil was essential in big cities where people lacked any desire, or expertise for waste removal. There was no ready place to use the stuff, as might a farmer or a gardener have, like Sam. Regarding the embezzlement, perhaps he pilfered some handbills of his employer, and replaced the name with his own to steal customers. No description of his punishment is evident. From whom did he take the notices? There were several competing outfits in Toronto. The American inventor Charles H. Voute recently arrived from Philadelphia, operated from Leader lane. It was likely Edwin H. Cooke the lumber merchant, with teamster William Berry who formed City Odorless Excavating on Queen street. Sam worked with Cooke and Berry removing night soil from John Street School that year.<sup>12</sup> These were the first companies to be listed as privy cleaners or excavating companies in the city directory.<sup>13</sup>

Sam and Kate moved to Hamilton shortly after the embezzlement, but he continued to "tend" the Spadina gardens. In Hamilton he advertised under his own name plus "City Odorless Excavating Company", the same name that Cooke and Berry used in Toronto. Sam may have been a cheat, but he was no dummy. He picked the name, not because of Cooke and Berry's reputation, but for the cachet of a revolutionary piece of equipment to which the name referred – the odorless excavating apparatus.

During this time, all North American homes had a privy, or outhouse. A chamber pot would serve immediate needs indoors, and then be dumped into the privy, which was repeatedly dug out by contractors when full and emptied into rivers, forests, fields, the street, or vacant lots. In the 1870's, when only one in six Toronto homes had city water, these privy cleaners advertised themselves as night scavengers. It was too disruptive an activity for the daytime hours.<sup>14</sup>

**NOTICE**

**Removal of all Ashes, Offal, Garbage, &c., Upon Reasonable Terms.**

*Payable Weekly, Monthly, Quarterly or any other Terms that may be Agreed Upon.*

The undersigned are also prepared to Remove the contents of Water Closets, Cesspools, etc., with their Patent Deodorizing System in the daytime, free from Sight or Offensiveness. All orders by mail or otherwise promptly attended to.  
N. B.—The subscribers are fully acknowledged by the Board of Health.

**S. W. MARCHMENT & CO.,**  
City Odorless Excavating Co.

*Office No. 5 Vine Street, Hamilton, Ont.*

Sam's first known advertisement. Hamilton City Directory, W. H. Irwin & Co., 1880, p 112.

A sanitary revolution was beginning then in North America, however. Practices were changing, and Sam did not want to look like a traditional night scavenger. In the year of Sam's arrival in Toronto, a letter to the editor of *The Globe* authored by one known only as "A lover of health", called attention to carts of night-soil moving through the streets at 8:30 p.m., interrupting residents' evening leisure. Such activities were not permitted until 11 p.m.<sup>15</sup> A second letter was published the next day which, in reply, asked why night-soil collection by cart and bucket was even allowed, and that the Chairman of the Board of Health and the City Commissioner were aware many American cities had ended the practice of night-time removals by employing "odourless excavating machines." The letter goes on to describe its workings in sufficient detail to qualify as an advertisement, adding that, "The introduction of these machines has made the business quite respectable, and instead of householders dreading the operation, or of its being necessary to compel the performance of it only at night, it is done without offence".<sup>16</sup>

**Communications.**

**WHO IS TO BLAME ?**

*(To the Editor of The Globe.)*

Sir.—Permit me through the medium of your valuable columns to call the attention of the proper authorities to a most unbearable nuisance, to which the residents of the north-eastern part of the city are constantly subjected, which consists in the carts for the removal of night-soil being allowed to be perambulated through the streets at an early hour in the evening during the summer, compelling people not only to get inside doors, but also to close them in order partly to avoid the disagreeable perfume. This I know was the case last summer, and on last evening two of them passed my door about half-past eight o'clock, which, if I am rightly informed, is two and a half hours earlier than authorised. Trusting there will be no further cause for complaint,

I am dear Sir,  
Very truly yours,  
**A LOVER OF HEALTH.**  
Toronto May 15, 1877.

The Globe, 18 May 1877, p 2.

Patented in the United States in 1868 by Louis Straus, and improved by others like Painter and Keizer in 1874, the odorless excavator was a recent innovation. Advertisements for contractors using the device began appearing in New York, Delaware, and Tennessee city directories within the year.<sup>17</sup> So much more successful were they, that city councils began mandating their use while outlawing older, unsafe practices. Philadelphia required licensing of privy-well and sink cleaners in 1876, and instituted a schedule of fees, and fines intended to regulate waste disposal. Fully 19 of the 20 companies licensed there that year had names including the phrase "Odorless Excavating".<sup>18</sup>

The first to use that phrase in Ontario was actually Voute, one of Philadelphia's first contractors. He offered services in Toronto in 1878, shortly after those letters in *The Globe*. Having filed a patent for a privy-cleaning apparatus three years before, Voute already ran excavating companies in Philadelphia, PA, and Rochester, NY. He offered to contract directly to the city of Toronto, but the price was



An "odorless excavator", from *The Search for the Ultimate Sink: Urban Pollution in Historical Perspective*, by Joel A. Tarr, University of Akron Press, 1996.

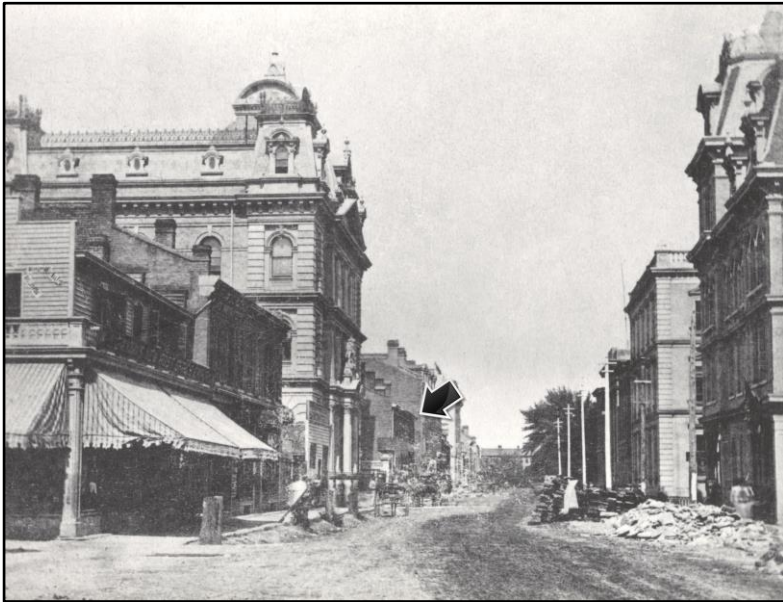
higher than his competitors, and the city turned him down. He eventually left to start excavating businesses in Saginaw, Michigan, and Toledo, Ohio.

Toronto's two other main privy cleaners couldn't win the contract either. Berry gave up when odorless excavation apparatus became mandatory, and Cooke was deprived of the contract in order to prevent a monopoly. It was then decided Torontonians could hire whomever they wished to empty their privies, as long as the approved apparatus was used during daytime hours.<sup>19</sup>

In Hamilton, baby Flora was born at 5 Vine Street, March 8th, 1879; a new sister for the boys, yet their stay in Hamilton was a sad one. Sam's business went nowhere; the city deemed his dog a menace, and destroyed it; and tragically, infant Flora succumbed to tuberculous meningitis in her first winter.

Sam, Kate, John (aged 8), and Sidney (aged 4) returned from Hamilton to Toronto around 1881. To some, it seemed like Sam had never left. He ran his businesses in both cities, but switched his focus back to Toronto that previous summer when Charles Voute left for the States. Voute was Toronto's first odorless excavator, but council's reluctance to award him a city-wide contract, or legislate higher fees for collecting night soil, seems to have made the grass on the other side that much greener. After Voute left, Sam partnered with Voute's accounts collector, a man named James James, and together they started the Excelsior Odorless Excavating Company.

James had worked with Voute for two years, after leaving his previous job as a clerk with the city commissioner. When Voute was registering his patent, becoming a licensed excavator, and applying for city contracts, it must have made sense to recruit someone from the inside. James was 60, and like Sam, was born in England. Once a druggist, then clerk, and now having two years' experience establishing an odorless excavating company, James was exactly what Sam was looking for.<sup>20</sup>



Office of Marchment & James' Excelsior Odorless Excavating Co. in 1881, 50 Adelaide St. E (arrow). Tallest building on left is Post Office. Trees on right are the rear of St. James Cathedral property. Adelaide St. E., looking e. from Victoria St., James Esson, 1874.

A few months after Voute's departure, Sam and James paid the \$1000 fee for a night soil removal license from the City, yet were denied because they didn't own an odorless excavating apparatus. Their main competitors Cooke & Berry had the equipment, though they didn't always use it as required. The lack of a license or equipment didn't stop Sam from hauling waste either. That same week he was fined a dollar for leaving "evil-smelling barrels" of night-soil under somebody's window.

By 1881, they were operating as Marchment &

James, and eventually just as S. W. Marchment & Company, located downtown near Victoria and Adelaide Streets. Their success was such that within three years, they had moved into their rivals' 9 Queen Street East location when Cooke & Berry split; Cooke returned to the lumber business, and Berry continued excavating, but as a smaller operation.



Labels 1) 50 Adelaide East, Excelsior Odorless 1881; 2) 63 Duchess, home from 1881-82;  
3) 103 Jarvis, home in 1883; 4) 9 Queen East, S.W. Marchment & Co. 1883-87 and 1890-92.  
Detail of "Bird's Eye View of Toronto", by P.A. Gross, 1876. Showing Marchment places downtown.

The Marchment family lived about half a kilometre east of the business, on Duchess Street (now Richmond). Homes there were wooden, most of two stories, some with brick veneer siding. Theirs was clad in rough cast plaster, with a shed and outhouse out back. They tended to move each year, and though Sam's business was growing, the family remained itinerant for some time.

Sam and Kate were joined by brother Tom Beaver and his new wife Caroline Roberts. Tom lost his job as a bricklayer, and went to work with Sam, while Caroline likely looked after Kate and the boys. It was around this time Kate began to suffer from abdominal pains, later diagnosed as uterine cancer, which likely spread to her pelvis, bowels, and bladder over the next two years. The couples soon parted when Tom and Caroline returned to Orillia to have their first child. Kate died October 18, 1883, leaving Sam, 10 year old John, and 7 year old Sidney.

## Gallery



"The odorless excavating apparatus for emptying vaults, sinks, cesspools", by Odorless Excavation Apparatus Co. (Lewis R. Keizer, William Painter). Pub. John Murphy, Baltimore, MA. 1875. Page 8.



Marchmonts lived three doors to the right, at 63 Duchess in 1881-82 (renumbered 69 Duchess by 1917). "Sept 28 1917 75-79 Duchess Street". City of Toronto Archives. Series 372, s0372\_ss0032\_it0508.





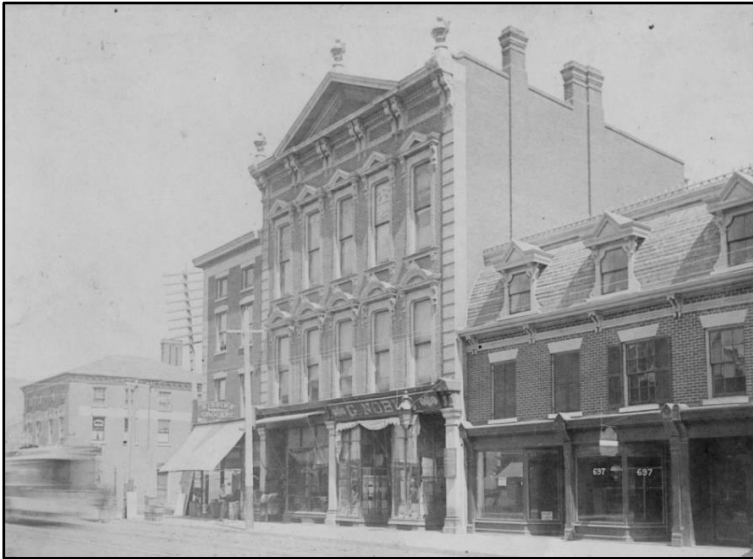
Bird's Eye View of Toronto, by P.A. Gross, 1876.

"For three years, P. A. Gross walked every avenue, street, lane, and alley... to produce this 1876 Bird's-Eye View of Toronto. In his rambles, he sketched every shop, dwelling, and factory in Toronto – 14,000 private and public buildings in all, according to *Illustrated Toronto* (1877), a guidebook published to accompany the map." The above from *Historical Maps of Toronto*, compiled by Nathan Ng, published online.<sup>21</sup>

## Sam and Gussie (1883-86)

Around Kate's illness and death Sam met Augusta Judd. The Judds lived just south of Bloor and Yonge Streets, where Toronto met Yorkville. Sam's business operated city-wide, though what favourable impression could a girl make of her night-soil collector? They probably met when Sam moved to Scollard Street in Yorkville. Perhaps 18 year-old Gussie was a servant like her elder sister. Did she work as Sam's nanny during Kate's final year, or in the months after her death?<sup>22</sup>

Gussie's background was similar to Sam's. She was from Tottenham, another small village on the outskirts of London. She arrived in Canada much younger than when Sam immigrated. The Judds came when she was a child in the summer before Sam and Tom landed. Gussie was 16 years Sam's junior, and likely had no memory of her childhood home. She would likely have spoken with a local accent, while Sam's probably sounded like her father's. Joseph Judd was an agreeable



Around the corner was the Judd home on Hayden St. 1882-84.  
Yonge St, east side, looking north to corner of Hayden St, 1889.  
Toronto Reference Library, Baldwin Room, call B 6-63b.

but eccentric 50 year old carpenter, recently fired from a furniture factory. He seemed a harmless drunk professing outlandish boasts, and performing sloppy work. He roamed the streets at night several times that winter, freezing his feet, and greatly concerning Gussie's mother Emma. She watched her husband's two-year slide from accomplished joiner, to unemployable, feckless braggart. By the spring of 1884, Joseph's degraded speech, muscle control, and memory made care nearly impossible. Joseph was no drunk. He was insane.<sup>23</sup>

Emma had Joseph committed to Rockwood Asylum that July, in Portsmouth near Kingston, diagnosed with general paresis caused by an advanced stage of syphilis. On his second day there, the doctor recorded that a "catheter had to be used today. Locomotion almost impossible. Patient far advanced in Paresis. Muscular force almost completely lost... Delusions of grandeur marked. Pupils irregular and unequal." At times there were minor improvements, but his decline continued and Joseph would never return home again. Gussie and her 22-year-old sister Emma had come with their parents from England and perhaps, with their Canadian-born sibling Bertha aged 10, understood their father's failing as disease. Florence aged 7, and certainly Albert aged 4, had little idea of the truth. Perhaps it was easier for their mother to explain, as many in the neighbourhood could readily imagine, that Joseph was a drunken ship's carpenter who'd finally gone off to sea.

About 10 months after Kate's death, and two months since Joseph Judd's exit, Sam and Gussie were married. On the 6th of September, 1884, John Salmon performed the ceremony at the Olivet Congregational Church on the corner of Hazelton and Scollard, in Yorkville.<sup>24</sup> Salmon was originally a Methodist preacher, a noted evangelist, and divine healer. Since arriving in Canada Sam and Kate professed Methodism, and Salmon had officiated Kate's funeral. The Judd's pastor was the equally evangelical Elmore Harris of Yorkville Baptist Church, but Harris recently

moved their congregation into a Sunday-school hall while awaiting their new Bloor Street Baptist Church. So the couple chose Olivet Congregational; it was only a few doors down from Sam and Gussie's house, and the Rev. Salmon lived right across the street from them. Olivet was also very near the chapel where the Yorkville Baptist parish worshipped during Gussie's childhood. That chapel opened the same year the Judds arrived in Toronto, 1870, and was likely where Gussie went to Sunday School.

Family lore tells us Gussie's Sunday School teacher took her to the opening of the Hospital for Sick Children in March, 1875, at 31 Avenue Street near today's University Ave. and College St. Was her teacher Elizabeth McMaster, the founder and leader of the Ladies Committee that ran the 6-bed hospital? The McMasters' house was right around the corner from the Judds' Yonge street apartment in the 1870s. Or was it Jane Buchan who took Gussie to the opening? She was the founder of Gussie's Yorkville Baptist Sunday School on Scollard, and likely a member of McMaster's Ladies Committee.<sup>25</sup>

After Sam and Gussie were married, they moved downtown briefly, before returning to Yorkville. On the 20th of March, 1886 in their home near the corner of Yonge and Bloor, their first child Ethel Mary was born. John was 13, and Sidney was 10.



Hospital for Sick Children,  
first location at 31 Avenue Street, 1875.  
Copyright © 1999-2014 The Hospital for Sick Children

# Gallery



1) Balaam home at Bow[e]s Farm c. 1800-1840, 2) Judd & Balaam homes in Tottenham c.1840-1870,  
3) Marchmont homes near Hammersmith 1815-1889 (bottom left).  
Detail of "The Environs Of London," J.H. Colton & Co. 1856.

014404

His Name. *Samuel William Marshman*

Age. *33*

Residence when Married. *Toronto*

Place of Birth. *England*

Bachelor or Widower. (s. or w.) *W*

Rank or Profession. *Operator*

Names of Parents. *Samuel } Marshman  
Mary Ann }*

Her Name. *Augusta Ellis Judd*

Age. *19*

Residence when Married. *Toronto*

Place of Birth. *England*

Spinster or Widower. (s. or w.) *S*

Names of Parents. *Joseph E. } Judd  
Emma Judd }*

Names and Residences of Witnesses. *Emma Judd } Toronto  
A. E. Wava } Toronto*

Date and Place of Marriage. *September 6<sup>th</sup> 1884  
Toronto*

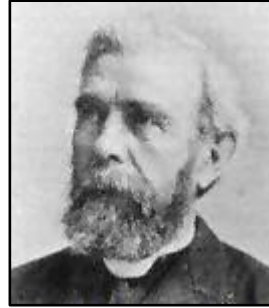
Religious Denomination of Bridegroom. *Methodist*

Religious Denomination of Bride. *Baptist*

By whom Married. *John Salmon off.*

By License or Banns. (s. or s.) *L.*

REMARKS.

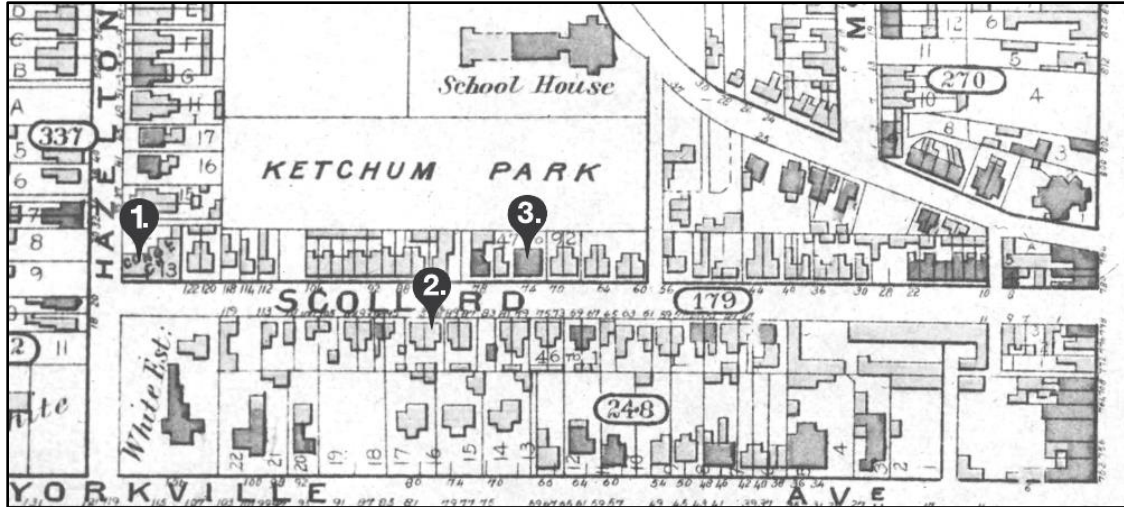


Reverend John Salmon 1831-1918.  
From "Healing and Evangelism in Canada",  
Copyright © 2004 by Healing and Revival Press

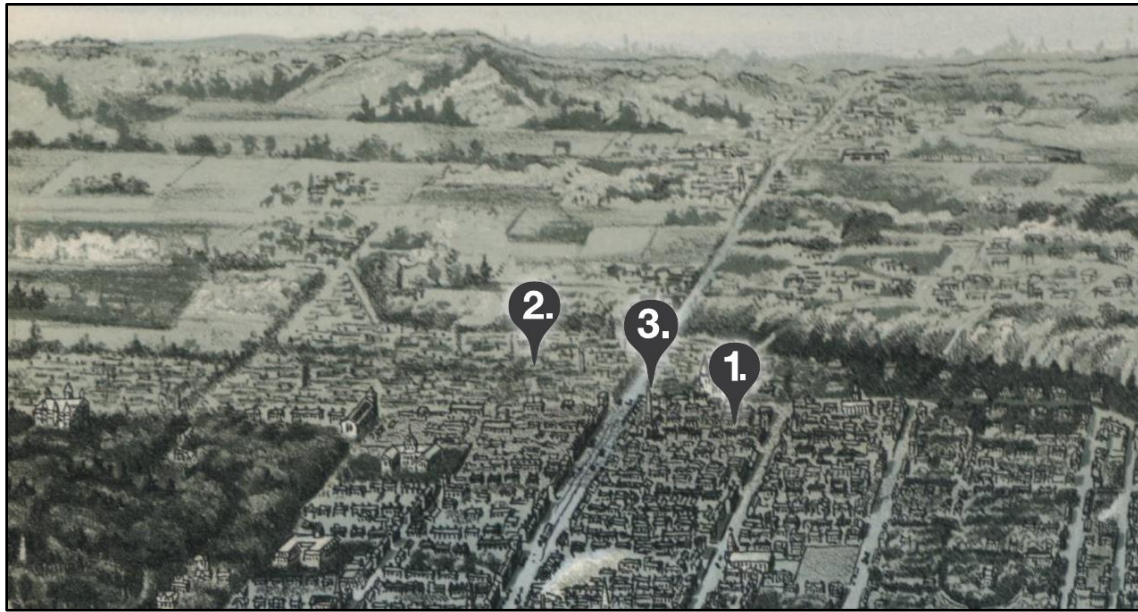


Elizabeth McMaster 1847-1903.  
From The Hospital for Sick Children Foundation,  
Copyright 2014

Ontario marriage registration #14404 for 1884.  
Archives of Ontario.



1) Olivet Congregational Church, 2) Home of Sam Marchment at 91 Scollard,  
 3) Home of Rev. John Salmon at 74 Scollard, in 1884. Detail, Plate 31, 1884. *The Mapping of Victorian Toronto: The 1884 & 1890 Atlases of Toronto in Comparative Rendition*, by Charles Edwin Goad (Sutton West, Ont.: Paget, 1984).



1) Judds on Hayden Street 1884, 2) Marchments on Scollard Street 1884, 3) Marchments near Yonge & Bloor 1886.  
 Detail, *City of Toronto*, Lithograph by W. Wesbroom, 1886. Toronto Lithographing Company.

## Family Reunion (1886-93)

While Ethel's birth marked the start of Sam and Gussie's Marchment family, a few months later Sam's siblings began arriving from overseas, and the Marchment family became much larger. The youngest sisters immigrated first. Sarah was only five years old when she last saw Sam. Now aged 20, Sarah and her family went to Orillia where her husband John Parsonson may have milled the lumber harvest of 1886. Perhaps they knew Thomas Beaver who also lived there.

Emma aged 22, arrived in Halifax with her husband Charles Gill the plasterer and their two young children in the spring of 1887. For a time they lived near Sam and Gussie in Yorkville.

Mary Ann aged 41 was the eldest sibling, who with her husband Richard Davis and six children returned to Canada, having ended their first attempt 10 years earlier. They brought Sam's parents Samuel Jasper and Mary Ann in the summer of 1887.

James, aged 30, arrived later that year with his wife Susan and their six children. The only sibling yet to arrive was George. He stayed in the family's Latymer Road house in London with his wife Elizabeth and daughter Mary Ann a further two years, until he came alone to live with his parents in Yorkville.

|  |
|--|
| <p style="text-align: center;"><b>MARCHMENT'S</b><br/><b>-DRY:-:EARTH:-:ASH:-:OR:-:CHARCOAL:-:CLOSETS-</b><br/><b>AUTOMATIC (or self-acting) FOR INDOORS.</b><br/><small>Chemical Disinfecting and Deodorizing Fluid supplied in Bottles, Gallons or Barrels.</small><br/><b>Waterclosets, Cesspools, etc., Cleaned on Short Notice.</b><br/><b>S. W. MARCHMENT &amp; CO., ODORLESS EXCAVATORS</b><br/><b>AND SOLE MANUFACTURERS,</b><br/><b>9 Queen Street East and 717 Yonge Street.</b></p> |
|--|

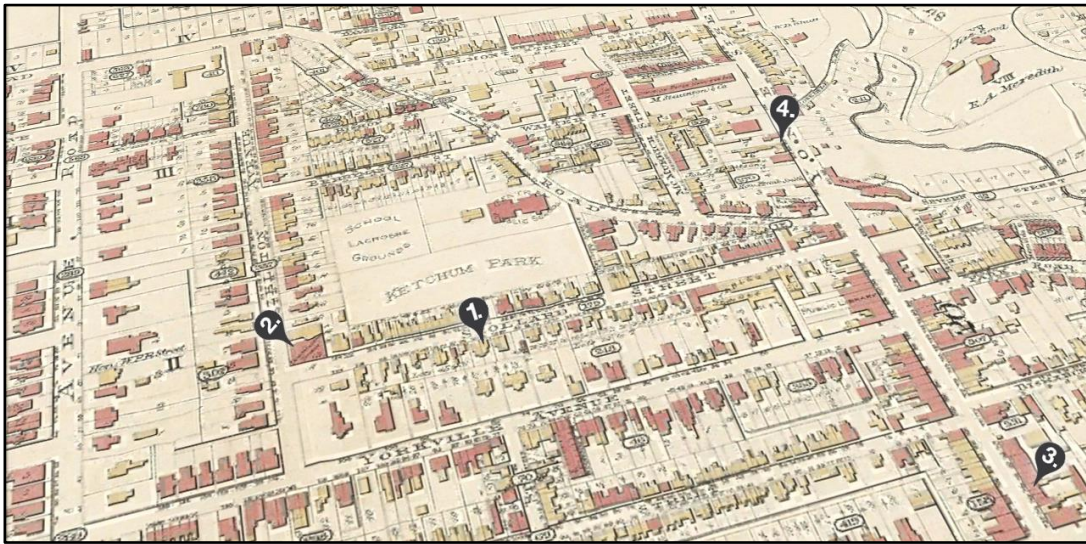
Toronto City Directory.  
R. L. Polk & Co. Toronto. 1887. p 1151

Sam and Gussie lived in a smallish shop four doors north of Bloor, on the east side of Yonge Street at number 717. Their part of the two-story brick building was about 15 by 40 feet, with a small courtyard and sheds in the back. A harness maker occupied the other half. It had been a dry goods store once, then lay vacant for a year or more before Sam and Gussie moved in. By the winter of 1885, an "S W Marchment" sign could be seen hanging over their sidewalk near the once famous Red Lion Inn. A few months later, Ethel was born there, and when Sam's parents and brother's family moved in, there were three couples and nine children aged 1 to 14, with Gussie in her second pregnancy.



(Left) The darker building behind horse's head was 717 Yonge St. – the Marchment home from 1885-87;  
(Right) Enlargement with "S W Marchment..." sign above and in front of horse.  
Detail of Red Lion Hotel, 1885, Toronto Public Library, TEC 166B. Looking south-east across Yonge, towards Bloor.

Sam moved the lot of them into several buildings he rented north of Davenport Road, on Yonge Street across from the Rosedale Ravine. More like barns than houses, one was 12 feet wide and 120 or more feet long, possibly a stable; another wooden building once housed a dye works. A third structure in the back facing a laneway could also have been their abode. North of the property was the original Yorkville Baptist Church, by then converted to a Salvation Army barracks. Further north the road dipped and crossed the Castle Frank Creek near the Yorkville Brickyards. The creek, crossing under Yonge Street then turning south, formed the wide forested valley directly in front of the Marchment's home, then curved away east passing the vacant buildings of the old Severn Brewery and on towards the Don River.



1) Marchment home 1884, 91 Scollard, 2) Olivet Congregational Church, 3) Marchment home 1885-1887, 717 Yonge, 4) Marchment homes 1888-1897 at 910 & 912 Yonge Street. Detail, Plate 33, 1890. *The Mapping of Victorian Toronto: The 1884 & 1890 Atlases of Toronto in Comparative Rendition*, by Charles Edwin Goad (Sutton West, Ont.: Paget, 1984). Topography from Google Earth overlay.

Their property was numbers 910 and 912 Yonge Street, the Marchment family nexus and northern branch office of the S. W. Marchment Company for the next decade. This is where Gussie and Sam's second child Muriel was born in 1888. Sam's father lived and worked there as a driver for the company. Brothers James and George lived and worked there. Nephew George Davis worked there, and lived with his parents across the lane on McMurrich Street. Sam's manager and bookkeeper James James lived nearby on Park Road. The Gills lived just south on Cumberland Street and Yonge, right across from the Red Lion when it was torn down and replaced with town houses.<sup>26</sup>



Muriel Marchment, c. 1890

Business appeared successful. Marchment & Company operated from two locations, 912 Yonge Street and 9 Queen Street East. In addition to setting up his family at the Yorkville location, he and Gussie moved their own family of six to a new home at the northern edge of the city, a few blocks beyond Castle Frank Creek on MacPherson Avenue.

Sam attempted to expand his business. Half of Sam's 10 labourers were family members, indicating he probably just doubled his workforce when they immigrated. The medical health officer endorsed Sam's offer to broker construction of a night soil crematory on Toronto Islands, in return for the sole rights for the odorless excavation.<sup>27</sup> Similar schemes

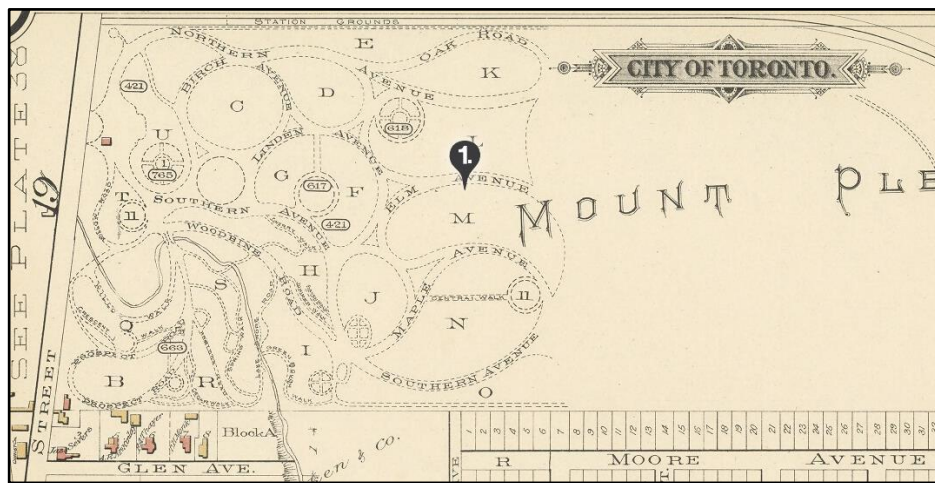


operated in Montreal, but never came to pass in Toronto. With 60 percent of homes in the city still possessing a privy vault,<sup>28</sup> there seemed no lack of customers for Sam and the six other odorless excavators advertising in the city directory.

Regardless of demand, the work was maligned, dangerous, competitive, and corrupt. City alderman accused board of health officers of receiving kickbacks from odorless excavators. Reputedly, the officers would collect the fees for the excavator when they ordered a pit toilet closed and filled, supposedly keeping a portion to help overlook unhealthy night soil disposal.<sup>29</sup>

Complaints of illegal night soil dumping in the suburbs were common.<sup>30</sup> Sam was implicated twice in 1890; once for illegal dumping in York Township,<sup>31</sup> and again for dumping ten loads on lots off St. Clair Avenue. That neighbourhood suffered several children's illnesses and a death due to diphtheria, which was attributed to inadequate sanitation.<sup>32</sup> The doubling of diphtheria cases in the previous year only fueled anxiety.<sup>33</sup> Sam was also cited for dumping night soil in the lake just outside the Island, having stored large quantities of it on Taylor's wharf.<sup>34</sup>

Worst, it seems likely his father Samuel Jasper's typhoid fever was due to handling night soil while working for the company, or from drinking water contaminated with night soil. He contracted the disease during the week-long July heat wave of 1891, and died on August 12th. Sam buried him at Mount Pleasant Cemetery.<sup>35</sup>



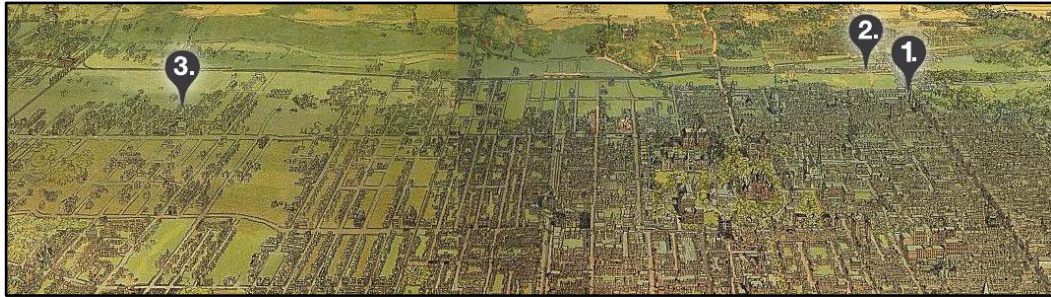
1) Samuel Jasper Marchment's grave, lot 19, section 32, plot M, Mount Pleasant Cemetery. Detail, Plate 37, 1890. *The Mapping of Victorian Toronto: The 1884 & 1890 Atlases of Toronto in Comparative Rendition*, by Charles Edwin Goad (Sutton West, Ont.: Paget, 1984).

Sam and Gussie moved downtown to Adelaide Street to live with Gussie's mother Emma (Grandma Judd), perhaps to save some money by sharing the rent. They brought Sidney 15, Ethel 5, and Muriel aged 3. Eldest son John was a sailor and away from home. Grandma Judd moved house frequently since her husband's madness and eventual death six years before. It was a confused time for her family. She left Yorkville and worked as a seamstress in the garment district around Queen and Spadina. Her daughter the younger Emma was a single parent who married a clerk named John Trevatt, and Bertha left a reformatory to wed William McCormack, a cabinet maker and used furniture salesman. Florence was a factory worker and Albert a store boy, though both were minors. This was the Judd family now joined briefly by the Marchments.

The move coincided with Sam's next venture, an opportunity unrelated to odorless excavation, but involving more risk. Sam tried property development; building houses. Step one was acquire partners. Sam would not build the houses himself, but would contract, organize, and fund the venture. Lending a hand was Tom Beaver returning from Orillia who described himself as a carpenter and mason, brother James the labourer, and maybe even John Parsonson the plasterer

and brother-in-law also returned from Orillia. Lending the money was Canada Permanent Loan & Saving Company.

Step two was select a location with vacant lots and potential. He chose the old hamlet of Dovercourt, north of Bloor, on Toronto's north-western edge. Small clusters of homes on newly subdivided estates were spreading north towards Davenport Road, ending at the band of farm land separating them from Toronto Junction.



1) 910/912 Yonge Street, 2) 48 Macpherson Ave W,  
3) New homes on Dovercourt Rd. and Delaware Ave. north of Bloor St. west of Shaw St.  
Bird's-eye view... Barclay, Clark & Co. Lithographers, 1893

Step three involved relocating to the area. Dovercourt was 4 kilometres west of the family in Yorkville, and the stay with Grandma Judd was brief. Sam rented a home from Michael Ryan at 848 Dovercourt Road and bought two lots from him around the corner on Shanly Avenue. Tom Beaver rented next door, James a bit further away on Dufferin, and the Parsonsons further still on Symington at the edge of the Junction.



1) 848 Dovercourt Rd, 2) 412 Delaware Ave on  
lots 1 & 2 off Shanly Ave. Detail of Goad's  
Atlas of the City of Toronto and Suburbs, 1903,  
Vol. 1 plate 31. City of Toronto Archives.

By the next year Sam had three houses on the lot facing Delaware Avenue, numbered 408, 410 and 412.<sup>36</sup> The total value of the homes was assessed at \$5968 (around \$150,000 in today's money). Sam moved into the largest one, rented one other, and for a time revelled in the achievement. It was 1892 and he was a landlord, living in his own house. Soon, Grandma Judd and Florence moved into 410 Delaware, and Albert lived with the Marchments at number 412. The success of the venture was unfortunately short lived.

In 1894 the bank repossessed Sam's properties. Did Sam stop paying his mortgage? Each year the value of the assessments decreased, and after two years the homes had lost 20% of their original value.<sup>37</sup> When the bank took over, they put renters in all three houses, and though he regained control briefly, Sam eventually lost the investment. The city took two other properties he and Tom had on College Street, and auctioned them to collect arrears and taxes due.<sup>38</sup> Tom and his family returned to Orillia for good, and Sam returned to Yorkville with the Judds, renting a home together on Gwynne Street.

## Gallery



In 1890 and 1891 (when S. J. Marchment died) typhoid deaths peaked, due in part to a broken intake pipe polluted by water from the harbour, and other sources of impure drinking water. City of Toronto Archives, Series 372, s0372\_ss0032\_it0775



Marchment/Moyes grave at Mount Pleasant Cemetery, resting place of Samuel Jasper Marchment (d.1891). Emma Moyes (nee Marchment) was Sam's second youngest sister, and Robert George Moyes was her son (d. 1893)

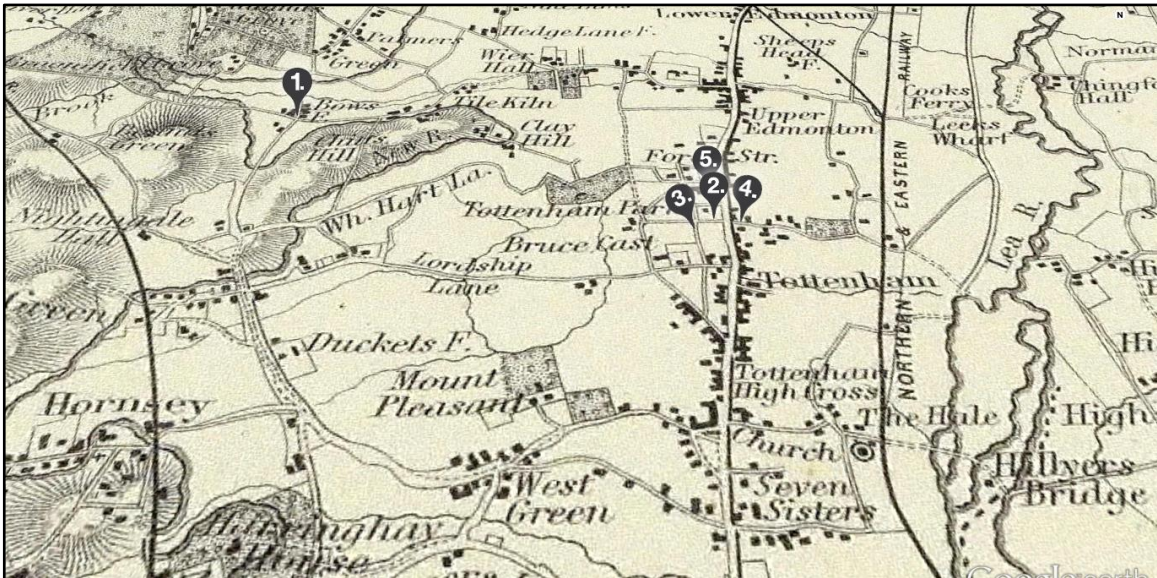


Sarah Parsonson (nee Marchment), Sam's youngest sister, with sons Samuel George (left) and Henry Nelson (right), c. 1889. Photo supplied by Jean Walsh.

## Grandma Judd

Imagine you're in the living room of the Gwynne Street house with Ethel aged 8, Muriel 6, and their two new brothers 3-year-old Ernest, and baby Harold. They listen enthralled by Grandma Judd's tales of life in Tottenham as the young Emma Balaam. Before she married Joseph Judd, Emma lived with her own widowed mother on Marsh Lane just off the High Road. Emma's mother Mary was the proprietor of rooming houses then. When Emma's father Daniel was alive and her three sisters were home, they would visit the old property at Bowes Farm two miles to the west, where he and his fore-fathers had been blacksmiths.

Joseph Judd's family moved to Tottenham when he was a boy, the youngest of four. His father Edmund Judd was a gardener who left his ancestral home in the east of Hertfordshire, and lived on the southern edges of London until relocating to Tottenham nearer his mother and siblings in West Green. The Judds lived one street over from the Balaams when they first arrived, and remained close for decades. Until Joseph and Emma emigrated, leaving the house where Gussie was born on Moselle Street, their families had lived within a circle of 300 yards.<sup>39</sup>



- 1) Bowes Farm, Balaam home c. 1800-1840, 2) Church Rd., Balaam home c. 1840-1850
- 3) King's Street/Rd, Judd Home c. 1840-60, 4) Marsh Lane, Balaam home c. 1850-1867
- 5) Moselle Street, Joseph and Emma Judd home c. 1865

The Environs Of London. Colton, G.W. 1856. Topography and perspective from Google Earth overlay.

## The New Partnership (1893-1906)

As the house-building venture was ending badly, Sam made dramatic changes at S. W. Marchment & Company. He began with personnel, partnering with entrepreneur George Haskings, and salesman James P. Anderson. Anderson was 60 years old and sold pianos with R.S. Williams on Yonge Street about a block south of Sam's office. Haskings was 47 and a self-described gentleman who had been a real-estate agent, run a hotel, and a steam cleaning business. When he joined with Sam in 1893, he was also operating an odorless excavating company. The new partnership marked the end of Sam's 12-year relationship with right-hand-man James James. James was in his mid-70s, worked briefly with Haskings, then left to be a manager for McClelland Excavating Co.<sup>40</sup>

Next, Marchment & Co. moved their main office from Queen street to the nearby and much smaller 103 Victoria street. They continued renting the other more spacious property on Yonge street in Yorkville, with its several sheds and larger yard.



1) 103 Victoria Street, offices of S. W. Marchment & Co. 1893-1906 (a bailiff's office in this picture)  
Victoria St., n.e. corner Richmond St. Owen Staples. 1911. Toronto Public Library, E 9-212 Small, TEC 568B

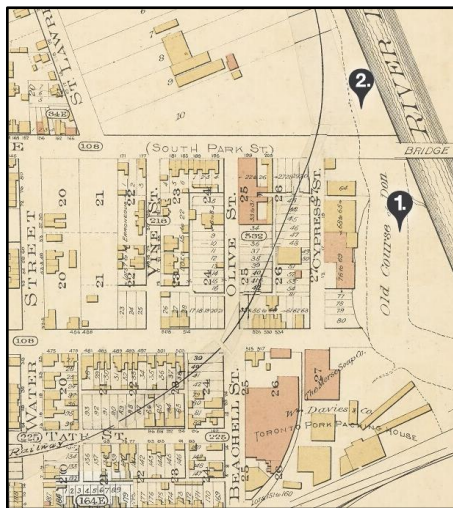
Advertising was the biggest change. James Anderson likely knew the value of advertising. R. S. Williams had regular ads in *The Globe* since the 1860's. Sam had advertised in city directories exactly twice by that point, otherwise Marchment only appeared in daily publications when it concerned court appearances and other complaints.

In May 1894, Marchment & Co. began advertising in the new *Toronto Evening Star* newspaper.<sup>41</sup> Marchment ads appeared monthly at first, located among dozens of notices classified by subjects like miscellaneous items, business personals, and business cards. Sam's were usually a few lines long, citing cleaning services for privy vaults and cesspools using an odorless system. Instead of the term odorless excavator, they used "sanitary office" in the *Star*. By the next year they added gravel supplies, and contracted to haul stone for the city. Among the 100 advertisers typically appearing in the classifieds, Marchment & Co. was among the ten with a telephone number: 2841.

The new partnership elevated Marchment & Co. to dominate their market niche. No other odorless excavator advertised in the newspapers, and stories of excavators mentioned no

companies other than Marchmont & Co. The new partnership led to Sam's financial success. Though Anderson left the partnership early to sell cigars, Haskings remained Sam's partner for a decade, by which time Sam was financially secure. What the new partnership did not do however, was mark an end to Sam's bad reputation, or run-ins with the authorities.

Sam's most notorious operation to date surfaced in 1897. The Don Dump was a hundreds-foot long compost heap of human manure on the west bank of the Don river. Sometimes called the Marchmont Dump, Sam used it to store night soil and manufacture fertilizer from it, which he transported by boat to farmers in Peel County. Most excavators had arrangements to spread night soil on farmer's fields just outside the city, but York County banned dumping in 1891. That was the year Toronto finished straightening the Don river, resulting in new land reclaimed by filling the meanders. William Canniff, the city's first medical officer of health permitted excavators to use those "Don flats" as a temporary way station to points beyond the County. Sam's dump was near the Eastern Avenue garbage incinerator, near the western side of the bridge.<sup>42</sup> When the County's ban was lifted a few months later, along with Canniff's interim solution, Sam neglected to vacate his spot.



Probable locations of Don Dump 1891-1898. 1) south side, 2) north side of Eastern avenue bridge. Detail of Goad's Atlas of the City of Toronto and Suburbs, 1899, plate 29.

Several years passed without the dump attracting much attention until May, 1897 when The Globe newspaper announced Toronto alderman James Frame wanted Marchmont & Co. out. The story was told in more than 20 articles over the next year. The Evening Star branded it the "The Don Dump"; "a great nuisance" said Frame in The Globe; "Marchmont Must Move" declared the Daily Mail and Empire.

James Frame was an accountant and newly minted alderman for Ward 1, who was responding to a petition from angry residents. The Don ran through Frames' ward, and he often supported relatively progressive activities like burning garbage in the incinerator, and fought dumping garbage in nearby Ashbridge's Bay.

But this was not just a story about business versus the environment, health, or simply being a nuisance. One alderman suggested it was a Marchmont

competitor who initially raised the fuss. A likely candidate for the complaining competitor was the manager of Reform Sanitary, Augustus F. Jay, who lived in Ward 1 a few blocks north-east of the dump. Sam obviously wanted to use the dump for the rent and tax-free water access. He himself moved into Ward 1 in 1886, onto River Street, on the opposite side of the Don from Jay. Before too long, another petition was presented by local residents, this time in favour of the dump.

Nevertheless, excavating was a thankless undertaking. Three weeks before news of the Dump hit the papers, nearby Etobicoke withdrew all night soil dumping permits, dismaying local excavators. Lucky for Sam he did not do business there. Some Toronto alderman suggested banning privies in Toronto in preference to indoor plumbing and water closets. While council and residents complained about the Marchmont Dump oozing into the water, that is exactly where the greatest portion of city night soil already went. More than half of dwellings had flush toilets, but no sewage treatment yet existed. Raw sewage flowed directly into the harbour. This is why the city's fresh water was drawn from a pipe placed far beyond Toronto Island.

Notwithstanding that hypocrisy; or conflicts within Alderman Frame's committee; or that city engineer Keating had permitted Marchment's dumping twice since 1891, the board of control ordered Sam off the Don Flats, issued an ultimatum, and then sued the company. Sam pursued alternative locations, but was rebuffed in each case. The Village of Norway north of the Beaches refused to permit any operation by Marchment, and threatened to arrest them. Sam prepared a new site at the foot of Cherry Street by the Don Rowing Club's new clubhouse. Council responded with a resolution preventing Marchment & Co. establishing any factory site in the city without their sanction. Sam sent his bookkeeper Valentine West to demand a permit, but was refused.

In April, 1898, Marchment & Co. applied for "permission to use a strip of land east of Cherry street bridge, south of the most southerly railway tracks, and on the shore of the Don river." The Globe added, "in which, if rumor be correct, an east end Alderman has an interest." It appears permission was granted. Articles about the Don Dump ceased, and five months later, Sam's lawyer Ernest DuVernet successfully defended the company in court against the city's lawsuit.



1) and 2) Probable locations of Don Dump 1891-1898 north and south of bridge,  
 3) Probable location of new dump on "strip of land east of Cherry street bridge."  
 4) Marchment homes on River Street 1896-1900,  
 Bird's-eye view... Barclay, Clark & Co. Lithographers, 1893

During the dump episode, George Haskings' name did not appear once in the newspapers. He was concerned more with expanding the business than with the particulars of excavation. Together, the partnership of Marchment and Haskings reframed their published services, multiplied their markets, and diversified their products and raw materials.

Consider how this pre-partnership Marchment advertisement entices clients to solve several night soil challenges: "Marchment's dry earth, ash or charcoal closets. Automatic (or self-acting) for indoors. Chemical disinfecting and deodorizing fluid supplied in bottles, gallons or barrels. Water closets, cesspools, etc., cleaned on short notice. (1887, 1890)" <sup>43</sup>

Now compare it with this Haskings-era ad run in the city directories from 1896 to 1901: "Manure Manufacturers - and Odorless Excavators. Composts and ashes supplied by barge or car load. N.B. Also manufacturers of dry earth closets, gravel for roads, garden walks, etc., all grades, delivered to all parts of the city and suburbs. Laid if required." The second swaps dirty for desirable, avoids the unpleasant, and recasts Marchment & Co. as a *bona fide* industry.

**S. W. MARCHMENT & CO.**  
103 Victoria St., Toronto  
Telephone 2841  
**Manure Manufacturers and Odorless Excavators**  
Composts and Ashes Supplied by  
Barge or Car Load  
N.B.—Also Manufacturers of Dry Earth  
Closets. Gravel for Roads, Garden Walks, etc.,  
all grades Delivered to all parts of the City  
and suburbs. Laid if required

Classified ad. Toronto City Directory. 1901.  
J. M. Micht. Toronto. p 952

Next, they commercialized the delivery end of excavating. The company acquired several steamships dubbed the Marchment Fleet that carried composted manure along the lake shore to Peel County, or across to St. Catharines and Niagara. Marchment and Haskings signed an agreement with the Farmers and Fruit Growers Association in Niagara, authorized by the provincial government in the summer of 1898, to build a wharf and access road off the Niagara River.<sup>44</sup> Instead of charging only one party

for the removal of their night soil, they also charged a second, to whom they supplied it as a useful fertilizer.

Further increasing their markets, once they sold the fertilizer, the ships returned laden with produce. Eventually they shipped different cargoes as their services expanded. There was the steamship Queen City, and the May Bird, which may have been captained by Sam's son Sidney. The most prolific Marchment vessel was the steamship Gordon Jerry. A large freighter with a capacity of 160 tons, Sam acquired Gordon Jerry in 1895. Under Captain John Marks, she travelled the Niagara river to Queenston, Ontario and Youngstown, New York, and often along the Welland canal to nearby Fort Erie, and Buffalo carrying general cargo, fruit, stone, and coal.<sup>45</sup>

In the later years they diversified their raw material by pursuing new poos. In 1902 Marchment & Company was contracted to dispose of street-swept horse droppings from Toronto Island. One year later they were collecting manure at the Western Cattle Market. Consider how that helped assure their supply, as human excrement was increasingly flushed rather than slopped.

That was also George Haskings' last year, and the partnership ended with his death. He died of paralysis probably after a stroke, at the Home for Incurables in Parkdale on 13 Jan 1904, aged 57. The company Sam and Haskings built was on strong footings, and Haskings' death did not weaken it. Neither did the great fire a few months later that destroyed over 50 Toronto businesses from Wellington south along Bay Street to the waterfront. Sam's downtown office was safe and the ruined businesses were mostly warehouses, not customers like stockyards, quarries, or fruit sellers.

Toronto's economy was likewise strong, and overcame the huge loss to businesses. On the one year anniversary of the fire, the Globe published a front-page tribute to the resiliency of city merchants. While the city bounced back, Sam suffered another loss that summer when his brother James died.

James was returning from work and only a hundred yards from home when he was jolted from his wagon, hit his head in the street, and died a few hours later. He was the last person buried in his father Samuel Jasper's Mount Pleasant plot. Brother George, who lived with James, was in the same wagon that evening. The trauma began his steady decline, and he was committed to the Epileptic Hospital in Woodstock that year.



Two decades earlier, Sam's family made up half the company's staff. By 1906 none of them worked there. Of the fifteen employees at Marchment and Co., the only one named Marchment was Sam.

Of the women in his family, his mother died of bronchitis in her mid-70's. Sister Sarah Parsonson died of heart disease in her late 20's, and sister Emma Gill moved to Buffalo. Only sister Mary

Ann Davis remained in Toronto with her family.

Of Sam's boys, John married, had two children, and moved to Brantford. Sydney married his cousin Selina Davis but died of tuberculosis. His infant daughter succumbed to the same disease six months earlier. Sam's third son Ernest died as a toddler while the family was on Gwynne Street, and his fourth son Harold was not expected to walk again after doctors at Sick Children's Hospital operated on his leg.

How did these losses affect Sam? Success in business could not make life less cruel. His answer lay elsewhere. Was he to be like George Haskings, and die early – George was only 3 years older than Sam; or should he work into his late seventies like James James who enjoyed only two years of retirement? If Sam assumed he had the wealth of Haskings and the longevity of James (which he eventually did), he elected to enjoy his fortune presently.



Gussie and Sam Marchment, c. 1900

## Gallery



Probable locations of Don Dump 1891-1898. 1) south side, 2) north side of bridge.  
Eastern Avenue bridge looking west. 1897. Fonds 200, Series 376, File 3, Item 35. City of Toronto Archives



1) and 2) Probable locations of Don Dump 1891-1898 either side of Eastern Ave. bridge,  
3) Probable location of new dump on "strip of land east of Cherry street bridge."  
Looking east across the Esplanade. 1894. Fonds 200, Series 376, File 1, Item 66. City of Toronto Archives

## Departures (1906-1912)

The deaths of partner George Haskings, and brother James Marchment were followed by an era of stability and adventure for Sam and Gussie. There were three changes in particular. They stopped moving so often; Sam gave his growing family positions in the company; and with the extra stability this gave both work and the family, which Sam seemed to value most when intertwined, they began to travel and spend their wealth.

Since Sam had come to Toronto three decades before, he hadn't lived more than two years in any one house. That changed once he achieved financial success. Three years earlier, during the Marchment-Haskings heyday, Sam and Gussie moved to the west end. They rented a house in that neighbourhood north of Queen Street, east of the tracks at Dufferin; 1075 Queen Street West. Their church was Dovercourt Road Baptist, one block north at Argyle Street. A few blocks east was the Givins Street Public School, which the younger children likely attended. From the TTC stop in front of the YMCA next door, Sam rode the Queen Street car east past the Lunatic Asylum, past his new blacksmith and carpentry shop west of Spadina, to Marchment & Co.'s new offices at Victoria and Queen. If he was returning late, he could call home on their new residential telephone line at Park 951.

By the end of their stay on Queen Street, Ethel was 21 and worked her first job at a lawyer's office. Muriel was 19, and friends with Mabel Burbidge on Givins Street, whose younger siblings probably schooled with the Marchments. Harold was 14, walking with his leg in a brace, Mabel was 12, and Norman was 8.

In 1907 the Marchments moved west of the tracks to 489 Marion Street in Parkdale, near Roncesvalles Avenue. It was a three-story, five bedroom house measuring 30 by 65 feet; their biggest and most expensive yet.<sup>46</sup> Parkdale had grown west from Queen and Dufferin for several decades. 489 Marion was a new house on the western edge of a wave of construction spreading beyond Roncessvalles Avenue. It may have



Ethel, Muriel, and Mabel Marchment, c. 1906.

reminded Sam of the excitement of house-building on Shanly and Dovercourt in 1892, except that Parkdale had the benefit of a shoreline on Lake Ontario. Three blocks south of Marion and Roncessvalles was the end of Queen Street, beyond which the land sloped down to the Grand Trunk Railway tracks, and Lake Ontario. Turn east down King Street, and the southern end of most avenues ended in wharves for pleasure boats and cool lake breezes.

The move to Parkdale also meant that Ethel no longer lived across the tracks from her fiancée of several years, Ernest Tregaskes who boarded in a house five minutes away. Ernest was the fourth son of a Cornish coal merchant and immigrated to Canada three years earlier. It's said that Sam met Ernest during that journey and hired him as bookkeeper on the spot. Bookkeeper was a prominent position in Marchment and Company. Valentine West held the position during the Don Dump affair, followed by his son Alfred West, then James Hunter, and James Slater, whom Tregaskes replaced in 1905.



Robert Boyd and Muriel Marchment  
Scarboro' Beach Amusement Park, 1908.

Muriel also had a suitor, Robert Boyd Jr., second son of an Ulster grocer and grain merchant. Robert was also newly arrived, lived on Givins Street, boarding with the family of factory worker John Craig. Their two families lived near each other in Ireland, and perhaps had some earlier connection. Robert lived with the Burbidges too, a block north of the Craigs, and Muriel's friend Mabel Burbidge introduced the couple.

Sam and Gussie also spent more time and money travelling, beginning with family visits in the United States around 1906.

Gussie's sister Emma Trevatt lived in

Cincinnati. Sam's sister Emma Gill lived in Buffalo, and Sam's first grandchildren now lived in Rochester with son John.

Two years later, Sam and Gussie planned their first ocean voyage. Future son-in-law Ernest travelled overseas regularly. Since arriving in Canada he had already returned home once, then he returned again with Ethel honeymooning in England in 1908. Though trans-Atlantic fares continued to fall, they were not cheap. Ernest and Ethel's trip cost them about two month's pay. Sam and Gussie's trip cost three times that amount, or about one sixth as much as their new house. They booked tickets on the newest, biggest, and fastest passenger ship, RMS Mauretania leaving New York on September 23rd, 1908.<sup>47</sup>

The route from Toronto to New York by rail involved two legs. The Grand Trunk Railway ran up to six daily trains to Buffalo. From there, four different railroads headed east, such as Lehigh Valley Railway's Black Diamond Express, following the Finger Lakes, the Susquehanna and Lehigh Rivers, ending at Pennsylvania Railroad Station in Jersey City. Leaving Toronto on the 8 a.m. train, Sam and Gussie could have arrived on the shores of the Hudson river by 10 o'clock that evening.

What appeared as heavy fog on the Hudson ferry the next morning was thick smoke from Adirondack forest fires far to the north. They had burned for several weeks, and the thick smoke delayed local shipping. Mauretania spent two days languishing near the mouth of the Hudson with three other steamers until visibility and tide were sufficient to begin the crossing.

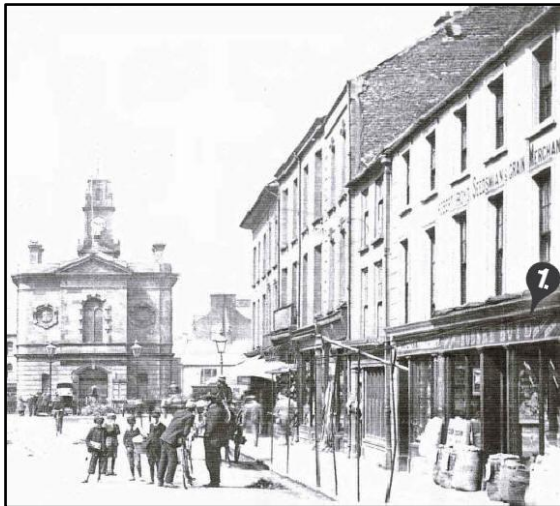
Imagine some moment, perhaps during those extra two days, where Gussie opened her copy of the Toronto Daily Star delivered the day before they left for New York. Sitting down for lunch of roast chicken in bread sauce, succotash, and compote of prunes and rice, she might have read the following headline, "Lost Propeller in Hurricane... Almost a panic aboard... Masts Vibrated, Stays Broke, Carpet broke loose, passengers hurled about."

New York, Sept 21. – What happened to the mighty Cunarder Mauretania in the seas whipped up by the West Indian cyclone in the lane of the liners on Thursday was a matter of dispute among nautical experts and plain passengers who landed Saturday afternoon from the fog and smoke stalled ship. She was lashed by the fiercest seas she has ever met and she came in under two propellers... Thursday afternoon in hurricane weather the big ship fell to quivering... There were a series of fearsome vibrations which, according to William Barclay Parsons, the engineer, seemed like a "giant hammering on the ship's

sides." ...so tremendous was the force of the blow which the loosened propeller dealt the ship that the whole middle section of the steamer seemed to rise, the flooring buckled until tacks from the carpet were hurled against the ceiling and passengers were thrown about the cabins.<sup>48</sup>

Mauretania had already lost a blade from one of her four propellers the previous May, and during the hurricane she lost another. Divers examined the hull in New York; no hole was found and she was declared fit to sail. The only remarkable news of Sam and Gussie's first ocean voyage was that, with only two props, Mauretania made her slowest crossing to date at over six days.

They spent eight weeks in the British Isles, beginning in Ireland with a visit to Robert Boyd's family. Mauretania landed in the south-west at Queenstown in Cork Harbour. Sam and Gussie likely travelled north by rail around the Galtee Mountains, through the dairy pastures of the Golden Vale, and along the Grand Canal to reach the capital. Dublin was only slightly smaller than Toronto then, and renowned for having the worst slums in the empire, and the largest red-light district in the world. They continued north along the east coast, past Drogheda and down the River Bann into Ulster. The rails followed the western basin of Lough Neagh, past Robert's father's birthplace in Cookstown, his uncle's farm near Maghera, and his own birthplace in Garvagh. His family lived in Coleraine, the last town before the coast.



Left 1) Robert Boyd Sr.'s grocery c. 1908. Right showing detail of "Robert Boyd" sign Church Street Coleraine, North Side. W. Macafee, R. Anderson & T. McDonald.

The Boyds settled in Coleraine five years earlier. Robert's father, Robert Boyd senior sold seed and groceries in his shop on Church Street just off the Diamond, the central square. He and his wife Margaret had eight children, then aged from 18 to 34. The eldest sisters Maggie and Annie were home, John was likely married and living in Lanarkshire, Scotland, Janie had probably married too, and the youngest, Andrew, Tom, and William were home (and Robert was in Toronto with Muriel).

Coleraine was about the size of Orillia then, possessing the last bridge over the river Bann before it reached the sea and the resort villages of Portrush, Portstewart, and Castlerock. Perhaps the Boyds took Sam and Gussie to see the Giant's Causeway on the coast, or to Salmon Leap, where the Bann falls over a ledge of rocks about a mile upstream of Coleraine. Other likely visits were to Ballymacilcurr, the farm of his Uncle Clark Wilson; and Garvagh, where the Boyds spent most of the 28 years before moving to Coleraine. The Boyd's shop there was in the centre of town, and had an inner court yard faced with arched passages on three sides, sheds, a warehouse, and an apartment facing the main road.



"A little bit of old London," Tottenham, 1908.  
 Back: Sam, Margaret Judd. Seated: Edith Judd.  
 Children: Doris Helen Judd and Muriel Edith Judd

Sam and Gussie also visited London, England, where some family still lived. Sam's Aunt Elizabeth (nee Marchment) was 80 years old and lived near Brompton. His Uncle Thomas Marchment was on his death bed at 78 years of age, and lived across the river in Wandsworth.<sup>49</sup> Of Gussie's relatives, only her cousin Albert Judd and family remained, living in the same house their grandfather Edmund Judd acquired 70 years before. Albert's mother died young, and he was raised by his grandparents. His own son Joseph lived four doors down. This is the family who likely appeared with Albert's wife and Sam in a photo labelled "A little bit of Old London," one of the earliest Marchment snapshots.<sup>50</sup>

Their return trip was aboard RMS Lusitania, the first ship in history to cross the Atlantic with an average speed greater than 25 knots. She remained the fastest passenger liner until overtaken the next year by her sister ship Mauretania. Sam and Gussie arrived in New York on December 12. Thomas Boyd returned with them to attend Robert and Muriel's wedding four months later.

The Marchments' next big vacation was to southern California. On January 15, 1910, Sam, Gussie, Grandma Judd, and the younger children Harold, Mabel, and Norman aged 17 through 11, crossed the border at Detroit. Being six months before the rail tunnel opened, trains crossed the Detroit River by ferry. The most direct route usually took a further two or three days, going through Chicago, Kansas City, and Albuquerque.

Their host was William Allen of Los Angeles, an acquaintance of Gussie's sister Emma. William Allen was in Cincinnati when Emma's family moved there in 1897. Both families lived in the rural suburb of Price Hill, on Enright Avenue. Emma's husband John was the bookkeeper for Miller, DuBrul & Peters, manufacturers of cigar making tools. And though William was a farmer when they met, he became a clerk at the courthouse up the street from John's factory. For a short time, they must have commuted together, until Emma and John moved to West Virginia. When they returned to Cincinnati in 1906, the Allens had moved to Los Angeles.



Gussie riding Saxen, Moneta, Los Angeles Co.  
 8 Feb 1910

By 1910, William lived in the Boyle Heights neighbourhood of Los Angeles at 3037 Clinton Avenue. He was a stencil painter for the Southern Pacific Railway. His wife had died the previous year, and four of his adult children lived with him. He had a small house, so he likely acted more as a guide than actual host to the Marchments. Surviving photos suggest they stayed at a cottage on Long Beach, rode a horse named Saxen in Moneta on February 8<sup>th</sup>, went to Point Fermin Park on February 10<sup>th</sup>, and the towns of Spring Valley and Lemon Grove near San Diego on March 10<sup>th</sup>. Sam brought \$500 in cash with him, a little less

than the cost of the trans-Atlantic cruise, and enough the last several months.

There is an outside possibility the family arrived in time to attend the first major American airshow in nearby Carson, where more than 250,000 spectators saw triplanes, biplanes, monoplanes, plus an ornithopter and a gyroplane for the first time. Even the streets of L.A. would dazzle Torontonians; with a bit fewer inhabitants, Los Angeles still had over 10 times as many automobiles as Toronto.

Following their habit of vacationing every two years, Sam and Gussie were next seen in Florida in 1912. We know little about this trip, except for a photo of a sail boat in Palm Beach, and one of a car stuck on a flooded road with the charming inscription, "Papa carrying Mamma."



"Papa carrying Mamma". Florida. 1912.

By the Spring of 1912, four grandchildren greeted Sam and Gussie's return. The oldest was Margaret Boyd born Apr 1911, then the twins Harry and Norman Tregaskes b. Jan 1912, and the youngest, Margaret's sister Irene b. Apr 1912.<sup>51</sup> They lived in a tight triangle around Roncessvalles, with the Marchments on Marion St., the Tregaskes on Pearson Ave., and the Boyds on Garden Ave. The family's relationship with work also grew tighter. Until George Haskings' death, Sam had operated the company as a partnership. Before he left for Florida, Sam incorporated the business as Marchment Limited, with capital of \$40,000. He made his longtime foreman William Hurst a director, having been with the company fifteen years. Sam also made Gussie, Ethel, and Muriel directors to assure their control of the company, and to eventually inherit the company and generate income from it after Sam's death. To his sons-in-law he entrusted daily operations; Ernest was the bookkeeper and Robert was a clerk, yet it was their wives and mother-in-law who were vested with the power when they became the owners to hire and fire officers of the company.

## Trevatt and Felat

One month before Sam incorporated his business, an unusual Judd family story ended tragically. Gussie's sister Emma and husband John Trevatt returned from the States, and after a brief stay at sister Florence Connor's home, John was admitted to St. Michael's hospital suffering insanity, and malnutrition. He refused to eat, and died two weeks later of heart failure.

Before his death, John was already considered unusual. When he arrived in Canada the Judds struggled to support their family after Joseph Judd died in the asylum. Emma was the oldest at 29, and unmarried. None of her younger siblings went to school. Fourteen-year-old sister Florence worked at a knitting factory. Brother Albert was 12 and worked in a dry goods store. Seventeen-year-old sister Bertha was an inmate of the Mercer Reformatory. Emma had a daughter with John and shortly afterwards they married, and travelled to the United States where John promptly changed his name from Trevatt to Felat<sup>52</sup>. In England, John had been a clerk, cashier, and printer. In the States, he found work as a bookkeeper in several cities – Rochester, New York; Cincinnati, Ohio; and Huntington, West Virginia, where their son was born. Why did Emma and John return to Toronto, why did he stop eating, and did he change his name to Felat?

Perhaps it was his temperament and in large measure his past, which Emma may never have learned. In the year before they married, John was sued for bankruptcy in his native England, and the news was published in the New York Herald, London Gazette, and the Times of London<sup>53</sup>. The Court in Lincoln where the petition of bankruptcy was filed appeared to not know his

whereabouts, though it was also the home of his first wife Clara and two children. One supposes John fled a failing business and family responsibilities. His English wife declared herself a widow long before John's actual death, and his Canadian wife remained Emma Felat, though the name was a fake, and her marriage a fraud.<sup>54</sup>

## Gallery



1) Robert Boyd lived on Givins St. two doors north of the corner. 2) Marchmont home 350 m west.  
Labour Day Parade, Joseph A. Blakey, 1905, Toronto Public Library, N1-195. Facing north-east across Queen St West



The Lusitania at end of her record voyage. N. W. Penfield. 1907. Cunard piers, New York City.  
Library of Congress Prints and Photographs Division, LC-USZ62-64956





Gussie and Sam on Lusitania, 1908.



Tom Boyd and Sam on Lusitania, 1908.



Muriel Marchment and Robert Boyd, Wedding photo, 7 April 1909.



Train ferry SS Lansdowne crossing the Detroit River in winter. 1905. Library of Congress, Detroit Publishing Company Photograph Collection: LC-D4-22154



Downtown Los Angeles, pedestrians, electric streetcars, horses and carriages, and Model T Fords crowd the corner of South Broadway and West Seventh Street. 1910. Los Angeles Historical Photos. [waterandpower.org](http://waterandpower.org)



Looking west along Pearson Ave., across Roncesvalles Ave. 1) Tregaskes residence at 206 Pearson.  
"92 Roncesvalles." 1916. City of Toronto Archives, Series 372, s0372\_ss0058\_it0545

## Endnotes

<sup>1</sup> Find the bulk of research supporting Sam's story on Our Family History, online at <http://www.sneydobone.com/webtree/index.htm>

<sup>2</sup> Samuel's relationship with his first home in North End reminds me of my own childhood home in L'Amoreaux, which was also in agricultural lands at a big city's edge. Sam's North End is located in what we call Inner London today, but in 1849 the area was a village surrounded by small-scale vegetable farming, about 1 km from the edge of the City, and 6½ kilometres from the centre of London (pop. 2 million). L'Amoreaux is in the City of Toronto today, but in 1970 when my family moved there and I was 18 months, there was a pig farm across the road, and a sod farm separated us from the new suburbs to the south. We were in part of Agincourt, 7 km outside the boundary of Toronto (pop. 2 million). Today, our house would have been 3 km inside the amalgamated City of Toronto; but the house is gone, and like Samuel's home was after a generation, the area is unrecognizable from its former self.

<sup>3</sup> Compare the population density of the Hammersmith and Fulham District (HF) where the Marchments lived, with the most dense portion of central London (L), the Tower Hamlets District. Both areas grow at a similar rate, until the 1850's when Hammersmith and Fulham's growth increases, and the 1880's when London's growth flags. The result is Hammersmith and Fulham grow to resemble London, becoming 10 times more dense in 1891 than it was in 1831. Source: GB Historical GIS / University of Portsmouth, Hammersmith and Fulham District through time | Population Statistics, A Vision of Britain through Time. Density displayed as people per hectare (100 ha = 1 km<sup>2</sup>).

| Year | Pop.    | HF's Density | L's Density |
|------|---------|--------------|-------------|
| 1801 | 10,016  | 6            | 61          |
| 1811 | 13,276  | 8            | 75          |
| 1821 | 15,307  | 9            | 91          |
| 1831 | 17,602  | 10           | 107         |
| 1841 | 23,022  | 13           | 128         |
| 1851 | 30,012  | 17           | 153         |
| 1861 | 57,562  | 34           | 190         |
| 1871 | 85,112  | 50           | 227         |
| 1881 | 112,662 | 66           | 264         |
| 1891 | 185,350 | 108          | 271         |

<sup>4</sup> George's epilepsy and related symptoms caused him to be institutionalized in the last decade of his life. Only for short periods did George ever live alone, and his desire to follow his parents and siblings outweighed even his wife and child. George's institutionalization after the death of his last Toronto sibling, and his illiteracy, gives one the image of a man wholly dependent on his family.

<sup>5</sup> Booth's poverty map of London in 1898-99 shows Portland street was poor, Warwick road was mixed comfortable and poor, as was Latimer road, and that St. Catherine street was definitively poor. Booth's map of ten years earlier does not extend into North End or Norland Town, so we cannot assess any change. But "A Vision of Britain through Time" indicates the upper class population grew more rapidly between 1840 to 1880, than did the lower class that included the Marchments. Without a measure of standard of living in that time, it's hard to guess exactly why the Marchments moved, and emigrated.

<sup>6</sup> Canada, For The Information of Intending Emigrants, By Authority, Quebec. J. Blackburn, Printer, 1864.

<sup>7</sup> Ibid

<sup>8</sup> Ibid

<sup>9</sup> Emigration to the Province of Ontario Canada. Archibald McKellar, Commissioner, Department of Agriculture and Public Works. Toronto, Ontario, 1872.

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- <sup>10</sup> Sam Marchment is my ancestor through my Dad's mother. Ancestors of my Dad's father also lived in Orillia for a short while in the 1870's before returning to England: Edward G. J. Stallard, a butcher, and his wife Ann Chalcraft.
- <sup>11</sup> "Police Court: Before Mr. G.T. Denison", *The Globe* (Toronto, ON). 21 Feb 1878. p 1.
- <sup>12</sup> Annual Report of the Inspector of Public Schools of the City of Toronto for the year ending December 31, 1878. Patterson & Co. Steam Printers. Toronto. 1879. p 84.
- <sup>13</sup> Toronto Directory for 1879. Might & Taylor. Toronto. 1879. p 471.
- <sup>14</sup> Statistics involving percentage of homes with city water, and privies – A History of Domestic Space: Privacy and the Canadian Home. Peter Ward. UBC Press, 2011.
- <sup>15</sup> "Communications", *The Globe* (Toronto, ON). 18 May 1877. p 2.
- <sup>16</sup> "Who Is To Blame?", *The Globe* (Toronto, ON). 19 May 1877. p 4.
- <sup>17</sup> According to Ancestry.com (February 2014), the database "U.S. City Directories, 1821-1989" shows the terms Odorless Excavating/Excavator first appeared in 1875 with 1 entry; in 1876 there were no entries; 1877-79, 8 entries each year; 1880-81, 9 entries each year; and by 1885, 28 entries. Regarding Canada, the database "Canada, City and Area Directories, 1819-1906" shows the terms first appeared in 1879 and also grew, though more slowly than in the U.S.
- <sup>18</sup> Report of the Board of Health of the City and Port of Philadelphia, to the Mayor, for the Year 1876. Printed by E. C. Markley & Son, Philadelphia.
- <sup>19</sup> "City News, Removal of Night-Soil", *The Globe* (Toronto, ON). 06 Apr 1878. p 8
- <sup>20</sup> While a druggist in Toronto in 1871, James James lived close to a man named Andrew Andrews.
- <sup>21</sup> Historical Maps of Toronto, Compiled by Nathan Ng, viewed Feb. 2014 at <http://oldtorontomaps.blogspot.ca/2013/01/1876-pa-gross-birds-eye-view-of-toronto.html>
- <sup>22</sup> No special narrative is needed to explain how Sam and Gussie could have married 10 months after his first wife died. My wife and I met two months after she separated from her first husband. We began dating in the fifth month, and moved in together in the tenth month.
- <sup>23</sup> Descriptions of Joseph Judd's decline, disease, and hospitalization come from the rich notes recorded in Rockwood Asylum Male Casebook 1855-1885, pp 464, 538. Archives of Ontario. RG 10-20-F-1-6, reels 3-4 MS 717
- <sup>24</sup> Whereas we know John Salmon officiated at Sam and Gussie's wedding, as shown in the record of marriage, confirmation of the location at Olivet Congregational Church has not been found. John Salmon was the pastor of Olivet, as per a Toronto City Directory for 1884, R. L. Polk & Co., p 855
- <sup>25</sup> I once recorded that Gussie's Sunday school teacher was Elizabeth McMaster, but cannot remember or find the source.
- <sup>26</sup> One of the town houses built on the Red Lion property became the famed Albert Britnell Book Shop in 1927, then a Starbucks after 1999.
- <sup>27</sup> "A Report On Public Health", *The Globe* (Toronto, ON). 17 Mar 1892. p 7
- <sup>28</sup> Statistics involving percentage of homes with city water, and privies – A History of Domestic Space: Privacy and the Canadian Home. Peter Ward. UBC Press, 2011.
- <sup>29</sup> "A Little On The Side", *The Globe* (Toronto, ON) 14 Mar 1893. p 8
- <sup>30</sup> "The Night Soil Nuisance", *The Globe* (Toronto, ON) 06 Apr 1885. p 6
- <sup>31</sup> "Local News", *The Globe* (Toronto, ON) 25 Jul 1890. p 8
- <sup>32</sup> "Provincial Board Of Health", *The Globe* (Toronto, ON) 28 May 1887. p 13
- <sup>33</sup> "Mortuary Statistics", *The Globe* (Toronto, ON) 14 Sep 1887. p 10

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- <sup>34</sup> “The Night Soil Grievance”, *The Globe* (Toronto, ON) 30 Aug 1890. p 16
- <sup>35</sup> Six people were buried in lot 19, along with Samuel Jasper Marchment’s being the first in 1891: Robert Moyes Jr. in 1893 (his great-grandson), Sarah Parsonson in 1894 (his daughter), Margerie Olive McCormack in 1893 (his daughter-in-law Augusta’s niece), Ernest Alfred Marchment in 1895 (his grandson, S.W. Marchment’s 3rd son), Sidney Arthur in 1900 (his grandson, S.W. Marchment’s 2nd son), and James Walter Marchment in 1905 (his own son). The site can be identified by its single inscribed stone “Robert George Moyes,” and is located at N 43.69514 W 79.39039.
- <sup>36</sup> Each of 410 and 412 Delaware were listed as vacant lots or unfinished houses in the city directories for the years immediately preceding their habitation; the 1891 Toronto census indicated Sam was building three houses (i.e. 408, 410, and 412). In 2015 number 412 appeared to be the same house, now numbered 322 Delaware Ave.
- <sup>37</sup> Assessment rolls 1477-79, ward 5 div. 3, City of Toronto, 1893 show assessed value of \$5968 and Sam as owner. The same addresses on assessment rolls of 1897 show assessed value of \$4306 and the owner was Canada Permanent Loan & Saving Co. By this point Sam had lost the properties, and their value had fallen by 27% (1429-31, ward 5 div. 3, City of Toronto).
- <sup>38</sup> *Evening Star* (Toronto, Ontario). 06 Dec 1895: p 8.
- <sup>39</sup> My grandmother Irene mentioned “Bruce Grove” as an important locale in the Marchment history. In the Coulton map of Tottenham note the triangle of roads south of Bruce Castle, along Lordship Lane – that triangle surrounds a neighbourhood called Bruce Grove.
- <sup>40</sup> James James retired from bookkeeping in 1896, and died 5 Apr 1897 at age 77.
- <sup>41</sup> *Evening Star* (Toronto, Ontario). 14 May 1894: p 3.
- <sup>42</sup> The location of the dump is implied by several newspaper articles: “Marchment Company occupies land on the west side of the River Don near the crematory” – *The Globe* (Toronto, ON) 31 May 1897. p 5. The crematory was the, “garbage crematory built on the southern side of Eastern avenue at the city end of the avenue bridge” – *The Globe*, 30 Nov 1891, p 5. It was said the, “Company has continued to use the Don flats as a dumping ground.” – *Evening Star*, 05 Mar 1898: 6. And, “Mr. Keating has given to Marchment & Co. (night soil gatherers) several hundred feet of land on the banks of the Don.” – *The Globe*, 04 Dec 1897. p 14. There are several hundred feet on the west bank, on both sides of the Eastern avenue bridge labelled as per the “Old Course of Don” in Goad’s *Atlas of the City of Toronto and Suburbs*, 1894, plate 29. The likeliest location is the north-west side of the bridge, across the road from the crematory. One can easily imagine it appears in the photo “Eastern Avenue bridge looking west”. 189?. Fonds 200, Series 376, File 3, Item 35. City of Toronto Archives (see item in gallery in this work, label number 2).
- <sup>43</sup> *Toronto City Directory*. R. L. Polk & Co. Toronto. 1887. p 1151. Also *Contractors’ and Builders’ Directory*, 1890-1891. Toronto, Ontario: S. Sarner, 1891. p 40.
- <sup>44</sup> “Thirteenth Annual Report Of The Commissioners For The Queen Victoria Niagara Falls Park” in *Sessional Papers - Legislature of the Province of Ontario*. Vol. 31. 1898. Reprint. London: Forgotten Books, 2013. p 510. The wharf was eventually called the Gordon Jerry dock, named after one of Marchment’s steamships. All the wharves on that stretch of river between Queenston and Lake Ontario were destroyed by ice in 1909.
- <sup>45</sup> In 1900, Gordon Jerry took part in salvaging coal from the grounded coal freighter *Augusta* in Port Credit. Gordon Jerry met her own end when she beached near the marsh in 1905, and finally burned and sunk near Ward’s island in 1906.
- <sup>46</sup> 489 Marion Street was assessed at \$3705 for 1908 taxes. Roll 89658. Assessment roll, Ward 6 Div. 1, City of Toronto, 1908.
- <sup>47</sup> Ernest’s total earnings in 1910 were \$1200 according to his 1911 census return. (Ontario, District 128 Toronto West, Subdistrict 99 Ward 6, p 15) Ernest and Ethel travelled second class on *Tunisian*. Average single fares were approximately \$50 USD in 1908, and for Sam’s second class fare aboard

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Mauretania and Lusitania fares were \$150, according to “Passenger Fares for Overseas Travel in the 19th and 20th Centuries.” Dupont, Keeling, and Weiss. 2012.

<sup>48</sup> Toronto Daily Star, 21 Sep 1908, p 9

<sup>49</sup> Thomas Marchmont junior died one month after Sam’s visit on 12 Jan 1909.

<sup>50</sup> Albert Judd’s mother was sister to Gussie’s father Joseph Edmund Judd. She was probably Jane Judd, who died in 1849. Albert married Margaret Owen, and had seven children. Only his youngest son Joseph Edward Judd lived near Albert when the Marchmonts visited in 1908. Joseph’s wife Edith (aged 29) and twin daughters Doris and Muriel (3½) are likely the ones who appear in the photo “A little bit of old London” with their Grandmother Margaret (70) and Sam (59), behind their Kings Road home in Tottenham. On their return entry to the United States, Sam and Gussie declared they had visited M. Judd on Kings Road, Tottenham. Of the 12 Judds in Tottenham in 1908, Albert and Margaret’s family was the only one related to Gussie. None of Sam and Gussie’s other living relatives in London had family members of similar ages to those in the photo.

<sup>51</sup> Margaret and Irene Boyd, and Harry and Norman Tregaskes were Sam and Gussie’s first grandchildren, all born 1911-12. Sam’s first and only grandchildren with Kate Beaver were John’s children Edith Jennie Marchmont b. 1895, and Marjorie Frances Marchmont b. 1898.

<sup>52</sup> There is fair support that John Henry Trevatt changed his surname to Felat around 1895, instead of imagining Trevatt and Felat were two different people. In the 1910 US census, Felat declared the same occupation, age, place of birth, name of spouse, and length of marriage as the earlier Trevatt records. Sam Marchmont once misspelled the name as Trillet in 1916, a blending of Trevatt and Felat one may believe represents bewilderment rather than the arrival of a new spouse. John and Emma’s own use of the name was complete; their children Mabel Felat and Frederick Homer Felat were never known as Trevatts, and each knew their mother’s birth name was Emma Judd. John Henry died and was buried as Felat. Aside from his Ontario marriage registration, there are no extant records in America to highlight his British past.

<sup>53</sup> Legal announcement made in: The Law Times, vol. 40, p 33, originally published 8 Nov 1890. The London Gazette, 14 Oct 1890. p 5479 in the online form at <https://www.thegazette.co.uk/London/issue/26097/page/5479/data.pdf>

<sup>54</sup> John Henry Trevatt’s family in Lincolnshire were Clara Gertrude Pacy (b.c. 1854) daughter of master printer William Pacy, and their children Ethel Minnie Trevatt (b.c. 1882), and Augusta Mary Trevatt (b.c. 1887). The children went to live with John’s sister and brother-in-law Elizabeth and Henry Wakeling in London, and eventually back to their mother who ran an ocean-side guest house in Margate, County Kent. Clara Gertrude Trevatt never remarried, and died a Trevatt in 1945.