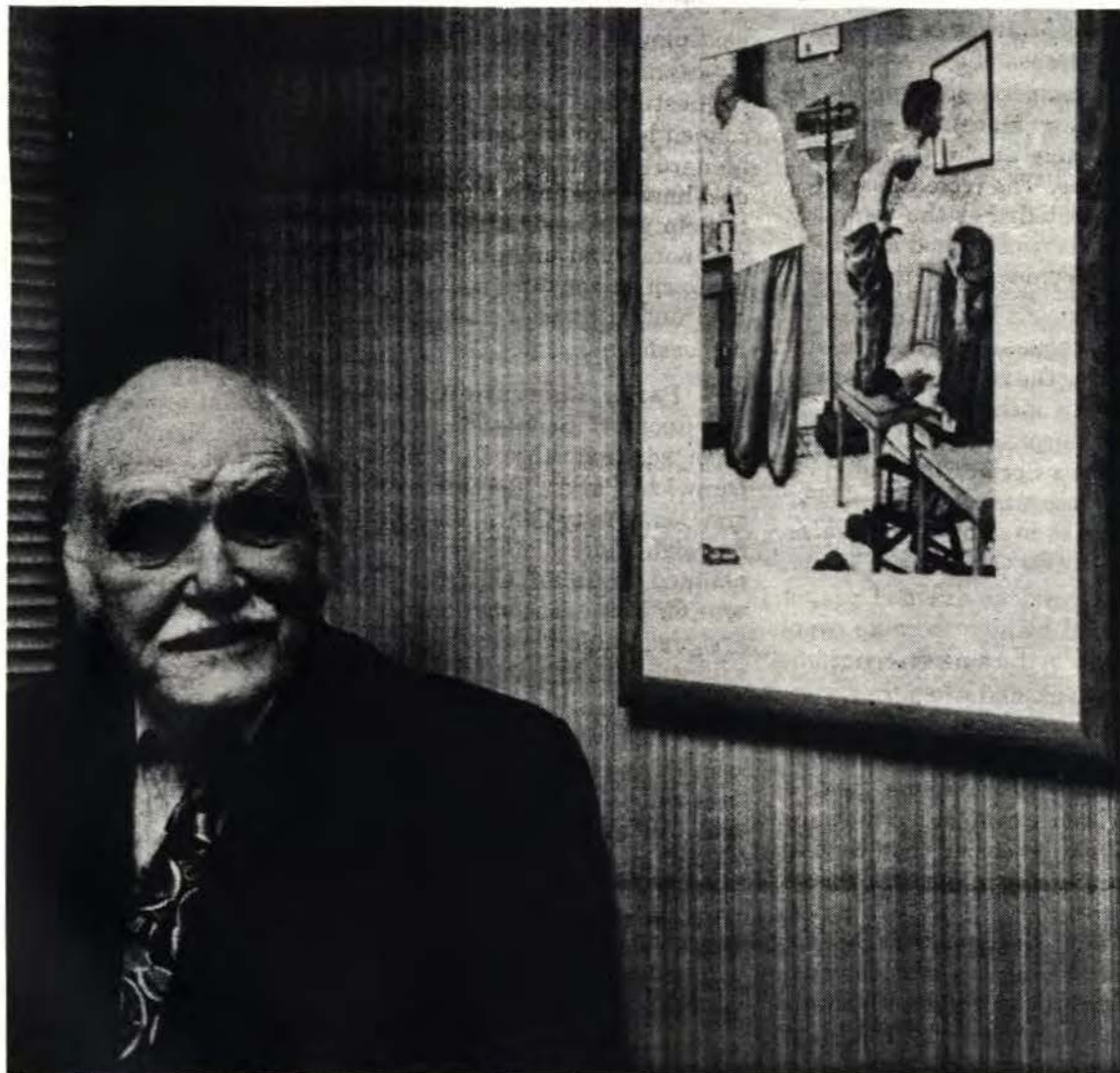


Dr. D. A. Monteith served Shedden and area for 50 years



RETIRING FROM MEDICAL PRACTICE – Dr. D. A. Monteith is retiring after over 50 years of general medical practice. Looking at a favourite picture that hangs in his office, Dr. Monteith reflects on how medicine has changed. An Open House in his honour will be held March 3rd at the Shedden Fire Hall, 2-5 p.m.

OPEN HOUSE for **DR. D. A. MONTEITH'S** **RETIREMENT**

In Appreciation of 50 Years of Service

SUNDAY, MARCH 3 2-5 p.m.
SHEDDEN FIRE HALL 1996

In lieu of gifts, donations may be given to the
Southwold Keystone Complex in his honour.

Sponsored by the Shedden Women's Institute

SHEDDEN W. I.
Dora McArthur -
Curator
Apr. 1996

After serving the Shedden area community for 50 years, Dr. David Monteith hung up his stethoscope for the last time on December 31, 1995.

Recognized by many as he walked the corridors of St. Thomas-Elgin General Hospital wearing rubber barn boots, this unique physician has a passion for agricultural medicine, education and politics. Now that he's retired, he plans on spending even more time on his favourite topics.

Just an Ordinary Man

In an interview with the *Elgin Advance*, Dr. Monteith emphasized that he is just an ordinary man and not one to easily toot his own horn. Instead he says, "that promoting agricultural medicine in Ontario now is my greatest ambition."

Practicing Since 1937

Born in London in 1910, Dr. Monteith obtained his medical degree from the University of Western Ontario in 1937 and interned at St. Michael's Hospital in Toronto. He then headed to Bermuda for one year in response to the need for a doctor there. Upon returning to Canada in 1939, Dr. Monteith settled in the Camlachie area where he set up practice, eventually working part-time in Forest as well. In 1945, after moving to a farm outside of Shedden where he set up practice and has remained in Southwold Township ever since.

Besides spending three summers working as a policeman on Boblo Island to pay for medical school, Dr. Monteith served many years on the Elgin County Board of Education with 14 years prior to 1969 on the Central Elgin High School board. He's also made several unsuccessful attempts at politics, running as an independent in the 1958 provincial election and again as an independent candidate in 1967.

Medicine has changed a great deal over the past 50 years with many technologi-

cal advances. When he began his practice in Camlachie, the rate of pay was \$1.00 for an office visit, and \$2.00 for a house call. That was if people didn't pay with food instead.

Miss Calls

Now that he's retiring, Dr. Monteith says that he's going to miss having as many phone calls as he used to. But it also means that he'll have more time to devote to agricultural medicine and his other interests. Retirement does not mean sitting and rocking for this energetic man. "The fastest way to become a couch potato is to do nothing," stated Dr. Monteith.

Full of fascinating stories and anecdotes, Dr. Monteith has many favourite memories. The farmer who fell off the

barn roof landing feet first in manure up to his armpits and having to stay that way until someone came and dug him out is definitely the patient Dr. Monteith was most happy not to have to see. Ironically the farmer was unhurt from his ordeal. But the moment that stands out most in his mind is the night he received a call from a former nurse who needed help with a baby that had been born with an attached placenta. Naturally he gave her some instructions on how to properly deal with the situation with the end result that the baby was just fine.

Agricultural Medicine

Proud of the medical centre that bears his name which was officially opened on December 20, 1986, Dr. Monteith feels that his work is not yet done. Living on a farm and seeing so many farmers in his practice, agricultural medicine has long been an interest. He made his first inquiry about this topic in 1956, expressing his belief that this branch of medicine needs more attention and should be developed.

While he strongly believes that the Farm Safety Association is doing an outstanding job at educating farmers, more needs to be done. Unsure why agricultural medicine has not received the recognition it deserves, there are only two centres for agriculture medicine in North America, one at the University of Saskatchewan and one in the United States.

His understanding of farming operations was useful in

his practice. The sore right knee of a dairy farmer was easily diagnosed by learning the man used his knee to help lift the filled milk cans. Or the farmer with a large red patch over one side of his ribs which Dr. Monteith explained was due in part to the previous year's poor oat harvest - the farmer was now having to lean over the side of the oat bin to shovel out the oats since the bin was not full as in other years. Simple explanations and remedies which were easily recognized by someone familiar with agriculture and the activities of his patients.

Educate Farmers

Dr. Monteith makes a strong case for increased education of agricultural and medicine such as standardizing the

gears of tractors so that when a farmer, tired after being on a tractor all day, climbs on to move a different machine, accidents due to gears being arranged differently are reduced. People are often hurt when, in moving large machinery, they discover that, seconds too late, reverse gear, for example, on one machine is not the same as the machine they were just on.

Another example is hearing loss among farmers due to working with squealing hogs or loud machinery without wearing protection or lun problems due to dust, spray etc. because farmers find wearing dust masks uncomfortable.

Seniors also need to be better educated about medicine and to make plans when they still have control of their lives. He believes many elderly people are angry when they finally move into an extended care facility because they feel their choices have been taken away.

Same Philosophy

Even though medicine has changed completely since he began, Dr. Monteith has carried the same philosophy through the years. Planning to fill his time with other people, he feels he's going to miss his practice since it was a source of information.

Despite having no plans to slow down, Dr. Monteith stated that there comes the time when you should practice yourself what you tell your patients."

Open House

An Open House in honour of Dr. D.A. Monteith's retirement will be held Sunday, March 3rd from 2-5 p.m. at the Shedden Fire Hall.

*"I've dealt with farmers all my years,
Have learned their dangers
and their fears.
In grave I will not peacefully
lie
Without a try to help this
guy."*

-D. A. Monteith

SHELDEN W. I.
Dora McArthur -Curator
Apr. 1996



HONOURED BY COLLEAGUES AND COMMUNITY - Members of the Southwold community turned out at an Open House in honour of Dr. D.A. Monteith's retirement. Medical colleagues Dr. E.S. Hagerman and Dr. R.O. Farley paid tribute along with Dr. Arlyce Shiebault, Shedden United Church and Shedden W.I. president Connie Silcox. Southwold Reeve Perry Clutterbuck, left, presented Dr. Monteith with a plaque on behalf of the community.



SHEDDEN W. I.
Dora McArthur
Apr. 1996

HUNDREDS...

Shedden Women's Institute president Connie Silcox and Dr. David Monteith look over list of just some of the hundreds of babies he has delivered during his 50-year career. The WI hosted a reception Sunday for Dr. Monteith, who is retiring. About 300 people were expected.



Dr. David Monteith

Shedden W. I.
Tweedsmuir History
Dora McArthur - Curator
April 1999

T-J SMILE



BY THOMAS
FROESE

Name: Dr. David Monteith
Age: A-secret
Home community: Shedden
Occupation: Retired physician and nuisance
Favorite Music: When it's all shut off and it's quiet so I can think
Likes: I like listening to a guy who has nothing to say
Dislikes: Nothing you can do something about

MONTEITH

At the St. Thomas Elgin General Hospital on Friday, October 6, 2000, Dr. David A. Monteith of RR #3, Shedden in his 90th year. Beloved husband of the late Maribelle Jones Monteith. Father of Judy Monteith, Dale Monteith and Gary Monteith all of RR #3, Shedden. There will be no funeral home visitation or funeral service. Interment of ashes in Shedden Cemetery. Donations to the St. Thomas Elgin General Hospital would be appreciated. Ann Funeral Home, Dutton 762-2416 entrusted with arrangements.

Shedden W. I.
Dora McArthur - Curator
April, 2001

West Elgin Rails

By Doug Smith

Record-breaking high spring (winter?) temperatures were right for a train trip on Wednesday, March 14, 1990. I received permission from St. Thomas, Ontario CN Rail trainmaster Bill Lawrence to board a westbound freight at West Lorne at 9:30 am.

Looking east from the main crossing at West Lorne I could see locomotive 4276 coming, an old GP-9, puffing black smoke as it rocked along the rails pulling its heavy load. This was Way Freight Extra 513 from St. Thomas to Tilbury, hauling 23 hopper cars of crushed stone ballast. The ballast was bound for track maintenance and upgrading work west of Tilbury. Two work trains were busy at that job on the day of this trip.

As the crossing bells rang, lights flashed, and the gates lowered, the heavy train slowed up. As the caboose came towards me, a man on the back steps called to me to jump on. I understood that the engineer would not want to stop the train, thus losing his momentum.

Conductor Don Vowel welcomed me aboard the caboose. He presented me with papers to sign, waiving responsibility of the CNR for damage to my life and limbs.

Also on board the caboose or "way car" or "van" were trainmen Jack Cook and Bob Beer. The caboose was a 40-ton car with centre cupola, two heating stoves, washroom, complete kitchen, and documentation desks.

Trains are not moved without orders. Modern trains receive their orders over radio. On the "CASO" line, orders are received from Toronto. This system of moving trains is called the Manual Block System. It divides the railroad into sections similar to city blocks.

On this trip, Conductor Vowel and the trainmen kept up constant radio communication with Toronto dispatch centre, and with other trains on the single-track line. Also, they talked back and forth with their own "head end" engineers.

The heavy train, about 2,507 tons, rolled along at 35 miles per hour, keeping under the 40 mile per hour winter speed limit for certain parts of the line. This load put the GP 9 "at its limit" of

pulling power, said Conductor Vowel.

This road is called the "CASO SUB", named after the first railway ever built in this part of Southwestern Ontario, the Canada Southern Railway.

Canadian National Railways, owned by the Canadian government bought the line, including a suspended bridge at Niagara Falls and the Windsor-Detroit tunnel, for \$25 million in 1985. CN leases use of trackage to CSXT, an American line.

The CASO Way Freight crew of five, including the above-mentioned, plus fireman or second engineer Jack Wilson and engineer Tiny Teetzel, have between them 200 years experience working on trains. In fact, Wilson is "the last fireman in captivity", said Vowel. There is no other known fireman working in Canada (if not all of North America).

Caboose are gone from trains west of Winnipeg and they will soon (perhaps July 1990) be gone from all Canadian trains.

The CASO way freight services grain elevators and fertilizer plants in towns like Ridgetown and Tilbury along the line.

On the westbound trip, our train had to take a siding at Fletcher, to allow a CSX eastbound to pass. There we sat, waiting for orders from Toronto, for half an hour.

When we received travel orders they brought us to within three miles of our destination, where we had to wait for two work trains. We waited there, feeling frustrated, for about 90 minutes. Finally we received orders to move. We dropped the 23 hopper cars on a siding at Tilbury and waited for orders to return to St. Thomas.

After about half an hour we received orders to proceed east,

but no orders to get the caboose behind the locomotive. So, we pushed the caboose along, waiting for permission to switch it to the rear of the "train". Finally, permission came and the caboose was switched around to the back.

In the cab of the GP-9 I had a chance to talk with Engineer Teetzel and Fireman Wilson about

railroading. Both men drove steam locomotives in their careers. They drove the fast-passenger Hudson locomotives for New York Central at 80 mph from St. Thomas to Detroit.

They praised the "instant power" of steam engines as opposed to the "delayed power" of diesel-electrics. "With steam, you pulled the throttle and you moved right away," said Teetzel. "With diesel, you pull the throttle, you wait for the engine to rev up and you wait for the electric generator to rev up. Plus, there's a built-in delay mechanism to prevent spinning of wheels." Wilson agreed that there was better response at the throttle of a steam engine.

These men have been travelling the rails through West Elgin for 40 years or more. They have friends and acquaintances along the line. Tiny Teetzel bought a car in West Lorne in the 70's, even though he has always lived in St. Thomas.

Don Vowel pointed out a tree stump in Rodney and remarked about the date the tree was cut down.

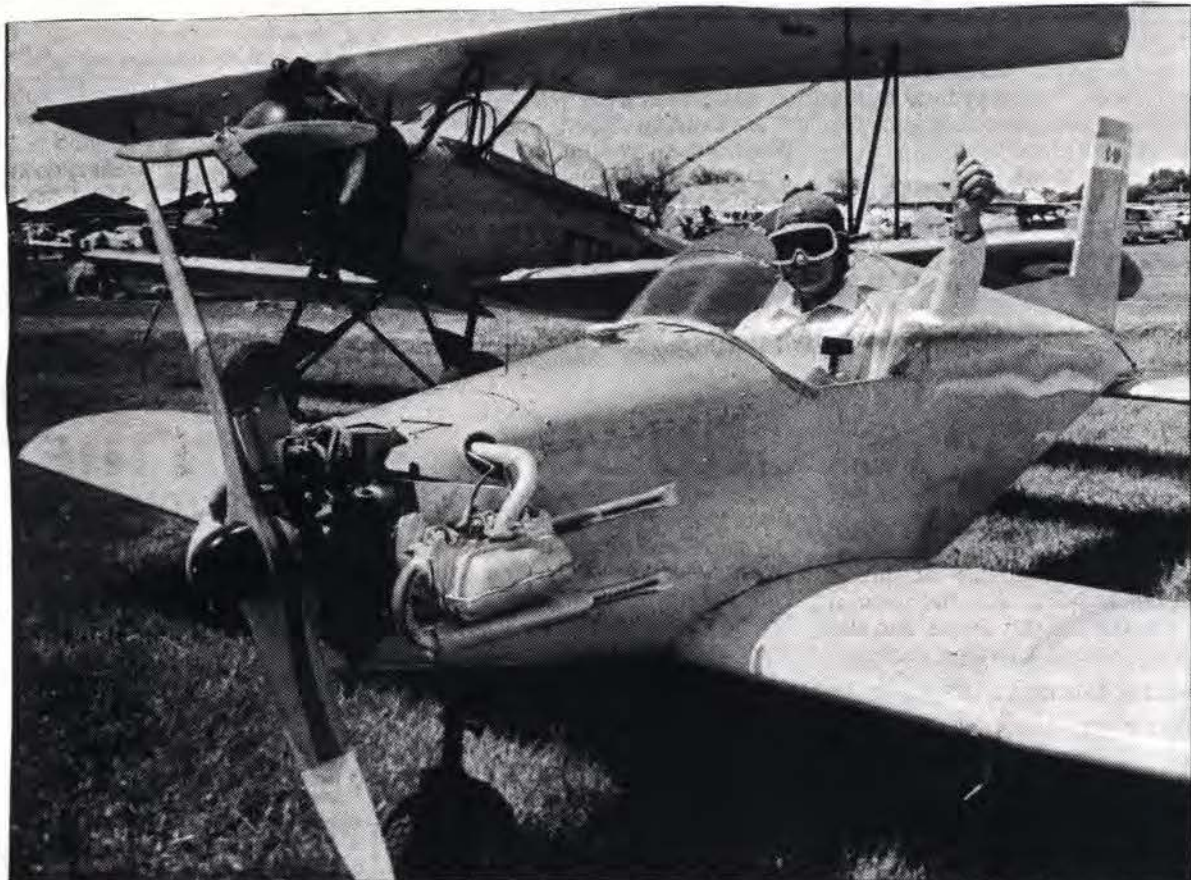
SHELDON WOMEN'S INSTITUTE
TWEEDSMUIR HISTORY
DORA McARTHUR - Curator
May 1992



CN Engineer Tiny Teetzel is a farmer in his spare time. He has driven steam engines as well as diesel up and down the "Canada Southern" or Cuso line from Niagara Falls to Windsor. He is shown here in the cab of a GP-9 diesel built in London.

Mercury-Sun Photo

SHEDDEN WOMEN'S INSTITUTE
TWEEDSMUIR HISTORY
DORA MCARTHUR - Curator
May 1992



Tiny Teenie Two a hobby that truly is uplifting

Thousands enjoy shows at St. Thomas air fair

By LYNN BILLARD
Staff Reporter

Some people get nervous when it comes to flying, but travelling in a craft no bigger than a subcompact car might make even the strong-hearted feel a bit uneasy.

Don Firby's plane is just about that size, but when asked if it's scary to fly in his plane, he asks "would you drive in a Volkswagen?"

The Iona Station pilot built the Teenie Two airplane in about three and a half years of his spare time. It cruises at 80 miles per hour and can hold enough fuel for about two hours of flying time. And it runs on a Volkswagen engine.

A pilot since 1950, Mr. Firby is a member of the Recreational Aircraft Association (RAA) London/St. Thomas. He was one of about 40 aviators who took part in the sixth annual Ontario Region Fly-In Club Air Fair at the St. Thomas Municipal Airport on the weekend.

Harvards from the Canadian Harvard Aircraft Association in Tillsonburg, Ont., a Swordfish from Canadian Warplane Heritage in Hamilton, Ont., and a number of other warbirds, antiques and aircraft from southern Ontario and the United States flew in for the two-day event.

Pleased with the turnout, one organizer estimated more than

3,000 aviation enthusiasts attended the fair. "We were blessed with (good) weather this weekend," said Don McLeod.

During its first four years, the fair was just a display of aircraft. Then in the fifth year, organizers added a successful one-day air show.

This year the fair included static displays and two days of aerobatics and fly-bys that kept the crowds' heads turned upward.

The St. Thomas air fair is an event that is progressing, explained Mr. McLeod. "It has a lot of potential," he said.

Perhaps flight fans will have even more to see next year.

SHELDON WOMEN'S INSTITUTE

Dora McArthur, Curator
April, 1994



Marking change at Melbourne

Friday night at the stockyards: "Nineteen, 20, 19, 20, take a look boys," says the auctioneer. "You can't do much better than that."

There are 60 stockyards scattered throughout Ontario, and while they vary in size and style, they have 2 things in common: they must be licensed, and they don't run themselves.

Stewart Brown owns the Southwestern Ontario Stockyards in Melbourne, Ont. During both the spring and fall, he runs 2 sales a week, a finished cattle sale on Wednesday, and a stocker sale Friday night. "There's no rest for the weary," says Brown, describing the pace.

Monday and Tuesday, he says, "I'm on the road looking at cattle, explaining what the market will be and assisting farmers in sorting." At the same time, he also keeps in close contact with the markets and the packers in order to know what their demands and expectations will be.

"The barns are cleaned and disinfected between sales. That's also when

we repair any fences that got broken and make sure all pens and gates are in good shape." The cattle start arriving Tuesday morning. Each producer's livestock are penned separately in groupings of steers, heifers, and cows.

Wednesday, early, Brown is talking to packers. "The packers get to know the various producers and so know what kind of livestock to expect." Wednesday is the sale. Fourteen people including Brown, his wife Doreen, and the people in the office and in the barns make the sales happen smoothly.

"Everybody that works for us are farm people, just part-time for the sale. They enjoy the change, and understand how to handle cattle, too."

Once the cattle are sold, they must be kept separate. Some go that day, others go the next, and they must be fed and watered. Thursday, the cattle are tended to, the barns cleaned, and the process begins again for the Friday sale.

The 21 separate Friday sales, which run from March through May and again from September through November, fill the stands. Two hundred and fifty to 300 people attend, and up to 800 head of cattle have been moved through the yards in one evening.

The Friday stocker sales start at 7 p.m. and run until midnight, making it 2:30 to 3 a.m. before the Browns head home. "Then I'm over at 8 a.m. Saturday to load cattle that are going out that morning."

The entire process



Former head of the Canadian Cattlemen's Assoc., Stewart Brown, bought the Melbourne auction 13 years ago

SHEDDEN WOMEN'S INSTITUTE

Tweedsmuir History
Dora McArthur - Curator
April, 1994

(Continued on page A-16)



B.C. LIVESTOCK PRODUCERS
COOPERATIVE ASSOCIATION

Offering Premium Quality Cattle From Canada's Finest Ranchlands

- | | |
|----------|--|
| Sept. 18 | Williams Lake Sheep & Lamb Sale |
| Oct. 5 | Kamloops Calf Sale |
| Oct. 7 | Williams Lake Calf Sale |
| Oct. 12 | Kamloops Calf Sale |
| Oct. 13 | Williams Lake Crossbred Calf Sale |
| Oct. 18 | OK Falls Calf Sale Featuring Bobtail Ranch Calves |
| Oct. 19 | Kamloops Calf Sale |
| Oct. 20 | Williams Lake Calf Sale |
| Oct. 21 | Thompson Land & Cattle Co. Calf Sale |
| Oct. 22 | McCuddy Creek Young Stuff & Other Sale |
| Oct. 25 | Clinton & Area Ranches Yearling & Calf Sale |
| Oct. 26 | Kamloops Calf Sale |
| Oct. 27 | 153 Mile Ranch Calf Sale & Cariboo Cattle Co. Calf Sale |
| Oct. 28 | Williams Lake Calf Sale |
| Oct. 29 | Nicola Valley Classic Calf Sale |
| Oct. 30 | Sugar Loaf Ranch & Old Roper Field Ranch Calf Sale & Mammett Lake Load Lot Calf Sale |

REGULAR SALE DAYS

- Monday, 9:30 a.m. —**
Okanagan Falls
- Tuesday, 9:30 a.m. —**
Kamloops
- Thursday, 9:30 a.m. —**
Williams Lake

For complete details contact:

B.C. LIVESTOCK CO-OPERATIVE ASSOCIATION

R.R. #2, S-11A, C-2
Kamloops, BC V2C 2J3
(604) 573-3939
Fax (604) 573-3170

KAMLOOPS (604) 573-3939
WILLIAMS LAKE (604) 398-7174
OKANAGAN FALLS (604) 497-5416

CATTLEMEN / AUGUST 1993 A-15

Patterson's Auction Mart Ltd.

Livestock sales every Thursday 10 a.m.

FALL HIGHLIGHTS

- | | | |
|----------|---------|--|
| Aug. 26 | 10 a.m. | Yearling & Calf Sale |
| Sept. 2 | 10 a.m. | Yearling & Calf Sale |
| Sept. 9 | 9 a.m. | Yearling & Calf Sale |
| Sept. 21 | 11 a.m. | Horse Sale (9 A.M. Tack) |
| Oct. 2 | 11 a.m. | L. Ross Farm Sale, Pink Mtn., B.C. |
| Oct. 5 | 11 a.m. | Calf Sale |
| Oct. 12 | 11 a.m. | Calf Sale |
| Oct. 19 | 11 a.m. | Angus & Angus-Cross Calf Sale, Bred Cow & Bred Heifer Sale |
| Oct. 26 | 11 a.m. | Hereford & Hereford-Cross Calf Sale |
| Nov. 2 | 11 a.m. | Exotic Calf Sale |
| Nov. 9 | 11 a.m. | Calf Sale |
| Nov. 16 | 11 a.m. | Stock Cow & Bred Heifer Sale |
| Nov. 23 | 11 a.m. | Horse Sale (9 a.m. Tack, 4 p.m. Registered & Draft) |
| Nov. 30 | 11 a.m. | Stock Cow & Bred Heifer Sale |
| Dec. 2 | 10 a.m. | Preconditioned Calf Sale |
| Dec. 16 | 10 a.m. | Last 1993 Livestock Sale |

Bonded & Licensed Livestock Dealers & Auctioneers

Ph. (604) 782-3766 Fax (604) 782-6622

Box 478, Dawson Creek, BC V1G 4H3

All Times PDT

1993

Sale Dates At

VANDERHOOF AUCTION MARKET LTD.

Sale Time 10 a.m. Sharp

- | | |
|----------|--|
| Aug. 21 | - Reg. livestock |
| Sept. 11 | - Reg. livestock |
| Sept. 17 | - Special yearling field sale for Bar K Ranch, Prince George |
| Sept. 18 | - Special yearling |
| Sept. 25 | - Reg. livestock |
| Oct. 2 | - Reg. livestock |
| Oct. 9 | - Special British calf & yearling |
| Oct. 15 | - Special exotic calf |
| Oct. 16 | - Special exotic calf (Limousin) |
| Oct. 23 | - Special reg. British female sale - 60 females, 150 commercial bred heifers (2 p.m.) & reg. livestock |
| Oct. 30 | - Special calf & reg. livestock |
| Nov. 6 | - Bred cow & heifer & reg. livestock |
| Nov. 13 | - Reg. Livestock |
| Nov. 20 | - Bred cow & heifer & reg. livestock |
| Nov. 27 | - Reg. livestock |

For details contact:

THE MARKET at (604) 567-4333
or **DANNY FITZPATRICK** at (604) 567-9943
Vanderhoof, B.C. V0J 3A0
Fax (604) 567-2523

For all your livestock hauling, call us.

A-16 CATTLEMEN / AUGUST 1993

(Continued from page A-15)

involves a lot of book work, says Brown. "Doreen runs the office. Everything must be kept straight. Some pay on sale day... some don't."

Their business has changed in the 13 years they have been in operation. At one time, they also sold feeder pigs. "It used to be that a lot of farmers had half a dozen sows and would sell the weaners." However, with more and more farmers operating farrow-to-finish farms, he says all the yard was getting was culled pigs. "Conditions keep changing."

Brown graduated with a degree in animal husbandry from Guelph University in 1956. Running a stockyard was not a foreign concept for him. "I'd always been involved in cattle and the buying business," he says.

It ran in the family. "My father and grandfather were cattle drovers. They went around the country and bought cattle from the neighboring farmers. This is back when everyone had livestock."

Then in the 1950s, community stockyards began to spring up. "There were some smaller ones before that, but that's when they began to develop across the country."

Stewart and Doreen still farm and feed approximately 300 beef cattle a year. "At one time," he says, "it was several farms and a lot more cattle, but since we got involved with the stockyards, there's not as much time to farm."

Brown has always been a glutton for time-consuming projects. He was president of the Ontario Cattlemen's Association in 1974 and on the executive of the Canadian Cattlemen's Association for a few years after that, culminating in his election as president of CCA for 2 years in 1978. "That took up an awful lot of time," he admits.

That experience also gave Brown an insider's viewpoint with which to watch the forces of change that buffeted his industry in the intervening years, both on the policy agenda and in the auction ring. He's watched as the exotics moved in on the predominantly Hereford, Shorthorn, and Angus sales, adding more frame to cattle headed for feedlots and changing the picture for feeding in his province.

He's also noted the changing human face of the industry. When beef hit the skids, Brown watched many former customers move out of cattle feeding and into full-time cash cropping. Cattle runs declined and packers grew fewer in number and larger in size to survive.

Now that some profit has come back into beef producers' pockets, Brown hopes the new money will help rebuild the industry. However, he doesn't expect to see many former cattle feeders back at the auction. "You lose expertise if you don't feed cattle for a while; buildings have been torn down; farmers have gotten older; it's hard to start from scratch again."

Consumers changed, too, and that has also influenced life at Melbourne. Better educated and more particular, health-conscious consumers started demanding leaner, quality meat. And Brown watched as the influence of that change was translated to producers through his auction ring. By watching what tops the market, perceptive producers quickly start to bid for the type of cattle that supply what the market is calling for. The ever-changing market, and markets like Brown's help farmers get a fix on what that ideal animal will be. "Producers must be aware of what's wanted," he says.

Just as consumers have expectations in the grocery store, producers and packers have expectations of the stockyards. They are concerned about how their cattle are handled; they want no bruising. They want heifers and steers penned separately. And they want their cattle watered and fed.

Then, of course, there is the growing influence of the American buyer who is now reaching into Ontario in a big way. "Their dollar is mighty up here," says Brown. And he sees the southward flow of Canadian feeders and fed cattle as a plus, both for the industry and producers.

"It's good for keeping our excess down. It's wise to take advantage of the markets when they're here. Stabilization is not the place to get it — it's nice to get it right from the market."

— June Flath

June Flath is a freelance writer living in Woodstock, Ont.

SHEDDEN WOMEN'S INSTITUTE

Tweedsmuir History
Dora McArthur - Curator
April, 1994

In Memory of

Stewart "Bud" Brown

Born

November 23rd, 1932
St. Thomas, Ontario

Died

April 17th, 1998
R.R. 3, Shedden, Ontario

Service

11:00 a.m., Monday, April 20th, 1998
Bethany United Church
Shedden, Ontario

Officiating

Rev. Arlyce Schiebout
Rev. Roger Landell

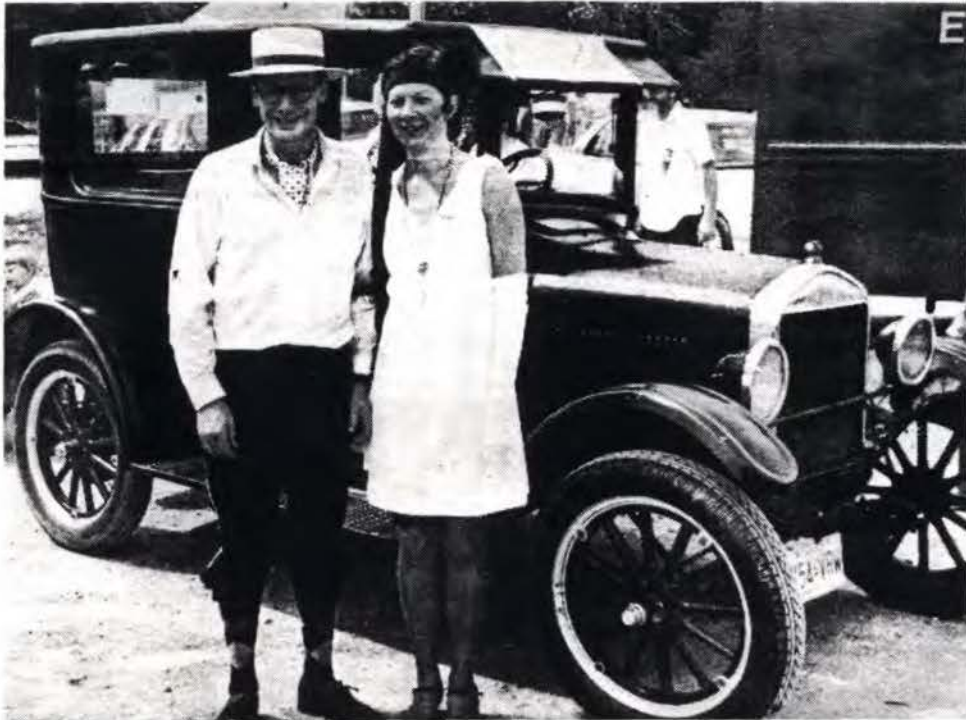
Interment

Shedden Cemetery

WILLIAMS FUNERAL HOME

BROWN - Stewart "Bud" Campbell of R.R.#3 Shedden, on Friday, April 17, 1998, at his residence, in his 66th year. Beloved husband of Doreen Marie (Barker) Brown and dearly loved father of David and his wife Sue Brown of Talbotville, Cathy and her husband Ron Fredericks of Windsor, Michael and his wife Mary of R.R.#3 Shedden, Karen and her husband Brian Golem of St. Thomas, Paul and his wife Michelle of St. Thomas, Linda Hodder and dear friend Niven Littlejohn of Dutton and Alan and his wife Lynn of St. Thomas. Dear brother of Duncan and his wife Lois Brown of Shedden, Isobel and her husband Bob Campbell of London, Carolyn Mendham of London and Mary Jean and her husband Ted Hanbury of Burlington. Sadly missed by 15 grandchildren and several nieces and nephews. Resting at Williams Funeral Home, 45 Elgin St., St. Thomas until Monday morning then to Bethany United Church, Shedden where funeral service will be held at 11:00 a.m. Interment Shedden Cemetery. Visitation Saturday from 7-9 p.m. and Sunday from 2-4 and 7-9 p.m. Remembrances may be made to the London Regional Cancer Centre, or the Elgin Community Care Access Centre (Home Care). A tree will be planted as a living memorial to Bud by Williams Funeral Home.

Highlights of 140th Year of Shedden Fair



SHEDDEN FAIR PARADE – Robert and Sara Slee, Shedden, entered their 1927 Model T Ford in the parade and even dressed the part.

Shedden W. I.
Tweedsmuir History
Dora McArthur - Curator
April 1999



1950s



1950s



1988



8861



1988



1988







JOHN ST. SHEDDEN, ONT. 1923



1989



The Cemetery, Shedden, Ont.

1923



1989



1923



1988



1986



1989



#3 Hwy
1988



1989



SHEDDEN, ILL. 1923



1989

