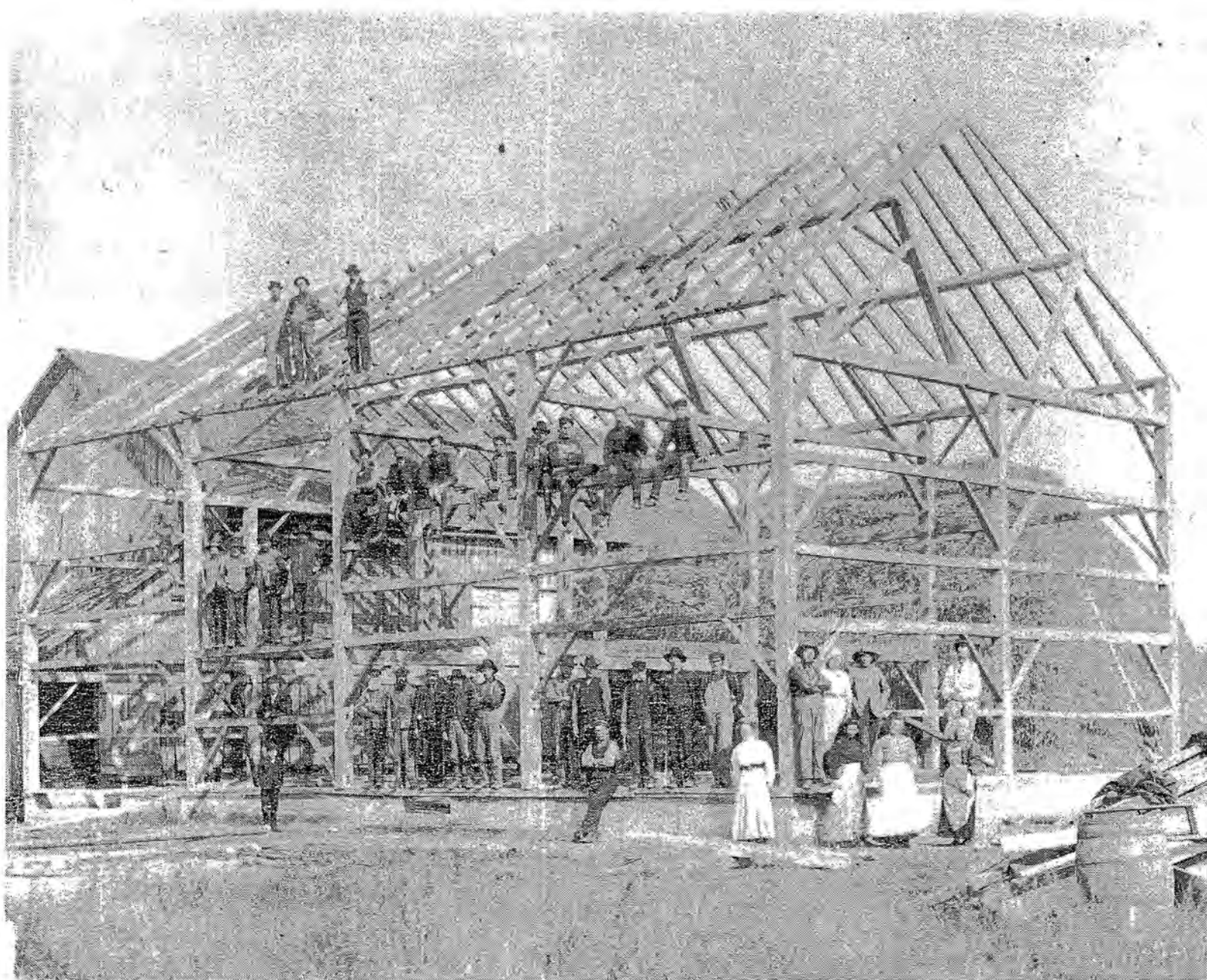


Sims' History of Elgin County

By Hugh Joffre Sims



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Edited By Irene Golas



**Elgin County Library
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Cover: *Barn raising on the farm of John McColl, Graham Road, Aldborough Township, Elgin County.*
(Elgin County Pioneer Museum)



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FOREWARD

The publication of this first volume of *Sims' History of Elgin County* represents Elgin County's contribution to Ontario's Bicentennial. It documents the growth and development of the county's towns, villages, and hamlets from pioneer times to the present. Educational, religious, and commercial institutions are among the subject areas covered. Also of interest is the book's substantial amount of genealogical information, including references to many of the county's Loyalist settlers.

Sims' History is arranged alphabetically according to locality, with each chapter representing a different place. Volume I covers letters A to L. In some instances, the proximity of two places has resulted in the alphabetical arrangement being abandoned in favour of discussing them in one chapter instead of two. For example, Burwell's Corners and Watson's Corners are discussed in the same chapter in Volume I. Families and individuals are not treated alphabetically but are to be found in the locality in which they lived. Unfortunately, time and space constraints made it impossible to include an index in this volume. We hope to publish an index to the entire *Sims' History* at a future date.

The publication of this history would not have been possible without the assistance and support of many people. The project was funded by a Wintario "Celebration: Ontario" Bicentennial grant, and also by the Department of the Secretary of State of Canada, again in recognition of the Bicentennial. Thanks are due to the Elgin County Library Board, Elgin County Council, and especially Warden Ernest H. "Bud" Marr, without whose commitment publication would not have been possible. Thanks are also due to Elgin Wells, the county librarian, and the staff of the Elgin County Library for their assistance and advice at all stages of this project. Karen Hueston of the *Aylmer Express* was most helpful in providing technical assistance. Steve Peters made many useful suggestions for the cover and other illustrations. The Elgin County Pioneer Museum and the Regional Collection at the University of Western Ontario generously provided photographs from their collections.

Finally, I would like to extend my special appreciation to Hugh Sims for his patience and cooperation in answering questions and providing additional information, and for his unfailing good humour whenever it was necessary to use my blue pencil.

Irene Golas
Editor

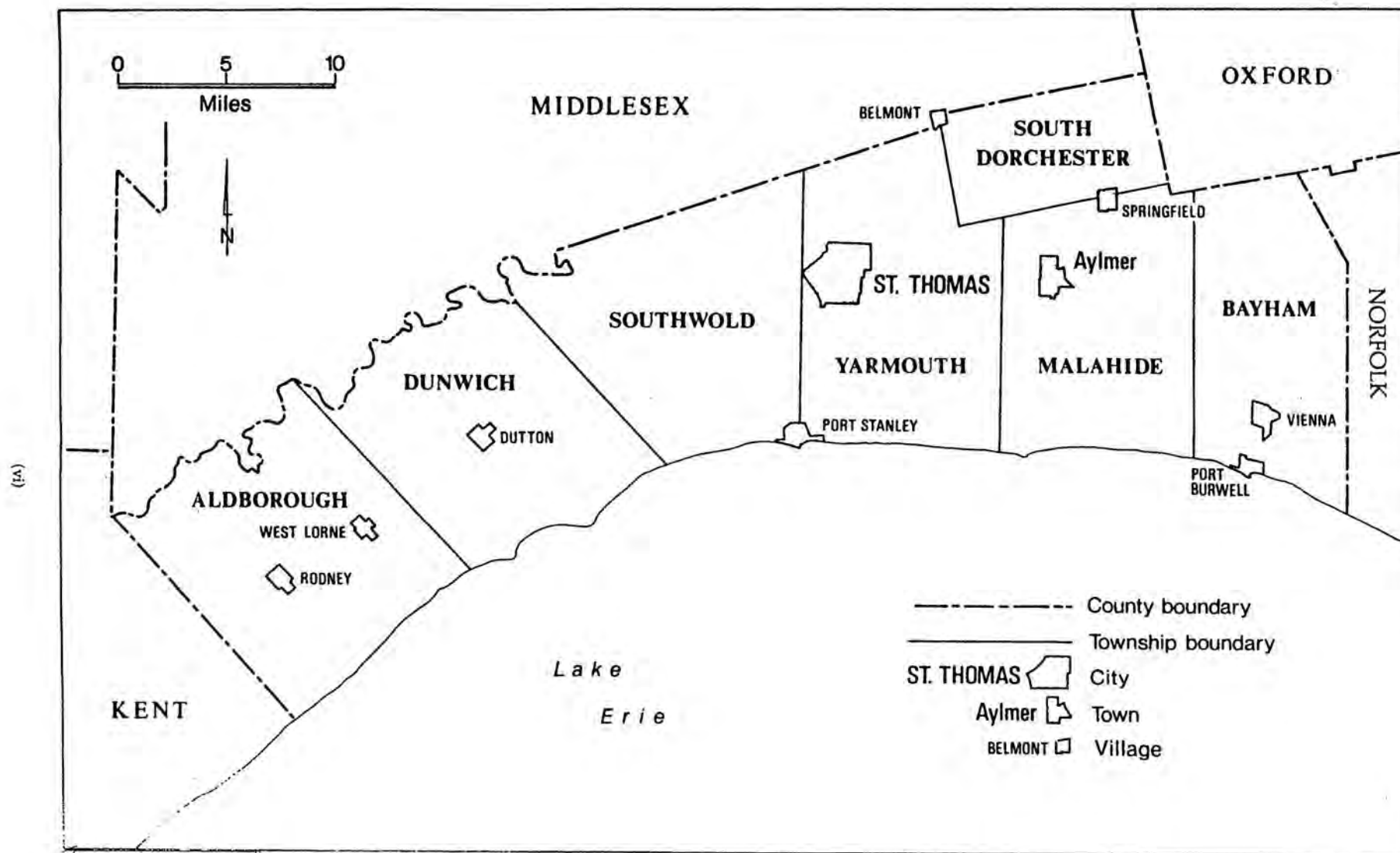


PREFACE

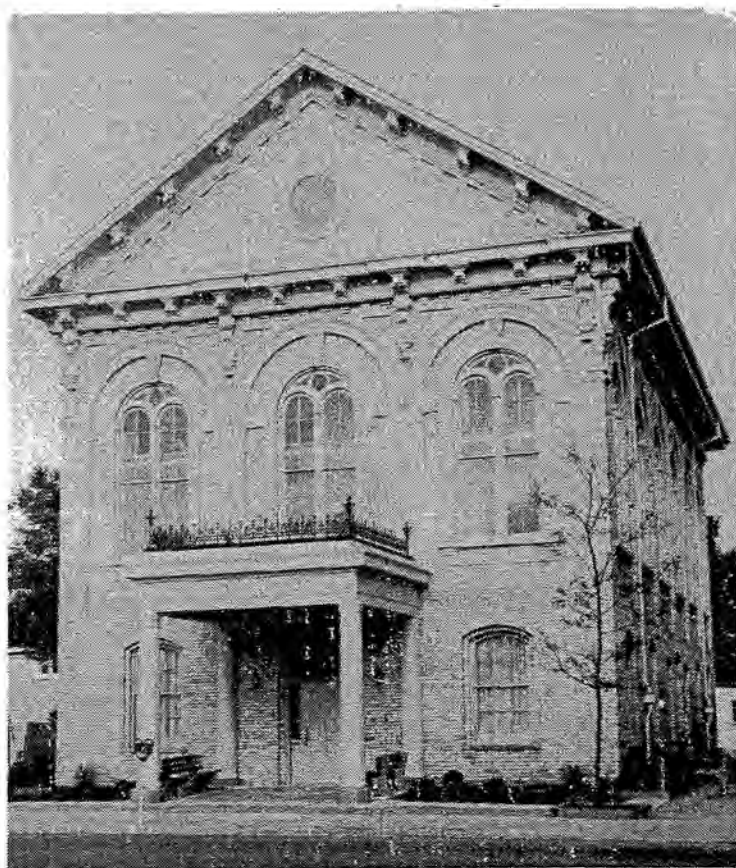
As a young man in 1934, I felt that little was being done to preserve little-known facts about Elgin County's past, and so I decided that I would, in my own way, do something about it. It was the poetry of Archibald Lampman that had aroused my love for my country, made me realize how precious our heritage is, and aroused in me the desire to tell the story of Elgin County's past.

I was first encouraged in my work by George P. Burke, and later by Dr. James Coyne and Ella N. Lewis. I was also inspired by the works of C.O. Ermatinger, A.F. Butler, Charles Buck, Louise Hatch, and many others. Setting out with a sketching pad and a notebook, I toured the back roads of the county to record scenes and compile the knowledge of men and women who had pioneer connections while they were still with us. Over eighty percent of my research was conducted by interview. During the past fifty years, I interviewed some twelve hundred people, collecting their reminiscences and other facts. I also spent countless hours checking newspaper files, microfilms, directories, church and cemetery records, tombstones, atlases, maps, diaries, old letters, and published histories of the county. Wherever I could, I tried to take photographs on location, resorting to sketching when conditions were unfavorable.

Aside from turning out a book in 1938, entitled *The Early Days of St. Thomas*, I did little to make my history of Elgin County available to the public. In 1976, George Thorman of the Elgin County Historical Society suggested that I make my work in some way available to others. Encouraged by Elgin A. Wells, the county librarian, I wrote *Ghosts of Elgin's Past* in 1977. But, as I neared the end of my work, a great weariness descended on me from my long years of effort. I planned to keep the rest of my work safe in a vault until I could afford to have it published. Otherwise, it would remain there until after my death. I was reminded of my duty to the county when Elgin Wells suggested that my history be published by the county library to celebrate Ontario's Bicentennial. With his support and the guidance of Irene Golas, local history librarian, I hope to complete the work I began fifty years ago.



Elgin and surrounding counties.



*Old Aylmer town hall, renovated in 1981.
Now a branch of the Elgin County Library.*



ACACIA

(New England - North Bayham)

Very little is known of Acacia's past because all the original settlers are gone and their children's children are scattered before the winds of time. Some fifty years ago, I was fortunate to interview the last of the few people who were linked to the past. With this scant knowledge, I will put together the story of Acacia.

The corner settlement of New England was first known as Acacia. The good people of Middleton Township in Norfolk County claimed it as their own, while the people of Bayham Township in Elgin County recognized it as New England. Before the opening of the road from Tillsonburg to Port Burwell in 1851, Acacia was just part of the uncleared wilderness. Main traffic (Ingersoll, London, St. Thomas) used the Talbot Road. To get to the lake-front, people travelled down the Big and Little Otter Creeks by boat or by the blazed trail along the creek. This brought about the establishment of an inn on a hill overlooking the Big Otter just north of the present site of New England. This building is still standing today and is used as a farmhouse. The house originally faced the Otter but in later years was turned to face the townline road.

Mrs. A.M. Livingstone Brown recalled the early days when tools were scarce, how one man made a window sash with the aid of a jack-knife, and that skilled workmen were few and far between. At first the main tool was the axe. Later came the auger, chisel, hammer, and handsaw. Can you imagine the excitement when it was learned that the man who settled nearby was a carpenter and had a full chest of tools?

The following recollections I gathered from Roy Beckett, who was born in the old Acacia hotel. According to Beckett, the old hotel became the farmhouse of his father, George Beckett, who was a native of England and who, with his wife, first settled in Aylmer and raised part of his family there. After a time, the Becketts moved to a farm at Kingsmill in Elgin County where they stayed until 1888, when they moved again to the farm on the townline. Roy Beckett recalled how the big front rooms of the old hotel had to be changed into smaller rooms. He also recalled that every morning he had to walk across the countryside to go to school at the North Bayham school. Beckett also recalled his brothers, William (who was just nine years old), and Alfred (who was ten years old), having to cut cordwood for Ron McNeil's father for \$.10 a cord. He also remembered the time in 1888 when his brother William, who was then twelve years old, drove their livestock from Kingsmill to Acacia.

Beckett told this story of how he was taught by his father never to lie. It was winter and the weather was cold. Young Beckett, noting that the cattle trough, which was made of a hollowed-out log, was empty, decided to fill it against his father's orders. His father feared that the trough would split if the water froze in it. All went well until his father discovered the filled trough. He immediately became angry and questioned his children about it. All denied doing it but something gave young Beckett away and father turned his wrath upon his son. Again and again Roy denied it. Finally the father picked up a piece of leather harness and laid it on his son. Again Roy denied it and again the strap was laid across his breeches. Finally Roy broke down and confessed to the deed. Roy Beckett said that after this incident, he and his father were very close for the rest of his father's life. Beckett, a God-fearing man, has from that time on relied on the truth as his yardstick.

When the Port Burwell and Tillsonburg road was opened to the public in 1851, it created many corner settlements. It was in recognition of this fact that Moses Leach located his hotel at New England. He was a native of Norfolk County and could see the potential in the carriage and stage-coach business. Accordingly he opened a hotel on the northeast corner and named it the New England House. Later a competitor opened a hotel across the street. I found it in an 1860 listing as being operated by James Schram. When I visited this old building as a young man, it had been converted into a residence and was occupied by Charles Davis. In later years it was torn down. Charles Davis was an amusing character and during the interview he stated that he would or did trade his wife for a barrel of hard cider. I never found out if he actually did.

When I interviewed Rennie Leach during the 1930s, he stated that Acacia became recognized only after John Ostrander established a post office there, which in later years was operated by R.W. Dickie. Some claim that the post office was located in the farmhouse now owned by R. Vermursch, which was also used as a hotel on the Goshen Road.



Old New England

The educational needs of the children of the area were met by the North Bayham school and the North Middleton school. The first school was built in North Bayham in 1823 on a hill between Concessions 10 and 11. To reach the school, the children had to follow the blazed paths that led north and south. The school was made of logs with planked flooring, and had a fireplace and chimney made of clay and sticks. The first teacher was William Crossett. Down through the years he was succeeded by Hugh Mulholland, Mr. Carlos, and Mr. Augustus. The old school was in use until 1833 when it was replaced by another log schoolhouse of improved design with more windows and a brick hearth and chimney. Inside, the desk and benches were made of sawn lumber. The seats were made of basswood logs stripped of bark and flattened on one side. The first teacher in this school was Isaac Tillson. He was succeeded by Miss Dewey, William Goodrich, Margret Livingston (daughter of Samuel Livingston), Miss Mulholland, Mr. Holst, Mr. Hewitt, Mr. Boyd, and J.W. Thoeer. This school was replaced by a frame edifice in 1834 on the site of the present brick schoolhouse. The first teacher was E.D. Tillson, who later founded the town of Tillsonburg, Ontario. This schoolhouse was destroyed by fire and was replaced by one on the opposite side of the road, which was finally superseded by the present building. In later years the school was closed and sold to an art firm.

Man's desire to worship God is sometimes sparked by a leader of that desire and here again we find William Crossett, who later became an ordained elder in the Baptist church and served the people for many years without fee. Missionaries of the church later came and brought the Word of God to these early pioneers. Some had a circuit that extended from Waterford to St. Thomas. Land was provided for the erection of an Anglican church next to the Dobbie Cemetery, but the church was never built. A Methodist church was built on the northeast corner, this being the first Methodist church erected in North Bayham. Nothing remains today on that land except a residence beside the CPR tracks.

The results of my research into this area convinced me that the prime movers of all the projects were William and James Crossett; Samuel Livingston and his sons, John and Samuel; Col. Andrew Dobbie and his brother, George; Daniel and Finlay Malcom; Joshua Brown; James Bentley; George Best; and later on, John Banstead and Chaunsey Smith.

Lt. Col. Andrew Dobbie and his brother, George, were natives of Linlithgow, Scotland, who came to Canada to seek their fortunes. Each brother took up three hundred acres of land from the Crown on each side of the Forge Road, now No. 3 Highway. Colonel Dobbie married Miss Bowlby of Port Dover and by this union had two sons, Andrew and Thomas. Young Andrew met a sudden death when he was killed in a log rollway on his father's farm; he was twenty-four at the time. The other son, Thomas, represented East Elgin in the nation's first Parliament in 1867. He was also a Provincial Surveyor, and maintained the office of Notary Public and Conveyancer of Tillsonburg. The Colonel was killed at the age of eighty-one years by a falling timber during a barn-raising on his farm on July 3, 1871. George Dobbie, the Colonel's brother, had six children. One of his sons, William, settled near the homestead, while another son, Charles, remained a bachelor all his life and lived for sixty years on the farm until his mother's death. He then spent the rest of his life travelling.



Lt. Col. Andrew Dobbie



T.W. Dobbie

The Dobbies' land took in one hundred acres of valley. A portion of the land was put aside for a burial ground by Colonel Dobbie. In the Dobbie Cemetery we find the following:

Lt. Colonel Andrew Dobbie — born October 8, 1790, died July 3, 1871
 Andrew Jr. — died April 10, 1857 age 24 years
 Mary Ann, wife of Colonel Dobbie — died July 1, 1824 age 21 years
 Thomas W. Dobbie — died April 1, 1908 age 78 years
 Charles Dobbie — died March 19, 1911 age 85 years
 George Dobbie — died August 11, 1880 age 85 years
 William H. Dobbie — died May 5, 1891 age 59 years

Another settler who should be noted is Samuel Livingston, who was related to the famous African explorer and missionary. Samuel was encouraged to settle in North Bayham by Colonel Dobbie when he visited Rochester, New York. Livingston left Rochester in April of 1824. He crossed the Niagara River at Lewiston and stayed at Burford over Easter Sunday. After passing through Norwich, he entered a dense pine forest in which there were no settlers for twelve miles. Guided by blazed trees, Livingston reached the Otter Creek on April 20, 1824, and crossed it by a footbridge made out of a fallen tree. Three of Samuel Livingston's daughters became school-teachers, while four of his sons settled on farms in the area. The eldest son, John, settled on the south half of Lot 15, Concession 10. He served in the army during the 1837 Rebellion and later operated a store in Richmond in Bayham Township. In 1854 John and his brother Benjamin moved to Grand Rapids, Michigan. Samuel Livingston, Jr., also served in the Rebellion and became captain. After the Rebellion, he settled down on his farm, where he remained all his life and died at the age of ninety-one. He was buried in the Dobbie Cemetery.

Acacia in 1882 had the following places of business:

Ford, James	General store; postmaster
Leach, Moses	Hotel
Stilwell, Alexander S.	General store
Stilwell, Andrew	Blacksmith

There never was much in the way of industry at New England. There was the usual general store, a blacksmith shop, and a cheese factory. The latter, located east of the corners, was known as the Middleton and Bayham Cheese Company. Everything is gone now, leaving no trace to remind one of the little corner settlement. Today New England is a small residential area with a general store and service station just south of the corner on the east side of No. 19 Highway.



ADRIAN

(Odell)

This little-known place in South Dorchester Township was located four concessions north of Yarmouth Centre. It was created by the Postmaster General for the convenience of the people in the area before the system of rural delivery was put into operation. The Canadian Pacific Railway established a waystation which became a dropping-off and pickup point for the local mail. At first it was named Adrian, but because there was another Adrian, it was renamed Odell after the principal settler, Joshua O'Dell, who settled on the site of present-day Belmont. The first postmaster was John Porter, who was appointed in 1908 and carried on until his death in 1912. The post office was then carried on by his son, Norman, until its closure on September 19, 1913. When the tiny waystation was removed, Odell died.



AVON

Avon has a special interest for me for it was here I almost settled down. I was seeking the hand of a fair maiden by the name of Miss Clements, but war came along and I decided to wait until after the war. Her father wanted me to take over the operation of the old general store, which was located on the southwest corner. After the war I came back and found my love had met someone else, married, and moved away. It was also at Avon that I made my first historical survey with the help of the late P. Scoffin, a colorful and interesting man. He wore a full beard, and every time I tried to photograph him, he would turn his back. He had a large farm east of the corners and was in the sunset of life when I interviewed him. When I went back to Avon after the war, he had passed on to glory.

The best way to describe the location of this hamlet is that it is at the junction of Elgin County Roads No. 37 and 47, partly in North and South Dorchester Townships. Avon is situated on four corners, being Lot Part 3 and Part 4 of the seventh concession of South Dorchester Township in Elgin County and Lot Part 3 and Lot Part 4 of Concession 6 in North Dorchester Township in Middlesex County.

According to Mr. Scoffin, the first settler to settle on or near these corners was William Baker, who arrived in 1820 after he had blazed a trail all the way from Brownsville. It is said that when Barker died, he was buried on land now owned by Grant Goble although Barker cleared land on the northwest corner. The hamlet of Avon came into being when Lyman Whaley erected a sawmill for Bradford Corless; it became the first steam-powered mill in the township. The first store was erected on the southwest corner for Adam Hegler. The first inn was a converted residence south of the corners.

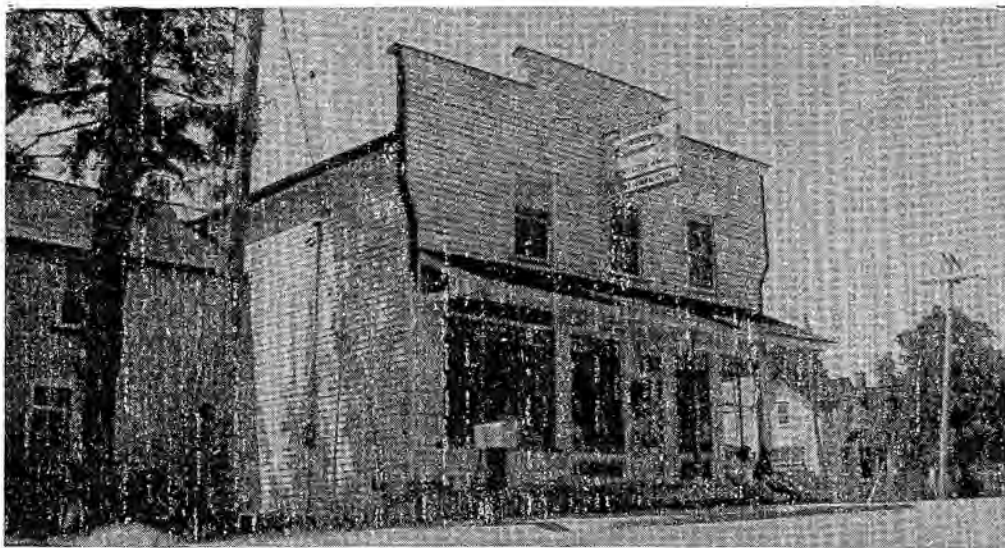
Lyman Whaley came from Prescott County in 1834 and first settled at Burn's Creek (Springfield) where he remained until 1848. He then took up land east of the corners. He was a carpenter and builder by trade and was soon engaged in the construction of many buildings in the area, one being the Methodist church, which he built in 1861. He was one of the founders of the hamlet and became the postmaster in 1854, a position he maintained for sixteen years. He picked up the incoming mail at Putnam Station, which was six miles north of Dorchester, using a horse and rig in all kinds of weather. The mail was dropped off at Putnam Station by the Credit Valley Railway. Postal rates at the time were:

First sixty miles — 4-1/2 pence
Next one hundred miles — 7-1/2 pence
Under two hundred miles — 9 pence
Over two hundred miles — 11 pence

According to the records, Lyman Whaley was made the commanding officer of the local militia in 1852. This busy and talented man passed from the scene in 1906 at the age of eighty years. Sarah Ann Whaley, his wife, joined him four years later.

Another founder of the hamlet was Bradford Corless, who came to South Dorchester from Hawkesbury, Quebec, after an unsuccessful attempt to farm the rocky land there. Because he was a sawyer by trade, his interest centred on lumbering and he engaged Lyman Whaley to erect a

sawmill for him. At the time the nearest sawmill where Whaley could get lumber was in Bayham, so Whaley turned to the local forests and hand worked nearly all the lumber until the sawmill was put into operation. After Bradford Corless had established himself in Avon, he was joined by his two brothers, Hiram and David. Hiram Corless was just a boy when he arrived at Avon, having been born in 1855. As a young man he worked for his brother. He later married Melissa Pearson. When Hiram died in 1918, he was buried in the Dorchester Cemetery. David Corless engaged Lyman Whaley to erect a large, solid white brick residence for him on the northeast corner. This house later became a hotel and general store. At one time John Swartout was the proprietor. Later David Corless converted the building into a hotel. According to the early records, Frank Sadler had a general store there in 1908. I recall a Mr. William living in the building just prior to its dismantling after it was sold to Jack Goble in 1946. After the building was cleared, a garage was erected on the site in 1947 or 1948.



Avon's general store, now vacant

The old general store on the southwest corner has passed through many hands and the corner lot has seen many owners. One of the original owners was Jacob Stover, who was followed by Robert Row (born in 1826). Adam Hegler opened the first store in Avon on that site and later passed the business on to his son, John H. Hegler. After many years the business was purchased by James Row (born in 1853), the father of Earl Row and the grandfather of Harold Row, who now operates a successful implement agency south of the hamlet. It is claimed by the local people that Robert Row, Sr., was either the father or the uncle of James Row. I could find no records proving this. James Row also became the postmaster and operated a post office within the store. According to Jack Goble, the next general merchant was George Binkeley. Binkeley sold to Edward Clements, who operated the store until his death. The business was then carried on by his widow, who after a time sold out to a Mr. Daniel. The last person to operate the store was a Mr. Wilson. The building, now vacant, is owned by Daniel's nephew, T.E. Daniel.¹ John Swartout had the first cheese factory, located southwest of the corners. The cheese box factory, located next to the cheese factory, was operated by William Cade and a Mr. Herrick. It was later operated as a chopping mill. Richard Joliffe was the first shoemaker.

Christopher Hegler had his home on Avon's southeast corner. He died very early in life and the property was sold to A. Herrington. The corner site is now occupied by the beautiful residence of Mr. and Mrs. Joliffe.² According to the records, Mary Escott and Lyman Whaley had the adjoining property to the east. Preston Scoffin, the richest man in the hamlet, occupied a house on the Whaley land after he sold his father's farm on Lot A, Concession 7, east of the hamlet. His father, John Scoffin, was a native of England. When he came to the district in the lat-

ter part of the 1860s, he purchased Henry Escott's farm. Old John Scoffin outlived his wife Jane by two years when he died in 1900 at the age of eighty years. The Scoffins lost two little boys early in life; they are buried on a knoll south of the corners. The Scoffin name died with Preston Scoffin because he had only two daughters who never married.

Avon's business section in 1865 consisted of:

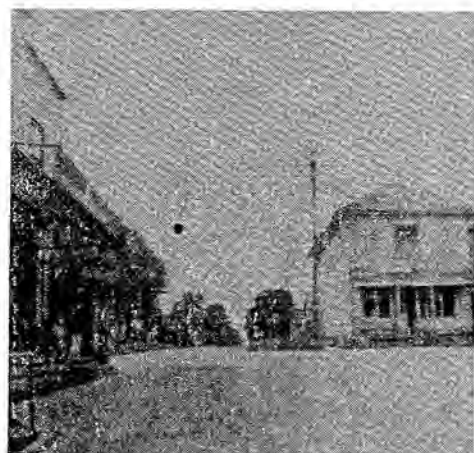
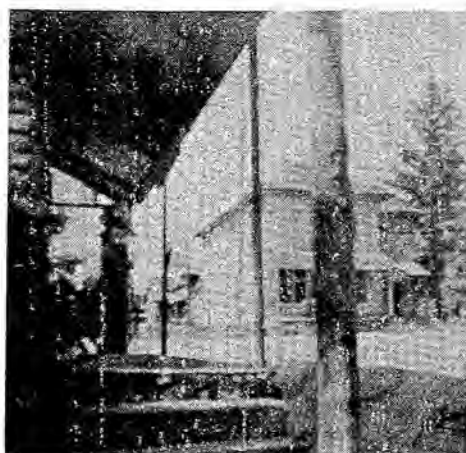
Allen, Richardson	Shoemaker
Andrew, John	Wagonmaker; blacksmith
Bowes, John	Carpenter and joiner
Cook, James	Carpenter and joiner
Davidson, J.	Wagonmaker
Escott, Henry	Mill operator
Hegler, John H.	General merchant
Herron, Henry	Carpenter and joiner
McLachlin, James D.	Carpenter and joiner
McPherson, Hiram	Pump manufacturer
Monnett, William	Blacksmith
	<i>Located south of the corners</i>
Read, William	Carpenter and joiner
Teskey, Hugh	Blacksmith
Wait, Joel	General store
	<i>Located on the northeast corner</i>
Wilson, John	Carpenter and joiner
Population: 75	

In 1888, its business section consisted of:

Andrew, John M.	Wagonmaker
Ayre, James	Harness shop
Brady, Silas	Cheese factory
	<i>South of the general store and Monnett's blacksmith shop. The old factory later became a butcher business. Then Jack Goble ran a garage there until 1947.</i>
Defoe, William	Storekeeper
Furtney, John	Plasterer
Herron, Henry	Carpenter
McLaughlin, John	Shoemaker
McLaughlin, Joseph	Carpenter
Miller, Theodore	Carpenter
Monnett, William	Blacksmith
Reid, William	Blacksmith
	<i>Later taken over by Homer Lyons.</i>
Row, James	General store and post office
Wiltsie, Henry	Blacksmith
Population: 150	

Twenty years later, the business section was noticeably smaller:

Andrew, John H.	Wagonmaker
Bowes, J.F.	Blacksmith
Row, James	General merchant; postmaster
Sadler, Frank	General merchant
Population: 200	

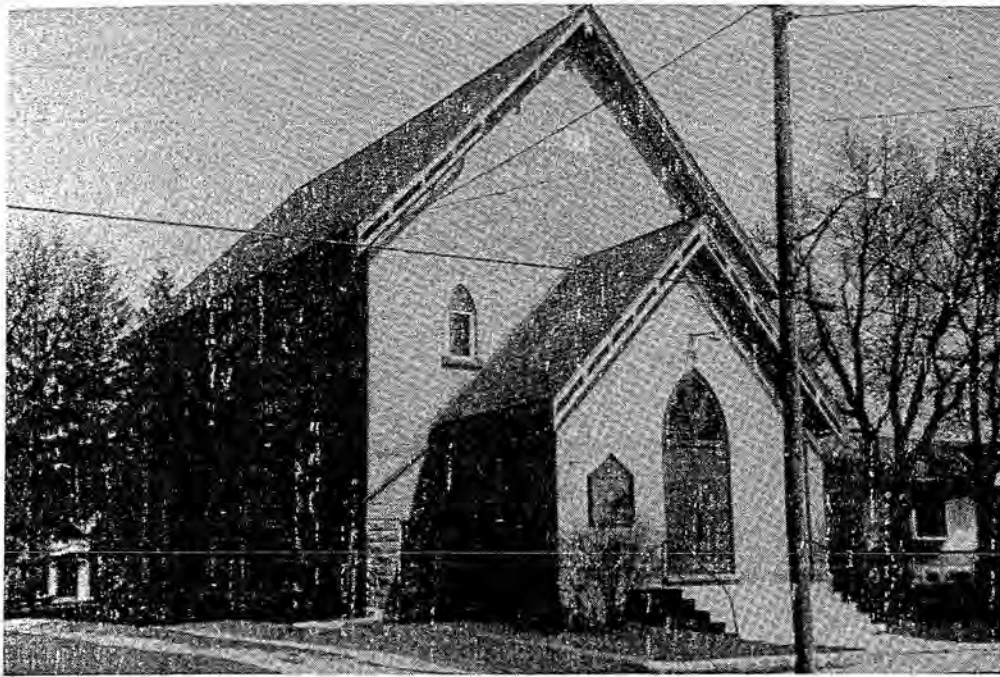


Avon's old hotel and general store, torn down in 1946 by Jack Goble.

Back in the early days of Avon, the nearest gristmill was a good-sized mill with two runs of stones operated by Thomas Putnam at Putnam. It was a difficult mill to reach because the trail north of Avon lost resemblance to a road. After it dropped over the ridge, it led to large impassable swamps. Thus the people of South Dorchester had to approach Putnam via Mount Elgin. The trip took two days from Avon with a stop overnight in Putnam. About 1818 William Putnam had a sawmill on Reynold's Creek. William Putnam was a son of Seth Putnam and the brother of Thomas Putnam. Because of the need for a nearby gristmill, a mill was established in Avon by James Cornwall just west of the corners. This mill was later taken over by Archibald McIntyre who powered the mill by a large mobile steam engine. The next gristmill was erected south of the corners on the east side; it was operated for years by George M. Johnson. Gutted by fire, it stood as a ruin until Mr. DeGroat purchased it for salvage at a cost of \$150 and sold the machinery and material for \$300. Irked by the sight of the gutted mill, Jack Goble purchased the ruins for \$300, rebuilt the mill, and operated it for seven years, selling it in 1950. The mill is now owned and operated by Morley David.

The first religious services were held in a log school which stood on a rise of land on the northwest corner lot on property donated for that purpose by Peter DeGroat, one of the original settlers. The services were under the direction of the Reverends William and John W. Savage. When the new frame school was built, it was also used for religious services. By 1861, the congregation felt that it needed a regular place of worship. Lyman Whaley was engaged to construct a church for the Methodists. It was a plain, frame edifice dedicated by Rev. William Graham. In 1875 the church was moved to a new site within the hamlet. In 1891 the church was renovated with a slate roof, brick veneer, a good foundation, and new and larger windows. In 1908, the church was raised and a basement was installed. In 1925 the Avon Methodist Church became known as the Avon United Church. At one time Avon was part of the Dorchester circuit. By 1925 it had become part of the Crampton (Longfield) and Harrietsville circuit. The original parsonage was destroyed by fire and was replaced by a new one.

Among my fond memories are the pleasant times I spent at the annual Avon garden parties. This event started in 1927. At first it was sponsored by the church and later by the Avon Improvement Society. An old church that once stood on the townline of Dereham and Dorchester Townships was purchased and moved into the hamlet to be converted into a community hall. It was used until 1965 when it was dismantled. The Avon Improvement Society then purchased the abandoned school (which was erected in 1916 to replace the old frame school destroyed by fire that same year) and converted it into a community hall. Later a portion of the hall was obtained by the Middlesex Library. This old school once took in School Section (S.S.) No. 14 and School Section No. 19.



Avon United Church

Some of the color left the fabric of Avon when the angel of death called Lawrence Johnson on June 14, 1925. This amazing gentleman was then 107 years and 10 months of age. Lawrence Johnson was born near Straffordville, Bayham Township, on August 11, 1817. He was an active member of the Avon football team for fifty years and was noted for his physical strength although he only stood 5' 10" in height and weighed 210 lb. In his early days he thought nothing of swinging a barrel of sugar to his shoulders and carrying it up several flights of stairs. He could also defeat anyone in wrestling within ten seconds. On top of all that, he was a great swimmer and could float on his back in the water and carry on a conversation almost as easily as he sat upon a chair. His aquatic prowess was put to the test one time in Lake Erie near the sandhills below Port Burwell. He and his chum, Jerry Thurston, an equally good swimmer, were caught by the undertow and carried out into the lake for several miles, where they struggled for eight hours before they got into a current by which they were able to return. Exhausted from struggling against the treacherous undertow, Jerry suggested they join hands and end it all by sinking to the bottom together, but Lawrence, being of sterner stuff, said no, that if he must die, he would die fighting.

When he was interviewed on his one hundredth birthday, he stated that as he got older he seemed to get stronger. He furthered this statement by saying that in the early days he needed a carriage to carry \$5 worth of groceries but now that he had reached his one hundredth year, he could carry \$5 worth of groceries in his arms. In his one hundredth year, he thought nothing of walking a mile into the bush to make maple syrup, or sowing his corn crop on his 150 acre farm north of Lake Whittaker (then known as Little Lake).

The late Thomas Hammond once stated that Lawrence Johnson was a nephew of King George of England. Hammond considered Johnson a more admirable character than the half-demented, stupid, German-born monarch who sat on the British throne over one hundred years ago, of whom it was said:

He hates him much
Who would upon the rack of this tough world
Stretch him out longer.

Lawrence Johnson had in his possession a broken-handled straightrazor that once belonged to King George III. It was presented to Lawrence by the King because Lawrence was his nephew. Johnson used this razor all his life until he grew a beard. I have often wondered what happened to the razor.

When Lawrence Johnson was twenty years of age, he purchased one hundred acres from the Canada Company west of Avon and north of Lake Whittaker. He paid \$2.25 per acre, and had twelve years to pay for it. Later he added fifty acres to his original purchase, farming the land until 1906. He then moved into the hamlet and resided in a log cabin south of Riness' store. The site is now a vacant lot.

Setting out to take possession of his newly-purchased land, Johnson made his way on foot through the woods from Straffordville, a distance of twenty-two miles, carrying on his back his supplies, consisting of forty pounds of flour, ten pounds of pork, five pounds of butter, a heavy quilt, an axe, and a gun. On reaching the farm, he cut a maple tree and dug out a trough for a tray in which to mix his flour, split a slab on which to place his prepared dough, and set it up before the fire to bake on one side, then on the other. After his meal, he built a wigwam and prepared a bed by cutting brush that did duty for bedstead, springs and mattress. With the aid of the quilt he slept soundly in comfort, if not in luxury. Thus established, he began clearing his farm, upon which he was to live for seventy years and make sufficiently good so as to be able to aid many a needy farmer with the loan of a few hundred dollars. Johnson married twice. His first wife was Mary E. Barr of Harrietsville district, by whom he had no issue, and who died on July 21, 1880, at the age of forty-eight. His second marriage was to Margaret J. Backhouse (sometimes spelled Backus) of Port Burwell. This union brought forth two children, one of whom was George Lawrence, born on April 26, 1882. The other child was a daughter who became Mrs. Percy Stratton of Egerton, Alberta. Margaret Johnson died in 1928 at the age of eighty-five. George Lawrence Johnson married Mary Herron, who was born in 1887 and died in 1932. George passed away on February 6, 1973. When questioned as to what he attributed his long life and virility, Lawrence Johnson replied that he belonged to a long-lived family, that he had lived much of his life in the open, that in his earlier days his meat was largely wild game, and that in later years honey and maple syrup were large factors in his meals.



*Old S.S. No. 14 and S.S. No. 19,
now a community hall and branch of the Middlesex County Library.*

Notes

1. I was later informed that Mr. Daniel's initials were C.O., and that T.E. Daniel is his nephew, not his son.
2. After writing this, I was told that the residence is now occupied by Morley David and family.



AYLMER

(Walkerton - Troy - Hodgkinson's Corners)

Early History

Little remains to remind one that, more than a century ago, a dense forest once covered the Aylmer area and that a blazed trail existed where No. 3 Highway now stretches across the county. Aylmer, like so many other villages, towns and cities, began as a corner settlement. I will not try to tell the full story of this bustling town for I feel that the local historian, Kirk Barons, has done that job admirably and cannot be equalled. And I feel also that not enough credit has been given to the story of Aylmer written by A.F. Butler in the 1870s. Without Butler's research, much would have been lost.

Let us now go on a journey back through time and stand once again on a small knoll just south of Catfish Creek, look about and notice a cluster of log dwellings along a stump-strewn path. Here we see the log cabins of Noah Davis, John Van Patter, Mr. Dakin, and Samuel D. Yorke against a background of thick bush. Today the town hall stands on the site of Samuel Yorke's dwelling site. John Van Patter and his wife settled near this site in 1830. Across the trail from where Noah Davis first settled is the Bank of Montreal, which was also the site of the first store, which was opened by John Beemer. The first general merchants were John Hodgkinson and Mr. Keith. Their general store was destroyed by fire in 1858. Thomas Henry Arkell then built a two-storey brick building that was later renovated and had a storey added by David Marshall. The lower floor was used by the law firm of Barnum and Livermore, and later became the second Molson's Bank.

Down the trail a piece we see the cabin of David Adams, who later had a mill in Pleasant Valley east of Mr. Dakin's house, which was located on the southeast corner. Just west of Samuel Yorke's dwelling was Norris's tannery. The tannery must have had some influence on Yorke for we find him in the leather goods manufacturing business during the 1860s. Across from Samuel Yorke's was old widow Van Patter's log house with a log verandah.

Down through the years, Aylmer has had several names. It was first known as Hodgkinson's Corners because of the location of Philip Hodgkinson's business. The settlement remained Hodgkinson's Corners until settlers from New York State renamed it Troy after a settlement on the Hudson River. (Orwell and Sparta in Elgin County were named after places in New York, New Jersey, and Vermont). The name Troy fell into disfavour because of the American connection. In 1835 the community was renamed Aylmer after Lord Aylmer, the Governor General of Canada. Walkerton was a little place named after George Walker. Located north of the village of Aylmer, it now forms the north section of the town of Aylmer.

Postal service began in Aylmer in 1836. Before this, the mail was picked up in Temperanceville (Orwell) for many years. Philip Hodgkinson became postmaster in 1837 and remained so for thirty-eight years. As in other small settlements, the blacksmith shop, hotel, or general store became the central point for the picking up of mail, delivery of goods, and exchange of information. Hodgkinson's store became such a centre. Philip Hodgkinson also served as town clerk.

Talbot Street in Aylmer Once Cedar Plank Road?

AYLMER.—Discovery of a row of cedar planks along the south side of Talbot street between John and Centre streets by workmen replacing surface drains here, has brought about an interesting controversy regarding their possible origin.

The planks, four to five inches thick, appear to run out across the road and away from the sidewalk. They are laid in an even row down the full length of the block and are three to four feet below the surface.

A hurried canvass of old-timers in the town revealed two schools of thought on the subject. About half were convinced that the planks are part of an old plank road which they said was in existence long before block pavement was laid.

The other half were equally sure that there had never been a plank road in the town of Aylmer. They could not, however, explain their presence, except to suggest, as one gentleman did, that they may have formed a base for the cedar blocks which were put down around the year 1888,

one year after Aylmer was incorporated as a town.

After checking the old records of work done on the Aylmer streets in years gone by when Aylmer was a village, John Foy, town clerk, told The Times-Journal there was no indication that any plank roads had ever been built.

The records show that the brick pavement being torn up was laid in 1911. Prior to that, the main roads had been paved with cedar blocks.

In the year 1888, blocks were laid on John street from Talbot to Sydenham street, on Talbot street from John to Centre street, in the alleyway from John to King street, and on Talbot street from King to Queen street.

Talbot street from John street east to King street apparently was block paved earlier than 1888.

The work done on the streets of the town during that period is clearly indicated in the records, but the mystery of the cedar planks still remains. It would be interesting to know for what purpose they were used, and when they were installed.

In 1835, Nathan L. Wood purchased a corner lot on the southeast corner of the crossroads and upon this land erected a large frame hotel which he named the North American House. The hotel stood until 1874. It changed hands many a time down through the years and became known as the Commercial House, which was operated by Hiram Brown. Three people lost their lives when the hotel was destroyed by fire. A new brick hotel was erected in its place and named the Brown House. Nathan Wood also purchased twenty acres between Talbot and Sydenham Streets from Augustus Jones. Here he built his residence, which in 1853 was listed as 23 Pine Street.

Wood was a remarkable man in many ways. An oft-told story about him is that in 1869 he had a portion of his property converted into a pond for the purpose of raising fish. He started with five large black bass which he obtained from Port Bruce. After stocking his pond he decided to train his fish. Every morning he would summon them by whistling and offering them worms and bits of meat. His fish would obey only his summons, much to the astonishment of people. This little show carried on until the severe winter of 1872 when the pond was frozen solid and his pets perished.

Many of the things we take for granted today were unknown during the early days. Early historians reported that Talbot Street from Aylmer to Orwell was a mud hole while the road out of Aylmer to the east led through a large swamp. In fact a large portion of the eastern part of the village was built upon a large swamp and the creek had to be forded before a wooden bridge was erected north of the crossroads. Money was scarce and in some cases nonexistent. All trade was done by bartering. One dollar was equal to one hundred feet of good lumber or a bushel of No. 1 wheat in Malahide Township currency.

The first sawmill was not located within the area of the corners, but west at a place now known as Roger's Corners. It was here that Abram and John W. Beemer operated a mill. John Beemer was a builder and erected the first store at Aylmer for John Hodgkinson. The first gristmill was built east of Aylmer by Hiram Brown in 1868. The mill was originally located at Jamestown, but Brown purchased it and had it dismantled and moved to Aylmer. Prior to this, he had a sawmill at Temperanceville (Orwell) which he purchased in 1865 and operated until 1869. His sawmill was destroyed that year by a flash flood, which carried away dam, mill, and bridge. Hiram Brown was born at Temperanceville in 1829.

Aylmer was incorporated as a town in 1887. With the incorporation, the early fathers saw the need for police protection and appointed Alexander Milne as the chief constable or chief of police in 1896. Chief Constable Milne had other duties to perform as well. He was caretaker of the town hall, town engineer, and bailiff. He was succeeded by J.F. Peters, Dr. D.T. Augustine, Peter Anderson, William Wakeling, Floyd Haight, Ralph Taylor, Victor Summerfield, Harold Henderson, Reg Armstrong, and William Kavanagh.

Stage Coaches and Hotels

In the early days there were rival factions in the operation of passenger and luggage service between St. Thomas and Aylmer. In the 1870s Joshua Doty figured very strongly in the competition for the passenger trade. Doty, who owned and operated an oyster saloon, also provided daily service to St. Thomas, meeting the daily passenger train running between St. Thomas and London. George Bates also ran a stage coach, being ensured of a steady revenue from carrying Her Majesty's mail. Messrs. Rogers and Putman, who kept the National Hotel, became possessed with the idea that Bates induced his passengers to put up at the Commercial Hotel, so they put a third stage on the road, at the same time reducing the fare from \$.50 to \$.25. Bates and Doty did likewise. The National proprietors then offered to carry passengers for nothing providing they made the National Hotel their headquarters. Not to be outdone, Doty carried his passengers for free and gave them a rich oyster supper upon arrival at the village. The daily trip became a speeding contest, Doty and the National stage driver urging their horses at breakneck speed in order to arrive at Aylmer first. Bates suffered the worst in the beginning because of his many mail stops, but he survived the competition because of his mail contract.

Joshua Doty, who was an eccentric genius, did several things to keep the people of Aylmer entertained by sports and amusements. He brought into the village the first billiard table and set it up in his hotel, which was on the corner of Queen and Talbot Streets. The table was a very primitive affair with six large pockets. Old timers recalled that the balls were so badly chipped that they sounded like a threshing machine when they rolled across the bare surface of the table. In 1870, Doty opened his oyster saloon and started the Aylmer and London *Express*.

Aylmer in the past had many hotels, namely the National Hotel, Jones Hotel, Union Hotel, Airline Hotel, Commercial Hotel, Mansion House, Congress Hall, Metropolitan House, Mero Hotel, Maple Leaf Hotel, Electric Hall, Central Hotel, Brown House, and Park House. Early records indicate that George Hughes opened the first hotel on the northeast corner of Summer's Corners. At one time Roswell Mott operated the National Hotel. When he first went into the hotel business, he managed the Jones Hotel, which at one time stood on the site of the Mero Hotel on the southwest corner of Queen and Talbot. He operated the Jones Hotel for eighteen months, then leased the old hotel to other parties and purchased the adjoining lot (now 59 Talbot Street). This item of business took place in 1842.

Charles Tozer ran the Union Hotel east of the high school grounds. Roswell Mott liked the location, purchased the hotel and operated it for many years. Down through the years he leased the hotel to others. He established the first livery stable in Aylmer near the hotel. The last person

to rent his hotel was Stephen Farr in 1857. It was at that time that Roswell Mott purchased the National Hall from the Little brothers and changed the name to the National Hotel. Later the site was occupied by the Mansion House, which was operated by Stephen Wismer. This hotel, which stood on the southwest corner of John and Talbot Streets, went up in flames in 1872. Roswell Mott was an active person during his eighty-two years of life. He died in 1897.

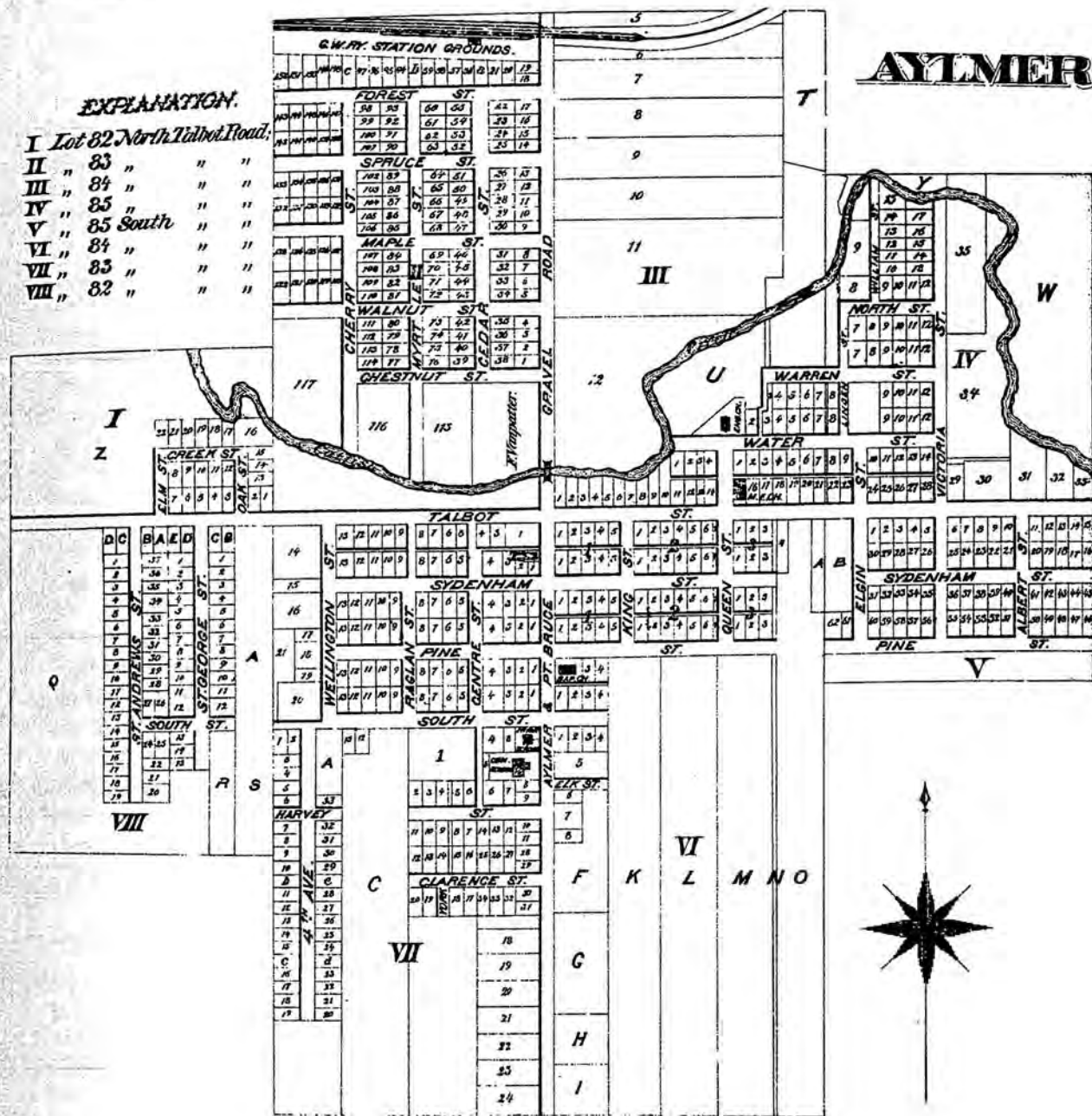
The Airline Hotel was located on the southwest corner of Forest and John Streets south of the tracks. It was operated by George White and later by N. Heredeen. Hiram Brown was proprietor of the Commercial House, which was destroyed by fire in 1877. Originally it had been built as the North American Hotel by Nathan L. Wood, although he never managed it. He finally sold the hotel to Albert McKenney. Some of the proprietors of the Mansion House were George Penwarden, Stephen Wismer, and Messrs. Branton and Barnes, who took over from Mr. Minnichinick when he went to London in 1895. The next hotel, which I know very little about, is the Metropolitan House, which was operated by F.W. Smith. Its name was later changed to the Park House. It was located on the eastern edge of Aylmer on the southeast corner of Albert and Talbot Streets. The Mero Hotel, located on the southwest corner of Queen and Talbot Streets, was owned and operated by John Mero. He later was in the hotel business in Tillsonburg. The Maple Leaf Hotel, which later became the Congress Hall, was owned by C.W. Johnson. The old Electric Hall, located on the southwest corner of Walnut and John Streets, changed hands many times down through the years. In 1891 it was taken over by J.W. Wheaton, who converted it into a temperance hall.

The Central Hotel was known as the Kennedy Central while it was owned by T.T. Kennedy. It still is located on the southwest corner of King and Talbot Streets. The Brown House was constructed by Hiram Brown a short time after he lost his first hotel, also called the Brown House. He then built a large, three-storey, red brick building. It was the largest hotel in the county until the Grand Central Hotel was built in St. Thomas in 1881. The Brown House went through many changes of owners down through the years: F.H. Trim, Thomas Donely, William Bishop, and Arthur Appleyard. Thomas Donely sold out to William Bishop of Strathroy in 1891. In 1934 fire partially destroyed the hotel and resulted in the loss of life. Brown House was rebuilt, but it was never used as a hotel again. It is now part of a business block.

Fires

The biggest enemy of any village during its early years was fire. It changed the landscape many times, wiping out fortunes and lives. The store and post office operated by Hodgkinson and Hodgkinson was destroyed by fire in 1858. On January 28, 1864, fire broke out and took down Laing's Hotel, the tin shop, William Campbell's stove store, Lee's ready-made clothing store, and Messrs. Cluttons' dry goods. On April 21, 1864, fire again broke out and consumed Hughie's tin shop, Arkell's general store, Stewart's hardware, Nairn's grocery, and Harrington's grocery. Mott's Hotel was damaged. There were no hook and ladder available but the absence of wind prevented the entire business section from being razed. In 1874 the business section east of the Bank of Montreal site was reduced to a heap of ashes. Fire took a rest until August 8, 1877, when it struck the sleeping village at 2:00 a.m. It roared into life, sweeping the south side of Talbot Street and taking in its path Gundry's drug store, the Commercial Hotel, A. Murray's store, Hambridge's bakery and confectionary store, the Dominion Telegraph offices, White's Gent's Furnishings, Wright's Bakery, and Farthing's Dry Goods.

On October 19, 1880, Samuel S. Clutton lost his saw and planing mill, where he made pails, cheese boxes, hoops, staves, and shingles. The mill was only partially insured. After this fire, Clutton decided to protect the rest of the village by establishing a waterworks system, which he did when he became Aylmer's first mayor in 1887. His residence at the time was at 1 Water Street. He also had a large woollen mill across from the United church.



Map of Aylmer, ca 1877
 (Reproduced from the
 Illustrated Historical Atlas of the County of Elgin
 by H.R. Page & Co., 1877.)

On a Sunday morning in January of 1890 fire gutted the Red Star Store of Messrs. Hall and Ashborough; the building was owned by David Marshall. A furniture store and a shoe store were also victims. The next store was that of N. Burgess and its goods were water damaged. On February 19, 1891, fire destroyed the store of McIntyre & Davis, and J.E. Richards' drug store. The fire started in the upper floor of Price's dry goods. The building, owned by D.H. Price, had been erected in 1865. On January 28, 1895, a mysterious fire destroyed Disciple's Church, which had been built by the Church of England in 1855.

On May 26, 1895, two boys flying a paper balloon that carried a candle started a fire which destroyed several buildings. The balloon caused the sawdust pile at Price's planing mill to catch fire. The planing mill, John T. Rowe's organ factory at 52 John Street (on the corner of Walnut Street two blocks past the planing mill), and Alex Summer's beautiful brick residence at 58 John Street all went up in flames.

On October 12, 1909, an explosion at the Aylmer Light Company generating station took the life of Henry Fisher, the night shift engineer, and started a major fire. It was generally accepted that the boiler went dry and disintegrated because of a flaw in it. The explosion destroyed the generating station, causing its eighty-foot brick chimney to fall onto Myrtle Street. The Brandon Shoe Factory, which was next to the generating station, was also destroyed. Fortunately, the explosion occurred after hours and the sixty people employed in the shoe factory were off-duty; otherwise there would be a different story to tell. The Aylmer Light Company, located on the present site of the PUC, was a joint business venture started in 1886 by David Price to supply electricity to some thirty homes and five arc street lamps. Hugh and John McDairmid were the other partners in the venture. They sold the Aylmer Light Company to the town of Aylmer in 1901. The Brandon Shoe Company had been built in 1899. After the explosion, the shoe company was moved to Brantford.

The fire demon raised its ugly head again in 1916 in the business block on Talbot Street across from the post office. This raging fire took down Jones's Shoe Repair, Jack Cline's Ironworks, Sheppard and Karn's Blacksmith, and Frank McGinnis' Farm Equipment. On April 22, 1922, fire destroyed H.L. Stratton's big clothing store. Originally it was Three Farthings Store. Fatalities occurred in the burning of the Brown House on April 16, 1934. The hotel, which stood on the southeast corner of the main intersection, went up in flames and took the lives of Mrs. Wetherall and her two children. This fire also took down Clutton and Hughes' Meat Market, Harold Hodges' beauty and barber shop, and the Caverly Pork Shop. The Capitol Theatre was destroyed by fire on January 29, 1936. Aylmer was threatened by another explosion in 1937 when Thayer Petroleum Storage caught fire. Only the quick action of Sid Sheppard, fire chief, saved the town when he ventured into the fire and turned off the valve. On July 11, 1950, a torch was applied to the Aylmer Baptist Church and it was entirely gutted. The church was rebuilt at great cost the same year. On the 24th day of January, 1955, a furnace explosion destroyed the drug store owned by Roy Morris. Another explosion took place on July 12, 1956, at the Reliance Petroleum Company. It took the lives of two workmen, William McDonald and Sven Gromberg, who were hurled three hundred feet to their deaths. They were about to steam clean a large storage tank. July 18, 1960, was a day that few will forget. A fire started in the basement of Monteith's Hardware and took with it the Bank of Montreal, Gifford's printing shop, and Orser's jewellery shop.

A major fire occurred on February 26, 1965, when a City Service tanker truck driven by Al Parker slid on a patch of ice and slammed into the rear of a propane truck driven by Elmer Humphries, knocking off the master valve. Fire broke out immediately and was out of control for a period of time. Flames from the tankers ignited the buildings on both sides of Talbot Street west of the main intersection. The fire destroyed eighteen stores and businesses: Nelson's Grocery, the Ontario Provincial Savings Bank, The Travel Bureau, Gile's Sports, Fauld's Cleaners, Devine's

Shoe Store, and three empty stores, among others. There have been many fires since the fire of 1965, but nothing major. Aylmer should be proud of its firemen; they are worth their weight in gold.

An important step in fighting fire was taken by Samuel S. Clutton in 1887 when he established a waterworks system. Shortly after, J.W. Hutchinson became mayor, and with the assistance of J.A. Glover, the town clerk, established a fire department in 1891. Originally, the fire engine was kept at the town hall while the horses were kept at Lewis Pearce and Son's Livery Stable on John Street, which was across from the town hall. When the livery stable was destroyed by fire, the horses were kept at Tomlins and Graves' livery stables. In 1916 the fire department received its first gasoline-powered fire truck. It was a model "T" Ford. Horses, however, were still used until town council purchased a used Buick automobile and converted it into a ladder truck.

Aylmer's First Mayor

I interviewed Samuel S. Clutton at his home in Vienna in 1934, three years before his death. Then in his ninety-fifth year, he was a little crippled in his right leg and got about with the help of a walking cane. I was only nineteen years of age at the time and I was fascinated by this white-bearded man, by his alert eyes, and by his very active mind. I informed him of my desire to record the history of the area. To each question I asked, he readily gave me the answer at such speed that it was almost impossible for me to keep up.

Samuel S. Clutton was born in Flamborough, Wentworth County, in 1839, a son of Rev. Joseph Clutton, of whom I have written about in other pages. Samuel Clutton lived in Aylmer from 1872 until 1889. When the mill, which his father built at Roger's Corners, burned in 1872, Aylmer bid for the industry, which in those days was an important one. Citizens of the town raised \$1,000 and in the same year machinery was installed in a building situated behind the Methodist church on the high knoll adjoining Catfish Creek. The responsibility of the operation fell upon the shoulders of Samuel Clutton. "By economy and exertion I made a go of it and developed a good business," he said.



S. S. CLUTTON, now of Vienna, was Aylmer's first Mayor in 1887. The picture at the left shows him as he looked then, the one on the right as he looks now at 88 years of age. Mr. Clutton is an ex-warden of the county and one of the oldest Masons in Canada.

St. Thomas Times Journal, 1951

Clutton had his first taste of municipal politics in 1883 when he was elected by acclamation to fill the unexpired term of Reeve John Weisbrod, whose death occurred in the fall of that year. Dr. Peter McLay ran in opposition to Clutton the following year, but was defeated. In 1885, Clutton was elected warden of Elgin County and in January of 1887 became mayor of the newly incor-

porated town of Aylmer. With Clutton in the mayor's office, the council consisted of Dr. Coll Sinclair as reeve, Moses Leeson as deputy reeve; and J.H. Ingram, John Mero, Isaac W. Titus, George M. Smith, Lewis W. Pierce, James Edgecombe, J.W. Hutchinson, Daniel C. Davis, and James L. Lambert as councillors. W.A. Glover was the clerk, W. Warnock the treasurer, J. McDonald the assessor, J.A. McCausland the tax collector, and Alexander Milne the chief of police.

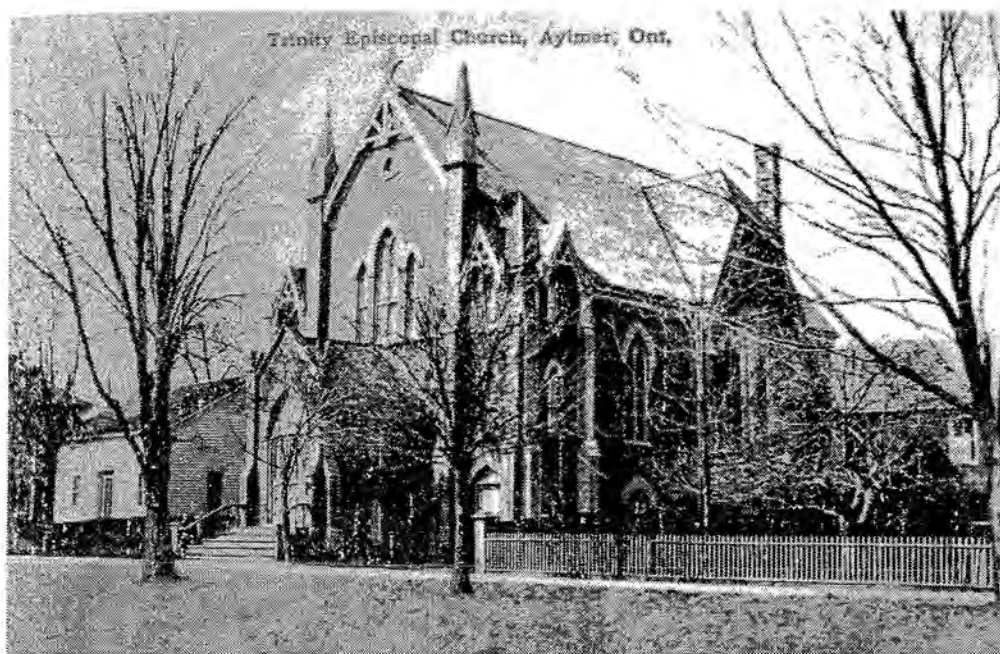
Mayor Clutton's first act was to give Aylmer a waterworks. George Walker (a local businessman and industrialist) and his friends regarded Mayor Clutton as one who could and would give Aylmer its waterworks. Clutton's woollen mill required a great amount of water, and since he had installed machinery for pumping water from the creek to his plant, it was felt that his experience would be invaluable in the installation of a waterworks system. Pipes were laid and a pump was installed in McDairmid's hub and spoke factory, which was steam operated and could guarantee a pressure of twenty pounds, night and day. This system proved its worth during future fires by confining them to the buildings in which they originated. It was during Clutton's tenure that the town began laying wood blocks for pavement and flagged stones for sidewalks along Talbot Street. The stone came from Ohio. At the waterworks plant they began generating electricity for the general stores and that year Aylmer blazed forth with five electric street lamps. The high school and other public works were also begun.

In 1889 Clutton left Aylmer after fire destroyed his mill. He was fifty years of age at the time. He moved to Vienna to start over again for he still had the rumble of mill machinery in his being. He opened a mill on Otter Creek. In later years the mill fell victim to fire. Clutton rebuilt the mill and later sold it to Canadian Cannery. Clutton gave up the woollen industry and moved across the creek to establish a flour and gristmill, which was swept away by a flood in 1937. Clutton entered Masonry in 1861 and became master of Blue Lodge in 1865. Later in life he became a Shriner. When he died in 1937, he was survived by three sons and one daughter: John of St. Thomas, George of Chicago, William of Great Falls, Montana, and Mrs. Edgecombe.

The Town Hall

The first town hall was built in 1850 and was situated on the site of Henry Arkell's residence, which was on 46 Water Street. The town hall was replaced by a second building in 1873, which was built at a cost of \$6,700 and was erected as a community hall and opera house. In 1978 a motion was started to have the old town hall restored. Some of the people of Aylmer wanted the building demolished, but the efforts of men like Wilfred Chalk, who was the president of Heritage Aylmer, prevented the destruction of this historical building. I believed in the project and donated \$300 towards its restoration. In 1978, the price for restoration was quoted as \$685,000, which aroused a storm of protest from the taxpayers, but slowly reason took hold. Florence Pattinson suggested that the main floor of the restored building be turned into a library because the old library was inadequate for a growing town. This was met with instant approval by the majority. This action pleased Elgin Wells, county librarian, for in this move he saw the expansion of county library services. The restoration was backed by the former mayor of Aylmer, Dr. George Harrison of Ottawa. And so everything came to pass and the old hall was beautifully restored in 1981 and was opened as a library on June 18, 1982. The old library, which stood on the southwest corner of Centre and Sydenham Streets, fell into disuse after the new library was opened. It had been built in 1912 on land donated for that purpose by David Marshall and J.J. Nairn.

While researching the history of the St. Thomas drill shed, I came across the fact that Sir John A. Macdonald spoke to four thousand people in St. Thomas on December 14, 1866, after he had done likewise in Aylmer in the early town hall. Apparently he arrived there via the Airline Railway.



(Regional Collection, University of Western Ontario)

A new town hall was erected on Talbot Street in 1914. The old post office became the new town hall. The building was to be demolished in 1974, but the actions of former mayor George Brown (1946 - 1948) saved the building. It was renovated during the winter of 1976. Included in the expansion was the police station with three self-contained cells. The old clock, which had been installed in 1914, was overhauled for the grand opening of the town hall on November 19, 1976. Warden Matthew Schafer, the Honourable John Wise, Mayor Forrest Moore, and Ron McNeil, Conservative MPP for Elgin officiated. A modern post office was erected on the southeast corner of Centre and Sydenham Streets and opened on November 6, 1974.



Old Carnegie library building, Aylmer.

Schools

The first school to serve the settlement around Hodgkinson's Corners was located at Roger's Corners. It also served as a Baptist meeting hall. The second school, built in 1818, was located northeast of Talbot and John Streets. The first teacher was Ebenezer Wilcox. In 1838, a frame school was erected south of the main corners on John Street (now 68 John Street). Alexander Weldon was the first teacher. For many years one teacher did all the teaching. C.S. Williams is listed as the only public school teacher in 1882. The frame public school was replaced by a brick building in 1870 on the site of the present Dan McGregor Public School.

Aylmer's first high school was established in 1873 when a room and hall in the public school were set aside for that purpose. In 1876, a high school was built next to the public school and was used until 1886. It was sold to the Aylmer School Board in 1885 and was made into a collegiate institute in 1890. Additions were made in 1949 and 1959. The high school building of 1886 was torn down and replaced by a modern structure in 1969. An addition was built in 1970 and the following year a multi-room addition was completed.

As time went on, Dan McGregor Public School became overcrowded. In 1956 Davenport School was built to take care of the surplus pupils. In 1970 and 1971, Davenport School was expanded by the addition of rooms. The Davenport School became known as the senior elementary school while the McGregor Public School became known as the primary elementary school. Dan McGregor Public School was named after its first principal.

Aylmer also has its denominational schools. In 1954 a two-room school was built by the Christian Reform church on the corner of South Street and Caverly Road. Before the erection of the Roman Catholic separate school, classes were held by Father Simon White in the basement of Our Lady of Sorrows church. Assumption Separate Elementary School was built in 1947.

Churches

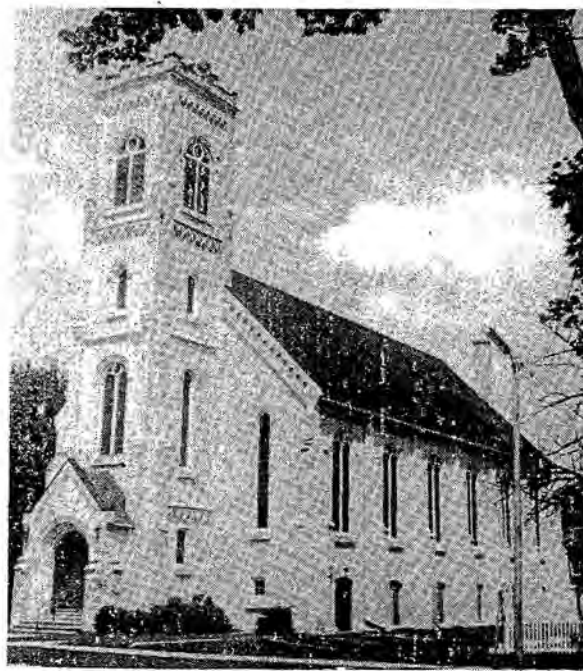
I think that the first sign of a good place to live in is the number of churches and places of worship. When I first wrote about Aylmer in 1939 there were only five churches. In my survey of the same place in 1983, I found that there were eleven places of worship and that all were well-used. They are: United Missionary Church, Aylmer Church of Christ, People's Full Gospel Tabernacle, Aylmer Baptist Church, St. Paul's United Church, Our Lady of Sorrows, Aylmer Christian Church, Trinity Anglican, St. John's Lutheran, Aylmer Christian Reform Church, and the Open Bible Baptist Church.

Before Aylmer became a village, the English and Irish elements of the local population had no place to worship until St. John's Anglican Church was erected in 1831 on Concession 9 on land donated by Humphrey Johnson, a native of Armagh, Ireland. Johnson had married Margaret Whitcroft in 1806 and came with his wife to the New World in 1811, first settling in New York State. In 1819 he acquired land in Malahide Township near Burn's Creek (Springfield). Johnson was a weaver by trade and plied his trade in addition to farming. He had eight children: Wellington, Reuben, Lucy, John, Mary, William, Joseph, and Elizabeth.

St. John's Anglican Church was made of pine. It remained in use until 1866, when it was sold to Wellington Johnson, who dismantled it and made a barn out of it. The barn, in later years, was destroyed by fire. The old Johnson farm became the property of Harry Mann. The first clergy came from St. Thomas. Brookman, Montgomery, Busby, Seber and Harding were some of the clergymen. Humphrey Johnson also donated four acres of his land for a rectory, but it was never built. Services were discontinued and the congregation transferred to Trinity Church in Aylmer, the daughter church. This was located on Water Street, the land having been donated

by Nathan L. Wood and Philip Hodgkinson. The splendid frame church was built in 1850 and was used until 1885, when the congregation grew so large that it had to purchase the Methodist Episcopal church, which at the time was only six years old, but which had been empty for three years. After the Methodist Episcopal church was purchased and renovated by the Anglicans under the direction of Rev. W. Daunt, it was consecrated by the Right Reverend M.S. Baldwin in 1891. The first wardens were John A. McCausland and E.A. Miller. David Marshall donated the first organ. The old frame church on Water Street was sold to the Disciples of Christ and was used for many years until it was destroyed by fire one Sunday morning. The cemetery was then moved to the present location south of Aylmer. It is known as the Aylmer Cemetery.

Down through the years the locations of the Anglican rectory changed several times. The first rectory was erected on Water Street; it was sold in 1901. The second rectory was located on Talbot Street east; it was sold in 1930. A third rectory was purchased on Water Street. This was sold in 1957. A fourth rectory was established when a new home was purchased on Passmore Street and this was put into use until a gift of property from the Mann estate (located on Pine and Centre Streets) was received. The Passmore location was then sold. In 1954 a new parish hall was built. The parking lot was purchased and donated by a member of the church after the buildings that occupied the site were destroyed by fire. The Trinity church and parish hall were renovated in 1960. The chancel and war memorial corner were added to the church, with oak panelling, in 1951 during the ministry of Rev. F.G. Harding, who later became Archdeacon of Brant. The new parish hall was erected during the ministry of Rev. T. Dale Jones.



Aylmer Baptist Church.

Much can be told of the Baptist movement in the area as their missionaries were the first in the field. On September 28, 1868, Rev. Reuben Crandall, founder of the Aylmer Baptist Church, died in his eighty-sixth year. He was buried in the Burdick Cemetery. He was born in 1767 in New York State and came to Canada as an itinerant Baptist missionary in 1794. He founded a church in Prince Edward County and was its pastor for a period of time. In 1798 he founded a church near Coburg and remained there until 1812. In 1816 he established a church in Aylmer. In this endeavour, he was assisted by Deacon and Mrs. William Davis, Kate and Polly Mann, Daniel W. Kenney, and Mrs. John D. Brown. Reverend Mr. Crandell held his first church meetings in the old log school at Roger's Corners until 1843 when a frame edifice was erected on the corner of

Reconstruction of Baptist Church at Aylmer Has Been Carried Out; Cost \$100,000

Volunteer help from the members of the congregation and donated labor from the firms doing the various reconstruction jobs helped greatly in the restoration of the Aylmer Baptist Church at a cost exceeding \$100,000. The church was razed by fire on July 12, 1950, and will hold opening services on Sunday morning, afternoon and evening.

The reconstruction work was begun one year ago this month, after men of the congregation had cleaned up the debris. The walls and tower had been left intact, necessitating only a cleaning process to put them into shape to become the basis of the work.

Firms engaged in the resurrection of the edifice donated a considerable amount of time and work and many others gave a rebate on their prices. Volunteers continued to contribute their assistance with the odds and ends throughout the reconstruction.

Only district firms were contracted by church officials with the exception of some masons who were brought in at the last moment to hurry completion of the work. There remain only a few minor details to be finished. The rear outside section is now being completed with a coat of paint and the stained glass window at the back is not yet finished at this time.

Those responsible for direction of the work on behalf of the church were: Building fund committee, Herbert Orton, Fred Haggan, F. L. Truman, Ray Lemon, Roland E. Mills and Dr. Sinclair; trustees, Dr. Sinclair, Emery Chalk and Roland Mills.

The professional work was done by: William Murray of London, architect; H. H. Connor, St. Thomas, plasterer; Norman Brooks, who erected the steel; Sarnia Bridge Co., who supplied the steel; Cliffords of Ingersoll, who painted the exterior; Herb Orton, building chairman, who headed the carpenters; Kilmer Lumber Company, Sales Lumber Company and Smith's Planing Mill, who furnished lumber supplies; Monteith Hardware, who furnished hardware; Woodstock Organ Co., Ltd., from whom the new organ was purchased; Fred Ingram, who did outside work; Charles King, who laid the concrete floors and sidewalks; Walker Stores of St. Thomas, who furnished the rugs and floor

coverings; Globe Furniture Co. of Waterloo, who supplied the fine interior woodwork and seats; Pineo Plumbing and Heating of Aylmer, who made the installations; Ken Freeman, who did the electrical work; Ken and Willard Mills, who did the interior painting; Davis Builder Supplies, who furnished some materials; Edwards Glass Co., of London, suppliers of glass windows; and McKay-Cocker Construction, who did the exterior pointing.

2-5-51

John and Pine Streets. This church was replaced by a magnificent brick edifice in 1871 during the pastorship of Rev. Dr. T.L. Davidson. It was torched by an arsonist on July 12, 1950. The church was rebuilt, but the original furnishings could never be replaced. In 1963 the chapel was built and it is something to be proud of. The parsonage is located opposite the church on John and Pine Streets.

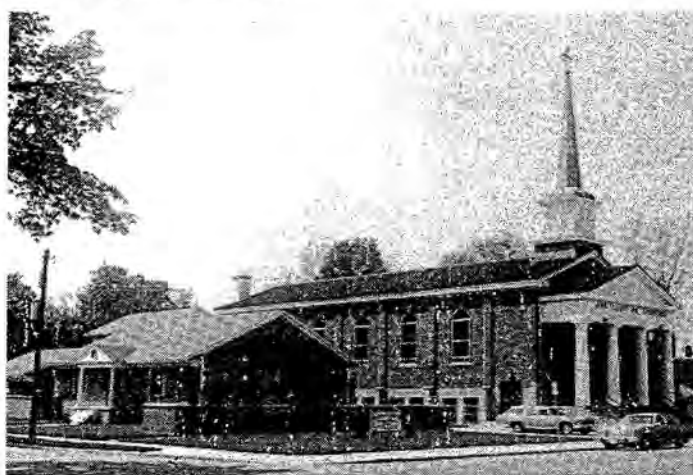
The pastors in the past had to rely on the income from pew rentals. The better-positioned pew fetched \$20 per year while the pews at the rear would bring only \$3 per year. This was also a visible sign of a person's social status.

The founding of St. Paul's United Church was brought about through the efforts of Aaron Price who, before the church was built in 1874, held Sabbath meetings in his backyard, in a paint shop, and in the frame church erected in 1847 on the corner of Sydenham and Queen Streets. The first minister of St. Paul's United was Rev. W. McDonagh. Aaron Price came from the St. William's district in Norfolk County at the age of thirty-two. When he arrived at Aylmer, he was shocked at the lack of a Methodist church and, as a result, he contacted three or four Methodist

families. In the group was a blind Negro by the name of Jacob, whom Price led for many years to church by means of a handkerchief. Price contacted school trustees for permission to use the schoolhouse to spread the word about the services to be held on the next Sabbath. As a result, a goodly number turned up, but found the doors of the school locked. This act did not deter Price, for he gathered the people around a stump and gave a talk on Methodism. The next day the news was spread throughout the village about how shabbily the little group had been treated by the school trustees. A Mr. Riley, who owned a wagon paint shop, offered his shop for a meeting house on Sundays until the group obtained something better. Riley was notorious as the most profane and wicked of men in the village and had no belief in God or the devil, but he did like fair play. For the next year the services were held in the paint shop and a start was made to erect a church on the southeast corner of Sydenham and Queen Streets. The edifice was completed in 1847. Aaron Price donated a pewter communion set. When the communion service was changed to include individual glasses, the set was returned to Aaron's son, David H. Price, who was then the postmaster of Aylmer. In turn the communion set was passed on to David H. Price's son, also named David, who became a famous broadcaster in Plantation, Florida. This communion set was on display in Aylmer during the centennial of the church in 1974.

The Aylmer circuit during its early years consisted of the area from Port Burwell to Orwell and Port Bruce to Lyons. Early ministers were Rev. W. McDonagh, Rev. Francis Berry, Rev. A.H. Smith, Rev. W. Ames, Rev. G.W. Calvert, Aaron Price, H. Tisdale, W. Bothwell, Rev. J. Best, and Rev. Jeremiah VanWagner.

The arrival of Reverend Mr. McDonagh, a kind-hearted Irishman, in 1873 caused the congregation to grow so large that a new and larger church was erected in 1874 on the northeast corner of Queen and Talbot Streets. It was dedicated in the month of October 1874. Three times St. Paul's United Church has grown through union with other congregations. Many years ago the New Connexion Methodists and the Wesleyan Methodists united. Then the Episcopal Methodist congregation united with St. Paul's and their old church was sold to the Anglican congregation. The congregation of Knox Presbyterian Church united with St. Paul's in 1923. The complete union of the churches in Canada took place in 1925. A Christian education building was added to the church in 1955 and completed in 1956.



Our Lady of Sorrows Roman Catholic Church.

As time went on, the people of the Roman Catholic persuasion felt the need for a place of worship in Aylmer and from this desire great things emerged. When I stand on Talbot Street across from Monteith Hardware, it is hard to visualize that the storey above the hardware was the birthplace of Our Lady of Sorrows Church. From such a humble beginning Father Simon E. White brought forth the present beautiful church.

Greek Doric Architecture Effectively Applied Building New Aylmer Catholic Church

AYLMER, Dec. 6.—His Excellency the Most Rev. John C. Cody, Bishop of London, will bless the new Our Lady of Sorrows Roman Catholic Church here on Saturday evening at seven o'clock. On Sunday, His Excellency will say the 10 a.m. mass and deliver the sermon.

Rev. Fr. S. E. White and his assistant, Rev. James Hollerhead and members of the parish have issued an invitation to the mayor and council of Aylmer, and the reeve and council of Malahide, and the citizens of both municipalities to attend these services.

A \$65,000 church which was designed by J. Fred Green, B.Arch., of St. Thomas, Our Lady of Sorrows Church is a handsome edifice, standing majestically on the widened and newly paved main thoroughfare of John street south, its lofty spire evident from any section of the community.

The new church is built from a design that is purely colonial in architecture. It has a length of 130 feet from the four Greek Doric columns in front to the wall back of the main altar. With its width of 40 feet, the new edifice will have seating for 450.

The church rises from the ground level some 44 feet to the peak of the copper roof, on top of which there is a 38 foot steeple surmounted by a six foot cross.

Foundation Built in 1939

With the architectural task assigned to Mr. Green by Father White, there were several interesting problems to be solved. The existing foundation, put in in 1939 and used as a temporary church since then, was, naturally enough, inflexible and the superstructure had necessarily to rise directly from it. It was important that it blend with the surroundings. There were the problems of availability of materials and above all the fact that the cost had to be kept within reason.

About the church, Mr. Green says:

"The basic design of the superstructure was laid out by Reverend Father S. E. White, his instructions being that the architectural period known as Greek Doric should be used. The most important characteristics of this style of architecture are the massive columns at the portico. It was also decided that a belfry and a spire, 'a finger pointing to God,' would be essential.

"Following these instructions the final appearance of the church was evolved, conforming generally to the Colonial type of work found throughout the New England States and southward through some of the early settlements in America. Beautiful results were obtained by the early builders relying on the general complete picture rather than on a mass of ornate detail. Round-headed windows and the small panes of glass are typical of the Colonial work.

An Irish Cross

"Reverend Father White made it mandatory that the spire should rise eighty-five feet and that it should be surmounted by an 'Irish' Cross—no other kind would be acceptable. The pleasing results obtained throughout the whole church are due in the main to the mental picture established beforehand by Father White and by his unflagging energy in seeing that every detail conformed.

"Tribute should be paid to the contractor and his sub-contractors who have seen to it that a thorough job was done by all trades throughout construction. The congregation and the town in which they live can well be proud of their church, into which has been built so much love and goodwill."

Don Rawlins Construction and Supply, of Aylmer, were the general contractors, Mr. Rawlins having the assistance of another contractor, Howard Sykes, a cement specialist. As much as possible, Aylmer and district tradesmen assisted. Plumbing and heating was done by S. McConnell and Son, of Aylmer, and the electrical contractor was Gordon Hunter, R. R. 3, St. Thomas.

Bell Was a Gift

The bell in the tower was the gift of four Hungarian families of the parish: Mr. and Mrs. Frank Barnes, Mr. and Mrs. Joseph Fath, Mr. and Mrs. Gaza Gruber and Mr. and Mrs. Lawrence Kalman. It was bought from the Stoermer Bell and Foundry Company, of Kitchener, and when installed will have a G flat note which will be heard throughout the entire community.

Much New Furniture

Inside the church there will be many new furnishings. On entering the new edifice, one of the first things that a person will notice, will be the three new altars—the main altar dedicated to the Sacred Heart of Jesus, the one on the left of the person—to the Blessed Virgin, under her title of Our Lady of Sorrows, and the one on the right—to St. Joseph. The Blessed Virgin Altar was donated by Mrs. M. B. Pettit and Philip Pettit and the St. Joseph Altar was donated by Mr. and Mrs. Charles Smith, London. The beautiful crucifix over the Main Altar was a gift of the Kloeppfer family. The beautiful new tabernacle on the main altar was donated by the children of Our Lady of Sorrows Separate School (class of 1951).

The new communion railing is a gift of Mr. and Mrs. F. P. White, of London. The Stations of the Cross were donated by Mr. and Mrs. Jules Reynaert. The organ, situated in the choir loft is a Warren, made by the Woodstock Pipe Organ Company, Woodstock.

"All in all, both inside and out, the new church is a beautiful monument to Our Blessed Mother, and a fitting dwelling place for our Sacramental Lord. Too, it is a testimony to the faith of the parishioners of Our Lady of Sorrows Parish, who have made such sacrifices for the completion of this new House of God," said Father White.

Let us now go back to 1901. We find the people of that faith gathered at the home of John Riley to hear a priest from St. Thomas hold the first Mass in Aylmer. Soon other householders opened their homes for future services. Enthusiasm and interest became so great that a larger place of worship was sought. The floor over a grocery store (now the Foodland Market on Talbot Street) was rented. For some reason, the worshippers quit this location and purchased a frame house on St. George Street in 1912. This became the birthplace of St. John's Roman Catholic Church. The frame house was used until Father Simon White was sent to Aylmer to take charge. Finding the place too small, he rented the second floor over Miller's Hardware. It was here that the church of Our Lady of Sorrows was born. In 1939 Father White purchased property from Mrs. McConnell on the northwest corner of John and Pine Streets for the erection of a church and rectory. In January 14, 1940, the basement church was opened and Father White saw the desire of his congregation realized. This must have been a high point in his twenty years as a priest. The church was completed in 1942 and in 1951 Most Reverend John C. Cody, Bishop of London, officiated at the opening. Father White was succeeded by Reverend Fathers M.H. Sullivan, Hugh Fleming, J.T. Hollerhead, and many others.

God moves in many strange and wonderful ways. In the eyes of God everyone is equal, but every once in a while a person is chosen to act a special part in life. This occurred in the life of Edmund Sheppard, a member of the Church of Christ's Disciples. He came to Canada from Nottingham, England, in 1843. In 1849 he was teaching school where the hamlet of Mapleton now stands, directing every free moment to the foundation of a church. At a meeting in his home on January 6, 1850, he laid down plans for the founding of a church at Mapleton. And lo it came to pass and the church served for twenty-two years. Edmund Sheppard then looked further afield. In 1885 he came to Aylmer and held services in the town hall. As interest increased, the congregation purchased the empty Anglican church on Water Street, which after a few years was destroyed by fire. In 1895 the congregation purchased an unused church in the township and had it moved to Aylmer and remodelled. One of the ministers was W.G. Charlton, who was the editor of the *East Elgin Tribune*. Charlton also ministered at the Disciple's church at Mapleton. Rev. W.G. Charlton was later the pastor of the church at Erin, Ontario.

At the west end of Aylmer on the south side of Talbot Street, the neat, brick structure of St. John's Lutheran Church catches the eye of the travelling public. It is not an old church, for it was built in 1952-53. The origin of Lutheranism in Aylmer only dates back to 1938 when the first services were held in the home of John Starrat by Rev. Dr. John Rible. Straffordville was the scene of another meeting and this time the services were held in the home of Albert Hessler. From there Lutheran services were held in the church at Summer's Corners. During the war years, the group was still without a church and on many occasions it held services at the Anglican church and the town hall. In 1946 the group became organized and a portion of Harley Ryckman's residence was converted into a chapel. The first pastor was Rev. John Mangelsen. The old town hall bell hangs in St. John's Lutheran Church tower.

Like many churches, the Aylmer Missionary Church began in a humble manner. It was started on the second floor above Spicer's Bakery in the 1920s with the pastor's apartment being on the third floor. Services were interrupted when a fire damaged the building in 1907. Services were then held in the home of Enoch Meel on Clarence Street. It was under Rev. Willard Geiger that a parsonage was built on South Street west in 1954. The following year the church was erected at Elm and Oak Streets. During the construction of the church, services were held in the old recreation hall on St. Andrew Street. The Sunday school came into being when property was purchased at 7 Elm Street. This building was also used for other assorted functions. Rev. H.S. Haelman was responsible for many progressive steps in the church. One of these was the supervision of the City Mission Workers, in which dedicated women worked as a team. Much can be written of their good works, all in the name of Jesus Christ.

The People's Full Gospel Tabernacle is another example of a church starting in a humble way as a cottage prayer meeting. In fact, Rev. Gerald Trickett, a friend of mine, informed me that it all started after a prayer meeting by two Bible students, Harold Bradly and Ron Crossett, in 1943. In 1947 Glen Francis became the first minister and meetings were held in Gunstone's Shoe Store. A house was purchased a short time later on Talbot Street and converted into a place of worship. This church was dedicated to the worship of Jesus Christ on Easter Sunday, April 17, 1949. A sign at the front of the church reading "Jesus Saves" has become a familiar sight to passersby. In 1965 a parsonage was built across the street from the church. Until then, the pastor lived on the second floor of the church building. Following the ministry of Rev. Glen Francis, the church was served by Rev. C. Davis, Rev. M. Riness, Rev. D. Foley, Rev. R.P. Spurrell, Rev. Paul Heidt, and Rev. Peter Barour.

The Christian Reformed Church is located on the corner of Caverly Road and South Street and is at the present time under the pastorate of Rev. Dr. Henry J. Boekhoven. This Christian assembly came into being when thirty Dutch immigrants held their first meeting in the basement of St. Paul's United Church in 1948. That year, a parsonage was established on John Street. As time went on, this assembly grew to fifty families and services were held in the basement of the Baptist church and the town hall. The assembly then decided to have a church of its own. A frame church was erected on the corner of Caverly Road and South Street and on December 13 and 14, 1949, it was dedicated by Reverend Mr. Gritter. The original church was replaced by a larger one in 1968 when the congregation increased. The ministers of the church were Rev. Joseph Vande Kieft, Rev. John Koopmans, Rev. Carl Tuyl, and Rev. Christian Spoor.

The Aylmer Christian Centre was built in 1978-79, and is located west of Roger's Corners. At the time of this writing (1982) the Aylmer Christian School classes are held in the basement. Aylmer Christian School is a Bible study school consisting of twenty-four pupils under the direction of Rev. Donald Wright.

The Open Bible Baptist Church is an independent, premillennial fundamental church located on Hacienda Road east of Aylmer. Beginning as a tent meeting in the late 1970s, it is now a large, single-storey meeting hall. It is the home of the Open Bible Baptist Academy under the direction of Lawrence F. Tillotson. The church is under the pastorate of Rev. John Friesen.

Newspapers

In 1938, when I started to gather information on Aylmer, I did not have the convenience of microfilm to aid me in my research. Instead, I had to thumb tediously through stacks of old newspapers. I recall being in a windowless room going through stacks of dusty newspapers one very hot day in August. It is a wonder I did not quit there and then.

The first newspaper in Aylmer was the *Aylmer Herald*, published by N.W. Bates. The newspaper made its appearance on the 5th of March, 1857, and lasted only six months. The printing press was in the frame building that in later years was occupied by the Central Hotel. The printing firm was operated by Joseph Twell. Twell reopened the printing shop in December of 1857 and was just gaining ground when death called him to rest one year later. Aaron Price purchased the machinery and had it in a drug store until 1869. Price sold the drug store and press to Mr. Lyons, who moved the store and press to Springfield.

In 1869 M.L. Aldrich opened a printing shop on the corner of Talbot and John Streets and turned out the *Aylmer Enterprise*. After a period of time he relocated on the corner of John and Pine Streets. The *Enterprise* was a twenty column newspaper. Aldrich operated the business until he leased it for a year to Thomas Bengough and J.R. Wrightson in 1872. In 1873, J.C. Pankhurst purchased the *Enterprise* and changed its name to the *Aylmer Paper*. He sold out in 1879 and

moved to St. Thomas. T.W. Mitchel purchased the business that year and changed the name to the *Aylmer Express*. Mitchel died in 1885 and the business was carried on by his son, Bion, who operated it until 1890. David Price purchased the plant but leased it out when he was appointed postmaster of Aylmer. E.C. Monteith then took over the *Aylmer Express*. No sooner had he got things rolling than the business was taken over by David Price, who had left the postal service due to a change in the federal government. It was common in those days to be dismissed from one's job through a change of government. This is why the business directory of 1907 lists David Price as being in charge of the *Aylmer Express* and E.C. Monteith as being in charge of the *Aylmer Sun*. David H. Price carried on the *Aylmer Express* until 1913, when he sold out to Thomas Barnecott. Barnecott formed a partnership with Claude B. Monteith that lasted twenty-six years, after which Monteith carried on until 1947, when he sold out to Arthur M. Hueston, who moved the printing plant to King Street. In 1918, Barnecott and Monteith purchased the *East Elgin Tribune* and incorporated it with the *Aylmer Express*. The *Express* was originally located where the Aylmer Community Help Centre is located today. Barnecott was a community-minded man and became a member of town council in 1939-40. In 1941, he was elected mayor and was re-elected from 1942 to 1945. He served as mayor again in 1949-50.

The *Aylmer Sun* was started by George M. Winn of Parkhill in 1886 under the name *Semi-Weekly Sun*. It was renamed the *Sun* on November 3, 1887. In 1918, the *Aylmer Sun* sold out to Rev. W.G. Charlton and James L. Anger, who changed the name of the newspaper to the *East Elgin Tribune*. For a short time just before this, the newspaper had been known as the *East Elgin Reformer*. The *Sun/Reformer/Tribune* underwent many changes of proprietors, some of whom were G.M. Standing, Rev. W.G. Charlton, James L. Anger, and William Powell. It is said that William Powell closed the *Sun*. E.C. Monteith also operated the *Sun* for ten years. The *Sun/Reformer/Tribune* had its printing plant where the present Aylmer Submarine shop is located at 33 Talbot Street West.

When there is a good thing going, everyone wants to get in on the act and this, of course, goes on in the newspaper world. The *Hawkeye* was another competitor of the *Sun*. It was founded by A.G. Mortimer. He arrived in Aylmer in the summer of 1885 and, through his suave manner, induced a number of citizens to give him financial assistance. Mortimer was considered by many to be on top of the journalistic business. However, after a few weeks his popularity began to fade, his business venture began to fail, and after six months his business was no more.

Nathan W. Bates, before he came to Aylmer, was editor of the *Elgin Telegraph*, first published in St. Thomas May 3, 1855. Bates moved back to St. Thomas after he closed his printing business in Aylmer. He opened a horse-breaking stable at the rear of the Mansion House in St. Thomas in March of 1860. The 1865 St. Thomas business directory shows Nathan W. Bates as being the editor of *Rough Notes* and the *Merchant's Press*. His plant was located on Talbot Street. (Another Nathan Bates, about whom very little is known, is buried in the old St. Thomas cemetery. He was a member of the Masonic Lodge, and died on February 12, 1841, at the age of forty-three. Buried with him is his son, Thomas, who died the same year.)

Businesses

By 1865, Aylmer had a population of one thousand and was fast becoming a rival to St. Thomas. The business section consisted of the following establishments:

Alma, J.P.

Barrister, Talbot Street

Arkell, John Henry

General merchant, Talbot Street

Arkell was a member of an English family which came to the Talbot Settlement in 1831. About 1857 he entered into partnership with John Campbell and opened a general store on the south side of Talbot Street. Some time afterwards, they moved across the street,

near the Nairn Block, and were burned out. They recommenced their business and the partnership lasted until 1865. Arkell had a brick store built and continued business until 1880, then moved to Simcoe for a short time. He then went to Manitoba, and from there to Helena, Montana. John Henry Arkell married Evangeline Wood, daughter of Nathan L. Wood.

Bancroft, Henry	Cooper, John Street
Bingham & Son, (William E. and Joel W.)	Dry goods, shoes, grocer, and hardware, Talbot Street
Boise, John	Blacksmith
Brown, Ovid P.	Harness shop
Brown, William J.	Harness shop
	Partner of Ovid P. Brown

Chapman, Reverend Mr.

Clark, Dr. George F. Physician

Clark lived at 62 Talbot Street East. When Dr. Clark arrived in Aylmer in 1861, he found Dr. William Foote, Dr. Tripp, and Dr. Price already established in the village. Clark went into partnership with Dr. Tripp and was later joined by his two brothers, who were also doctors. The homes of Drs. Whitman and Charles Clark became the show places of Aylmer. Dr. Fred Clark married a Miss Burtch of Oxford and had two sons, George and Ernest, who also became doctors. Dr. George F. Clark later moved to Winnipeg, where he remained for a short time before moving to Toronto, where he and his wife died.

Clutton, Rev. Joseph Baptist minister

Clutton was born in England in 1802 and came to Canada in 1832. He settled in West Flamborough where he took up farming and educated himself to become a teacher until the Lord called him and he became a religious leader and pastor in the Baptist church. He became the organizer and pastor of the church at Dundas, where he remained in charge for eighteen years. In 1852 he came to Aylmer to take charge of the Aylmer Baptist Church. This was the congregation that severed connections with the first Baptist congregation, but which afterwards reunited. Reverend Mr. Clutton was minister there until his death in 1882 at the age of eighty.

When Joseph Clutton came to Aylmer, he purchased the saw and woollen mills that were a mile and a half south of Roger's Corners. Samuel S. Clutton, his son, was just a lad of fifteen at the time, and worked in the mills with his brother, Joseph J., until he was twenty-one. Clutton's mills were originally erected by Asahel B. Lewis of whom I write in my story of Lewisville and Port Bruce.

Clutton's Woollen Mills	Samuel and Joseph Clutton
Cook, William	Cabinetmaker, Sydenham Street
Cooper, Rev. James	Baptist minister
Cornish, Samuel	Butcher, John Street
Cronk, Ephriam	Shoe store
Cronk, John H.	Shoe store, Talbot Street
Cropp, David	Blacksmith
Cruse, Oliver	Carpenter and joiner
Dancey, Edward	Medical doctor

Dr. Dancey was an unusual man of great talent. He was a medical doctor, a veterinary surgeon, and a farmer. He was born in Monham, Ireland, in 1797 and in his twenty-seventh or twenty-eighth year came to Canada alone. He obtained his medical degree at the Medical College of Physicians and Surgeons of the Western District of New York State. He married Nancy Joyce of Fairfield and came to the Aylmer area in 1825. At first he looked after the needs of the sick on the road leading from Aylmer to Port Bruce. He later moved to Aylmer. His marriage produced two daughters. In later years he moved to St. Thomas and was instrumental in the erection of the St. Thomas Trinity Anglican Church on Wellington Street. He was described by Col. Thomas Talbot as an irascible Irishman who was continually quarrelling with his fellow countrymen. He passed away on August 8, 1872.

Dorling, William
Drake, William
Durvent, Thomas
Foote, Dr. Ezra

Merchant tailor, *Talbot Street*
Carriage and sleighmaker, *King Street*
Butcher, *Talbot Street*
Medical doctor

Foote settled in Aylmer in 1843 and opened his practice. He married Miss Mills. A year before his death he was faced with a smallpox epidemic that took three lives, but he was able to confine it with the assistance of a young doctor, Dr. P.W. McLay. An isolation unit was set up in the house that once occupied the site of the present Anglican church. Dr. and Mrs. Foote had a beautiful daughter, Nina, who was well thought of because of her Christian virtues. Foote's residence was on 17 John Street on the corner of Sydenham. Dr. Foote died in 1873 at the age of fifty-five. He was succeeded by Dr. Coll Sinclair, who was in practice by 1875.

Glen, Peter
Graham, Robert
Gregory, Kirby and John
Henry, James
Hill, Rev. Rowland
Hodgkinson, Philip
Hughes, James B.
Hughes, W.E.
Kennedy, James
Laing, E.
Lese, Clara
Leslie, Mrs.
Little, James
Mann, T.T.
Martin & Nairn, (Henry
 Martin, Thomas M. Nairn)
McCausland, J.A.

Tailor
Tailor
Tanners and harness makers, *Talbot Street*
Hair dresser and watch repairer, *Talbot Street*
Church of England minister
Postmaster
Tinsmith, *Talbot Street*
Dentist, *Talbot Street*
Photographer, *Talbot Street*
British American Hotel, *Talbot Street*
Clothier and shoe store owner, *Talbot Street*
Milliner, *John Street*
General merchant, *Talbot Street*
Druggist, *Talbot Street*

General merchants, *Talbot Street*
Aylmer Canning Factory,
Sydenham and John Streets.
Resided at 18 Sydenham Street.

McDonald Bros. (Robert
 and James)
Monteith, William
Mott, Roswell

Blacksmiths, *Pine Street*
Carriage and blacksmith, *Talbot Street*
National Hotel
Corner of Talbot and John Streets

Murray & Finnie (Andrew
 and James)
Norris, Robert
O'Riley, James
Price, Aaron

General merchants, *Talbot Street*
Wagonmaker, *Talbot Street*
Union Hotel, *Talbot Street*
Druggist, *Talbot Street*

Price was born in St. Williams, Norfolk County, in 1813 and came to Aylmer in 1840. He was first engaged in the foundry business in a partnership with a Mr. Ward at 43 or 45 Queen St., on the corner of Queen and Sydenham Streets. He operated that business for four years. The building was turned into an ashery. In addition to being the first founder, he became the first baker when he purchased a lot on Talbot Street and opened a grocery and bake shop. The block he erected became known as the Price Block. Price then opened a drug store which he operated until 1870, when he sold out to Warren M. Lyons due to failing health.

Price, Dr. Edwin

Smith, Charles A.
Stewart, Daniel

Price started his practice in 1856. His office and home were on Sydenham Street.

Royal Exchange Hotel
Hardware, glue and potash manufacturer
Talbot Street

Summers, Daniel
Thompson, John L.
Tindall, Rev. William

Sawmill, *Talbot Street*
Painter
New Connexion Methodist minister

Walker, John	Cabinets, <i>Talbot Street</i>
Ward, Robert	Tailor
Weldon & Bays (George Weldon and James Bays)	Brickmakers
Widdifield, Comely	Sawmill, <i>Talbot Street</i>
Williams, Albert J.	Jeweller and watchmaker, <i>Talbot Street</i>
Wood & Kirkland (Nathan L. Wood, and John Kirkland)	General merchants, <i>Talbot Street</i>
Wright, Richard	Baker and confectioner, <i>Talbot Street</i>
Yorke, Samuel D.	Leather manufacturer, <i>Talbot Street</i>

In the above list of businessmen, you may have noticed the name of John A. McCausland, who operated the canning factory. It provided only seasonal employment, so that McCausland supplemented his income with odd jobs. In 1874, he rang the town bell on Saturday nights for \$5.00 a year. He also received \$30.00 a year for collecting taxes. In addition to all this, he was an auctioneer. The unfortunate thing about the last century was that there were no old age pensions for the elderly, and life became a real hardship for the majority, who had to work until they dropped in order to feed, clothe, and house themselves and their loved ones. Death was merciful in some cases because it ended their suffering. In most cases the children left their parents to seek a livelihood far away in another country and the parents faced the remaining part of their lives in loneliness. Often when a man lost his wife he was not long in following her to the grave. I sometimes found that one or the other died the next day and even on the same day. It is a terrible thing to be unwanted. This occurred in the eighty-fourth year of the life of John A. McCausland. He was a fine man but a lonely one. He died in July 1911.



T M. NAIRN was Warden of the County from 1866 to 1871, was also the first Reeve of Aylmer on its incorporation as a village, and held that position likewise for a number of years. He was born at Balloch, a village on the shores of Loch Lomond, Scotland, on June 16, 1830, and was in the office of a lawyer and land agent in Dumbartonshire, when he decided to come to Canada in 1850. He landed at St. Johns, New Brunswick, and found temporary employment there as clerk in a book store and publishing house, after which he went to Boston, U.S.A., as writer for an insurance firm, but the firm moved from Boston, and he was on his way west to see what other parts of the States had for him, when he stopped with some friends in Elgin, and accepted a position as bookkeeper for Tisdale & Company, Aylmer, in November, 1851, and remained there all his life. He played a large part in the development of the community and county, and represented East Elgin in the Provincial Legislature from 1879 to 1883, and from 1886 to 1890. His son, T. B. Nairn, is prominent in the insurance and real estate business of Aylmer today.

St. Thomas Times Journal, 1927.

Aylmer's business section in 1882 consisted of the following:

Exchange Bank	Dry goods
Farthing, W.E.	Episcopal Methodist minister
Ferguson, Rev. John	Justice of the Peace
Gillett, J.W.	Police Magistrate
Glover, William A.	Carpenter
Goff, W.H.	

Great Western Railway
 Goodfellow, George W.
 Griffin, W.A.
 Gundry, Lewis
 Hambridge, J.B.
 High, M.L.
 Holmes, Rev. E.
 Hutchinson, J.W.
 Jardine, W.W.
 Kaiser, John
 Kennedy, Thomas T.
 Lambert, J.L.
 Lee, James
 Leeson, Moses
 Love, Alexander
 Lynn, W.M.
 McCausland, Edwin
 McDairmid, J.D.
 McLay, Dr. Peter M.
 Mann, T.T.
 Mann, W.H.
 Marlatt & Walker
 Marshall, David
 Martin, Henry
 Michael, Thomas
 Monteith, William
 Morrison, L.N.
 Moss, O.H.
 Murray & McIntyre
 Murray, Walter E.
 Nairn, Thomas M.

Newell, George
 Paupst, B.
 Pierce, Lewis
 Pierce, Stephen
 Poustie, A.
 Price & Glover
 Richardson, Rev. George
 Richardson, Peter
 Rodulph, Henry
 Rowe, John
 Scott, Enos
 Sherer, John
 Simpson, John
 Sinclair, Dr. Coll
 Smith, Samuel
 Steven, W.E.
 Stewart, K.P.
 Taylor and Son
 Montreal, Dominion and

Gristmill
 Grocer
 Druggist
 Baker
 Veterinary Surgeon
 Baptist minister
 Marble Works
 High school teacher
 Cooper
 Kennedy Central Hotel
 Furniture
 Tailor
 Carriage and wagonmaker
 Division Court Clerk
 Auctioneer
 Dry goods
 Spoke and bending factory

Druggist
 Foundry
 Aylmer Pork Packing Co.
 Grocer
 Constable
 Editor, *Aylmer Express*
 Blacksmith
 Wagonmaker
 Grocer
 Dry goods
 Broker
 MPP, Notary Public, secretary of Aylmer Can-
 ning and Evaporated Milk Companies
 Wagonmaker
 Tailor
 Constable
 Livery
 Grocer
 Hardware
 Canadian Methodist minister
 Grain dealer
 Cooper
 Organ manufacturer
 Pork packer
 Cooper
 GTR station-master

Planing mill
 Barrister
 Watchmaker
 Boots and shoes

Great Northwestern Company Telegraph office
The telegraph did not reach Aylmer until 1869 and was only a loopline from St. Thomas. Soon afterwards, it was made a through line. The telephone was introduced in 1887. The use of the telephone has come a long way since 1887. Today (1978), the Aylmer Malahide Telephone Company is known as "Amtelecom" and serves 26,000 persons. The company has 5,800 customers.

Trim Brothers
Walker Bros.
Walker, Edward
Watson, Charles
Weaver, A.S.
Well, J.
White, W.W.
Whitney, L.
Widdifield, C.
Williams, Adolphus
Williams, S.C.
Wismer, Stephen
Wood, R.W.
Wright & Allen
Wright, R.C.
Yorke, Jehiel

Butchers
Hardware
Boots and shoes
Cabinetmaker
Jeweller
Dentist
Bailiff
Saddler
Sawmill
Medical doctor
Public school teacher
Hotel
Fancy goods
Tinsmiths
Baker
President of Elgin Pork House,
Aylmer Cannery, and Aylmer Evaporated Milk

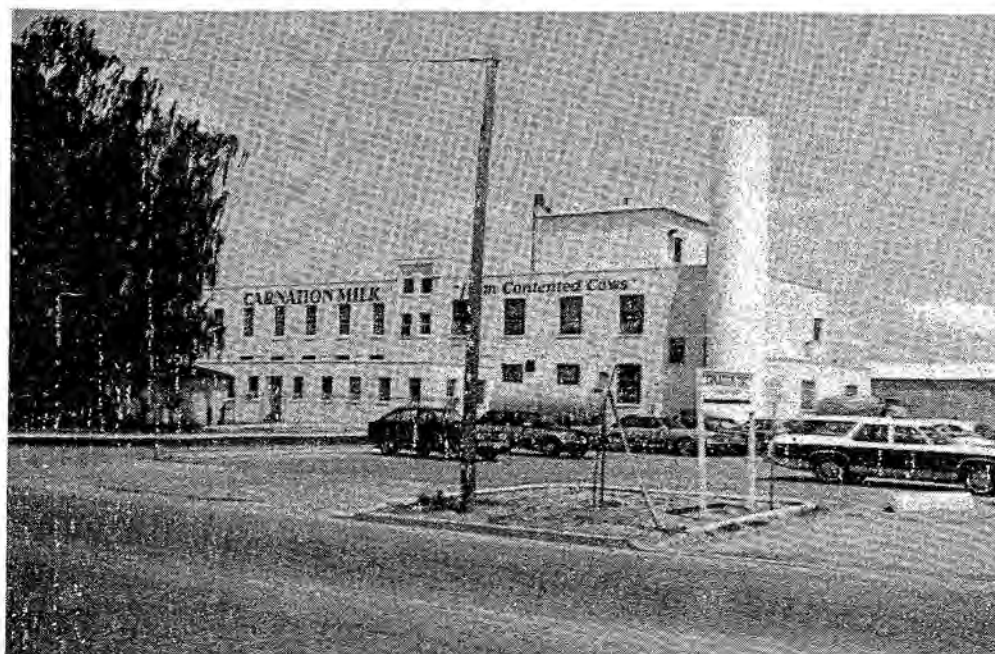
Population: 1,500

In 1907, the business section consisted of:

American Express	Carpenter
Anderson, R.J.	Music teacher
Andrews, George H.	Machinist
Angi, Robert	Veterinary surgeon
Augustine, D.F.	
Aylmer Cannery	W. Warnock, manager
Aylmer Cigar Company Ltd.	D.H. Price, editor
Aylmer Express	E.C. Monteith, editor
Aylmer Sun	H. Sheldon, manager, manufacturer of scales
Aylmer Iron Works	and pumps
Aylmer Manufacturing Co. Ltd.	Staves and beading
Aylmer Pork Packing Co.	
Aylmer Produce Company	W.H. Finch, manager
Aylmer and Mapleton Telephone Co.	
Balcom, H.Z.	Builder
Bell Telephone	
Bingham, G.A.	Seed dealer
Booker, Newman	Manager, Trader's Bank
Bowlby, E.D.	Optician
Bradley, J.	Town Clerk
Brown House	F.H. Trim, manager
Buchanan, W.	Harnessmaker
Burdick, C.T.	Public school principal
Burrell, R.W.	Hotel
Canadian Permanent Mortgage Corp.	W. Warnock
Canadian Express	
Case, W.S.	Dry goods
Caughell, E.A.	Druggist
Charlton, W.F.	Real estate
Clark, Dr. G.F.	Medical doctor
Clark, L.F.	Photographer
Cline, J.W.	Blacksmith
Cline & Light	Tinsmiths

Commercial Union	W. Warnock
Assurance Co.	Implements
Hare, W.R. and Son	Barber
Harris, J.W.	Grocer
Herter, J.G.	Manager, Molson's Bank
Hill, E.W.R.	Implements
Hunter, M. and Son	Marble works
Hutchinson & Thomson	Dentist
Kennedy, O.W.	Blacksmith
King, F.D.	Medical doctor
Kingston, Dr. J.J.	Shoe company
Laidlaw, Watson	Shoemaker
Land, W.R.	Baker
Laur, F.	Laundry
Lee, Hing Charley	Tailor
Lee, James	Banker
Leslie, A.A.	A.A. Leslie, manager
Leslie Scottish Stock Food Co.	Auctioneers
Lindsay & Woodry	Organ manufacturer
Low, J. and Company	Carriages
McDonald, J.E.	Medical doctor
McEwan, Dr. E.F.	Implements
McGinnis, Frank	Butcher
McGregar, W.H.	Medical doctor
McLay, Dr. Homer	Baker
McTavish, H.	Veterinary surgeon
Mackie, G.W.	
Malahide and Bayham	
Telephone Co.	
Mann, S.	Painter
Mann, W.J.	General store
Marlatt, Dr. C.	Medical doctor
Marshall and Company	Produce
Matthews, J.A.	Barber
Miller, F.H.	Dentist
Miller, J. and Son	Real estate
Miller and Backus	Barristers
Millard, E.	Machinist
Molson's Bank	
Morse, R.G.	Grocer
Morse, Miss	Dressmaker
Nairn, T.B.	Insurance agent
Newell & House	Implements
Ogilvie, J.B.	Customs collector
Orton, J.W.	Blacksmith
Parker, L.J. and Son	Livery
Pierce and Company	Grocer
Pott, Miss E.	Dressmaker
Poustie and Company	Grocers
Price, C.A. and Son	Builder
Price, D.H.	Publisher
Public Library	Mrs. Adams, librarian
Purdy, L.	Baker
Renhold	Photographer
Richards, J.E.	Druggist
Rowe, J.T.	Piano manufacturer
Rumball, W.H.	Hardware
Rutherford, W.W.	Collegiate Institute principal

Rychman, Charles	Livery
Savage, A.S.	Tailor
Scott, J.E.	Flour
Sears, George	Hotel
Shook, R.	Painter
Sinclair, Dr. Coll	Medical doctor
Smith, G.M.	Planing Mill
Snider, Thomas	Blacksmith
Soper, A.	Blacksmith
South Malahide Telephone Co.	
Sovereign Bank of Canada	
Stevens, W.E.	Barrister
Suspender Manufacturing Co.	
Trader's Bank	
Trim, F.H.	Manager, Brown House
Trim, George	Butcher
Wagner, Frank	Grocer
Walker, J.H.	Jeweller
Walker & Love	Boots and shoes
Warnock, William	Appraiser, Canada Permanent
	Mortgage
Wegenest, W.H.	Jeweller
Wilson, John	Laundry
Wood, J.R.	Dentist
Wooster, T.	Builder
Wright & Allen	Hardware
Youell, Dr. J.H.G.	Medical doctor
Youell & Wrong	Dry goods
Young, C.L.	Furniture
Young & Caven	Grocers
Population: 2,500	



Carnation Milk Company.

At Aylmer Since 1879

Canadian Cannery To Close Down; 1969 Consolidation Move

AYLMER.—One of Aylmer's oldest industries, Canadian Cannery, founded here in 1879, is to be closed.

This information was contained in a prepared statement handed to Mayor Ellish Randall on Tuesday by C. A. Smith, of Hamilton, company property supervisor, following a meeting in the local plant. Although no definite date was set for the closing, Mr. Smith advised Mayor Randall that the decision was final. It is understood the plant will remain open until present stocks in storage have been shipped.

Mr. Randall said today he and Clerk-Treasurer John Foy met in the plant with Mr. Smith, Harry Penhale, local manager, and Ray Creach, district supervisor, at the request of the company representatives. The news about closing was given the mayor at that time.

The company statement reads as follows: "The company is continuing its policy of consolidating its expanding operations into a smaller number of plants. Many years ago, when canning plants were established and operated in several of the Ontario towns and villages that were surrounded with fine agricultural lands, the produce at that time was delivered by horses and wagons which have been replaced with large motor transport. These vehicles deliver the produce fresh from a much greater distance."

The release points out that in the early days, the handling of produce at the factory and the manufactured goods after processing, was by manpower. Now, modern mechanized material-handling equipment is employed for this purpose.

"In the trend of present day times, which has affected most industry in the country, Canadian Cannery has found it necessary to continue the consolidation of its operations and to close the Aylmer plant."

CO-OPERATION APPRECIATED

Mr. Smith confirmed that the company has always received the very best co-operation here from its employees, growers and from the Town of Aylmer as a whole, and that its local representatives wish to extend to them their sincere thanks.

The plant here is the original Aylmer Canning Factory that helped make the name "Aylmer" a household word to millions of Canadians. However, for many years the plant has been operated only briefly each year at harvest time, and at the present time employs only nine people full time.

"I am sorry to see the plant close," said Mayor Randall, "from the standpoint of the town as a whole and also for the effect it will have on growers in the district."

Mr. Randall said the company, through Mr. Smith, has expressed a sincere willingness to "bend over backward" to co-operate with the town in the event another industry, or industries, is interested in making use of all or part of the plant. Floor space is estimated at better than 75,000 square feet.

About three years ago, California Packers, an American firm, purchased a controlling interest in the company and merged the name "Aylmer" with its own well-known DelMonte brand. The Canadian firm name, Canadian Cannery Ltd., was retained. Following this move, there were recurrent rumors that the local plant would be closed.

Following up such a rumor last spring, a delegation of Town Councillors headed by Councillor Angus Hughes, chairman of the in-

dustrial and planning committee, along with a number of district farmers, headed by Floyd Pearce, of Jaffa, paid a visit to the local plant. Ron McNeil, M. P. P. for Elgin, also accompanied the delegation.

Mr. Hughes said today that at that time Mr. Penhale was unable to say whether or not the plant would be kept open. The delegation toured the plant. Mr. Hughes said, and Mr. Penhale pointed to large stocks of peas, enough, he said, "for this year." He told the delegation then that the company would not be canning peas in 1959.

"I am sorry to see the plant close," said Mr. Hughes. "Our only hope is that we may be able to secure another industry to replace it, and we will have to go to work now and see if we can't do just that."

SOME ENQUIRIES

"We have had inquiries from industries looking for plants already built. This should make a wonderful plant for some industry, especially in view of the fact that the town is moving ahead with plans for a sewage disposal system," Mr. Hughes declared.

"We must get together with Cannery representatives and see what can be worked out," he said.

The Aylmer Canning Factory was established first in 1879 by a joint stock company of the businessmen of the town. According to early records, the company did not succeed very well and in 1883 was bought by T. M. Nairn, D. Marshall and G. L. Walker, prominent businessmen of the time. Mr. Walker sold his interest to Mr. Nairn and Mr. Marshall in 1886, after which the industry grew in a few years to become the largest of its kind in Canada. The present building on Myrtle street was built in 1914.

Although in recent years operations have been greatly curtailed, during harvest time when various crops were processed from 100 to 400 district men and women have been employed for periods up to two months. Largest of these crops have been peas, corn, lima beans and pimentos, grown under contract by district and other farmers.

A modern cold storage plant was added at the rear of the building in 1954 and here thousands of cans of produce are stored to await shipment to market.

David Marshall

As I unfold the story of Aylmer, I would be remiss if I overlooked the life of David Marshall because, by all evidence, he was a self-made man. He was born at Eden Mills in Halton County on October 26, 1846. He came to Elgin County in 1854 with his parents, Alexander and Alicia (Locke) Marshall, and located on a farm south of Aylmer. At the age of sixteen he worked for Lewis Hoyt of Orwell as a teamster until he got a job working in the oilfields at Petrolia. After this he went into partnership with David McKenzie buying and selling threshing engines. Five years later he opened a shingle mill south of Roger's Corners, which he operated for three years. He then purchased the Thompson Brothers' store and renovated it. The store became known as the Red Star Store. Marshall operated it for twelve years before selling out to Messrs. Mann and McLennan.

Together with T.M. Nairn and G.L. Walker, he decided to go into the canning business. In 1883, they purchased the Aylmer Canning Factory, which had been established in 1879. The factory was later called Dominion Cannery and Canada Cannery. The Canada Cannery site is now occupied by Chestnut Lodge. The first factory had been located on Fourth Avenue. The second factory was torn down in 1969 to make way for the housing unit (built in 1970-71) after the canning company moved to Hamilton.

Marshall also became interested in the evaporated milk business and was instrumental in founding the Aylmer Evaporated Milk Company together with Nairn in 1908. Eight years later, Carnation Milk purchased the company.

Marshall became interested in politics and represented East Elgin as member of the House of Commons for thirteen years. These were years of fulfilment for him. He married Eleanor Beemer in 1873. One daughter became Mrs. John Dewar of Guelph. He died in Vancouver on February 19, 1920.

The War Years

Aylmer, like all communities, was affected by war, which exacted a grim toll of human lives. It also exemplified the courage of men. This is a story taken from the *Aylmer Express*, March 7, 1912, about the courage of Capt. William Light during the days of the Fenian Scare. It happened one day when Captain Light took his three-masted schooner into the port of Buffalo with the Union Jack flapping at the masthead. He was met by a gang of toughs and Fenians who threatened to tear down the flag. Captain Light stationed himself at the foot of the mast with a revolver in each hand.

"Gentlemen," he shouted, "By golly, the first man who lays a hand on that rope to pull that flag down is a dead one, and I'll pump all the lead in these two guns into the rest of you. Besides this, my mate stands over there with a couple more good guns, and every member of my crew is ready down below, waiting only for a signal of the crack of my revolver to rush up and do a little shooting also. Now get off this boat you! *!*, and get might quick!"

The crowd hesitated for a moment, then turned like a pack of cowards and hustled off quicker than they had come aboard. If Captain Light was not the good citizen that he was, he would for that act alone be worthy of the respect of every good citizen as long as he lived. Capt. William Light later became a citizen of Aylmer.

The threat of the Fenian Raids brought about the organization of the Elgin Regiment under Lieutenant Colonel McBeth on September 14, 1866. Thus No. 3 Company, stationed at Aylmer, was formed.

The Rock of Gibraltar was the birthplace of Major William Faulds, the 25th Battalion's first sergeant major. He was born on November 11, 1872, at Gibraltar, where his father's regiment, the 42nd Royal Highlanders (Black Watch) was stationed. Faulds came to London, Ontario, in 1840 and settled in Aylmer the same year, residing there until called into active service in Mexico in 1847-48. When No. 3 Company was formed, he enlisted as a private and in a short time was made sergeant. When the 25th Battalion of the Elgin Regiment was formed in the fall of 1867, he was appointed its first sergeant major. In 1868 he was gazetted lieutenant of Aylmer Company and in 1870 he became adjutant of the battalion. In 1879 he was gazetted major. In the business directory of 1877 he is listed as being a carriage painter on the corner of Sydenham and Queen Streets. He died in 1880.

Aylmer never had a drill hall but in time of war the old recreation hall on Sydenham Street was used. Training was done on the old armoury grounds between Murray Avenue and John Street north. A drill hall was planned for the use of D Company of the 2nd Battalion, Elgin Regiment. However, it was never built and the land was sold to the people.

Aylmer and its district should be proud of the men they produced to serve in all branches of the service. The following died in the First World War:

KILLED IN ACTION—1914-18

W. Antill	R. Gatward	H. O'Neil
O.S. Ballah	O. Garner	O.L. Pound
E. Barker	C.L. Haight	C. Prowse
H. Blashill	W.H. Haight	V. Prowse
H.E. Burnham	D.K. Hamilton	H.G. Purkiss
J.H. Branion	J.A. Hare	W. Prosser
M.J. Benner	H. Ingram	A.F. Roberts
W. Barnes	F. Kilmer	A.T. Richardson
D.G. Benson	G.E. Kennington	W.P. Richardson
F.L. Brooks	F. Learn	L.M. Raymond
W.H. Claire	I. McLawrence	H. Simpson
R.W.E. Christie	T. Light	C. Startup
D.L. Doan	A. Methden	B.J. Timpany
J.C. Dunning	E.D. Mitchell	H. Thompson
C.E. Elsworthy	A.E. Mott	W. Turner
M.D. Fluelling	A.B. Mann	W. Wickham
C.A. Forbes	C.E. Orton	C. Westbrook
E. Freight		A.W. Youell

The Second World War did not involve trench warfare like the First World War but was a war of mobile units. Nevertheless it claimed many lives.

In 1941 the No. 14 Service Flying Training School was established north of Aylmer by the British Commonwealth Air Training Program. The first commanding officer was Group Captain G.N. Irwin, who died in the spring of 1983 while attending a dedication ceremony at the old flying school. The first wings parade was held on September 24, 1941, when forty graduates received their flying badges. Over the next three years, wings parades were held at regular four week intervals as course followed course. For the first two years, all trainees were members of the Royal Canadian Air Force, the Royal Australian Air Force, the Royal Air Force, and a few were from the Royal New Zealand Air Force. The school graduated 892 RCAF, 687 RAF, 298 RAAF, and 46 RNZAF pilots. In 1943, the school started training courses for pilots of the Fleet Air Arm of the

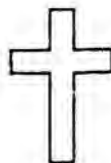
Royal Navy, graduating 2,221 pilots before No. 14 Service Flying Training School was moved to Kingston in August of 1944.

When the Service Flying Training School moved to Kingston, the Aylmer site became the RCAF Flight Engineer School. The training of flight engineers was an innovation resulting from the introduction of four-engined night bombers. Such training was unknown for single and twin-engined bombers. This course started in Canada late in 1943 when it was introduced at St. Thomas Technical Training School and two other units.

At first there was only basic training, with the flight engineers taking further training overseas on operational aircraft before joining crews. But in the summer of 1944, the Air Ministry provided several four-engined Halifax bombers to permit expansion of the course to include "type training" as well as basic instruction. To provide this additional training, the RCAF Flight Engineer's School was created in Aylmer, opening on July 1, 1944. A few days later the first two classes of twenty-six airmen, who had received preliminary training at other schools, began a seven-week "type training" course. Twenty of these airmen received their Flight Engineers badges at a graduation parade at the end of August — the first RCAF flight engineers to be completely trained in Canada. During a period of nine months the school turned out 1,706 flight engineers.

KILLED IN ACTION—1939-45

L.D. Bennett
R. Carrothers
B. Cleaver
A. Chipchase
H. Chipchase
O.L. Davis
W. Doan
C. Dryman
G. Durdle
A. Farr
D. Finch
R. Garnham
J. May



D. Millard
M. Mills
A. Marten
C.A. Purdy
G. Prideau
H.W. Reid
G. Rowe
A. Schapter
M.D. Van Hende
G. Van Patter
L. Williams
B. Wilson
J.C. Wilson

During this period the school was charged with the maintenance of the relief aerodrome at St. Thomas (now the St. Thomas Municipal Airport). No. 103 Aircraft Holding Unit was part of the station from September 22 to November 15, 1944. It was disbanded by the British Commonwealth Air Training Program. At the end of March 1945, the Flight Engineers School at Aylmer and Technical Training School No. 1 at St. Thomas were combined as the RCAF Technical and Engineering School, located at Aylmer. The Technical and Engineering School was organized into No. 1 Technical Training School in March 1946. The school functioned until the end of June 1948, when all trade training was transferred to Camp Borden and No. 1 Technical Training School was disbanded.

Commanding officers at Aylmer were Group Captain G.N. Irwin, Wing Commander Belway, Group Captain A.G. Vince (I was his batman), Group Captain Nash, Wing Commander Ingram, Group Captain F.W. Ball, Wing Commander D.T. French, Wing Commander J.W. McNee, Group Captain J.C. Scott, DSO, Group Captain W.G. Webber, Group Captain C.L. Trecarten, OBE, and Wing Commander A.H. Moody.

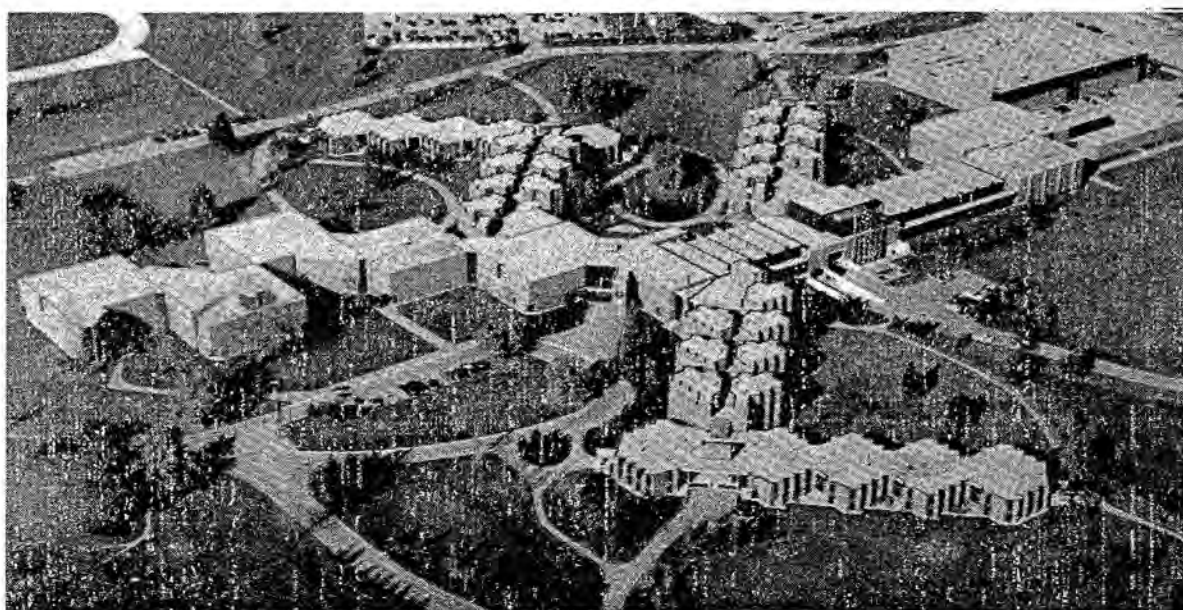
From 1940 to 1950 the school was an academic centre for the RCAF. It also served as a sub-manning depot to handle the overflow from Trenton No. 2 Manning Depot and for the training

of air cadets. On October 25, 1950, academic training was disbanded at No. 2 Manning Depot and the Personnel Selection Unit was relocated at St. John, Quebec. Aylmer became No. 1 Technical Training School again because of cramped conditions at Camp Borden. In addition, No. 2 Composite Training at Trenton was sent to Aylmer. A new unit, No. 11 Examination Unit, was formed in Aylmer in October 1951. After three years, the different units combined as TTS No. 1 on June 1, 1954. This school taught twenty-two trades until the school was closed in September 1961.

The Ontario Police College

The Ontario Police College was established in January 1963 in the temporary wartime quarters of the former Armed Forces base. In 1962, the province assumed control of the facility and renovated the buildings to function as a police training center. In 1971, the province decided to replace the old buildings with a new complex to meet the growing need for police training. Construction commenced in 1974 and occupancy of the new facilities began during the fall of 1975. Premier William Davis officially opened the buildings on May 6, 1977. A five hundred acre property shared with the Ministry of Natural Resources, which operates a waterfowl management project on the site, provides the spaciousness for outdoor physical and recreational activity.

In 1980, the Police Museum was opened as a brain child of Police Commission Chairman Shaun McGrath, who planted the idea in the mind of Director William Swanton. In 1981 there was talk of removing the last hangar from the old air base, but it stopped when the Police College let it be known it could use the hangar for the storage of equipment.



Ontario Police College
(Courtesy Ontario Police College)

Aylmer Wildlife Management Area and Balmoral Park

Every year some 60,000 whistling swans leave their wintering grounds in the Chesapeake Bay area of Maryland and the wildlife refuges of Virginia and North Carolina to begin their spring migration northward to breeding grounds in the high Arctic from Alaska to Baffin Island. This 6,500 kilometer journey may take three months. Along their route, the birds have traditional areas where, for several days or weeks, they gather to rest and feed before moving on. Making these short stopovers is called "staging".

During the last few years, the Aylmer Wildlife Management Area, owned by the Ministry of Natural Resources, has proved to be a popular feeding and resting spot for the swans. The increasing destruction of aquatic resources on their traditional wintering grounds by man has forced the birds to change from a normal diet of submerged aquatic vegetation to a diet of corn foraged from the area's harvested, unplowed fields. Thus the swans have to move inland, away from the traditional staging marshes of Turkey Point, Long Point, Rondeau, Pelee, and Walpole Island on the north shores of Lake Erie and Lake St. Clair.

In 1946 Balmoral Park was created out of an eye-sore of weeds and bushes by the efforts of the late Edward Clement, the first chairman of the park's board. He was assisted by Ivan Steen. The bathhouse was erected in 1967.



Aylmer's Coat of Arms

The fathers of Aylmer felt that Aylmer should have an official crest and so engaged International Coat of Arms in Toronto to design such a crest in 1977. It was a difficult assignment because Aylmer is a multi-industrial town that is indirectly associated with rural production. At one time, Aylmer was considered to be a place where retired farmers built large and beautiful homes.

Because the dairy industry is one of the main industries, it was suggested that the head of a bull be placed on the coat of arms. Because of the increasing amount of industrial development, the chevron was placed in an upright position. The tobacco growing industry became important after Imperial Tobacco came to Aylmer in 1945 and erected a factory north of the main corners on John Street at the cost of \$1.5 million. To symbolize this, two tobacco flowers were added to the shield. Another industry of importance is apple growing and this is illustrated by two green apples. Over all these is the Crown of Canada, which consists of maple leaves along with four ears of corn. The Crown indicates that all these things are part of Canada. Above the crown is the crow, which denotes alertness. Since development occurs in a regular, progressive manner, the motto is "Steady". Aylmer is steady in its growth and is becoming, by all evidence, an important community. In order to preserve the past, a museum was opened in 1977 and placed under the directorship of Mrs. Pat Zimmer. The following year saw the erection of Terrace Lodge, a senior citizens' home, east of the town.

In order to learn more about this lovely town, it would be best for one to consult the works of Jack Couckuyt, Kirk Barons, Bernice Sinden, David Hall, Mrs. James Cameron, Mary Sheppard, and Helen McBrien.

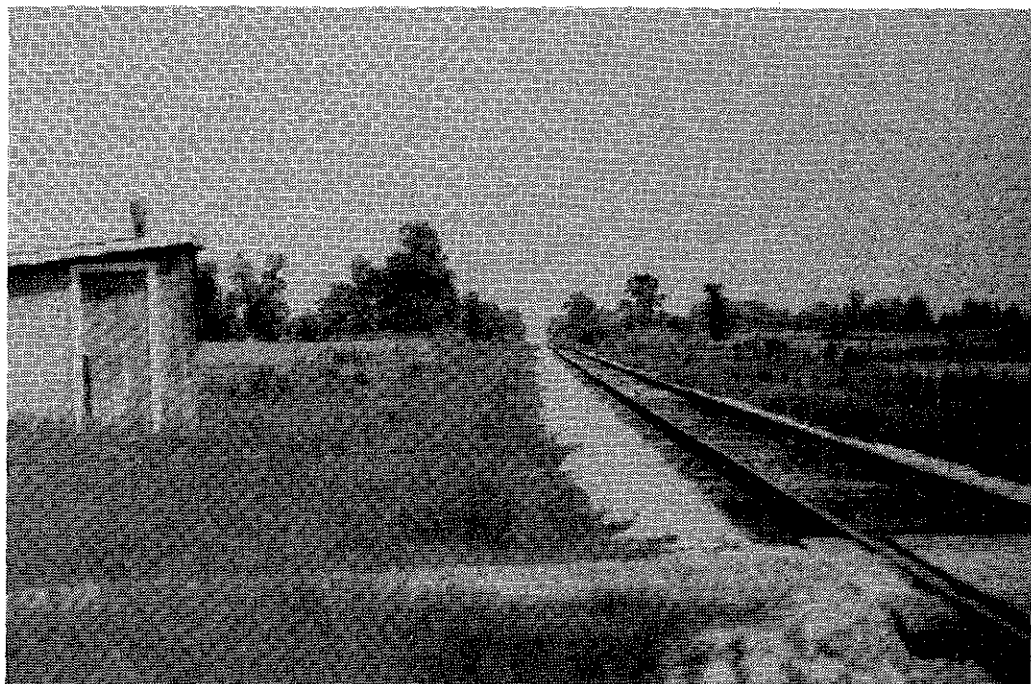
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Squaring timbers, Nelson Cline farm, 1897.
(Elgin County Pioneer Museum)

BAIRD

Before the coming of the Grand Trunk Railway, Baird was known as Baird's Creek. The creek started at Robert Baird's farm, ran northwest through the north part of Southwold Township, and emptied into the Thames River. At one time S.P. Hanan had a vertical blade sawmill powered by a waterwheel on the creek. Robert Baird, a native of Ireland, settled on Lot 6, Concession 4 of Southwold Township in 1864. North of the area F. Barber erected a frame school near the creek. Baird came into being when the Grand Trunk laid its tracks there on the way to Lawrence Station in 1874. Baird was used as a way or flag station by the CPR for a number of years. The station eventually fell into disuse and was razed by fire.



Baird in Southwold Township.



BARNUM'S CORNERS

Barnum's Corners is located in Yarmouth Township south of Sparta at the corner of Elgin County Roads No. 24 and No. 36.

The first settler in the area settled on the eastern extremity of the second concession of Yarmouth Township. He was Ebenezer Turrill, Jr., of New York State, who settled on Lot 22 with his wife and family in 1824. (Ebenezer's father was Ebenezer Turrill, Sr., who was born in Connecticut of Puritan stock on April 3, 1742. He was married at New Milford, Connecticut, on February 26, 1766. After his marriage, he moved to Shoreham, Vermont, where Ebenezer Jr. was born on December 5, 1774.) Ebenezer Jr. married a Miss Hannah on August 18, 1796, moved to New York State and took part in the 1812 War on the American side, where he served as a captain in the militia. Because of his military service he was entitled to a land grant from the United States government, but he refused it after some consideration and came to Canada in 1824. He first settled on Clergy Reserve land (later known as Stephen Mills' land) on Concession 5 north of Sparta on the old Bostwick Road.

During the first winter, he and his four sons walked to the land he had purchased on the second concession to cut down timber. He cleared about forty acres in this manner. In the spring he and his sons erected a two-and-a-half-storey log dwelling for his family of ten children. Death stilled his strong hands on March 9, 1845. The farm passed on to Joseph Enoch Turrill, who continued to clear the land until his demise on September 5, 1855, at the age of forty-seven. (Hard work killed many in those days.) Joseph Turrill's land was divided among his children with the result that Isaac Turrill came into possession of the southern portion of Lot 22, while his brother E. Turrill inherited the northern section.

Barnum's Corners was named after the Barnum family, natives of New York State, who settled on Lot 21, Concession 1, in 1825 and became close neighbours of Barnabas Lewis, who had come from Whitehall, New York, in 1821. Because of the destruction of the Talbot Mills at Port Talbot by the American invaders, William Barnum had to journey by canoe to Long Point to have his grain made into flour. Other settlers carried bags of grain on their backs overland through the bush while others, who were more fortunate, took their grain to the mill by horseback. The establishment of gristmills on the Catfish Creek (or the Orwell River, as it was sometimes known) was welcomed by the early settlers. Barnum, who was born in 1803, was just a young man when he settled on his land along with his wife Phoebe Dowling, hacked out a homestead from the wilderness, and raised a large family. When he died, he left his land to his children because his wife had predeceased him by twenty-two years. However, before his demise he gave a portion to his eldest son, Eliphalet. Barnum died in 1885.

It is said that the most colourful of all the Barnums was Eliphalet Barnum, who was described as being a tall and lanky man with very long arms. He had the ability and the stamina to out-cradle any man during the harvest season because of his very wide swath; it is claimed that he made as much as \$5.00 a day. Farm help in those days earned \$5.00 a month. Eliphalet, like many other men, had no trust in banks, most of which were private. He kept his money hidden in a crock buried somewhere on the farm. Only he and his wife knew the location. One day James Dangerfield, finding himself short of money, decided to drop in and borrow \$5.00. Because Barnum was not at home, Dangerfield asked Mrs. Barnum, who slipped out of the house, obtained

the money and gave it to Dangerfield without asking for a note. When Barnum returned, he became enraged over the fact that he did not receive a note. He began hounding Dangerfield for either a note or the repayment of the loan. Thus ill-feeling sprang up between the two men. This became a topic of conversation during long winter evenings for years to come.

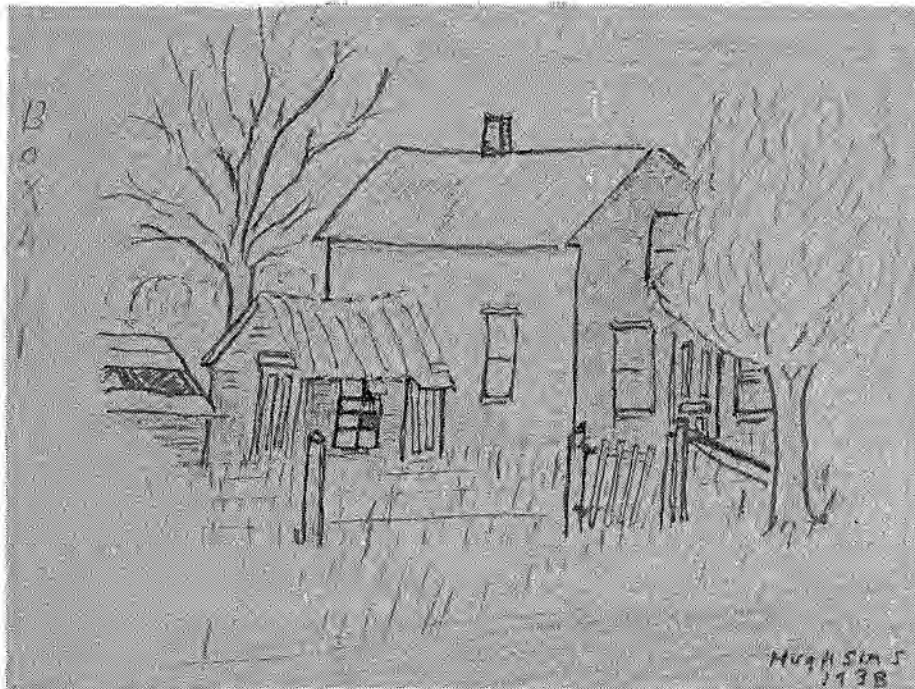
Barnum's Corners once had a general store, two churches, several homes, and a school. The store was located in a house for a short time. The first church was an Anglican church built on Lot 21, Concession 1 in the year 1883. The second church was Methodist and was located on Lot 22, Concession 2. These two churches were later moved. One is, at the present time, the residence of Floyd Pearce at Jaffa. The other church was moved to Union and converted into a temperance hall south of the United church. I remember the old frame building very clearly.

The need for education was met in 1840 when a log cabin on the northwest portion of Lot 23, Concession 2 was used as the first schoolhouse. The first teacher was Della Nickerson of Johnstown, south of Yarmouth Centre. Della, like other pioneer teachers, boarded at various homes during her tenure and received \$1.00 a week as salary. A regular school was erected later on Lot 22, Concession 1, with the first teacher being Alice Bissel of Sparta. The site of this school was originally the property of a Mr. Sagar, who was an American Ranger during the War of 1812. He came to Canada and erected a log cabin and lived there until he died. He was buried on his land. When the school was erected, his remains were exhumed by authorities and interred at the Sparta cemetery. The third and last school was built near the site of the second school. The first teacher here was Wellington Copeland of the Port Bruce area. This school became known as S.S. No. 4. Now it is used as a residence.

After the closing of the east end of the first concession, Barnum's Corners became known as Barnum's Gully. The gully was accidentally started when a small ditch was dug to drain a field on William Barnum's farm.

BOXALL

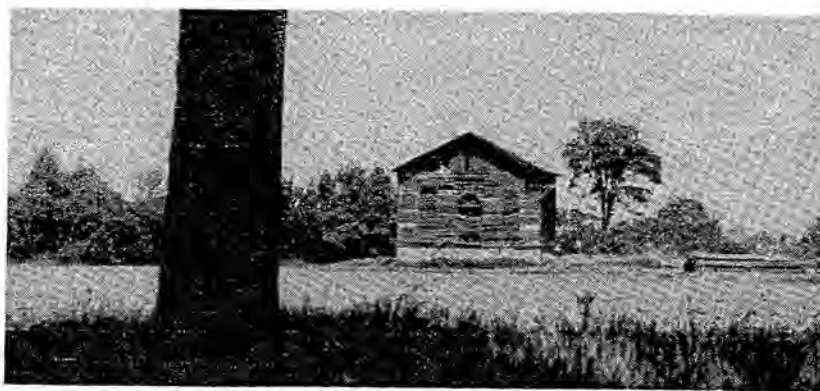
This little post stop was located due south of the present-day Fingal Wildlife Management Area on the South Lake Road. All that remains is a tumble-down frame house beside the road, and a schoolhouse that is used as a home. There was no Boxall before 1892; it was just a quiet place on the backroads of Southwold Township, far off the beaten path where in the summer the only sounds came from the barking of a dog, the cawing of crows, and the lowing of cows. In the winter it was isolated when roads were blocked. Because there were no stores or mills, the centre of all activity was the old Methodist church. The few books were read and reread until they were dog-eared. Weddings and funerals were breaks in the monotony. Children grew up and, seeing no future except farming, left for greener pastures. War was an exciting attraction for the young men, who went away to take part in it and who, if they lived through it, were never the same again.



Residence and post office of Harry Boxall, destroyed in 1983.

Boxall was the settlement of the Hunters, the Brodys, the McPhersons, the Lethbridges, the Fillmores, the Kiellors, and the Joneses. The site of Boxall was first settled by Joseph E. Doan in 1832. In 1860 Fleming Hunter purchased the land, clearing fifty-six acres of the one-hundred-acre property and donating land for a church and school. Another early settler was James Brody, whose son, Thomas, later married Lelia Hunter, the daughter of David Flemming Hunter and Hannah Shipley of Nappen, Nova Scotia. The Hunters were natives of Londonderry, Ireland.

In 1865 Robert Jones, the second son of Thomas Jones and Elizabeth Hunter, left Maccan, Nova Scotia, with his sisters, Hannah and Agnes, and purchased the old Brody farm. Robert settled down and sent for the rest of the family in 1866. They travelled by train from Maccan to St. John, New Brunswick, from there by ship to Montreal, and then by schooner to Port Stanley.



Boxall Methodist Church, dismantled in 1983.

First Service in 1854

The church was finally built and opened in 1854 and its first minister was Rev. Francis Chapman. It was on a circuit with Port Stanley and Dexter charges under the one minister. However, in the early days of the church, a student minister often accompanied the senior minister, aiding him in fulfilling the duties of the circuit.

The church was almost square and of frame construction. It had neither a steeple nor a basement. It was situated on a small area of land, about a quarter of acre in size on the corner of Fleming Hunter's Farm. Cost of the church is believed to have been 132 pounds, 10 shillings.

The church had three windows along each side, and at the front windows were situated on either side of a double doorway. The inside of the church was laid out with an aisle down either side and pews in the middle, seating about 100 persons. At the front in the left hand corner were three small pews. In the front middle the pulpit was situated on a plain platform, and at right front, the organ was surrounded by a semi-circle of seats.

Outside to the left of the church stood a long open shed where horses were hitched while their masters worshipped. Maple trees bordered the front fence, and the green, neatly kept grass about the church was enclosed by a wire fence.

It was notable that on Sundays, except when visitors unknowingly broke the rule, the men folk always sat on one side of the church, the women on the other. The late Joseph Doan-Johnston families occupied the three small front pews and the choir of six or eight persons sat about the organ. There they worshipped commencing at 2.30 o'clock Sunday afternoons,

with Sunday School held afterward.

Among the Leaders

Down through the years the church was well supported. The late Robert Jones and the late Thomas Hunter were staunch elders of the church for many years. The late George McKay and Joseph Doan worked hard in church affairs and the late John McPherson and his sister, Miss Janet McPherson were others who gave valuable leadership in the Lake Road Methodist Church. For many years near the turn of the century, Mrs. Ernest Jones, who still lives in the area with her husband, was organist of the church. They both took an active part in the church life.

Slowly membership in the church dwindled as residents either passed on or moved to other communities. Support of the church was slowly falling into the hands of fewer and fewer people. The burden became too great and shortly before church union in June, 1925, the decision to sell was made. The church was purchased by Roy Hunter, grandson of Fleming Hunter, into whose hands the Fleming Hunter farm passed.

Mr. Hunter moved the church several hundred yards, did some remodelling and has used it as a horse stable and hay barn for the past 28 years to this day.

Nowadays residents of the community, without a church of their own, go to Sunday worship in Port Stanley, Fingal or elsewhere. Only three families whose predecessors were active in the Lake Road Methodist Church now live in the community—the Hunter, Jones and McPherson families.

No Wedding Ever Performed

During the entire history of the country church, it is believed that no weddings were ever performed in it. The last funeral to be held in the church was that of Miss Clara Jones, sister of Ernest Jones, R.R. 1, Port Stanley. She was buried in Hunter Cemetery, about

a mile from the church site, a cemetery which to this day is well tended. Although the cemetery is in the same locale and came into being only a few years after the church, it was never connected with it. The cemetery was started in 1859.

Across the road from the cemetery and in a fence corner is a giant Balm of Gilead tree, 18 feet in girth, its massive branches reaching high into the air. The tree, probably well over a century and a half old, has a unusual history attached to it.

The story has been told and retold down through the years of how the late John Lumley, early worker in Lake Road Methodist Church, who is buried in Hunter Cemetery, was out riding one day on one of his favorite mounts. He was apparently carrying a Balm of Gilead switch with him as a horse whip and, as the story goes, thrust it into the fence corner at random, and rode off, leaving it there. The twig is supposed to have taken root, slowly growing into a tree, the tree which to this day casts a shadow of the evening sun onto Hunter Cemetery. John Lumley died in 1868.

Few activities were held in the little church because of its size. Special festivities, such as strawberry and raspberry socials, garden parties, etc., were generally held in the shed beside the church, with any entertainment program, always of a reverent nature, held inside the church. Many of these events were also held on lawns of neighborhood farm homes.

Among the ministers who served in the church after Mr. Chapman were Rev. Mr. Hoskins, Rev. Mr. Brownlee, Rev. George Cochrane (who later went to Japan as a missionary), Rev. Alex Campbell, Rev. W. F. Campbell, Rev. Mr. Waler, Rev. P. D. Well, Rev. Mr. Phillips, Rev. Mr. Germain, Rev. Mr. Latimer, Rev. Mr. Harris, Rev. James Whitney, Rev. James Gray, Rev. W. J. Ford, Rev. J. W. Freeman, Rev. R. C. Parsons, Rev. Mr. Aylesworth, Rev. Mr. Moorehouse, Rev. Mr. Powell, Rev. A. E. Lloyd (who presently resides in St. Thomas and the last minister), and Rev. J. N. Gould, who is in Cornwall.

Before the move, Fleming Jones, the eldest son, married and he and his bride settled down in Southwold for a short time before moving to West Lorne in 1871. Thomas Jones, Jr., also settled in West Lorne. The father, Thomas Jones, did not live very long after he settled, for he contracted typhoid and died in 1868. The Jones farm remained in the hands of Robert Jones until his death in 1923. His wife died in 1900.

It was Harry Boxall, a native of England, who put this place on the map when he was appointed the postmaster in 1892, just two years after he started farming in the area. He operated the post office until 1910. Boxall went back to farming until his health failed and he died in 1918. His son, Harry, left the farm and took up residence in St. Thomas. The mail carrier between Boxall and Fingal was Leonard Else, a native of Leatherhead in Surrey, England, who worked until his death in 1909. It is said that his brother carried on for another year until the closing of the Boxall post office. Alex Lethbridge recalled that Leonard Else used to summon the farmers to his mail cart by ringing a bell. Else was for eighteen years the secretary of the Southwold and Dunwich Agricultural Association. When he first came to the New World, he settled in Wisconsin, where he stayed for three years before settling in Southwold Township. He was a mason by trade. He married Maggie McIntyre and had one daughter and two sons. Fred Else, one of his sons, lived in St. Thomas.

The first school was located beside a deep gully known as Indian Run; the gully was the favourite haunt of the ghost of Indian Run, a faceless apparition that appeared before each lake gale every November since the 1850s. It disappeared when the RCAF opened the Fingal Bombing and Gunnery School in 1941. The old log school was used until 1856. It was replaced by a frame school at the cost of \$700.00. In 1889, a brick school replaced the frame one, the brick coming from Donald Baldwin's tile and brickyard. Baldwin came here in 1882, purchased Hiram Johnson's property, and settled down with his family of eight sons and two daughters. His bricks and tiles were widely sought and his business was a success. The old farm is now the property of Mrs. L. House. The old brick school was replaced by a modern brick one in 1921 and was in use until the central school system was established in 1964; the old school is now an attractive dwelling.



BURWELL'S CORNERS and WATSON'S CORNERS

Burwell's Corners

Down through the years writers such as Dr. James Coyne, Warren C. Miller, Edward Ermatinger, Gladys Elliot, and others have put together the story of the Burwell family. So as not to repeat their work, I decided to write a condensed version of the Burwell story.

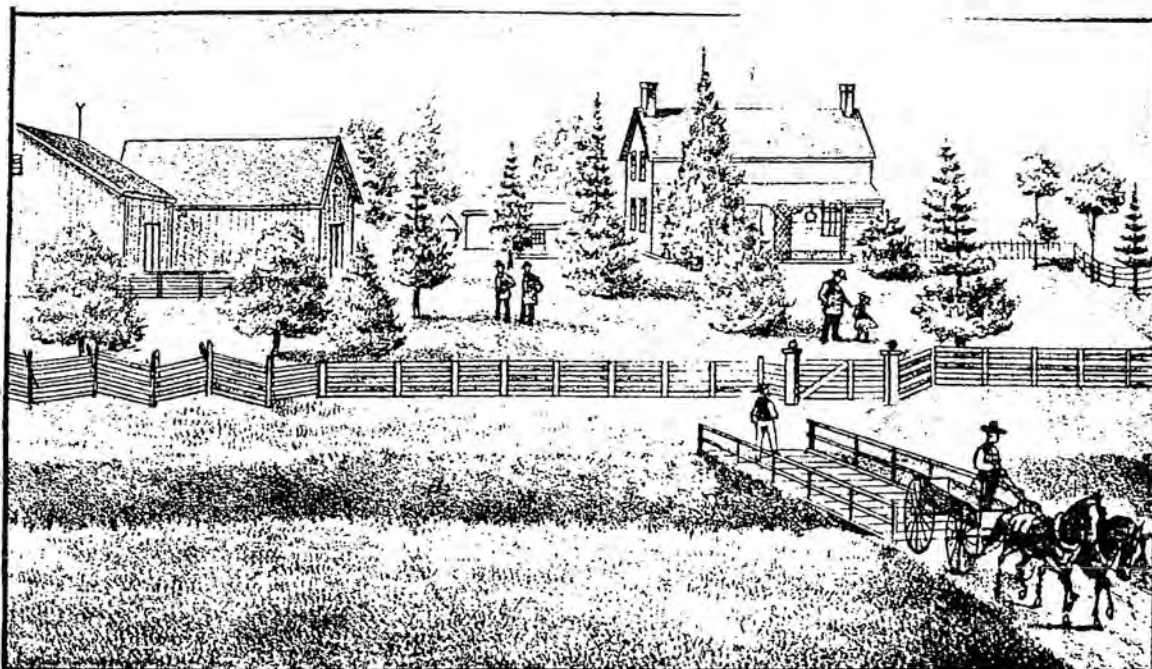
Burwell's Corners was so named because it was the centre of the Burwell settlement for many years. The Burwell story begins when Adam Burwell decided to leave New Jersey after the War of Independence to come to Canada. In 1784 he and his family took up land in Bertie Township, Welland County, where they stayed a few years. The Burwells then moved to Long Point in Norfolk County. Adam and Sarah Burwell had nine children: Elizabeth, Margaret, Hannah, Agnes, Adam Jr., Asher, Lewis, John, and Mahlon, all of whom were born in New Jersey. Mahlon was born in 1783.

It was while the Burwells were at Long Point that Daniel McQueen (father of Colonel James McQueen of Southwold Township) encouraged Mahlon Burwell to become a scholar and to take up surveying. Mahlon became a surveyor along with his brother Lewis, and was soon engaged in surveying parties. By 1809 he had received his commission from the provincial government. Shortly after this, he married Sarah Hawn, whose family had settled in Bertie Township in 1786. This marriage brought forth nine children: Hercules, Isaac Brock, Leonidas, John Walpole, Hannibal, Edward, Alexander, plus two daughters. Hercules and Isaac Brock were both born in Bertie Township, Isaac Brock being born in March 1813. Alexander Burwell died tragically as a child in 1816 after falling into a cauldron of boiling water. Mahlon Burwell was severely scalded in the attempt to rescue his son.

Being married and raising a family, Mahlon decided it was time to settle down and look after the welfare of his family and his aging parents. He thus sought land from Colonel Talbot, who gave him a tax-free land grant on the floor of the Talbot Creek valley. Here Mahlon erected a large log house with a barn on a knoll north of the creek between the years 1809 and 1811.

In 1811 Colonel Talbot recommended Mahlon as the Registrar of Middlesex County, which included Elgin County. Colonel Burwell erected the first registry office next to his home. During those busy years, Burwell built a dam and cut a spillway across the flats to power Colonel Talbot's saw and gristmills. He also built a bridge across the creek. By that time the place consisted of a distillery, cooper shop, saw and gristmill, and a horse-powered sawmill, the latter being used for the cutting of firewood. According to the late Mr. Campbell, it was an ingenious affair powered by five teams of horses hitched to five long arms as they walked in a circle. The power was transferred via a long shaft to a reciprocating saw blade. After the destruction of the mills at Port Talbot, the old horse mill was moved to Iona.

The destruction of Colonel Talbot's mills and Mahlon Burwell's home was brought about by American invaders. During this action, Colonel Burwell was captured and taken prisoner to Chillicothe, Ohio. At the time, Mahlon Burwell was confined to bed with sickness brought on by ague. At just the moment his wife was letting him out the back door, he had a fit of coughing,



RESIDENCE OF EDWARD BURWELL.
1ST CONCESSION SOUTH OF TALBOT ST. LOT 4 TOWNSHIP OF SOUTHWOLD
COUNTY OF ELGIN, ONT.

(Reproduced from the
Illustrated Historical Atlas of the County of Elgin,
H.R. Page & Co., 1877, p. 38.)



Edward Burwell residence in 1982.

which revealed his presence to the renegades. He was taken prisoner and placed under guard in Chillicothe, where he was held for several months. Meanwhile, the renegades set fire to the house and the mills. Mrs. Burwell, after her house was destroyed, made a shelter the best way she could for Adam Burwell and his wife. She then took her two sons and walked to Iona to seek shelter. Later her husband's parents were sent for and sheltered until her husband's release. When Colonel Burwell returned in 1815, he immediately built a temporary log dwelling on the southwest corner of Southwold Township on the Southwold and Dunwich townline and the Talbot Road (Burwell's Corners). While it was being built, Mrs. Burwell went to Burford, where her third son, Leonidas, was born. On completion of this temporary dwelling, she and her family returned. The log house was replaced by a frame dwelling, where the Burwells lived until 1825, when a large brick house was built across the road on the Dunwich side of the townline. Colonel Burwell later willed his frame house and land to his son, Edward. The outline of the brick house was shaped like the letter H, with wings added to the north and south side of the central building.

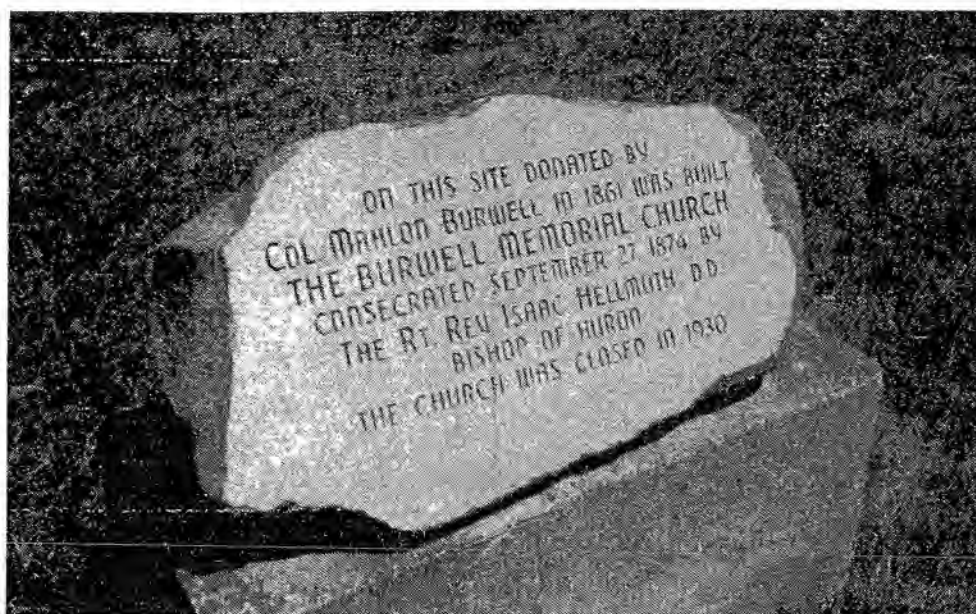
Part of the new brick house served as the third land registry office until 1843. The registry office was then moved to London, Ontario. Colonel Burwell was registrar until his death in 1846, when his eldest son Hercules was appointed registrar. Hercules Burwell held this position for years until he took to drinking and died in a melancholy state in Boston.

Colonel Burwell's industry and perseverance enabled him to hold a high place in the minds of the people of the settlement, in addition to which he enjoyed the reflections of Colonel Talbot's high and benevolent character. Colonel Burwell was in a position to attain the highest rank as a statesman in Canada, but instead of rising, he sank from being the representative of the County of Middlesex to being a member for the town of London. Even this honour he lost. For many years he was chairman of the General Quarter Sessions but was allowed, quietly, to resign some years before his death. His surveys are numerous, in fact too numerous to list. Some of them were of London, Port Burwell, Vienna, Bayham Township, Malahide Township, Talbot Road, and Back Street. For his services as surveyor, the Colonel received four hundred acres in the Township of Southwold and two hundred acres in the Township of Dunwich.

On the list of his generosity was the donation of one hundred acres to the Church Society of the Diocese of Toronto in London. Mahlon also gave land to the Church of England for the erection of St. John's Anglican Church at Burwell's Corners, which was built in 1836. Prior to this, services were held in Burwell's tavern.

Among the many positions Colonel Burwell held was that of postmaster. He was postmaster from 1820 until his death. His wife then took over for a time until the post office was located at John Clark's farm south of the corners. (John Clark was a native of Devonshire, England. He and his wife, Martha, settled south of the corners. He died in 1874 at the age of eighty-three. His son Nathan, who was born on the homestead in 1833, inherited the farm. John Clark was a councillor for the township for a number of years. In 1870, Nathan Clark erected a cheese factory on the west side of the Talbot Road, south of the church. He operated the factory until he sold out to William Bobier of Wallacetown.) Nearby Port Talbot had a post office from 1820 until 1870. Then there was a space of five years when it was not listed. The post office was listed again from 1875 to 1914.

In addition to his other activities, Mahlon Burwell started a brickyard on his land in Dunwich Township and here made all the bricks for chimney and house construction in the neighbourhood. For many years he engaged William Singer of Fingal to operate the business. Colonel Burwell's foresight also saved the Southwold Earthworks at Fingal from the plough and the woodsman's axe. The earthworks are the remains of a double-walled fortified village erected by the Neutral Indians during the fourteenth or fifteenth century.



Stone commemorating Colonel Burwell's donation of land for a church, Caradoc Township, Middlesex County.

On January 25, 1846, the angel of death called Colonel Burwell in his sixty-second year. In his will, he left his oldest son Hercules Lot 6 on the Wharncliffe Highway, thirty acres in the Township of Westminster north of Stanley Street, and Lot 16 on the fourth concession of Caradoc Township in Middlesex County, which consisted of two hundred acres.

Colonel Burwell's second son, Isaac Brock, received Lot 5, Concession 1 in Caradoc Township. Isaac's daughter, Sarah, was to receive two hundred acres when she married. Isaac had married R.A. Vail, daughter of Nathaniel Vail of New Brunswick, who was also a United Empire Loyalist. They had six sons and two daughters. In 1838, Isaac was an ensign in Colonel Talbot's regiment (the First Middlesex Regiment). For two years, he served in Amherstburg and several other locations. Isaac Burwell also became a wealthy farmer. He had a large colonial-style frame dwelling erected in 1840 on the 5th Range, Lot 17 of Caradoc Township. This one-thousand-acre estate was called Rougham. The Burwell house was unique for its time as most settlers were living in log cabins. Nine oak beams composed the frame of the house, which had a central hall, a staircase, and eight bedrooms. Long after the last of the Burwells disappeared, the house fell into disuse. In 1972 it was purchased and relocated in the Longwood Road Conservation Area. (When I visited it in 1980, it was being restored.) Isaac Burwell took an active part in the affairs of Caradoc Township, serving as councillor for twelve years. He was also deputy reeve. He died in 1880 at the age of sixty-seven.

Mahlon Burwell's third son Leonidas, who settled in Port Burwell in 1842, was twenty-five years of age at the time of his father's death. He received Lot 10, Concession 1 in Bayham Township, which consisted of two hundred acres, the residue of Lots 1 and 12 after deducting the lots laid out in Port Burwell, and the block of land lying north of Strachan and Erins Streets, which totalled 540 acres. Leonidas Burwell married P. Jane Wrong, the daughter of Gilbert Wrong of Grovesend, in 1843 and by her had one son and two daughters. He became very active in politics and was elected representative of East Elgin in the Canadian Parliament of 1857. He lived in Port Burwell all his life and died there on August 7, 1879, at the age of sixty-one. His wife followed him on the 7th of September, 1909, at the age of eighty-seven.

Colonel Burwell's fourth son, John Walpole Burwell, received 678 acres, consisting of Lot A and the north part of Lot B on the first concession of Warwick Township, Lambton County (which consisted of 350 acres with a reserve of ten acres for the Church of England), Lot 14 of the third concession (which consisted of two hundred acres), the westerly half of Lot 21, and the broken lot on the first concession of Warwick Township, Lambton County, being some 128 acres.

To Hannibal, his fifth son, Mahlon Burwell left his homestead, livestock, and farm equipment. He also left him Lot C of the tenth concession of Dundas (which consisted of 165 acres with ten acres being reserved for the Church of England), 128 acres of the broken lot on the first concession of Warwick Township, and the east half of Lot 2, Concession 1 of Warwick Township. Hannibal Burwell's old farm in later years became the property of Chester Henderson, who died in 1895 at the age of forty-eight. I understand the farm was carried on by Frank A. Henderson who died at the age of fifty-three in 1928.

Edward Burwell received five hundred acres consisting of Lot 1A and the north half of Lot B on the first concession of Warwick Township, west of the communication road. In order to assist Edward and John in the erection of buildings on their land, Colonel Burwell also left them in his will Lots 19 and 20 on the tenth concession of Gosfield Township, Essex County, which consisted of 370 acres. To Edward, he left Lots 19 and 21 on the 11th concession of Gosfield which amounted to four hundred acres. John Walpole Burwell was to leave home and be given a yoke of oxen and two concessions. Hannibal Burwell, being more advanced in age, was appointed guardian of Edward, and when he was of age, Hannibal gave him a yoke of oxen and two cows for his farm in Warwick Township.

Colonel Burwell's brother John (born in 1796), who was chainman on the Colonel's surveying expeditions, received the west half of Lot 2, Concession 2 in Houghton Township, Norfolk County. The lot consisted of four hundred acres. John Burwell died in 1866. Colonel Burwell's widow Sarah lived out the remainder of her days in the west wing of the old homestead at Burwell's Corners, cared for by her son Hannibal. Colonel Burwell also left 200 acres in Caradoc Township to his executor to provide the means for building a church. When the land was sold, Isaac Burwell supplemented the proceeds of sale with a gift of \$1,500.00. In 1868, a handsome white brick church, called the Burwell Memorial Church, was built. The church and cemetery were located one and a half miles from Rougham.

The Recollections of Mrs. Richard Bobier

Mrs. Richard (Harriet) Bobier, daughter of James Mitchell, was born in Iona on May 8, 1860, but lived close to Burwell's Corners. Her father was the youngest son of John Mitchell. The story of the Mitchells goes back to 1798 when John Mitchell and his wife left Ireland. It was a hard trip during which they lost their second son. The first son remained in Ireland to look after their holdings. Arriving in Canada, they proceeded to Lewiston, where John Mitchell opened a store. Here they remained until the outbreak of the War of 1812, when Mitchell assisted the British and the Indians in several ways. He was present at the end of the battle of the Thames and noted that Tecumseh, the Indian chief, was buried with the other casualties of the conflict. After the Mitchells left Lewiston, they moved to a farm west of Fingal and here raised ten children, eight of whom were born in Canada. The youngest was born in 1818. John Mitchell remarried after his wife died.

Mrs. John Mitchell was at the home of Colonel Burwell when it was raided by the enemy, who plundered many homes in the district, leaving the settlers with very little. The raiders were dressed as Indians, and burned some fifty homes. Among other things the raiders did was to rip open feather ticks and scatter the feathers to the four winds in order to use the cases to carry food

New Facts of Early Life of Col. Mahlon Burwell Are Brought to Light

The third Mahlon Burwell has seen the site of the old Anglican Church off Burwell Road, about four miles from the historic village of Delaware, marked by a pink colored, engraved stone that came from the foundation of his grandfather's old farm house in Caradoc Township.

The third Mahlon Burwell came from his home at 2773 Cassie avenue, South Bunnaby, British Columbia, to take part in the unveiling service held on Sunday, with Robert McCubbin, M. P. for Middlesex West and parliamentary assistant to Hon. James G. Gardiner, Dominion minister of agriculture, and Harry Allen, Legislative representative for West Middlesex, among those in attendance.

Mr. Burwell is the great-grandson of Colonel Mahlon Burwell, contemporary of Colonel Thomas Talbot, founder of the Talbot Settlement, and the pioneer road-maker for whom Port Burwell was named. His father was the second Mahlon Burwell in that direct line, the son of Isaac Brock Burwell, who was the son of Colonel Mahlon Burwell. He was settled on Crown lands in Caradoc. There are other Mahlon Burwells in the family, Mr. Burwell told The Times-Journal, as Colonel Mahlon Burwell had seven sons and a daughter.

The old Burwell church in Caradoc was built by Mr. Burwell's grandfather, Isaac Brock Burwell, on farm land given to the Huron Synod by him and also by Colonel Mahlon Burwell. The original idea was that the rector was to be inclined to agriculture and was to work the productive 100 acres and thus support himself as well as the church, built about 1861. But this plan did not work out, and the church was placed in the circuit with Delaware and Mount Brydges and the farm rented. Eventually it was sold.

The old church, which had fallen into disrepair, was torn down after Mr. Burwell paid a visit to this part of Caradoc Township from his ranch in the Regina district of Saskatchewan. One of his concerns was to see that the graveyard, where his parents and also his grandparents sleep, was maintained. He was pleased to find that the cemetery has been as well looked after as the pioneer cemetery at Tyrconnell, where Colonel Thomas Talbot sleeps. The last resting place is in the equally historic graveyard at Burwell's Corners, where that old Anglican church was restored and improved about two years ago.

Facts About Colonel

One of Mr. Burwell's objects in coming east this time, in addition to unveiling the stone on the site of the old Burwell church, was to learn more about the history of the Burwell family in Elgin. Stories that have been written about Colonel Mahlon Burwell are not in agreement.

The fact of the matter is that Colonel Burwell must have been just a child when his parents moved into what was then Upper Canada from New Jersey, where he was born in 1783, for his parents, Mr. and Mrs. Adam Burwell, came to the Niagara district about the time of the close of the American War of Independence. They were United Empire Loyalists who remained true to Britain. Whether the family moved to the Talbot Settlement with Colonel Burwell, or came later, has not been clarified; but information gained by Mr. Burwell would indicate that when his great-grandfather was taken prisoner at Burwell's Corners, during the War of 1812-14, his great-grandmother lived at Iona or Iona Station and the Colonel's parents, Mr. and Mrs. Adam Burwell lived with her for a time.

The Colonel's original home and other buildings at Burwell's Corners, where the first registry office was established, were burned by the American invaders. Later he built the sturdy brick house that still stands on the Lake Road.

Another point that is not clear is whether Colonel Mahlon Burwell built the white frame house that stands on the high land at the west entrance to Port Burwell, or his third son, Leonidas Burwell, who was to become Liberal Parliamentary representative for that district. It is known as the Colonel Burwell home, but some say that Leonidas or one of the other sons actually built the old house, which is now owned and used as a summer residence by Detroit people. Mr. Burwell was privileged to visit the old house last week and inspect the rooms where a lot of Burwell family history was written. It was at Port Burwell that he learned by Leonidas was a Liberal, while the Colonel and other members of the family were Tories. He was told that Leonidas was an independent thinking and acting man, of rather taciturn mood. Once when he was questioned about his political alignment, he is said to have answered tersely that he was a Grit because his father and other members of his family were Tories.

Land of Opportunity

Although the third Mahlon Burwell, who was born in 1883, exactly 100 years after his celebrated great-grandfather, lived on the Isaac Brock Burwell homestead in Caradoc until 1909, carrying on the farm after his father's death, he is very much a western Canada now in his views and sentiments. To him, the Canadian West remains the great land of opportunity. Some months ago he visited the Peace River District in northern Saskatchewan, which has been developed into a wonderful agricultural area, raising magnificent crops of grain and also grass and clover seeds of quality. He suggests that he was born 30 years too soon. If he were a younger man, he would be tempted to go up into the Peace River district and engage in agriculture.

"They have a wonderful tempered climate up there and long growing days, only about four hours of night in the summer period," he said. "I saw fields of grass being grown there for seed harvesting—seed that will be used or making some of your finest golf greens in old Ontario."

It wasn't all smooth sailing for Mr. and Mrs. Burwell when they began ranching out of Regina in 1909. They had tough periods, especially during the economic depression, when many of those Western farmers became discouraged and quit.

"We had a terrible struggle from 1929 to 1933, going behind every year, but I am glad now that we stuck it out," Mr. Burwell said.

Mr. Burwell is leaving St. Thomas about Wednesday of this week on the return trip to Vancouver, with short stopovers planned in Toronto and Regina. He wants to be home by July 21, as his son and family will be home for a little reunion. His son, an R. C. A. F. veteran of the Second World War and a graduate of the University of British Columbia, has been with the Sun Life Insurance Company in British Columbia for the last five years.

The stone from the old Burwell home that Mr. Burwell unveiled on Sunday is not the only memorial of the old church. In the Cronyn Hall of St. Paul's Cathedral, London, Ont., is a stained glass window that was in the church. It is inscribed with the names of his great-grandfather and grandfather, Colonel Mahlon Burwell and Isaac Brock Burwell.

and loot. When Mrs. Mitchell saw them coming, she ran upstairs to her baby daughter (who later became Mrs. Stuart Bissel of Fingal) and jumped out of the window when she was followed. However, the Indians came and helped her up, telling her not to be afraid.

Mrs. Mitchell and Mrs. Burwell were close friends and it was a familiar sight to see Mrs. Burwell walking through Mrs. Mitchell's yard at Burwell's Corners, carrying her knitting wool in a basket to spend the time knitting and talking. When Mrs. Burwell died in 1870, Mrs. Mitchell helped prepare the body for interment.

James Mitchell, the father of Harriet Bobier, was married in 1844 and resided on the old homestead, which was later divided between two families who continued to live there until 1852, when at John Mitchell's death James Mitchell sold the farm, followed his father's advice and moved to Iona. Mrs. Bobier recalled how her father's house was used by many people seeking audience with Colonel Talbot for land and how the kitchen floor was covered with sleeping bodies.

After Colonel Talbot left Port Talbot, his carriage came into the possession of James Mitchell. It was an elaborate affair with leather curtains, the front curtain having a window and holes for the reins. The carriage could carry six people and in its latter days was used as a playhouse by James Mitchell's children.

Miscellany

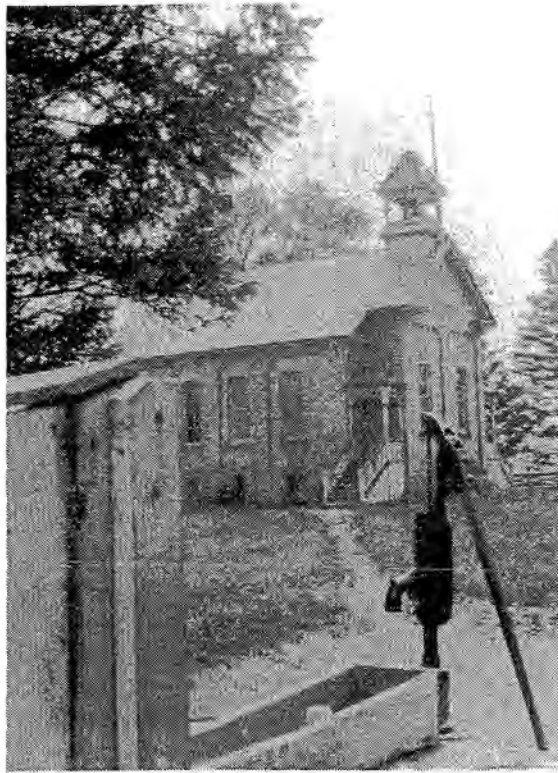
The first school in Burwell's Corners (S.S. No. 14) was located west of the corners. A frame structure, it was called "Colonel Talbot's School" because it was built on his property after his death. It was replaced by a cement block building in 1913 south of the corners and the old cheese factory.

An unusual case of violence occurred at Burwell's Corners on the 24th of May, 1838, when the local volunteer militia was holding its annual reunion. At these reunions, the militia assembled at the corners to hold their manoeuvres and drills. There was plenty to eat and drink, and at nightfall there was a huge bonfire and gossip was exchanged. Then, one by one, the volunteers left for home, some cutting through the dense woods. George Ashby was one of these volunteers. A native of England, he had at one time served in the British army, but like some of the spoilt sons of English families, he became a black sheep and had to leave his country. He was a heavy drinker and when in his cups became very quarrelsome. It was generally accepted by all that this was the cause of his murder. Some of the old settlers at the time reached the conclusion that he and his killer fought each other in the woods with swords. No one knew of the incident until two weeks later when his body was discovered with the head severed and lying a few yards away. In the place where the head had been was a jug of spirits with a twig wrapped in the murdered man's handkerchief rammed into its neck. The murder was never solved. The only clue was that the head had been removed by the swipe of a sabre.

Watson's Corners

To tell the story of Watson's Corners is very difficult after the brilliant manner in which the late Margaret McLennan compiled the story of this community. There is no way I can surpass her story; all I can do is add to it.

As I will mention in the Barber story (Fingal), John Barber and James Watson came to the Talbot Settlement from the United States in 1810. Barber took up land near Burwell's Corners (located on what is now the Dunwich and Southwold townline), and built a log cabin. During the same year, the two men returned to the States, Barber returning to Northumberland, Pennsylvania to marry Hannah Donaldson. In 1811, the couple came to Barber's land at the Talbot



Old schoolhouse at Watson's Corners.

settlement. James Watson returned from Pennsylvania with his wife in 1812. Watson was accompanied by James Best, James Burwell, David Watson, and Charles Benedict. Others who settled during the next five years were Joseph Vansythe, Ezekiel Younglove, Richard Barret, Timothy Neil, James Doyle, Adam Burwell, Mahlon Burwell, Truman Waters, Wells Waters, David Wallace, William Hannah, and Richard Williams.

James Watson settled on Lot 8 south of the Talbot Road. When he died in 1841, he was buried on his property. His wife and twenty others are also buried there, all in unmarked graves. Besides allowing some unfortunate persons to be buried on his land, Watson also donated one acre for the erection of the first schoolhouse in Southwold Township in 1816. The school was completed in 1818. Interior furnishings consisted of benches made of slabs of lumber. The first teacher was William Hannah, who had his log cabin on Lot 11 on the south side of the Talbot Road (now Elgin County Road No. 16). Part of this land is now the Fingal Wildlife Management Area. William Hannah taught from the New Testament and Cobb's Spelling Book. In 1820, a fire caused by a rolling log in the fireplace destroyed the original log school. For ten years classes were held in several private homes.

In 1830, a frame school was built on the original site. Mr. C. Willson was the first teacher. He became an outstanding scholar and received one hundred acres from Colonel Burwell for teaching Burwell's son during his spare time. Another outstanding scholar who taught school here was John McLellan, who was the teacher for twenty-nine years. In 1893, a white brick schoolhouse (S.S. No. 11) was erected on the site of the old frame school. It operated until 1964, when it was closed and sold for \$2,200.00 to Frank Crabe, who converted it into a residence. It has changed hands many times since. I often wonder if the people who own the property are aware of the dead who are interred in the lot. This also goes for Lot 9, which is on the east side of the Scotch Road, where David Watson donated land for the erection of a Methodist church. When closed, the church was moved to Fingal. Both Mr. and Mrs. David Watson are buried on the lot.

When David Watson settled Lot 9 (the southeast corner of Watson's Corners) he cleared the land and erected a log dwelling. He married Ruth Lumley and by this union had three sons: Edwin, John, and David James. Watson lost his first wife in 1848. He married again to a Mrs. Ambridge and had a daughter. When John Watson came of age, he left home and sought his livelihood in Lockport, New York. Edwin, being a mechanic, got a job working for McPherson's Foundry in Fingal. David James remained and became a farmer after he married Ann Orchard, daughter of Joseph Orchard and Mary Ann Spackman. David Watson, Sr., died in 1883. He was three score and ten. David and James Watson and Daniel McIntyre were made captives during the American invasion of the area, but were released shortly after.

One of James Watson's sons, William, married Rebecca Bacon. This marriage produced James Craig Watson. Shortly after the birth, the Watsons moved to Ann Arbor, Michigan. James Craig Watson became internationally known as an astronomer and the author of several books on the subject. He married Annette Waite of Dexter, Michigan. This union produced no children and the large Watson estate was donated to the National Academy of Sciences.

Watson's Corners at its peak consisted of a church, school, general store, and medicine factory, the latter being in the back of the store. It was here that local herbs were prepared for medicinal use as there were no drug stores in the district. The herbs were supplied by an Indian by the name of Dr. Henry Needham and his son, Murray. When Dr. Needham was murdered in St. Thomas in 1872, Peter McDiarmid (or McDairmid) decided to fill in the gap. He started a little business in 1873 on Lot 12, just east of the corners on the north side of the Talbot Road. I do not know how long he was in business, but I came across one of his bills in the possession of Mrs. Lyman Tansley of New Sarum.

For a short time, Watson's Corners was called Manchester after the birthplace of the Richard Williams family. During this time, Henry Fillmore had a wool carding mill and a bending factory next to the hotel site. Robert Clark and John Mills operated a dry goods store near the corners.

The Williams Family

It takes a great deal of courage and determination to sever one's roots from one's native country and face the uncertainties of an unknown wilderness, but Richard Williams, Mary (Rice) Williams, and their family were resolute in their desire to begin a new life in the New World. They left Manchester in 1817, and from Liverpool embarked on the terrible ordeal of crossing the Atlantic, a journey that lasted six weeks and ended at New York. From New York, the Williams family proceeded to York (Toronto) where they purchased a yoke of oxen and started out for the Talbot Settlement. The journey through dense woods and thick swamps took ten days. The Williams were not poor as Williams had been a silk manufacturer in Manchester. They were people of substance, and had to transport many goods. They finally arrived at Colonel Talbot's residence. The Colonel harshly asked Williams what he wanted. Williams stated his desire for land to settle upon. The Colonel told him to take the Ezekiel Younglove lot, which was Lot 8 on the north side of the Talbot Road, the former settler being too lazy according to the Colonel. The Colonel asked \$50.00 for improvements he had made to the property. Ezekiel Younglove had lived on this site for four years and then moved north of York.

The Williams family settled on the northwest corner of Watson's Corners. It was on this farm that Richard Williams died in 1856. The farm was carried on by his sons, Samuel and Thomas, who were both born in Stockport, Manchester, England. The third son, John, was born on the homestead on March 6, 1823. When he reached an age to take over the farm, the two older brothers retired and moved to St. Thomas.

Thomas Williams, before setting out on his own, helped clear his father's land. After that he took up 200 acres in Raleigh Township, Kent County. Due to his father's declining health, he sold out, moved back to Southwold Township, and purchased some land from his father. In addition to farming, he became a real estate dealer and made a fortune. After selling out, he retired to St. Thomas, where he became interested in the noble work of the Ladies Benevolent and Temperance Society, founded in 1876.

The Ladies Benevolent and Temperance Society established its first home on Wilson Avenue on February 25, 1878, and because of the increased demand for its old age home services, a building fund was started. Plans for a new home were presented to Harry Lindop, contractor, on May 2, 1882. The site for the new home on Walnut Street was selected by the ladies and purchased from the Church of England. However, the Ladies Benevolent and Temperance Society ran into some financial difficulties. Thomas Williams offered to pay off the mortgage on condition that the new home would bear his name. His offer was accepted and upon his death, a sizeable bequest was made to the board. Since that time many citizens have made similar bequests. In addition to the revenue from these bequests, there is a grant from the Ontario government and the taxes are paid by the city.

Thomas Williams married three times, his first marriage being to Martha Ann White in 1825. She died the following year. His second wife was Mary Nash, whom he married in 1829. By her he had two sons and four daughters. Mary passed away in 1876, ten years after they retired to St. Thomas. His final marriage was to Charlotte Ryall. Thomas Williams took his last breath on October 5, 1891, at the age of eighty-nine. Samuel Williams sold his farm to Thomas Pierce and retired to St. Thomas. He recalled stopping at Truman Waters' tavern when he was a member of the St. Thomas Cavalry Troop during the 1837 Rebellion. Thomas and Samuel Williams both took part in the 1837 Rebellion, during which Thomas was made a captain.

John Williams became the first farmer in Southwold Township to tile his fields, the tiles being made in St. Thomas. He was also noted for his manufacturing of maple sugar, for which he won many prizes. At one time, he was president of the Southwold and Dunwich Agricultural Society. His wife was well-known for being a very handy person with the sewing needle. She did dressmaking on the side. John Williams married Emma F. Best, daughter of James Best. She was born in 1821 on her parents' farm, which was across the road from Watson's Corners on the lot next to James Watson. John and Emma had five sons and four daughters. Those surviving beyond the turn of the twentieth century were: Samuel Colin, Mary Jane, John A., and Eliza Maria.

Samuel Colin Williams acquired his early education at the old school on Watson's Corners, then earned his certificate at the normal school in Toronto. He taught at Selkirk for a number of years, then was a teacher in Aylmer before moving on to Rochester University, where he became a professor. One of Mary Jane Williams' daughters married Edwin Williams, a farmer in Carodoc Township, Middlesex County. John A. Williams and Eliza Maria Williams remained at home for a short time. John A. moved to New York and became an inventor.

The Waters, Warne, and Sutherland Families

Truman Waters (sometimes spelled Walters) was a United Empire Loyalist who, with his sons, Charles and Wells, sought to be under the Union Jack. Leaving the United States, they came to Colonel Talbot to obtain land, which was granted to Wells and his father, Charles at this time being just seventeen years of age. Truman Waters settled on Lots 5 and 6 on the north side of the Talbot Road, near Burwell's Corners. Wells Waters and his wife, Diadema, settled on Lot 7 east of his father's lot. Truman Waters erected a large log house along the side of the road; it became a farm house and inn. Apparently he had to have a large house as it is said that he was the father of twelve children, although the census of 1841 lists only five.

When Truman Waters' son Charles came of age, he married Isobella Stafford and had two sons, John and Wesley. The latter became a schoolteacher and taught at old S.S. No. 11 at Watson's Corners. Lucy Waters, his daughter, married William Warne who took up land near Burwell's Corners in 1841 and lived there until 1855, when he sold out to Peter Sutherland and moved to Illinois. Charles Waters' twin sister, Diadema, married John Mills of Iona and took up residence there. When Truman Waters became advanced in years, he felt he could no longer carry on farming. He sold his farm on Lot 5 to Frederick Huntley for "three barley corns and much good respect." Huntley, in turn, sold to Levi Fowler, who after a time sold to William Warne.

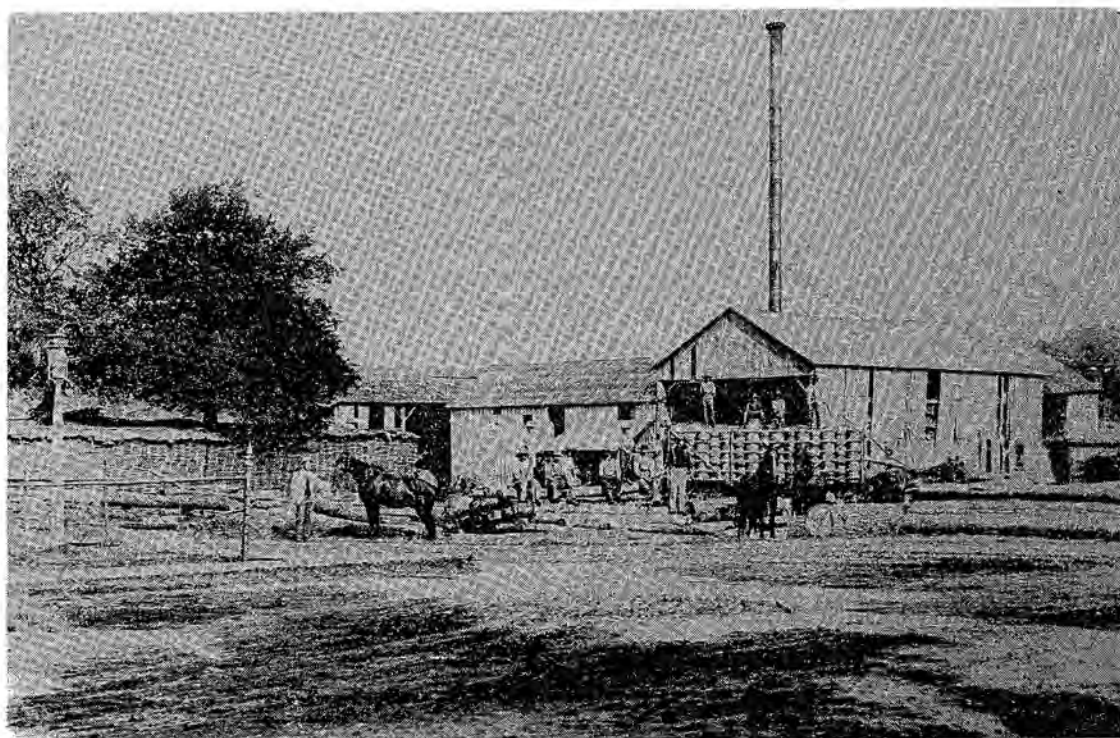
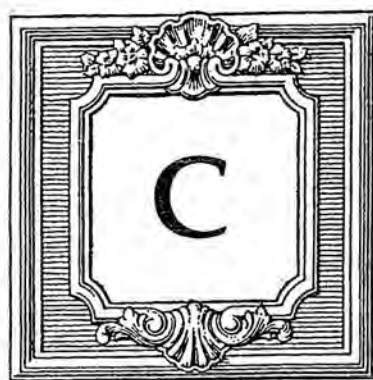
William Warne erected a colonial-style frame dwelling in 1841 with the assistance of Charles Waters. Additions such as a large living room attached to the dining room, and a kitchen, were put on later by William Warne.

Meanwhile, across the Atlantic, Peter Sutherland, a young Scotchman, was making plans to emigrate to the New World with his parents, Captain and Mrs. William Sutherland. The Sutherlands were natives of Sutherlandshire, Scotland, but had moved to Edinburgh. I understand that Captain Sutherland was a retired officer in the militia and that he retired about 1827. Peter Sutherland must have felt that there was nothing for him if he stayed in Scotland and decided to try his luck in Canada. He and his parents thus came to the conclusion that they should start anew. In the early part of the 1840s, the Sutherlands left Scotland and sailed across the Atlantic. In 1843, they arrived at the Talbot Settlement. Seeking a place to settle down, they heard of William Warne's desire to sell and move to Illinois, and offered to purchase the farm. It was agreed that both families would share the same house until the Warnes were ready to leave. Peter Sutherland, at this time a young man, was attracted to Ann Hunter, daughter of Jeffrey Hunter, a servant of Colonel Talbot. By this union I understand they had five children: Jeffrey, William A., Annie, Hedley, and Peter.

Peter Sutherland did not come into possession of the farm until 1855 when the Warnes left. Ann Sutherland had two bedrooms built along the north wall of the dining room, removing in the process the old fireplace. (Having lived in an old home in England when I was a boy, I know how cold a house can get, for I remember how I roasted one side of my body and froze the other side.)

Jeffrey Sutherland, the oldest son, attended school at S.S. No. 11 and from there went to normal school in Toronto and became a teacher. Later he went to the School of Medicine, became a physician and opened a practice in Leamington. Norman Sutherland became a teacher and educator. Hedley Sutherland married Corilla Waters and became a farmer in Southwold Township. This marriage brought forth Laurence Hunter Sutherland, who along with his wife, Winnifred, lives on the old homestead. They have modernized the old home somewhat, but it still retains much of its original architecture. Peter Sutherland's remaining son, William A., died in 1915 at the age of fifty-six.

According to the 1871 census of Southwold Township, Peter Sutherland's father, Capt. William Sutherland, was then eighty-five years of age and was a widower. (I have in my possession an old book that was presented to him on March 13, 1840, and will one of these days present it to Mr. and Mrs. Laurence H. Sutherland.)



Cheese box factory; unidentified.
(Elgin County Pioneer Museum)



CALTON

(Timpany's Grove)

During the thirties, I spent many afternoons with the late Lewis Precoor and Peter McQuiggan and it is to them that I owe thanks for the information I gathered about the early years of Calton.

Bartholomew John Timpany was the first Timpany to come to Bayham Township. He was the son of John Adington and Mary (Haines) Timpany, and was born on January 9, 1810. It was because of his love for Sarah McConnell, who had left Ireland to come with her parents to settle in Malahide township that Timpany came to this area. Leaving his parents in Digby, Nova Scotia, he took a ship to Eastport, Maine. From there he took a steam packet to New York in June 1837. After staying one day to visit his aunt, he took a steam packet at Albany for the trip to Buffalo, from where he took another steamboat to Port Burwell. When he arrived, he was greeted by friends and Sarah McConnell's two brothers. It must have been a joyous occasion indeed. Timpany immediately sought a piece of land, choosing thirty acres on the Bayham side of the townline. There he built a log cabin. Timpany was an energetic and good man and soon was respected by all. One of the first things he did was to put land aside for the erection of a house of worship and a burial ground. The organization for the establishment of a church was brought about through a meeting held in his grain barn on May 26, 1855.

On March 4, 1838, Bartholomew married Sarah Ann McConnell. Bartholomew and Sarah had seven children: Mary Jane, Americus Vespucious, Charles Ingram, Sarah Samantha, Eureka Catherine, Mary Eliza, and John Haines. Bartholomew J. Timpany died on July 11, 1901, while his wife Sarah, who was called "Sally", died on April 19, 1894.



B.J. Timpany



Rev. Americus Timpany

Americus Timpany received the call of the Lord very early in life and devoted his life to missionary work in India. Three weeks after his marriage to Jane Bates, the daughter of Rev. John Bates of Woodstock, he and his wife left for India. The couple had three children: John Stewart (who later became a medical missionary in India), Eureka Nelly, and Mary. Americus worked in

India for eighteen years until he died of cholera on February 19, 1885. After the death of her husband, Jane Timpany married Charles Booker, who was then mayor of Hamilton. After Booker died, Jane married a Mr. Youell.

John Haines Timpany's son, Delbert, became a prominent man in Bayham Township. He was a farmer and a justice of the peace, and took an interest in politics. Rev. Donald Timpany, pastor of Emmanuel Baptist Church in Toronto, was his grandson.

It was a fiery Scotchman by the name of Daniel McLachlin who opened the first store and post office in Calton in 1870. Lewis Precoor recalled that McLachlin had a short temper and would not tolerate the pranks of the local lads. When the corners were approved for the location of a post office, McLachlin suggested the name of Calton as it reminded him of Calton Hill in Edinburgh, Scotland, his native town.

Calton had two general stores at the same time. One of the many operators was Fred McConnel, who came here and operated a general store and post office after he sold his store in Lakeview to his parents in 1895. He was in business in Calton for a number of years and then sold out and moved to Welland, where he went into the mercantile business. Another early store proprietor was George Warner Cartwright, who on Sundays was the church deacon. In the decade before the First World War, A.M. Dell was the postmaster and B.W. Dell ran the store. About the year 1935, the general stores were operated by George Armstrong and William Dickey. In 1978, the only store at Calton was operated by Marvin and Joy Collard. The other store was removed many decades ago and a garage is now located on the site.



View of Calton showing both general stores.

Calton in the past had a cheese factory west of the corners. It was operated by George Truman. On the southwest corner, Dennis Westover had a butcher shop next to Amasa Loop's blacksmith shop. There was another butcher by the name of Debbis Westover, who is said to have reached the weight of 460 pounds. After every slaughter he apparently drank blood from the slaughtered cattle. And as time went on, he became so large that he found it difficult to climb down from his butcher's wagon and rigged a bell on it to summon customers. At one time, there was also a chopping mill across the road from the school. W. Pritchard was listed as being the operator in 1907.

The first place of worship was located next to the cemetery. Erected in 1855, it became known as the Malahide Union Church and was open to all denominations. The early church was a frame building and had private pews with little doors. When the church was paid for, the little doors were removed. When the church became too small, a new brick edifice was built in 1887 north of the corners on the east side on land donated by a Mr. Cartwright. One of the conditions of the donation was that when the church fell into disuse, the land was to be returned to agricultural use. The brick church became known as the Calton Baptist Church.

The first school in Calton was a frame building on the site of the present Calton garage. It was erected in 1841 and not 1815, as some have stated. The first school served until 1860, when it was closed and a larger school was erected north of the corners on the west side of the road on land donated by the VanVelsor family. The second school encompassed S.S. No. 7 Malahide and S.S. No. 6 Bayham. The second school was used until a new one was built on the northeast corner in 1951. According to my records and an interview in 1951, the second school, which was frame, was given a brick veneer in 1915. It was used until 1951. The second school now serves as the Calton community hall. The third school, a brick structure of modern design, was built in 1951. It is now empty and up for sale. It was used for a time as a ceramic works. The 1841 school was moved from the original site onto John H. Timpany's property. It was once on the site of his fine old brick home, but for some time it served as a chicken house in the barnyard.

Lewis B. Precoor, who died in 1946 at the age of sixty-eight, assisted me in my research in to Calton. He was born in Calton on his father's farm on Lot 35. William, his father, settled near Richmond in 1828 and lived there with his parents until he was orphaned. William was then adopted by Dr. Mann and when he reached an age when he could take care of himself, the good doctor gave him \$900.00 to buy a small farm near Calton. In addition to being a farmer, he was sexton of the Otter Valley Cemetery for thirty-seven years. Lewis Precoor recalled the day when Bert McConnell was killed in his sawmill after he had operated it for only a year. The mill was located north of Calton in the valley. McConnell met his death on February 21, 1889, when the saw blade threw a knot and killed him. After his death, the mill was closed and moved to William Dennis's property. William Dennis was the father of John W. Dennis.

When I visit the old Smuck Cemetery west of Boyce's Corners on Concession 6 of Bayham Township, I often stand in deep thought by the grave of John W. Dennis, who died on July 3, 1915, just fourteen days before I was born. I try to imagine the terrible suffering this man went through before his demise. His father died three years before, throwing the burden of survival on his wife, Mary, and his brothers. John W. Dennis became the largest man to ever live in Elgin County. When he was eleven years of age, he weighed 200 pounds and when he reached the age of thirty-four (the last year of his life), he weighed 569 pounds. His waist measured 108 inches while his chest was 96 inches. When he died, the funeral service was held in a tent in front of the house because the specially made casket, measuring thirty inches in depth, thirty-six inches in width, and seventy-two inches in length, would not fit through the door. The body was conveyed to the Smuck Cemetery on a flat wagon. Twelve men were needed to carry the casket to its final resting place. The pallbearers were: M. Hotchkiss, W. Thomas, G.K. Marlatt, A. Meadows, G. Garrett, G. Kulp, R.F. Humphrey, J. Rychman, A. Kilmer, E. Smith, W. Weaver, and J.S. Smith.

Another recollection of Lewis Precoor was about a Mrs. Garner, who lived north of the McConnell sawmill. She collected wild herbs to treat sick people. One of her remedies for asthma was to burn pulverized skunk-cabbage leaves. This unusual lady supported herself by weaving rugs and carpets.

One cannot write about Calton without bringing in the McQuiggan story. I often refer to this part of the country as "McQuiggan Country". The following information was given to me by Peter McQuiggan of Calton in 1977.

Francis McQuiggan, Peter's great-grandfather, was born in 1790 in the parish of Arboe, near the little town of Arboe, County of Tyrone, Ireland. Francis, in his letters, signed his name McGuigon while his eldest son William signed his name McQuiggin. The other son, Salathiel (or Salethiel) signed his name McQuiggan. After he served his term as an apprentice weaver, Francis left home in 1806 and in 1808 joined the medical corp of the Royal Scots. He served in the West Indies and came to Canada to take part in the Battle of Queenston Heights and Lundy's Lane during the War of 1812. After serving for seven years, he took his discharge and was granted two hundred acres on Lot 6, Concession 3 of Bayham Township, west of Vienna. On the southern portion of the lot he erected a log cabin where he lived alone for ten years. At the age of fifty-three, he married Roseanna Beamen, daughter of Joseph and Ann Beamen. Roseanna was just twenty years of age at the time.

It is said that Francis McQuiggan on many occasions had to make the trip to Long Point for flour by ox cart. Because this mode of transportation was slow and tedious, he and a neighbour made a log raft to carry their grist to Long Point. A storm delayed them on the return journey and they were overdue a week or more. Meanwhile, Mrs. McQuiggan ran out of supplies and had to rely on a few berries and milk from the family cow to feed her family. Money was hard to come by. On occasion Francis McQuiggan would take his two sons, who were in their teens, to the field at sunrise to hoe the corn until sunset, all for twenty-five pounds of flour. Francis McQuiggan died on November 20, 1851, when he drove to Vienna to buy shoes for his son, William, and was caught in a heavy blizzard. He was later found frozen to death under an elm tree by a neighbour, Daniel Roe. He was sixty-one years of age.

Francis and Roseanna McQuiggan had eleven children. William, the eldest son, was born on the 30th of November, 1827. He was heir to the property and with his bride, Elizabeth Pressey, lived there for a year. The Pressey family was from Wiltshire, England. George Pressey, Elizabeth's brother, bought seventy-five acres from the government and built a frame house on Lot 4, Concession 3 of Bayham Township. In 1853 or 1854, he traded this property to William McQuiggan for fifty acres on Lot 6. So began the McQuiggan settlement.

In 1854, William McQuiggan built another house in which he lived until 1867, when he built a large home. He also erected a small home for his widowed mother on the north end of his farm. Later his mother married Jeremiah Taylor, a local preacher and wagonmaker, who on a visit to his sister in the United States, disappeared forever. Roseanna (McQuiggan) Taylor later moved to the home of her other son, Salathiel, at Straffordville, where she died in 1884 at the age of seventy-nine. In 1869, William bought land on the southeast quarter of the north half of Lot 4 from Enos Pressey for \$700.00, some land on the north half of Lot 5 from Mr. Saxton, and land on the northeast quarter of Lot 3 from John Marr. In 1876, he gave eighty-four acres on the east side of the property to his eldest son Albert. To Ozias, another son, he gave sixty-six acres on the west side of the property. The balance of the property he gave to his youngest son.

William McQuiggan had a heart attack and was ill for a time. He recovered and on February 17, 1885, he purchased land on the north half of the south half of Lot 5, Concession 3, from Wallace Raymond. He gave the southern half (twenty-five acres) to his eldest daughter Harriett, and the other half to his youngest daughter Ellen Jane.

Ozias McQuiggan of Calton had thirteen children, five daughters and eight sons: Mrs. John McAllister of Kinglake in Houghton Township, Mrs. Emery Dennis of Vienna, Mrs. H. Fugard of Vienna, Nora, Elta (who died when she was sixteen), Frank N. of Straffordville, John W. of Straffordville, Rev. William McQuiggan of Sombra, George C. of Tillsonburg, Daniel L. of Straffordville, M.H. (Pete) of Calton, Archie of Vienna, and Salathiel of Delmer.

Records Elgin's worst snow storm

Area man's diary yields much about rural life in 1880s

Are prices getting you down these days? Back in 1885, 17 cents would get you a pound of butter, 80 cents, 10 yards of cotton, or seven cents, one plug of tobacco.

These are some of the facts found in the diary of a Bayham Township man who made a daily entry from 1884 to 1889. Ozias McQuiggan gives an intimate and simple look at rural life almost 100 years ago through the pages of his personal diary.

Peter McQuiggan, one of his remaining sons, said he didn't know the diary existed until long after the death of his father. When one of his brothers loaned him the diary, he typed it into a 90-page booklet for family use complete with explanatory details.

Mr. McQuiggan explained that Ozias was the grandson of Frances McQuiggan who was born in County Tyrone, Ireland, and settled in Bayham Township in 1815 after serving in the British army and having

fought in the Battle of Lundy's Lane in the War of 1812.

FOUND DEAD

Mr. McQuiggan said in the back of the diary that "on November 20, 1851, Frances McQuiggan was found dead. It was a stormy night, and while walking home from Vienna, he wandered off the road and was found frozen the next morning by Daniel Roe beneath the roots of a large elm tree that had blown over."

William McQuiggan, eldest son of Frances fell heir to his father's property by law and, when he became ill in 1876, he divided his land amongst his children. Ozias was given 66 acres.

Other explanatory notes in the back of the diary say that on March 1, 1882, Ozias, second son of William, married Sophia Amelia McCauley of Vienna.

Peter McQuiggan writes that "my father Ozias was working on a new house when they were married and as Father worked on the house, Mother took some

boards and made a table on which they ate their wedding supper."

Ozias had been married about 2½ years when he started his diary. Why he began and ended when he did, no one knows. But it yields much about the history of the area including births, deaths, weather, prices, a bit of politics and even the occasional murder.

The sentences are short and brief, lacking in sentiment and emotion. A typical entry, made on January 16, 1886, reads:

"It rained. I was up to the store and bought off McGregor sugar, 50c, tea, 25c, cotton, 25c. I gave him \$2.30 to send for two newspapers, The Journal and the Free Press."

Prices and daily chores are mentioned in almost every entry. Pork was much cheaper than today from an entry on December 18, 1885.

"Albert took my old sow to Tilsonburg. Got \$15.00 for her. She weighed 275 pounds."

The winter of 1886 must have been especially harsh.

"April 6, 1886 — I did nothing but the chores. It snowed all day. The biggest snow storm I ever seen. And the wind blew the hardest, I ever saw it from the northeast. It blew down my big, crooked pine tree."

Peter McQuiggan writes in the back of the book about that entry: "This is still the record snowfall for this district. In one day and night it snowed six feet of snow. My father said when he went out to do the chores in the morning he walked right through the tops of the apple trees. It was all gone in three days."

Ozias and his wife, whom he called Sofa, had 13 children. He was living in his own home when he died and some of his children were with him. He had a light stroke and lived about three days. Then, without any warning, he passed away on February 12, 1933 at the age of 76. He is buried in the Calton Cemetery.



CAMPBELLTON

(Campbelltown)

This little corner settlement in Dunwich Township came into being when the Postmaster General established a post office there. Because Robert Campbell was the first settler (Lot 7) and had donated land for a church, a school, and a store, it was only natural that the place became known as Campbelltown or Campbellton.

It is believed by many people that the post office was not established until 1875. The 1864 Tremaine map shows an unmarked area while the 1877 Page map describes it as Campbelltown with a church, a school, two stores, and a blacksmith shop. According to an 1873 newspaper clipping, there was a general store on these corners operated by Neil W. McBride. He was twenty-nine years of age at the time and was married to Charity. She died in 1885. The clipping states that he operated a post office; this information conflicts with the postal records in Ottawa. Bruce Hillman states that the general store and post office were operated by his great-uncle, Basil Turner, prior to the 1900s. According to a 1906 business directory, the general store and post office were operated by Samuel Sowden.

The only thing left of this little settlement is the S.S. No. 19 brick schoolhouse, which was built in 1888 on the site of the old frame schoolhouse. It is now the residence of R. Drake. The district burial ground is north of the corners on land donated by John Kerr, an early pioneer who came from Dumfries, Scotland.



CARTER'S CORNERS

(Carter's Sideroad)

The hamlet of Carter's Corners is located just east of the Bayham and Malahide Townline in Malahide Township. It was named after the Carter family who settled on Lot 30 and 31, Concession 6, now No. 3 Highway. Henry Carter donated the north section of his land for the erection of a frame school in 1868; it became S.S. No. 14 and was in use for many years. After it was closed, it was empty for many years until it was sold and converted into an attractive dwelling.

Across the road on the northwest corner, a Baptist chapel was erected in 1861. There were Baptists in the neighborhood as early as 1815 when the Baker brothers, Samuel and Jesse, arrived from New Brunswick. They were followed by the Pounds and Wards and a number of others. Soon after his conversion and baptism, Samuel Baker was licensed to preach. In addition to farming, he looked after the spiritual needs of the settlers here and in other nearby centres. The first meetings were held in the Baker barn during the summer and in the Baker home during the winter. During the summer of 1829 ("reformation summer"), revival meetings were held in this and neighboring communities. They resulted in a large number of conversions out of which the Baptist group received twenty-five new members.

A second wave of religious fervor occurred a few years later with the same results. For several years the meeting place was the Carter school. It was here in 1849 that Elder Baker and Jonathan Williams converted a large number of people, over twenty of whom were baptized. In 1855, thirty-five Baptists applied to the Aylmer church for letters of dismissal to organize a regular church of the same faith in their own community. A meeting was held in the Wesleyan church at Richmond and Rev. J.P. Hall was chosen as the first pastor. He had recently arrived in the area from Vermont. One of Reverend Mr. Hall's converts was Americus (Americus) V. Timpany, who became a missionary and went to India. After the organization of the Baptists, the congregation continued to hold its meetings in the Carter school until 1860, when plans were put forward for the erection of a chapel.

Reverend Mr. Hall did most of the carpentry work on the new chapel. The church was dedicated on January 18, 1862, in a service conducted by Reverend Messrs. George Wilson, J. Thomas, D.W. Rowlands, and Abraham Smith. Hall remained as pastor until 1864, when he resigned and returned to Vermont. Rev. George Mason took over the pastorate in 1876 and remained until his death in 1901. The church was closed in 1963 and dismantled.



*Malahide and Bayham Baptist Church,
east of Aylmer on Highway No. 3.*

BAPTIST CHURCH DEMOLISHED—The Malahide and Bayham Baptist Church, east of Aylmer on Highway 3, is currently undergoing careful dismantling for eventual moving to Tillsonburg where it will be reconstructed as a house. The church, the history of which goes back to 1855, was sold last year following the separation of church members to larger centres in Richmond, Summers' Corners and Aylmer.—(T.-J. Aylmer Bureau Photo)

AYLMER — Death and re-birth are often matters for the theologian or the occult, but when it concerns age-old churches it becomes a matter of public sentiment. So it is with a small picturesque white frame church now 110 years old, east of Aylmer on Highway 3 currently undergoing dismantling.

The church, the Malahide and Bayham Baptist Church, "died" over a year ago when the congregation separated to join larger more central churches at Richmond, Summer's Corners and Aylmer. However, the church was not to be left unwanted as a building. It was purchased by William Lang, R.R. 1, Aylmer, who intended to turn it into a machine shed. Mr. Lang was unable to move the building to where he wanted it and in turn sold it to an unnamed buyer in Tillsonburg.

The building is now undergoing careful dismantling, each board being pried off and set in a pile, to be later reconstructed as a house. Thus begins its re-birth.

Records of the church were last maintained by Mrs. Russell Abell, R.R. 1, Aylmer, until it was sold. The records were then sent to the Baptist College at McMaster University, in Hamilton. However, Mrs. Abell has kept some of the news items that appeared in 1955 when the church celebrated its 100th anniversary.

It recalls that the Rev. T. D. Augustine was at the time the minister of the church and that the anniversary service was preached by Rev. T. Timpany, of Toronto, a fifth generation descendant of one of the church founders.

Prior to its founding in 1855 and its first minister Rev. J. P. Hall, the Baptist community of the area has a history stretching back to 1829 when meetings were first held "in the Baker barn in the summer and in members' homes during the winter." For several years the congregation met each Sunday in the "Carter's school across the road from the present church site."

Mrs. Abell said the very strong mission circle activity of the church began soon after it was founded, and what was left in the church funds' and money gained from the sale of the church was sent to the Mission Board of the Baptist Church in Toronto. Mrs. Abell was clerk of the church when it was sold. Rev. Robert Price, of Eden, was the final minister in the history of the building.



CHURCHVILLE

There is a little-known corner settlement in Aldborough Township on the Kerr Sideroad called Churchville. The name came into being because at one time there were three churches and three cemeteries located at the crossroads of the eleventh concession and the Kerr Sideroad.

In 1827, Robert Kerr came from Scotland with his wife Jannette and his sister Isobelle, and settled on Lot 12 on the eleventh and twelfth concessions in Aldborough Township. Kerr later gave a portion of his land to his sister Isobelle and a portion for the erection of a school (S.S. No. 3). Isobelle Kerr lived on her farm until her death in 1896. She outlived her brother and his wife by about six years.. The farm was carried on by Robert's son John until his death in 1927. The little creek that winds through the countryside and empties into Lake Erie became known as Kerr's Creek.

It seems that life in the early days was precarious. According to the silent testimony of a granite monument in the New Glasgow Cemetery, five of Robert Kerr's children died in their early childhood:

Henrietta — November 6, 1861, age 1 year
Isobelle — April 24, 1868, age 5 years
Maria — March 15, 1873, age 2 years
Adaemiline — February 1, 1875, age 2 years
Alexander T. — February 5, 1875, age 8 years

The early settlers who took up land at Churchville came in the late 1840s. They were of the Lutheran and Evangelical denominations. Later Roman Catholics arrived. It was only natural for each denomination to want to have its own house of worship. This resulted in the erection of three churches and the establishment of three different cemeteries. In 1860, Henry Sauer began giving services for the people of the Evangelical faith. He came from the Fort Erie district and travelled by foot or by horse to bring the Word of God to the people. He held his first meetings in various homes until the Canada Company granted land for a church. In 1861, a church was built by Solomon McColl of Brock's Creek and Adam Baker, who was a mason. It answered the needs of the forty souls who attended the church until the congregation grew so large that the church had to be replaced by a larger one in 1876. The edifice was erected by J.J. Mistelle, who was a contractor. Later a parsonage was built behind the church. The original church was moved west on Silver Street and converted into a drive-shed. In 1892, a Sunday School was opened at S.S. No. 15, better known as the Chestnut Grove School. This school was erected in 1890 and at one time had seventy pupils. In later years the number of pupils dwindled down to twenty. The school was closed in 1964. The Sunday School was held here for a few years by a number of laymen. The Emanuel Evangelical Church at Churchville was destroyed by fire when the tall and stately spire was struck by lightning on September 19, 1948. The congregation then joined its sister church in Rodney. The only place of worship that was located at Churchville in 1983 was old St. Henry's Roman Catholic Church, which was lovingly looked after by the congregation of St. Mary's Church, West Lorne.

CLACHAN

The name Clachan is derived from the description of the topography of the area, which is gravelly in nature and is a by-product of the glacial periods. Clachan is located in Aldborough Township.

The first group of settlers came here in 1820. They were the Gibbs, McKillops, Scotts, and Alexander Campbell and family, all natives of Scotland. The early settlers used the Thames River to float logs down to Chatham to be processed and sold. The sale of timber helped to tide them over until they had built their log farmhouses and barns, and cleared their land. The log buildings were erected without the use of nails because nails were scarce and expensive. Because there was no creek nearby to create a dam to power a saw or gristmill, the local people used the sawmill on Fleming's Creek (Lot 1, Gore Concession), which was operated by Neil and Dugald Walker. This mill supplied the lumber for the Baptist Church in Rodney. Late in the 1870s, a steam-powered sawmill was established on the east side of the road at Clachan. The other milling centre was in the village of Canton (later called Cashmere) which was located north of Clachan and north of the Thames River on the border of Aldborough Township and Middlesex County. This little village became very important to the early settlers who lived in the northern part of Aldborough Township even though it was located at the junction of Elgin, Kent, and Middlesex Counties.



Oak Grove School, Clachan.

The Clachan area was without a school until 1852, when Daniel Campbell was engaged to build a log school on Lot 5 on Martin's Knoll, which is on Black's Lane. It was constructed of logs, with one door, three windows, and a fireplace and chimney made of clay and stone. Inside, there were wooden benches without backs and no desks. It is claimed that the average attendance was twenty pupils. The first teacher was John McColl, who received a salary of \$12.00 a month. The log school was abandoned when more settlers with large families arrived. A large frame school was erected on Black's Lane between the second and third concessions in 1863. Because the school was surrounded by oak trees, it became known as the "Oak Grove School". According to the

records of John McLeod, 152 pupils attended the school in 1881. When the farm work was done in the fall, the older boys returned to school for the winter to further their education. In most cases these boys were big and strong, and it required a great deal of skill and courage to discipline them — usually the birch rod was used with great effect. I recall the sting of the rod as a boy. The frame building was replaced by a two-storey brick schoolhouse in 1891. It was constructed by Henry McKay of Clachan, who hired William and Robert Scott to do the carpentry. The building was first heated by natural gas from a gas well in the playground. Wood was used when the gas petered out. Finally the heating system was converted over to fuel oil. Old S.S. No. 10 was closed in 1964, a victim of the central school system.

The Aldborough Plains Baptist Church was erected on the southeast corner of the third concession on Lot 5 in 1872. It was used for seventy-six years, and then was moved to Clachan in 1948 and renovated. The old church site was purchased by the late Garnet Long, who built a cottage there. I received this information from his widow, Anne Long. The Clachan community hall, located on the east side of the townline, was built in 1914. It is the centre of all social activities and the meeting place, I believe, of the Women's Institute.

There were two general stores located at the corners; the first one was located on the southeast corner and was operated by John Campbell. Orford Township (Kent County) historians claim he first opened his store on the west side of the townline but I found in old Kent County records that this site was taken over by D.D. McColl, who established a machine shop and pump factory in 1871. He settled on Lot 26, Concession 11 in Orford Township, having come here from Brantford, where he was born in 1841. The store was eventually closed, the building was torn down, and a garage was built on the site. The second general store was located on the west side of the road on land purchased from McColl by John Trestian. At his death, his son carried on the business and later sold out to Leon Cross. The old store building is still standing but it is used as a secondhand auto parts warehouse by a Mr. Brenan.

According to the 1865 directory, Clachan had a wagonmaker and blacksmith by the name John Campbell, and a blacksmith's shop and general store run by William Gill. John Scott was a builder. William Gill's blacksmith shop was eventually purchased by a Mr. Meyers, who in 1919 sold out to F. Kelly. Kelly operated the shop until the automobile came and the shop was turned into a garage. The shop actually closed during the time of the last operator, Hank Elwin. I must clear up a point here regarding the location of Elwin's shop. It was not on the southeast corner but next to the post office. Both buildings were torn down.

The first post office was established on the west side of the road north of the general store in 1858. According to the 1864 Tremaine map, the post office was located on Lot 10, Concession 3, now the corner lot at the intersection of Elgin Roads No. 6 and 3. The 1877 Page map of Aldborough Township shows the post office at the intersection of the third concession and the townline road. In an essay written in the 1890s, Angus A. McLean states that the first post office was located on Lot 4, Concession 2. I think this is a mistake as Concession 2 was but a trail in the mid-1870s. It is recorded that the postmaster in 1866 was Fred Sticker. The post office was closed in 1915.

During the 1850s, it was discovered that there were natural gas and petroleum deposits in the area. During the oil strikes in Lambton County, the countryside was pock-marked by hand-excavated wells. Many of these wells were the means by which livestock and wildlife perished. There is a story about an oilfield worker at Oil Springs in Lambton County who, at the end of his work, collected his pay, said to amount to \$350.00. Deciding to take a holiday, he walked across the countryside in the direction of Bothwell and was never seen again. It was believed by the old timers that he was a victim of foul play or else that he fell into one of the uncovered oil-wells. The mystery was never solved. The problem of uncovered oil-wells became so serious that the farmers later took it upon themselves to fill them in.

Military relics were discovered in the district north of Clachan. They are relics from the battle at Moraviantown, Kent County, where General Proctor was forced to retreat by General Harrison's forces during the War of 1812.

My interview with Anne Long in 1978 about Clachan and Canton was most informative and gave me much material to go on. Anne Long was the daughter of Archibald Purcell, one of the first settlers of Clachan. Her father, along with Dugald McLean, donated land for a cemetery after the death of a child. Purcell came to Canada as a boy with his parents in 1848. The Purcells were natives of Argyleshire, Scotland. They settled in Dunwich Township, near Port Talbot. When Dugald reached maturity, he purchased land at Kintyre and became a farmer, later moving near Clachan. In the McLean-Purcell Cemetery one can see the last resting place of these hard-working, honest people. Headstones were erected in the memory of Archibald Purcell, his wife Catherine McLean, Archibald Purcell, Jr., Colin R. Purcell, Dugald Purcell and his wife Janet, Duncan Purcell and his wife Ellen Weaver, and Edmund Purcell and his wife Lacinda.



Clachan, looking north.

Notes

1. This map, and all other 1877 Page maps of Elgin County, can be found in the *Illustrated Historical Atlas of the County of Elgin, Ont.*, by H.R. Page & Co., Toronto, 1877 (second reprint edition, 1976).



CANTON and CASHMERE

To tell the story of Canton, in Dunwich Township, one has to tell the story of its founder, Singleton Gardener and his sons, William and James. Gardener, a native of Armagh, Ireland, first settled at Port Talbot in 1816 and shortly after purchased one hundred acres from Colonel Talbot at \$3.00 per acre. The land was located at what was later known as Bobier's Corners, and had an unfinished cabin on it. For an additional \$200.00, Gardener built a tavern and was in business until 1824. After he was settled, he was joined by his brother-in-law, Henry Coyne.

The summer of 1816 caused much hardship for the early settlers, and became known as the Black Summer. After a difficult winter, the settlers found their larders low but had high hopes of a successful summer. However, only ill luck was in store for them, for their corn and buckwheat crops were destroyed by snow and frost on July 6 and again on August 24. The people found themselves in a tough situation because the grain stores were low and those who had some grain had no place to go to have it made into flour. All the mills in Elgin County had been destroyed by the American renegades who invaded the country during the war of 1812. In 1897, D. Misener of Welland recalled that summer when snow fell to a depth of three to four inches and levelled the fields of wheat as if they had been flattened by a roller. The people had to rely on greens found in the woods for food. Singleton Gardener recorded that there were a scarcity of food throughout the settlement and that he found it necessary to travel to Buffalo for flour, where he purchased a barrel for \$12.00. (Prior to this arduous journey in an open boat, which took ten days, he had purchased four and half bushels of wheat for \$9.00 and hired a man to grind it, a task that took seven days and cost \$7.00.) When Gardener landed in Buffalo, he found the city in the same predicament as his home territory. Many of the families were without money to purchase what flour was available; therefore, some were without bread for two months.

After Singleton Gardener sold his farm and tavern, he moved his family to Mosa Township in Middlesex County, where he purchased several hundred acres from Thomas Matthews in 1825. Here he built a dam across the Thames River and a sawmill and gristmill along its banks. He also built an inn next to his home on the Longwood Road. When Gardener died in 1834, his eldest son William took over the mills and inn, assisted by his brother, James. The inn was a favourite stopping place for many travellers on the way to York from Sandwich in Essex County. One of the delighted guests was William Baby of Sandwich.

William Gardener visualized a village in the bosom of the valley and in 1856 engaged Crosbe Brady to survey the land into village lots. One year later, Canton had a population of one hundred people with a post office operated by E.M. Heal, two taverns (one operated by Henry Fleming and the other by Christopher Hendershott), a carding and gristmill operated by James Gardener, two more sawmills and a blacksmith shop operated by William Gardener and Singleton Gibb, a sawmill operated by George Fleming, a sash factory operated by a Mr. Bennett, a cabinetmaker's shop operated by Charles Hawkins, and another blacksmith shop operated by John Meloch. William Gardener died in 1860 and the mills passed on to his brother, James, and James E. Wood. James Gardener carried on his business for ten years, then sold out and retired to Chatham.

The coming of the railroad spelled doom to this little village. By 1888, the population was down to sixty people. George Mansfield was the postmaster and general merchant; Michael Dixon had a flour mill, and John Ferguson had a grist and carding mill. The door, blind and sash mill was operated by James E. Wood. Hector McNeil, who settled here in 1857, owned the wagonmaker's shop. When Professor Blot visited it in the 1880s, he found Cashmere to be the best example of village decline from Canada's pre-railway days. He stated that the pretty village was in ruins and that its inhabitants had literally gone fishing. (The mill dam had given way and become a popular fishing spot, hence the name of "Suckertown".) The village lots were reverting to farm land owned by Singleton Gibb. In 1898 the executors of William Gardener's estate sold Gardener's gristmill and Gibb's sawmill and yard. In 1910 the old Gardener gristmill and property passed to John S. Gibb, thus giving him ownership of all 108 acres of the east half of Lot 28. In 1911, Archibald D. Patterson purchased the land. It is now owned by Finlay Patterson.



Early Families

The story of the first settler of Elgin County has been a difficult story to unfold because it involves the Gardiner (Gardener), Gibb, and Fleming families, and the ghost town of Cashmere. The difficulty was multiplied by the lack of records, the removal of old headstones from one of the Fleming burial plots, and in some cases the finding of graves that were once indicated by cedar headboards. (Some graves had been marked with wooden headboards until the people could afford a stone marker. Some never got around to it because of the lack of money or because they lost heart and moved away.)

I remember the thrill of visiting the old Fleming family cemetery located on a high knoll on the south bank of the Thames River, north of Clachan (Lot 6, Concession 1, Aldborough Township). It was a very hot day in the summer of 1976 when I came across the burial ground, which was almost completely hidden by a heavy growth of underbrush and weeds. I had on this occasion canoed upstream from the site of Cashmere, found the site of the burial ground, and stayed there until sundown with my favorite companion, my little dog. While here, I sensed the loneliness of the location and could easily imagine what it must have been like in 1796 when the only human to be seen was the occasional Indian. The early settlers lived in complete isolation for over fifteen years until the War of 1812.

The township of Aldborough was surveyed in 1797 and was named by the surveyor after his home town in Suffolk, England. At the time most of the township was swamp, a reminder of the last glacial period. From 1813 to 1816 no settlers came to Aldborough. Then Colonel Talbot had a military road cleared from Fort Niagara to a fort in Sandwich, Essex County. The Colonel laid aside the northern section of the township for the Irish and the Scotch.

In 1793, when James and Barbara Fleming and their two children settled on Lot 6, Concession 1, the nearest settlement was Fairfield, a community of Delaware Indians who had been converted by a Moravian religious order. Located on the Thames in Orford Township, Kent County, it consisted of fifty homes, a church, school, and some shops. This hamlet was destroyed by American invaders during the War of 1812. After the killing of Tecumseh in October of 1813, the Indians fled eastward to Burlington, where they remained until after the war. They then returned and built a new Fairfield on the south side of the Thames River in 1815. The Moravian Reserve is located east of Thamesville.

Colonel Talbot issued a special invitation to the Scottish Highlanders who were located temporarily in Caledonia, New York. In 1816 they began to arrive in Aldborough. One of the first was Captain Archibald Gillies, who settled on Lot 1 on the Talbot Road, which then was a blazed trail. He was followed by fifteen families in 1817.

James Fleming, native of Ireland, settled at Fort Erie and became a trapper travelling the watersheds, one of his favourite being the Thames River watershed. When Governor Simcoe decided to explore the Thames River, he engaged Fleming as a guide. They met at Detroit and explored the Thames River and surrounding areas in 1793 and 1794.

Fleming's wife Barbara was the daughter of Henry Windecker, a United Empire Loyalist who came to Fort Erie in 1789. Barbara was twelve years of age at the time. James and Barbara had two daughters, Hannah (born May 5, 1794) and Dolly (born November 25, 1795) while they lived in Fort Erie. After they settled in north Aldborough, their first son Henry was born on March 23, 1798. He was the first white child born in Elgin County. Henry later became a mill operator and hotel proprietor in the village of Cashmere. Their second son Andrew was born on March 24, 1800. He married Francis Ward and took up farming in Mosa Township, Middlesex County. In 1866 he moved to Chatham Township, Kent County, and farmed there until his demise on December 5, 1884. He was the father of four sons and eight daughters. James Fleming



Fleming Cemetery, a quiet spot in Aldborough Township where James Fleming, his wife and children are buried. Located on Lot 6, Concession 1, overlooking the Thames River.

and his wife brought into the world five sons and seven daughters. Of the twelve children, only the first two were born outside Elgin County. The education of the Fleming children was a problem, but it was accomplished in a limited way by a Mr. Ward, who was known as "Commissionary Ward". He was one of the Wards of Wardsville. Very little is known about the man who settled near the Flemings in 1805 on either Lot 5 or Lot 7. It was said that he was an American trapper and when the War of 1812 broke out he returned to his country.

The War of 1812 was hard on the Fleming family because they were driven from their home by General Harrison's invading army and their log cabin was burned. The Flemings settled in Dawn Township, Lambton County, on land granted to Mrs. Fleming because she was of United Empire Loyalist stock. This was Lot 17. The land was very remote, and after a number of years, the Flemings returned to their first settlement.

James Fleming was an Episcopalian while his wife embraced the Methodist faith after becoming a convert of Reverend Bangs. In 1838, death called James Fleming and he was buried on the land he had worked for forty-four years. When Barbara Fleming died in 1866 at the age of eighty-eight years, she had seventy-one grandchildren.

James Fleming, Jr., inherited the farm. He had married Ann Gibb in 1831. Ann was the daughter of Captain James Gibb, a native of Fettercain, Scotland, who with his wife and part of his family came to Mosa Township in 1830. Captain Gibb left his brother, John, in Edinburgh. James Fleming, Jr., became a successful farmer and cattle raiser, introducing shorthorn cattle into the district. He died in 1848 at the age of thirty-eight, leaving a widow, four sons, and two daughters.

One of his sons, Charles D., was born in 1833 and died in 1856 while attending school. Rebecca, the eldest daughter, was born in 1835 and became Mrs. James Gaskerville of Chatham. She died in 1889. Catherine, the youngest daughter, was born in 1845. She became Mrs. Samuel Holmes of Chatham. Robert Gibb Fleming was born in 1837 or 1838, received his education at Wardsville, and became a teacher. In 1868, he returned to the old farm. In 1871, he entered the

foundry and agricultural machinery manufacturing business with the firm of Erritt and McLeod. In 1882, when the Chatham Harvester Company was formed, he was made secretary-treasurer and remained so until 1889. He also was treasurer of the city of Chatham. Robert also found the time to become reeve of Aldborough from 1876 to 1880. When he died on April 3, 1919, he was survived by his wife and one son, Carl, who took up residence in Chicago. Robert Gibb Fleming left behind two brothers: Dr. D.G. Fleming of Chatham, and J.W. Fleming of Blenheim.

J.W. Fleming was born on February 18, 1843. In 1877 he and his wife, Dianne Hosner, moved from the old homestead on the Thames to Lot 20, Concession 5 of East Dover Township, Kent County, where he lived until 1903, when he opened a hardware in Blenheim. I have not been able to determine exactly how many children he had. Charles D. Fleming moved to Detroit. Harry M., born in 1881, became a teacher, and married L. Gertrude Brown. One of Harry's sons, Neil, died in 1930 at the age of sixteen. Another of Harry's sons, John T., became a furniture dealer in Blenheim. Harry M. Fleming died in 1963. A Mrs. Fleming died in 1943 at the age of fifty-nine.

James G. Fleming of Blenheim, another of J.W. Fleming's sons, was often confused with James C. Fleming, who was the son of Andrew Fleming. Andrew Fleming was born on January 27, 1846, on the old homestead in Mosa Township. When he was twenty-two years of age, his family moved to Chatham Township, leaving him on the old homestead to look after his aging parents. In 1885, he was elected to the Chatham township council. He was the township clerk in 1887, and was appointed treasurer in 1902. He married Mary Rutherford and had three children: Margaret Frances, Jean Isabel, and Andrew James.

Andrew James Fleming had twelve children: Mary (Mrs. James Banning), Ann, Peter F. of Missouri, George of California, Andrew Miles of California, James C. (who later became treasurer of Kent County), Sarah J. (Mrs. William Merritt of Chatham), Maria F. (Mrs. Allen), Elizabeth (Mrs. Augustus Thrasher), Magdalen, Amanda (Mrs. Dollen), and Melissa (Mrs. Seward). When Andrew James Fleming died he was buried in Arnold Cemetery at Louisville, west of Kent Bridge on the Thames River. An old book lists a J.C. Fleming as living on Lot 15, Concession 1.

David Gibb Fleming, son of James W. Fleming, was born on his parents' homestead in 1840. He took four years of grammar school at Wardsville and one year at Victoria University, Coburg. From there he went to Dr. Rolph's School of Medicine in Toronto. Between sessions he was a student of Dr. John Fulton of Fingal. In 1868, he obtained his doctorate, went to England and trained under Sir William Ferguson and Sir Andrew Clarke, earning his M.R.C.S. in Scotland he received his L.R.C.P.L.M. At the age of thirty-four, he returned to Chatham and set up his practice on February 14, 1870. He married Lucy Marion McKellor, daughter of the sherriff of Wentworth. She was born on March 1, 1855, and died on July 27, 1879, leaving one daughter, Marion Jean McKellor of Chatham. Dr. Fleming was the promoter of the Chatham Dredging and Construction Company, which was instrumental in salvaging some twenty-five thousand acres of land out of the wetlands of Kent and Essex counties by means of dikes. He was president of the company for fourteen years. Dr. Fleming married twice, the second time to Catherine E. Holmes, who was born in 1845 and died in 1887. He passed away on March 16, 1921.

The original Fleming land on the Thames was owned by Robert Fleming when the east half was sold to Samuel Snyder of Waterloo County in 1875. The west half James Fleming, Jr., sold to Duncan Taylor in 1877. The last time I was there the property was owned by Mr. and Mrs. Roy Alderton.



COPENHAGEN

This small settlement is located in Malahide Township south of Dunboyne on the way to Port Bruce. It is a collection of neat and pretty homes with an appliance store located on the northeast corner.

The first settler was Charles Kuntze, a native of Denmark who came to Canada at the age of forty-two and purchased two hundred acres on Lot 11, Concession 2, in Malahide Township. The area was at the crossroads of the lead roads to Port Bruce, Jamestown, Davenport, and Port Burwell, and also a busy road to Colonel Abraham Backhouse's mill. At the mouth of Silver Creek Kuntze built a hotel that was known as the Copenhagen Inn for many decades. John Backhouse stated that the settlement was known as Kuntze's Corners until the establishment of a post office there, when it was renamed Copenhagen. Kuntze's son, Charles, became an athlete and was a champion rower. When Charles Kuntze's health declined, he sold out to Henry Prouse, who for many years operated the hotel until he sold his property to Thomas Wonnacott. The hotel and general store was operated by George and Thomas Wonnacott, who were from Devonshire, England. Later George Wonnacott opened a general store in Port Bruce and operated it along with the store in Copenhagen. It is claimed that George also had a blacksmith shop in Port Bruce and that it passed down to his son, William; it was located on the site of the old bridge on the east side of the south end of the bridge. George Wonnacott was in business in Copenhagen and Port Bruce for forty-one years. His son and daughter took over the business outlets. In the 1905 business directory Charles W. Wonnacott is listed as the postmaster and operator of the Copenhagen general store.

Copenhagen's business section in 1876 consisted of a blacksmith's shop, a wagonmaker's shop, a shingle mill, a hotel, a general store, and a post office. The post office was closed in 1914. The blacksmith's and wagonmaker's shops were located south of the general store on the west side of the road. According to Mrs. William McGee of Copenhagen, the last person to operate the blacksmith shop was George McDonald. The old frame general store on the west side of the road was still standing before World War II. Last operated by Charles W. Wonnacott, it was dismantled in 1949. The old tollgate south of Copenhagen was dismantled in 1974. South of the blacksmith shop and opposite the little school was a shingle mill. The site was later occupied by William McGee's cottage. The school has been converted into a dwelling. The old hotel served the public for years after the old general store was closed. By 1937, Wilton Tate had purchased the old building, moved it back from the edge of the road, and completely renovated the interior. He recalled the immense battered bar counter in the old bar room and the floor in front of the bar, which had been worn thin by the customers.

Mrs. William McGee recalled that Copenhagen at one time had two churches in addition to the old Methodist church. They were the Episcopalian and the Wesleyan churches, both located east of the corners. When one of them fell into disuse, it was dismantled and some of the material was used in the building of the Methodist church in 1888.

Land for the Copenhagen United Church was donated by Rev. Walter Livingston Brown in the fall of 1871. A new brick church was built on this land (north of the corners on the west side of the road) in 1888. It was built next to the old frame church. Amasa Wood of St. Thomas donated money toward its construction and an edifice thirty-two by forty-five feet was erected.

The masonry was done by Henry Prouse and the carpentry by J. McTaggart. Rev. J.W. Foy of Dunboyne and Rev. J.E. Moore of Centreville (Luton) officiated at the dedication. The trustees were A. Swartz, H. Percy, P. Gillet, R. Jones, A. McTaggart, F. Corner, J.A. Burdick, W. Wiley, W. Percy, G. House, Frances Tufford, J. VanSlyke, G. Wilson, J. Heffer, T. McGinnis, John R. Backhouse, T. House, and M.E. Lyon.

The Copenhagen United Church was connected with the Sparta church but due to the difficulty in crossing the gully, it was transferred to the Malahide circuit. In 1900 land was obtained for a drive-shed. The old frame edifice was sold and moved to Aylmer and located on 289 John Street south in 1931. The Copenhagen church closed in 1957. The trowel was removed from the cornerstone and placed in the Dunboyne church. In 1961, the pews were moved to churches at Dunboyne, Summer's Corners, and Corinth. The pulpit went to the Sunday School at Port Bruce. In 1964, Gordon Jones purchased the property. The old church was dismantled in the fall of 1979, the material being used to build a house.

Copenhagen once had a temperance hall which was built in 1892. It was a frame building measuring twenty-six by fifty feet. The cornerstone was laid by John House. The hall was used by various organizations such as the A.O.U.W. Then interest dwindled and the hall was sold in 1914.

The first school was erected on the property of Peter Jones, Mrs. McGee's grandfather. When it outgrew its usefulness, it was moved into the hamlet and connected onto the rear of the general store. A new brick school was erected on the southeast corner; it is now used as a residence.



CORINTH

(Jones's Corners)

I will begin my story of Corinth, Elgin County's youngest village, by relating a fantastic story about it. The story was circulated throughout England by an Englishman returning from a visit to Canada. The Englishman had visited the Firbys of Corinth, and when taken on a tour of the district, he was amazed to see what appeared to be bars of gold lying unguarded in the fields. As a result, he spread the story that Canadian farmers were so wealthy they left their surplus gold out in the fields. The so-called gold bars, the Englishman observed, were nothing but piles of golden corn left out in the fields. One of those who heard the story was my father, who left England with his bride and settled in Corinth, working as a farm hand for Jackson Firby before moving to Saskatchewan in 1912.

Corinth's first settler was John B. Jones (warden of Elgin County, 1861-62), a native of England who first settled in North Carolina. A veteran of the War of 1812, he obtained a grant of land on Lot 6, Concession 9, Bayham Township, and built a home there with his wife Phoebe. After clearing some of the timber, he erected a sawmill on Gilmore Creek. It was powered by a flutter waterwheel and operated a vertical blade saw. The mill turned out four hundred feet daily. Jones assigned a portion of his land for burial purposes; in later years the bodies were exhumed and reburied at the Best and Firby Cemeteries.

Corinth, as it became known in 1867, was surveyed into village lots from land once owned by Capt. John Borbridge and Edward Borbridge (sons of H. Borbridge of Dublin, Ireland, who settled on Lot 5, Concession 9). The Borbridge brothers had inherited the land after their father died on December 7, 1849, at the age of ninety-three.

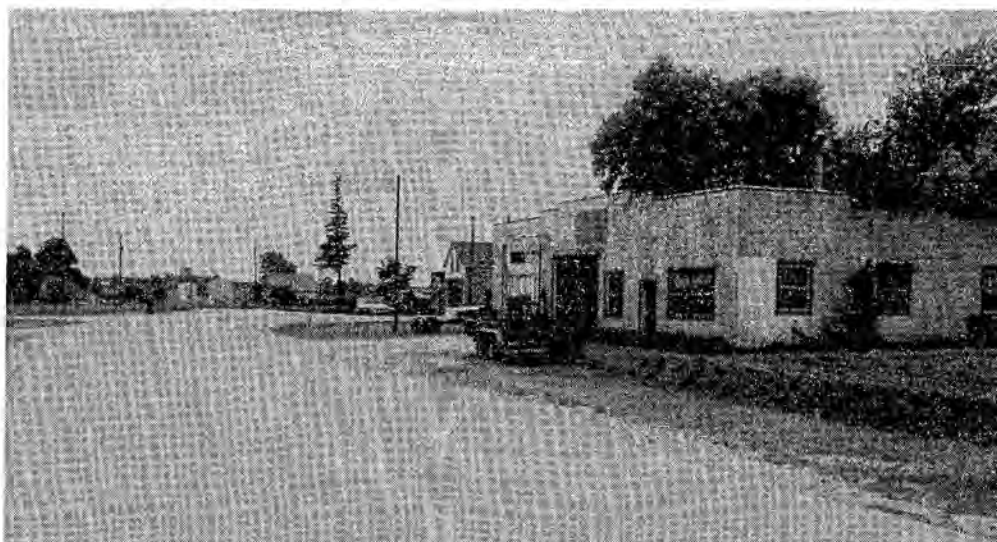
Schools

The first school was built on Lot 1, Concession 10 in 1835 by Daniel Moss on part of his property. It was a log building with two windows and a fireplace. The fireplace had a stone base while the rest of it was of clay and sticks. The sticks were used to make the outer form with the clay being packed within. The desks were the usual for the time — benches around the walls made of sliced logs or rough planks fastened to the walls with wooden pegs. The exterior construction was similar to that of the school at Lawrence Station, being made of dovetailed logs with the chinks filled with mud or clay, and the roof being made of log slabs held down with heavy logs that were tied down by willow withes. The Mavour spelling book, the English Reader, the writing book, and the arithmetic book were the books used. The first teacher here was Daniel Moss. Others were Miss Abel, Miss Cascadden, Lydia Kipp, John Horn, and Mary McMath. The school was also in use as a church on the Sabbath, and people came from miles around to attend services. The first regular preacher was Rev. Conrad Vandusen. He was followed in 1837 by Rev. Thomas Fossip.

As the settlement grew, there was a need for larger accommodations. The log school was abandoned in 1842. The following year, John B. Jones built a log schoolhouse on a portion of his property. Some of the pupils from the old "Moss school" attended the new school at Jones's Corners, while others attended the new school on Metcalfe's farm south of the Moss school. The "Jones School" was used for four years. Augustus Hewett and G. Radway were the teachers.

William Crane, who lived close to the "Metcalf School", was active as a school trustee. Job Hartley and Mr. Hawley were the early principals. William Crane recalled that in the days of the Moss school, it was common to see men and women attend various functions in bare feet and without headgear. These items were scarce then, as you will find in my story of Newell's Corners. The Metcalfe school was broken up in 1890 and part of the student body went to the Kilmer school. Susan Metcalfe, after the death of her husband, sold her land to A. Johnston.

John B. Jones actually erected two schools, the second one being a frame building constructed in 1845 to replace the log school he built in 1843. The second school was built to handle the increase in the number of pupils. It had blackboards, dressed lumber for seats and desks, and was heated by a stove. The first teacher was John Leeson, followed by Isaac Connors, and James Wilson (son of Ambrose Wilson). In 1848, the section was divided and a portion of the pupils attended the new school erected on George Dobbie's property (Lot 13, Concession 10). This was a large frame building. The first school trustees were George Dobbie, Samuel Livingston, and Thomas Lundy. The first teacher was Patrick Patterson.



Corinth.

There were at one time three school sections and three schools in the area, known as the Dobbie, Jones, and Herdman school sections. The latter was in the old section of the township and was on the farm of Thomas Herdman (Lot 6, Concession 9, North Gore). It was a frame building with moveable desks. Lucy McKenney was the first teacher. The amalgamation of the three schools into one section occurred in 1862 with the construction of the "White School" on Lot 6, Concession 9. Edward Moore was the first principal. The school trustees were Haggai Cook, Robert Firby, and Lucius Denton. Thus S.S. No. 16 was born. The White school served the community for sixty-five years until it was replaced by a modern brick school in 1927. The old school was purchased by the Women's Institute, moved to Corinth, and converted into a community hall.

A name synonymous with education in Corinth is that of the Amoss family. James Amoss, who was principal from 1877 to 1910, was responsible for the beautification of the old school and its yard. He planted two rows of pine trees and gave each one a pupil's name. Amoss also founded the local library and stocked it with 5,600 books, which he purchased with the proceeds from school concerts. Erie Amoss, his daughter, was principal of the school from 1917 to 1932. During the construction of the new brick school in 1927, each pupil laid a brick. The new school served with little change until 1960 when a new wing was added. The school was in use until 1974. Then it was closed and the building was put up for sale.

Businesses

The first store was opened by an English settler and his wife, Mr. and Mrs. John Hardwick. Before that, the nearest store was at Richmond, as was the nearest post office. In 1855, Matthew Berry unofficially began to pick up mail from the Bayham post office and looked after its distribution from his home. Berry also ran a general store for a short time. In 1867, the settlement became known as Corinth after it was recognized by the postal authorities and F.A. Best became the official postmaster. He was later succeeded by William A. Moore.

In 1876 or 1877, Moore purchased a lot on Henry Street from Mr. Borbridge and built a general store. After the sudden death of Matthew Berry, the post office was moved to Moore's new store and Moore became the postmaster. The post office remained in that store until 1970. In 1887, Richard Evans purchased Moore's store and operated it until 1912, when his son Robert took over until he sold out to Harrison Fewster. In 1921, Harrison's son, William, took over the store and became postmaster. He also built a small bank north of his store, which existed for only a few years. William Fewster sold out in 1946 to Neil McConkey. His wife Mary was the postmistress until 1962. After McConkey's death, the store and post office were taken over by his daughter, Mary, and her husband, George Beard. They carried on until the post office was closed in 1970. George Firby opened a store at the east end of the main street in December 1887. Neil Procnier, son of George Procnier of Richmond, also operated a general store in Corinth. He was reeve of Bayham Township in 1946-47.

Corinth at its peak had three stores, one blacksmith shop, three hotels (one of which was on the south side of the Grand Trunk Railway tracks), one butcher shop, one tailor shop, two churches, a town hall, a post office, a cheese factory, and grain warehouses. The grain warehouses were, in the early days, operated by three partners, Smith, Marr, and Seally. Later they were operated by Richard Evans. The first blacksmith shop was opened by James Y. Rickwood, a man big in heart but not in body, according to the late James Crane. In 1866, an Englishman by the name of Robert Dalrymple settled west of the corners and set up a furniture-making shop.

The first hotel was opened by John A. Denton in 1851. It was later operated by Robert Donaldson, who came from Scotland and settled in 1871. When the railroad tracks came through the area, he moved his hotel to a site south of the tracks. About 1867, another hotel, known as St. Lawrence House, was opened. In 1877 it was under the proprietorship of M. Price.

In 1901, some of Corinth's business establishments were:

Pearson, Mrs. Albert	Commercial Hotel
Evans, Richard	General store
Bearss, Thomas	General store

Its business section in 1906 consisted of:

Bearss, H.	General store
Boughner, Alex	Blacksmith
Evans, E.R.	General store and postmaster
Firby, Robert Jackson	Chopping mill
	<i>At one time Firby had a brickyard.</i>
Pearson, Albert	Hotel
	<i>It later was converted into a residence.</i>
Turnbull, Charles	Implement agent
	<i>Turnbull was born east of Corinth in 1864 and was the son of Mary Jane McClean and James Turnbull. He farmed all of his life and was the</i>

*pick-up man for the mail at the CNR and
Wabash Railroad Station at Corinth for years.
He died in St. Thomas at nearly one hundred
years of age.
Butcher*

Wiles, W.H.

At the present time, the one and only store in Corinth is located on the southwest corner and is operated by Mr. and Mrs. Leon Regan. In the early days it was common for an operator of a grocery or general store to go out on the backroads to take orders, sell his goods, and buy produce. He also brought news and delivered parcels for those who were invalids. The general store proprietor was a blessing to many. Melvin Todd was one of these men. He operated out of his store in Corinth for many years until he sold out to Charlie Jenkins and Harley McCurdy. The next to take over the store was Frank Plust, who terminated business when a fire damaged the store. Seeing some potential to the business, Leon Regan purchased the store and renovated it. The Regans now have a fine store and business.

The first sawmill in Corinth was water-powered. The remains of the millpond can still be seen northeast of the Firby Cemetery. After fire destroyed the sawmill of John B. Jones, Jacob Stimers purchased the land, rebuilt the sawmill and added an ashery. Robert Firby settled in the area with his father, Joseph, and brother, Thomas M. They were natives of Yorkshire, England. Robert was a successful farmer and mill operator. He erected a large steam-powered sawmill west of Corinth on Lot 1, Concession 9 of Bayham Township.



The old Bearss general store, now abandoned.

Robert Firby was a very busy man and had the reputation of not wasting time. His daily habits were early to bed and early to rise, and even at mealtimes he ate on the run. When he died in 1896 at the age of sixty-seven, some of the old folks in the district wondered if he was content to lie still in his coffin. He was married twice. His first wife Margaret died in 1857 at the age of thirty-nine. His second wife Mary passed away in her fortieth year in 1874. At the time of his death, Robert Firby owned 1,000 acres of land. Robert Firby had four daughters: Minnie, Hannah, Libbie, and Mrs. Edward Summers. He also had three sons: William Walker, Thomas, and

Robert. The latter carried on the homestead. Robert Firby's brother, Thomas M. Firby, also became a successful farmer as well as being a justice of the peace. The book on his life was closed in 1914 when he was eighty-one years of age.

Another sawmill was established by Solomon Moore's son, Alexander, on Lots 1 and 2 of the eighth concession. Talbot Street was only a blazed trail through the forest when Solomon and his wife, who were Loyalists, came to Bayham Township in the 1820s and settled on Lots 1 and 2 and later Lot 3 on the eighth concession. The mill was later carried on by Alexander's son, Alexander Jr. William Goderich had a water-powered sawmill on Lots 11 and 12, Concession 8. It was located near the Howell mill, which was situated on the next lot to the west on the same concession. In 1887 there was a shingle mill operated by Henry Hawley.

Churches

Long before Corinth was officially recognized, there was a small frame church on Lot 1, Concession 10 of Bayham Township. It was known as the Moss church because Daniel Moss had it erected on his land. The land is now owned by Gabriel Pinter. When the old edifice fell into a state of disrepair and became too small, the congregation voiced its need for a new church. One part of the congregation wanted a new church to be built but another part wanted the original edifice renovated. It was over this issue that Isaac Connor and William Crane (the latter lived south of the Moss farm) openly quarrelled. The congregation voted in favour of a new location in the village and so a brick church was erected north of the corners on the east side in 1879 at a cost of \$2,150.00. The Episcopal Methodists used the new church, while the old Moss church was used by the Wesleyan Methodists. When the two groups united, a new church was built in 1880 on land purchased from James Y. Rickwood the previous year. In 1884 the Wesleyan and Episcopal Methodists united and became the United Methodist church. At this time, the Methodist Episcopal church north of the corners was closed. It was used as a hall for years until it was dismantled by Charles Laister of Tillsonburg in 1935. (I should state here that it was first the church of the Christian Brethern before it became the Methodist Episcopal church. I remember it very well because I worked on the farm down the lane from it. It was a meeting hall then.)

When the old Moss church fell into disuse, it was moved and became the manufacturing room of the Bayham and Malahide Cheese Factory, also known as the Firby Cheese Factory. The factory was built by Robert Firby at the break of the century and was later owned by Isaac Pearson and Daniel Leach. The next owner of the cheese factory was J. Wesley Pound, who, after a brief time, sold it to Daniel Floto in 1899. It then passed into the hands of Canadian Milk Products, and eventually it became the property of Bordens. Part of the factory was torn down about 1930. The curing room was taken to Belmont and used in the construction of the milk factory. In 1950, the rest of the Corinth Cheese Factory was destroyed by fire.

In 1898, during the pastorate of Rev. Byron Snell, the brick parsonage for Methodist parsons was erected on Henry Street, across from the Ellsworth general store and Rodney's tailor and dressmaking shop. The parsonage was illuminated by carbide. There was a generator in the basement and pipes were laid to the church along the top of the street; today, that would be considered a dangerous practice. About this time a cellar was dug under the church and a wood furnace was installed. The church and parsonage were electrified in the 1920s. The Corinth church has been part of several circuits with other churches in Brownsville, Culloden, Dereham Centre, Delmer, North Bayham, North Hall, Richmond, Summer's Corners, Fairview, and at present, Springfield.

South of the corners, on Elgin County Road No. 44, stands a small, white frame church of the Re-organized Church of Jesus Christ of the Latter Day Saints. The church was built on land

donated by Brother William Jenkins in 1883. The first pastor was Brother Christopher Pearson, who started with a congregation of twelve members. The first services were held in the homes of Christopher Pearson, William Jenkins, and Thomas Bearss. The little edifice has been looked after by loving hands for years and it is hoped that this will continue for many decades to come.

Accidents and Fires

In 1910, Corinth was the scene of a terrible train collision that claimed the life of engineer Smith. The station agent at Corinth had put up the signals, but Smith and his crew did not observe them. The freight did not have enough time to clear the main tracks, and No. 1807 slammed into No. 94.

In 1908, the Grand Trunk Railroad station burned down. It was rebuilt further to the west at the foot of Henry Street. Charles Laister (also Liaster) of Tillsonburg later tore it down. A small office was built on the site. In 1931, fire destroyed the flour mill (once owned by Richard Evans) and elevator of Foster and Ronson, who also produced cider. Ronson rebuilt the mill and later sold it to John Deere.

Miscellany

Thomas Bearss, who ran the general store opposite the United church on Henry Street, was also county constable along with W.G. Lindsay. Acting on information provided by Mrs. James Crane, the two men were instrumental in thwarting a robbery at the old hotel on John Street. Mrs. Crane, who was Pennsylvania Dutch, could speak German fluently. One day she heard some people talking in German about a plan to rob the hotel. Mrs. Crane turned this information over to the authorities and the robbery was thwarted. The late James Crane of Aylmer (son of William Crane) told me this story. Indeed, much of my information about Corinth came from him.

The Crane family settled on Lot 1, Concession 9 of Bayham Township in 1816 after Isaac and his two sons, William and Samuel, left Pennsylvania as United Empire Loyalists. Isaac and William Crane were born in England.

While I was interviewing James Crane, he recalled a fight over politics between Isaac Silverthorn and Daniel Pound. Isaac Silverthorn was a giant of a man close to seven feet tall while Daniel Pound was barely five feet in height. Silverthorn, prior to settling down near Corinth, had spent the early part of his life as a circus giant. Before his appearances, he would stuff his clothes with padding in order to exaggerate his size. One day, Pound and Silverthorn became involved in a heated argument, and without considering Silverthorn's size, Pound challenged him to put up his dukes and fight like a man. Pound's challenge was accepted, but there was a problem that neither man had thought of, and that was Silverthorn's towering height. After some consideration, Silverthorn agreed to stand in a ditch while he fought Pound. The two men put up their dukes, looked at one another, and burst out laughing before shaking hands and going their separate ways. Silverthorn died in 1911 at the age of eighty-five. Crane also indicated that the reason Corinth became important to the Great Western Railroad was that it was an important fuel stop for the wood-burning locomotives.



COUGHLIN'S CORNERS

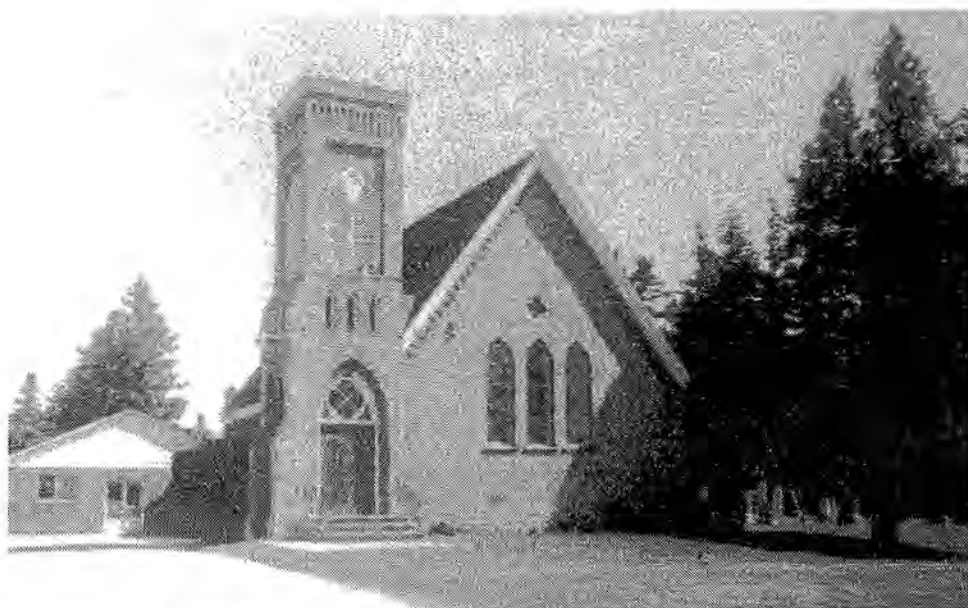
(Townline Corners)

Today, Coughlin's Corners is known as Townline Corners. It is located north of St. Thomas on the Wellington Road (or Elgin County Road No. 25), at the junction of Yarmouth, Southwold, and Westminster Townships. It consists of a brick United Church on the northeast corner, a small store and filling station south of the corners, and an empty school on the northwest corner. In 1859 the Methodists built a frame church on the northeast corner, which they replaced by a brick edifice in 1895. The old frame church was moved northward and converted into a barn. The corners never amounted to much until the establishment of a small station on the London and Port Stanley Railroad in 1857. This became known as Yarmouth. There was another Yarmouth station, the second one being on the Canada Southern Railway, north of Yarmouth Centre. However, Coughlin's Corners did not grow into a major centre because of the growth of Glanworth and the establishment of a large railway station there. In the early days the road to London ran straight from Captain Shore's Corners to the townline, headed east for a distance, cut through a wooded area, and then proceeded north to Glanworth.

AN OLD PIONEER GONE.

One by one the old pioneers of our country are fast passing away. The remains of John Coughlin were interred in the Roman Catholic cemetery, St. Thomas, on Sunday, January 22nd. He died on the Thursday previous at the advanced age of 85 years. Deceased emigrated from Ireland to this country half a century ago. He settled in the township of North Yarmouth in the year 1832. The country, from Port Stanley to Goderich, was then one vast wilderness excepting the sites of two small villages where now stands the two cities of London and St. Thomas. The deer and wolf then roamed over what is now considered one of the most fertile sections in the Province of Ontario. One brother survives him, namely, Daniel Coughlin, of the township of Stephens, Co. Huron, and three sons and two daughters. Requiescat in pace.

The original name of the corners was Coughlin Corners. When Daniel Coughlin moved away and took up land in Stephen Township in Huron County, old John Coughlin remained and the place became known as Coughlin's Corners (also Coghlin's Corners). John and Daniel Coughlin were natives of Ireland who had come to north Yarmouth and south Westminster Townships in 1832. Soon there were many Irish families in the area by the name of Regan and Brady. The Irish element of the population had to journey to London or St. Thomas to attend religious services. Cornelius Coughlin, one of the original settlers of Coughlin's Corners, met a sudden and tragic death on August 8, 1865. While returning from London with his wife, Margaret, his wagon capsized and threw them onto the road. Coughlin died instantly of a broken neck, leaving a wife and seven children. The accident occurred a short distance from O'Dell's Tavern, between Concessions 1 and 2 of Westminster Township.



Church of Christ Anglican Church, Glanworth, 1983.

Glanworth

It is almost impossible to tell the story of Coughlin's Corners without covering Glanworth because of their close relationship. The hamlet of Glanworth is located on the corner of Wellington Road and the eighth concession of Westminster Township, Middlesex County. Here the first land was cleared in 1834 by Richard Rose. Another settler was Vicar Fisher, who took up land on the southwest section and the northeast corner of the hamlet; in fact his original log cabin is still standing and was used by the late Maddison W. Fisher as an implement garage until his death in 1942. Vicar Fisher, Richard Rose, and their loved ones are buried in the soil of the Church of Christ Cemetery, west of Glanworth on the eighth concession. The old brick church was erected in 1887, replacing the frame edifice erected in 1844. There is a cloud of doubt hanging over the church at the present time because of its dwindling congregation.

Glanworth's business section in 1888 consisted of:

Turnbull, John	Bell Telephone
Campbell, Malcom	Blacksmith
Collins, Mrs. W.	Hotel
Coughlin, John C.	Livestock dealer
	<i>South of the corners</i>
Coughlin, John T.	Livestock dealer
	<i>Located on the farm next to John C. Coughlin</i>
Doan, George N.	Harnessmaker
Fisher, Vicar, Sr.	Justice of the Peace and farmer
Glanworth Cheese Factory	<i>The original cheese factory was founded by Neil Douglas, a Scotchman who came to Canada in 1876. He was accompanied by an Englishman by the name of H. Watts who opened the first blacksmith shop on the corners in 1869. He also manufactured wagons.</i>
Grand Trunk Railway	Station

Howell, W.F.	General store
Jackson, Minchin	Justice of the Peace
Scott, Andrew	Carriage and wagonmaker
Smith, S.A.	Cheesemaker

Henry Wall was the cheesemaker before Smith. In 1927 a new cheese factory was built by a stock company which was composed mostly of farmers. The first manager was G. Miller; he was later succeeded by H. Upfold. In the 1950s, after it was taken over by Bouwe and Aan Bergsma, who came from Holland, the Glanworth factory turned out Gouda cheese. (The original Glanworth Cheese Company plant was opened in 1888 by L. Smith. Other owners were W. Brodie, G. Brodie and J. Johnson. The factory was purchased by the Canadian Milk Products Company. The building was enlarged and houses were built for the plant employees. Afterwards it was sold to Bordens and the business was taken over by the Belmont plant. The building was dismantled.)

Turnbull, David W.	Hotel
Turnbull, John	General store and postmaster

Later Turnbull had a competitor in Joshua Kindree. At that time John Dromgole operated a hotel in Glanworth.

Glanworth was at its peak in the 1890s, when it had two hotels, a cheese factory, two general stores, a harness shop, a carriage shop, and a blacksmith shop.

It is claimed that a Mr. Webb opened the first general store. He was also the postmaster at the time. He was followed by W. Howell, C. Howell, E. Smith, C. McPherson, and Charles Nichols, who later moved to St. Thomas. Nichols' brother set up a medical practice in Glanworth after the old harness shop was closed and a doctor's office built on the site. Nichols' general store was taken over by R. Tremaine, who was also the postmaster. Tremaine had set up the public library in the rear section of the store. George Coulter was the next proprietor. He was followed by J. McLachlin, John Turnbull, Kenneth Turnbull, W. Trigger, R. Tremaine, and James McLachlin. Taylor's blacksmith shop was later run by J. Abbot, C. Lee, J. Smith, and C. Brown. Mrs. William Hardy (Grace) Shore was the founder of the Glanworth Public Library, which in later years was taken over by the Middlesex County Library. She was the mother of Hardy Shore. The first doctor to open his practice was Dr. Reid. Later the office was converted into a branch of the Molson's Bank. Dr. Nichols then had his office in his home west of the corners. Andrew Scott's old carriage shop was converted into a mill and was operated by C. VanSlyke, George Smibert, L. Carroll, and the McPherson brothers. The Collins hotel was located next to the tracks. It was destroyed by fire. For years afterward, broken dishes were ploughed up on the site. The McPherson Brothers' gristmill stood on the northeast corner next to the blacksmith shop.

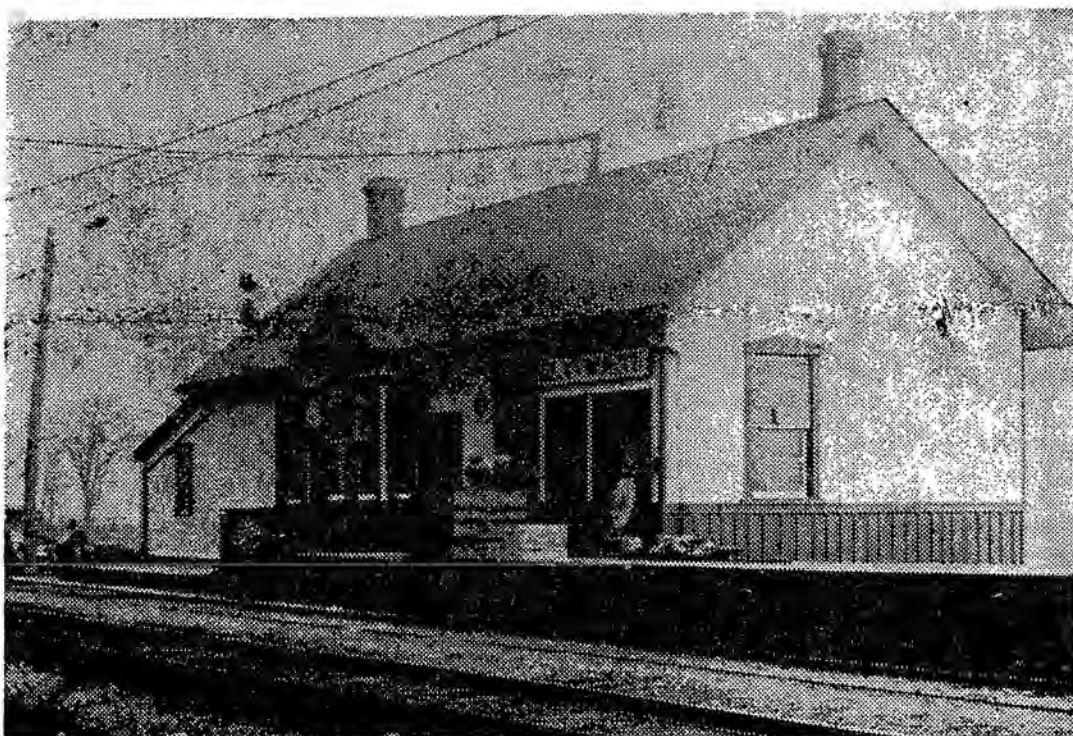
Minchin Jackson, one of the pioneers of Glanworth, was born in Glanworth, Tipperary County, Ireland, and came to Canada in 1833. He took up land on Lot 17, Concession 7 of Westminster Township. He cleared the land and received his deed in 1849. He married Frances Errington and had four children: Frances, Louise, Letita, and Mary. Frances and Louise were sent to England to further their education. Frances married a Mr. Hume. Louise became Mrs. Lloyd. Letita married Thomas Hardy Shore and had two children: Etta and Marion. Both remained single all their lives. William Hardy Shore and Frances Murton Shore, along with Charles Jackson Shore and Arthur Frederick Shore were the sons of Thomas Hardy Shore. Frances died in 1912 at the age of thirty-two. Arthur died in 1962 at the age of seventy-one. Charles remained single all his life and died in 1976 at ninety-six. William Hardy lived to the age of ninety. When Minchin Jackson died, his wife transferred one hundred acres of the east half of Lot 17 to a Mr. Regan, who in turn sold it to James Glenn. Minchin Jackson was instrumental in persuading the London & Port Stanley Railway to establish a station at Glanworth.



THE
FAMILY REGISTER
OF

Daniel Laughlin
and
Mary Regan
Married April 31. 1867
In St Thomas
By Rev Father Gucker.

Example of an early family register.



L. & P.S. STATION—Reminder of a vanished era is this picture of the depot at Glanworth where the regular trains made scheduled stops several times each day as they went from London to Port Stanley and returned.



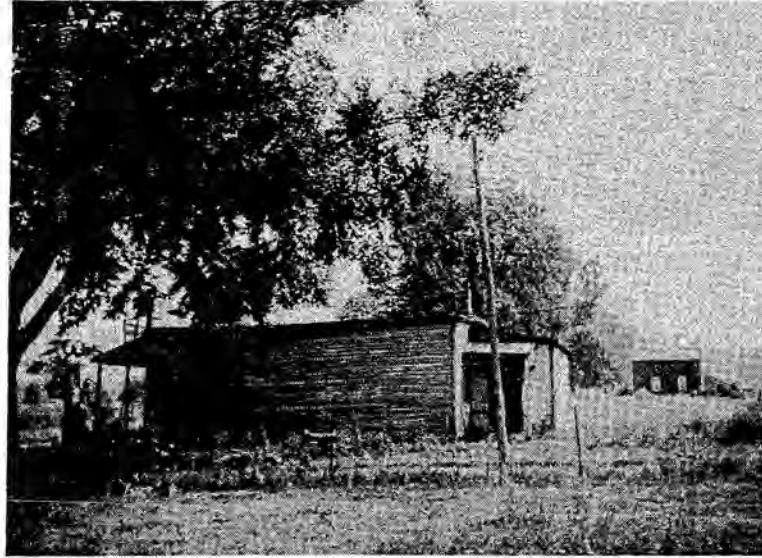
COWAL

(*New Montreal*)

New Montreal was the first name of this corner settlement in Dunwich Township. Its origin is unknown. The name was used until a post office was established in 1863. Then the Scotch influence came to the fore and the name "Cowal" was chosen. (Cowal, Scotland, was the birthplace of Robert Burn's sweetheart, Mary Campbell, and it was known as "Comhghall" in Gaelic.) The main attraction of this area was the heavy growth of timber which was valuable to the early settlers but which also hindered the clearing of land. When I visited this settlement during the early thirties, I found the roads in poor shape. When I commented on this to Effie McLachlin, she laughed and said, "My dear man, the roads were so bad in the early days that they had to be corduroyed and covered by sawdust because of the swampy ground."

When I first interviewed Effie McLachlin, she was quietly enjoying her eightieth birthday and was very happy to talk about the "dear old days". Effie recalled that Hugh McCallum, a shoemaker, opened the first store in New Montreal and that this corner settlement was called New Montreal until the establishment of a general store and post office by James McDougall. A second general store was later built by Gilmore and McNabb. The opening of the Lipsey and Redmond sawmill south of the corners on the west side of the road made things bustle. Lipsey and Redmond became important business men. After a number of years, the mill was purchased by Thomas Griffin, who operated it until his death on November 22, 1920, at the age of sixty-four. Robert Barnes Ostrander, who lived in Dutton until his death in 1975, was at one time the operator of a sawmill in Cowal. Reuben Adams was the blacksmith and had his shop near the corners across from the last general store on the east side of the road. The last general store was operated by John Thomson. After his death, the store was carried on by Jane Thomson (nee Jane Griffin). Nothing is left of the old store today. In 1859 William G. Fraser settled on Lot 17 and in addition to farming, started a brick and tile business. He was in operation for many years before selling out to Alexander Smith. The same site is now owned by Milton Smith. I must mention here that before William G. Fraser opened up his tile and brickyard, he taught school at Iona.

Two schools served Cowal and the surrounding area. Each were the same distance from the corners. The school northwest of the corners was first located on Lot 22, Concession 2. It was built in 1850 and destroyed by fire in 1870. This school was located on Dugald Campbell's hill, being the northeast corner of the old Robb farm opposite Hugh McCallum's farmhouse. It was replaced by a frame building erected by Donald McCallum of Ekfrid, and in 1893 it was moved thirty rods to the west to Lot 21 on the same concession. It was bricked over in 1896. The teacher's salary at the time was \$320.00 a year and the secretary's salary was \$5.00 a year. The other school was located southeast of Cowal and was first established on the east end of Concession 4 on the southwest corner of the townline between Southwold and Dunwich Townships. It was constructed in 1830 on what is now Gordon Little's property. It was replaced by a frame schoolhouse in 1860 on the corner of the Mrs. C. McBride's farm. This school was closed in 1890 and a new brick schoolhouse was constructed north of the old site on the Southwold side of the townline. This school, according to the old timers, was damaged by fire in 1920 and rebuilt; it is now a residence.



Part of Cowal in 1938.

One of the prominent names in this area is that of McBride. John Preston McBride and his wife, Catherine McCallum, both natives of Scotland, came to Canada in 1826 and first located at Port Stanley, where they stayed for a period of six years. They then purchased eighty acres from the McBeth Estate for \$800.00. Having located on the southeast corner of the fourth concession of Dunwich Township (site of the present Cowal McBride Cemetery), McBride erected a log cabin and barn and commenced farming. John McBride was killed on his farm the very next year while cutting down a tree. He left behind six children. The farm was carried on by his widow and children. Catherine McBride's mainstay was her eldest son John, who in 1873 struck out for himself and built a log house for his bride, May Preston. Meanwhile Malcom McBride, brother of John Preston McBride, settled on the other side of the townline in 1847, taking up Lot 17, Concession 2 of Southwold Township. John McBride, Jr., died in 1924, followed by his wife May ten years later. It was the McBride family that donated land for the Cowal Cemetery.

Like so many other congregations, the one at Cowal began as a result of the heartfelt desire of the early settlers of Dunwich and Ekfrid Townships to have a permanent place of worship. In 1853 action was taken to build a church. Land was secured from Hugh Fletcher and a frame edifice forty-two feet long by thirty feet wide was built. It was dedicated in 1856 by Reverend Scott of St. Andrew's Church, London, Ontario. Services were held intermittently and under great difficulty because of the unbroken forest and the absence of trails. It was not until 1865 that the first minister, Rev. John Stewart of Blyth, in Huron County, was called. He began his ministry in August 1865 at a salary of \$400.00 a year. The first elders were James Graham, Thomas Campbell, Robert Brodie, and Angus Fletcher. The first deacon's court consisted of Hugh Brodie, Robert Fletcher, Hugh McBride, and Archibald McNabb. The parsonage was built in 1866 on the property of Angus Murray. His grandson, Robert Murray, and his family were living in it about 1939, when I first wrote the history of Cowal. The early services were in Gaelic and English.

During the early 1870s, part of the congregation on the Ekfrid side of the Thames River separated from the Dunwich part. In 1876 Chalmer's United Church was connected with Duff's United Church at Largie, and shortly after the church was moved from its original site to New Montreal. This church was replaced by a brick edifice in 1902 and was dedicated by Rev. J.A.

McDonald, who was once pastor of Knox Presbyterian in St. Thomas. It was at this service of dedication that Effie McLachlin led the choir, accompanied by the new organ. This was the first time an organ was used. Before this the services of praise were led by a precentor. The original congregation was of the Presbyterian faith and remained so until the union of the churches in 1925.

Cowal reached its peak of development in the 1880s. During that time, its future looked promising and, as a result, several businesses were established. M.R. Chapman opened a shoemaker's shop and Norton Pickard of Largie rented the defunct McKenzie foundry building and converted it into a blacksmith shop, thus giving Cowal two blacksmith shops. In 1889, Samuel Anderson was hired to erect a stable for the parsonage in 1889. John Thompson, postmaster and general merchant, had left Cowal but when it blossomed, he returned. Even the fraternal organizations reacted to the community's prosperity. The Foresters Lodge, Royal Templars, and Patrons each had a membership of over fifty persons. By the mid-1890s, however, the growth had petered out. The beginning of the end came when the Dead Falls Hotel, owned by Steven Griffin, was destroyed by fire on June 10, 1886. Part of the building was used as a grocery by J. Griffin. The Griffins were also involved in the operation of a sawmill near the corners. At the time Mr. Batten operated the post office, which was located in his store. The first post office was opened in 1863. It was closed in 1913. The most important factor in Cowal's decline was the depletion of timber resources. When this occurred, the people pulled up stakes and left for greener pastures. Cowal at the present time consists of a dwelling on the southwest corner, a community hall, and Chalmer's United Church. Only an unkempt ballpark marks the place where Effie McLachlin's tidy little house once stood. Effie joined her ancestors in 1950.



CRINAN

While travelling north from West Lorne along the old Graham Road on a beautiful summer day in 1940, I was attracted by the old Argyle Church at Crinan. I wanted to know more about the people who settled in the area.

This part of Aldborough Township was settled mainly by Scotch and German settlers, with the greater percentage being Scotch who came to Canada shortly after the separation of the church and state in Scotland in 1843. They settled on land known as the "Big Bend" of the Thames River in Aldborough Township. This occurred from 1847 to 1853. The first settlers on the banks of the Thames were the Shaws, who arrived in 1847. Two years later, the Mathesons, Stalkers, Campbells, McEachrens, Johnsons, McRaes, and McMurchys settled in the locality. The German settlers located in small communities of their own. One family that comes to mind is the Franks, who settled on the south side of the Thames in 1853 and lived on that site for many years before moving closer to Crinan. Crinan was named by Peter McNeil, one of the early settlers, after his home town in Scotland.

Near the original Frank site, William Rippon had a sawmill which he operated for many years. In later years he moved to St. Thomas and opened a blacksmith shop. When he became too old to carry on the business, he supported himself by peddling powdered cleaners and other such goods in and about the city in a little boy's wagon. This same gentleman was the official anvilman during the election of the Honorable MacKenzie King during a ceremony at the old Granite Arena. He was also anvilman during the election of Mitchell Hepburn. Many people of St. Thomas can recall Rippon celebrating his birthday by anvil salutes in the New York Central park.

As time went by, the need for a church and a school became urgent. The pioneers erected a log school on Lot 21, Concession 1, in 1855, and it was in this building that the first religious services were held. Previous to this, Rev. Archibald Currie of Duart had occasionally visited the area and held services in the home of Peter Johnson. From 1854 until 1860, Rev. Duncan McMillan of Alboro (Aldborough), the only Presbyterian minister in the township of Aldborough, settled in New Glasgow and held monthly services for the Crinan people, it being understood that they should contribute to his maintenance according to their ability. McMillan conducted his services in both English and Gaelic. These services lasted four hours, starting at 11 a.m. and concluding at 3 p.m.

In 1860, the people of Wardsville and Crinan decided to combine their efforts and unite to form one congregation. The original Argyle Church was built in Crinan the following year. Rev. Neil McKinnon accepted the call and became the first minister. After ten years, he was succeeded by Rev. John Malloy (Milloy). Reverend Mr. Malloy held the pastorate for thirty years, the latter part of which he served as minister for both the Argyle Church and the West Lorne Presbyterian Church. The manse was built in 1872. It was located on Concession 2 on what is now Douglas McMurchy's farm. The manse was sold in 1903 and the proceeds were used for the building of the vestry. In 1885 the church was remodelled. It was during Reverend Mr. Malloy's pastorate that the deacon's court was changed over to become the board of managers. Sunday School was held even before the church was built, the first being held in 1857. Malloy had to resign in 1901 because of ill health. He moved to Alberta, where he spent the rest of his life. Many young men left this district to become ministers. They were Hector Currie, Dugald Currie, Daniel Johnson, Daniel Stalker, Elias Battle, John McMillan, and Archibald McLean.

Crinan Post Office Closes Down, 1967 Operated 108 Years by Same Family

CRINAN — On June 4, 1859, the week's mail on his back the Crinan Post Office was officially opened, with Duncan McIntyre appointed postmaster.

The office will close down June 30, after 108 continuous years of management by the McIntyre family.

The office can easily qualify as one of the smallest in Canada. Although 26 residences are on the rural route delivery, only two persons, Mr. and Mrs. Stewart McIntyre, live in Crinan itself.

The couple has managed the post office since 1916, the third generation of McIntyre's since Duncan received his appointment which read as follows:

"Sir, I have the honor to inform you that His Excellency the Governor General has been pleased to appoint you to be Postmaster of Crinan in the Electoral County of Elgin, W. R., in this Province.

"You are therefore authorized to exercise all the functions and discharge all the duties appertaining to the said Office, according to Law.

"I am, Sir, your very obedient servant, Audrey Smith, Postmaster General."

At the time, Duncan had been operating a general store and tailor shop on Highway 76 and Concession 1 Road, at the present location of the Bert Scholfield farm.

Mail came from Wardsville, and during the winter, if roads became exceedingly bad, Duncan occasionally had to carry

while travelling this distance.

When Duncan died in 1889, the job was taken over by his son

John. During this period, mail was picked up from Dutton three times weekly. As John was farming as well, his day often started as early as 4 a.m.

Just before the start of World War 1, Christopher Frank started bringing the mail in from West Lorne to Crinan, with area residents picking up their letters at the Crinan office.

The office had by this time been moved further down Concession 1 Road, to its present location.

Within a few months, rural delivery replaced pick-up of mail, and John's wife Jessie took over as postmaster.

Stewart completed John's contract upon his death in 1916, and continued for the next 51 years, his wife Edna acting as postmaster.

When the office closes next week, the area will become an extension of R.R. 1, West Lorne.

The Church on the Hill

In old Ontario's landscape fair
In days long since gone past
Great men from other lands have come
To make our Empire fast.

They settled down to build a life
Where lesser folks would fail
And history shows they built it well
Ere called to cross the vale.

All honour to those intrepid folks
Who left their kith and kin
To settle in a lonely place
Their livelihood to win.

They came from far-away Argyle
T'is claimed for pious reason
And built themselves a church anew
Down at a place named Crinan.

So t'was set upon the rugged knoll
To be seen by everyone
Was this new edifice, so fine,
In the year of 1861.

For there it stood for many years
A place of meditation
A hallowed spot loved by all
For many a generation.

Today, a church there stands
Along the Graham Road
To perpetuate what was begun
By the settlers of old.

— John McKenzie of St. Thomas,
a friend of the author

In 1906, Crinan's business section consisted of a blacksmith shop, general store, tailor shop, and a cheese factory. (The cheese factory was first established by R.S. McMillan in 1873. Another cheesemaker was James McLean, his factory being across the road from the church.) The blacksmith shop was operated by A. Young. Donald McCall was the shoemaker. The little frame post office was located on Lot 19, Concession 1. Crinan's first postmaster was Duncan McIntyre, who was also a tailor. He came to the Crinan area in 1857 and settled on Lot 21, Concession 2. The post office building was in a state of decay by 1940.

According to some old records, the children of the Crinan district, particularly those in the area of the first and second concessions, first had to attend school on the north side of the Thames River in Ekfrid Township. What the records do not state is how the children got across the Thames River, although they do indicate that the settlers had to ford the Thames for a good number of years until a wooden bridge was built. It is only logical to assume that the children crossed the Thames on a footbridge. Once the children did cross the river, they had to follow blazed trails, as roads were nonexistent at the time. It must have been a worry to the parents because the woods were infested by wolves, lynx, and bears. The parents must have been relieved when a school was built on Concession A in Aldborough Township. This school was used for only a short time before another was built much closer to Crinan on Lot 21, Concession 1, in 1855. The first teacher was Jane Grant. This school did not become a free school until 1865. In 1864, a new frame school was erected on Lot 21, Concession 2 to serve the area between Concessions 1 and 7. In 1872, the school was moved to the present site north of Crinan, and in 1890 it was replaced by a brick school. It has since been converted into a house.



CROSSLEY-HUNTER

(Maple Leaf)

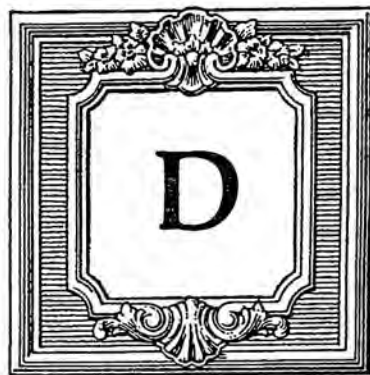
This small settlement was located northeast of Mapleton on the tenth concession of South Dorchester Township around Lots 18 and 19. It did not have a name until James Ballah built a large brick house north of the corners. The house took three years to complete, and its one outstanding feature was a slate roof on which red slates were arranged in an octagonal pattern against a background of dark gray slate. The design read "Maple Leaf Farm — 1885". The settlement thus became known as Maple Leaf. It remained so until Rev. H.T. Crossley and Rev. John Hunter held an outdoor revival meeting south of the corners in 1890. After this, the settlers saw the need for a place of worship. Land was purchased from Henry Brown for \$50.00 by the trustees of the Crossley-Hunter congregation of the Lyons Methodist circuit. The church, built with the assistance of the Presbyterians, Anglicans, and Disciples was dedicated in 1891. After this, Maple Leaf was known as Crossley-Hunter.

Rev. James Kennedy was the first pastor of the Crossley-Hunter church. In 1906, it was placed under the superintendancy of Sparta with Rev. S.R. McVittle as senior pastor. He was succeeded by Rev. Burton Robinson and later by Dr. A.M. Stuart. The church was next linked with the Orwell circuit with the Crossley-Hunter ministers having preaching appointments in the Kingsmill district, where they preached in the school. Rev. E. Matthews was one of these ministers. In 1929, the Crossley-Hunter circuit became part of the Yarmouth Centre circuit. As the years went by, the congregation dwindled to twelve persons. On September 13, 1964, the church was closed. The last service was conducted by Rev. Ernest Crossley-Hunter, son of one of the church's founders. In 1965, the church building was sold to the Evangelical Mennonites.

There was no post office near the settlement until the Lyons post office opened in 1854. Mail was picked up from the stage when it stopped at Hale's Corners (Lyons) on its way to Aylmer from Dorchester.

One of the early settlers was Robert Brown, a native of Scotland who settled in 1843. Brown was a skilled sawyer and one of the first things he did when he settled on Lot 18, Concession 10 of South Dorchester Township was to dig a saw pit. It was here that, with the help of another man, he cut the timbers for the first road bridge between Port Stanley and St. Thomas.

William Luton, John Learn, Darius Appleford, Edmund Sheppard, John Grawburg, George Legg, George Pettit, Daniel Moore, Wilson McCredie, and James Wellington Finch all settled in the Maple Leaf vicinity.



Main Street, Dutton, Ontario, June 3, 1914.
(Regional Collection, University of Western Ontario)



DAVENPORT

(Devonport)

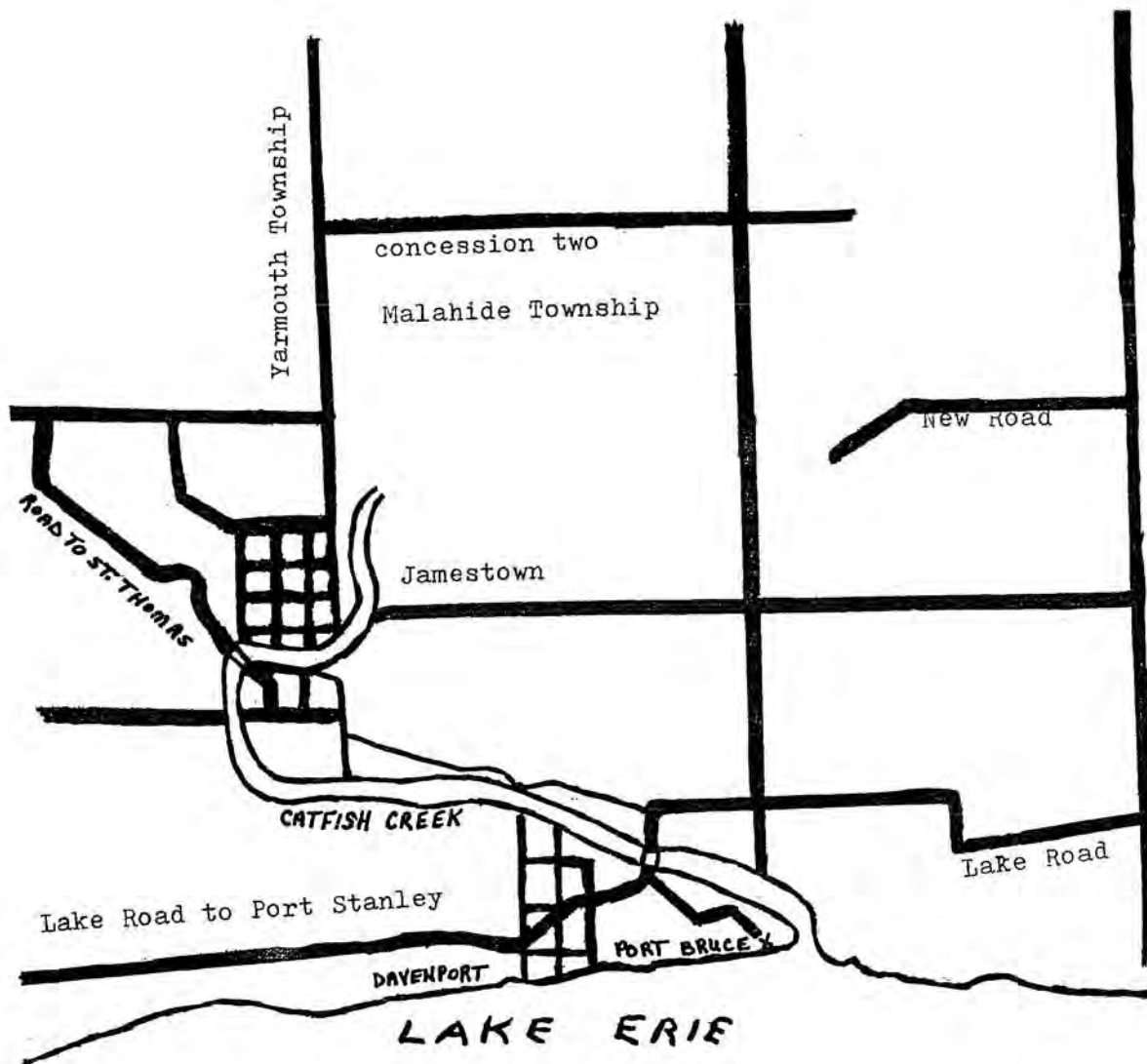
Henry Dalley, the founder of Davenport, had visions of grandeur when he stood on the brow of the hill where the restless waters of Lake Erie greet the shore. Dalley visualized a channel cutting into the area west of the mouth of Catfish Creek, a bustling port, a village, and a place of business. Money was no problem for he was a wealthy gentleman from Devonshire. Soon after he located here, he erected a beautiful house with an English-style landscape and garden. This estate flanked the south side of the road and is now the site of Wyngate Lodge in Port Bruce. Determined to put this vision into reality, he confided to his friend, the Honourable Colonel John Hale. The Colonel and his son, Edward, also saw the potential of the area. The Colonel had received two thousand acres as a Crown grant in 1817. This took in Lots 4, 5, 6, 7 and 9 on Concession 1 and Lots 3, 4, 5, 7, 8, 9 and 10 on Concession 2 in Malahide Township. As a major landholder, he saw in Dalley's plan a means to develop his own holdings and went along with the plan until his death.

Henry Dalley and others poured money into the project. The street and lots were drawn up, and lots were sold. A hotel was established, followed by a general store, tailor shop, a post office in 1842, warehouses, and a blacksmith shop. (The post office was closed in 1846, while the general store was operated until 1847 by Edward Mihall.) However, the channel was never cut nor did the railroad route surveyed from London to Devonport by Daniel Hanvey become a reality. Henry Dalley became involved in buying grain, wool and other goods of commercial value on extended credit and also by bartering. These local products were shipped to foreign markets. Dalley had to cart them along primitive roads or barge them out to ships anchored in the lake as the mouth of the creek was too silted for ships to enter.

Meanwhile, Lindley Moore purchased Lot 6, Concession 1 in 1851 and along with another visionary, Amasa Lewis, founded Port Bruce just to the east of Davenport. This sounded the death-knell for Davenport (or Devonport). Amasa Lewis then became a buyer of grain and other products, and the resulting competition was too much for Henry Dalley and his associates. Dalley's credit became overextended and finally he lost everything. Discouraged, he returned to England and, after a period of time, went to Australia, where he regained his fortune.

Port Bruce began to grow after a pier was built. Gradually, the buildings in Davenport were moved down the hill to Port Bruce until little remained except for a faded sign and a few bricks in the field north of the road. The land where Dalley's beautiful home once stood has fallen into the lake, along with the original roadbed.

In the cemetery south of Sparta, there are two headstones erected to the memory of Mr. and Mrs. Edward Mihall. Mihall was Davenport's only general merchant, which was from 1835 to 1847. He died in 1859 at the age of seventy-five. His wife, Sarah, outlived him by eight years.



Copy of the survey map drawn by Daniel Hanvey, Provincial Surveyor, in 1837.
 (Courtesy George Thorman, St. Thomas.)



DEXTER

This corner settlement in Yarmouth Township was named after the birthplace of the original settlers, James and Sarah Jones, who were natives of Exeter in Devonshire, England. The name Dexter is a combination of the French prefix d', meaning of or from, and Exeter.

James Jones left England in 1850 and settled in south Yarmouth Township on Lot 14, Concession 2. Sarah Jones before her marriage was Sarah Elliott. Her father, Samuel Elliott, and his family had preceded them to Canada and settled near New Sarum.

The voyage from England took over six weeks and was followed by a tedious trip from Quebec to Buffalo. From there, they went by boat to Port Stanley. One of the James Jones's possessions was a large chest which in later years served as an oat bin, being large enough to hold fourteen bushels. At Port Stanley, Sarah Jones had her first glimpse of oxen being used as beasts of burden. These slow-moving but patient animals hauled the wagon loaded with the family's goods over the corduroy roads to their homestead. The sight of the pioneer house sitting in the wilderness was very depressing to the young English gentlewoman.

"Many a good cry I had," she said. "It was so lonely and so different from what I had been accustomed to, but I got used to it, and gradually the comforts and conveniences came to us."

One of her sons, Lewis, became a fur dealer in St. Thomas. His business was next to my father's automobile garage. Her other sons, Thomas and John Jones, had farms of their own next to the old homestead. When Sarah Jones lost her husband in 1892, she carried on with the help of her son, Henry. Thomas died in 1916. John lived until 1922. Henry, who was born in 1853, lived to be ninety-two. Sarah Jones died in 1918 at the age of ninety-four. James Jr. passed away as a child in 1860. Maggie Jones died at the age of thirty in 1881.

In 1858, Dexter became postal hamlet No. 13 and by 1865 it had a small business section:

Barrett, Frank	Broom manufacturer
Parker, Wellington	Blacksmith
Pfeffer, John	Cooper
Stephens, Hugh	Blacksmith.

Stephens passed away at the home of his son, William, in 1910. He was ninety-three.

Hugh was born in Donegal, Ireland, in 1817 and in 1831, when he was fourteen years of age, came to Canada with his parents. They arrived in Quebec in the early part of 1832.

Spatler, William	Hotel
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It was a year that the family would never forget because it was the year of the great cholera plague. The family passed the medical examination at Quebec, during which the medical examiner remarked that they were the healthiest family he had ever inspected. The parents and their ten children first settled at Port Stanley on the site of the Inverie Heights picnic grounds. Young Stephen lived in Port Stanley for years and took up the trade of shoemaking (he also made horseshoes). For a short time, he had a little business in Dexter. Finally, he moved and settled in Port Bruce.

Lovell's Business and Professional Directory of 1865 describes Dexter as a postal village located near Sampson's Creek. It should have been described as being located near Salmon's



Dexter in 1981.

Creek. The creek was so named by Colonel Salmon, who owned Lots 6, 7, 8 and 9 on the first concession of Yarmouth Township. According to the same gazetteer, the first postmaster was N. Parker. Shortly after this, the hotel was operated by Isaac Rychman, while the post office was operated by L. Rychman. L.C. Lanning was one of the early postmasters.

The business section in 1872 consisted of a hotel, general store, wagonmaker's shop, blacksmith shop, and a cooperage. The cooperage was located on the northeast corner. Opposite the copper shop was the general store (in fact there were two general stores at one time). One of these stores was built by Lewis Jones. When he gave up the general store and postmaster's office, he leased the store to E. Lanning. The store was destroyed by fire on September 22, 1902. The cause of the fire was attributed to mice gnawing the stock of matches. Lanning's store was well-stocked with ammunition for hunters, which made the immediate area dangerous during the fire.

At one time J. Pfeffer operated a general store here and T. Marshall was the cooper. The last person to operate a general store was W.J. Cummings. The last blacksmith, according to the local people, was Thomas Jones; his shop was located behind the store. The 1908 business listings show that Dexter by this time had a chopping mill. Thomas Jones is listed as the cooper.

About 1865, Stephen Griffin and William Taylor of Sparta were active in preaching the Free Will Baptist doctrine in the southern part of Yarmouth Township. They formed churches in several localities, one of which was Dexter. One supporter was Lyman Lewis, who donated half the funds needed to build the church in 1865. The land for the church (Lot 14, Concession 1) was donated by Benjamin Fisher. The Baptists held services there for twenty-five years. After the congregation dwindled, the Presbyterians and Anglicans held services there until 1891 or 1892. Some of the preachers were Elder Mills (Baptist), and the Reverend Messrs. Strong, English, McConnechy, and Bloodsworth (Presbyterian). In 1875, the Methodists decided they wanted a place of worship. William Armstrong donated land for a church site and the "Providence Church" was erected in 1875 on Lot 11, Concession 1. Rev. A.H. Harris was the first pastor and remained there for three years.

In 1892, a request was made by the Presbyterians of Dexter to have Reverend Mr. Hamilton, then minister of the Providence Church, to conduct the services for them. He agreed and they secured the deed for the Dexter church and sold the Providence Church to Thomas Glidden. The Providence Church lot then reverted to the Armstrongs. The congregation of the Providence Church went to the Dexter church as a complete unit. The Presbyterians, Baptists, Anglicans, and Methodists then united together as the Dexter Methodist Church, which was part of the Port Stanley circuit, thus making it a four point charge with Lake Road and Union. In 1917, the Sparta and Dexter circuits were united. In 1921, the church was modernized. During the time of the union of the churches in Canada in 1925, the Dexter Methodist Church became part of the United Church of Canada. In 1926, the Dexter church again joined the Port Stanley circuit.

The old frame Anglican church located west of Dexter on the north side-road (now Elgin County Road No. 24) was moved to Union after it fell into disuse and was placed on a site opposite the Union Cemetery gates in 1892. It was used as a council hall. In 1922 it was moved again south of the Methodist church. When the new United church was built, the old church was moved to the Union Community Memorial Park to serve as a meeting hall and club house.

For a history of schools in the area, please refer to "School Section No. 2." by Ida Binns. As a postscript to the article, I must add that the last school to be built in Dexter was erected in 1930. It is now used as a residence.

Many old family names are still in the district: Johnson, Armstrong, Burgess, Somerville, Sprague, Parker and Pfeffer. Another family that came and settled in the Dexter area was the Lanning family. The Lannings were good farmers and public-spirited people who took an interest in the educational and religious needs of the area. The name "Corille" in Ida Binn's article "School Section No. 2" is incorrect. It should read "Covell G. Lanning", which was a popular name in the Lanning family. Covell and his wife, Catherine (Dedrick) Lanning, settled here in 1858. They had ten children.

Another old family I must mention is the Black family. Joseph Black settled on the east half of Lot 10, Concession 1 of south Yarmouth Township. This land was purchased from S. Pace. The other half of Pace's property was sold to Harrison Nickerson. Black and Nickerson had for neighbours on the north side of the concession Richard Lanning and the northeast corner John Lanning. Covell Lanning lived on the west half of Lot 11.

John and Joseph Black settled near Dexter after they left Dumfries, Scotland with their families. Douglas Black, the youngest son of Joseph and Ann Black, and his other brothers, Peter, Joseph, and John, assisted in clearing the land. Douglas Black married Anna Belle Vansyckle, the daughter of an early family that came from Vermont and settled in 1835. Joseph Black's eldest daughter married William Meek and was childless. The couple adopted John R. Black when his parents died. Tragedy struck the Black family on the 11th of April, 1874, when Peter (age 17) and John (age 22), and Will McDowell, the hired man, were killed while digging a well on the Joseph Black farm. The Black brothers were buried in the Union Cemetery, while McDowell was buried in the Seminary Corner's Cemetery. This was a serious blow to the neighbourhood as they were hard-working and conscientious young men. The following is a transcription of the report of their deaths which appeared in the *St. Thomas Journal*, April 11, 1874:

Tragic News Item

On the Black homestead, three-quarters of a mile south of the Dexter Road, a tragic accident occurred. John Black, the eldest son of Joseph Black, and his hired man, Will McDowell, noted that the old well curb was caving in. They cleared away the plank cribbing which surrounded the well. They put a chain

Lost Trails of East Elgin

(By Observer.)

One of these lost trails is that of the first Lake Shore road running from Port Bruce to Port Stanley and east from Port Bruce along the shore of Lake Erie. The South Yarmouth line did not detour as in later years at the Reynolds-Swayze corner, but kept on near the lake bank, until the ever widening gorges of the Barnum, Lewis and Parker ravines made the moving of the road farther north a necessity. This explains why the present road divides these farms, as the line had to be run through, not on the border of, their farms, and makes the lake road and the first concession, which runs through and east and west of Dexter, but one half mile apart, instead of the usual distance. The lake road proper now runs only from Port Bruce to the corner south of Dexter and from the village joins the regular first concession road. The log dwellings which stood on this road of pioneer days are gone although some were standing in the sixties and early seventies, and only last year Mr. Roy Prior, on the old Prior farm, one mile east of Barnum's Corners, discovered the floor of the crude fireplace which had been built in the log house and which stood near this early road so long ago.

Until recent years the large frame house on the old Ross farm was proof as to this early road, as the wide front door and hall faced the lake, quite near the bank, and the garden (a tangle of wild convolvulus) ran down to where faint traces could be seen of deep ruts left by the heavily loaded wagons, as they labored down to Port Bruce, or up to Port Stanley, with their crude wagons, drawn by ox teams. With the felling of trees and cultivation of the land, the banks gave less resistance to the inroads of the water and huge landslides occurred, soon making Barnum's gully too wide to span with the bridges incidental to early roads and the detours began.

The Lewis gully became a deep gorge and Parker's a wide, sliding ravine, ever changing its boundaries, until a few years before the Rebellion the new Lake Road was laid out and served well until of late years, when other detours have

been made and the route taken still farther north by the serious growth of these gulches of awesome aspect.

At the time of the Rebellion a body of soldiers from Port Stanley and London came to search the Lewis homestead for firearms, and part were detailed to approach the rear by this then abandoned road, while the rest came by the "new road," which ran close in front of this huge home. An immense hall ran right through the centre of the house, with wide walnut doors at each end, so that either side could be used as an entrance, and this manoeuvre cut off all retreat, and both detachments entered at the same time. They found Mr. Lewis, sr., busily mending a harness, while the other members of the family were quietly performing accustomed tasks. "Firearms? Why, not even a shotgun has been seen around this place for weeks," was the answer to the query as to where their guns were. "We'll search your house from garret to cellar if you don't give them up," was the threat then given. "All right," drawled the owner, "if you find any guns, you will be smarter than I am. I'd really like to see my old musket again." A thorough search was made, but barren of results, and then the great barn was equally well gone over, but nothing seditious brought to light, and the party left with promises of return if they heard of guns being used by the family. Long years after the old musket, shotgun, etc., used to be displayed with pride and the tale told of how they escaped confiscation by removing some of the lath in the unfinished upstairs rooms, near the floor, driving nails on which the guns were hung by cords which let them fall between the walls, well out of sight, the lath replaced, and thus all trace of the valued firearms was lost, until such time as it was safe to bring them to light.

West of Dexter are many places where the houses are back near the lake, where their first owners built them back of, and fronting, this early lake shore road, which so quickly disappeared by cave-ins and washouts, that their homes were left on a "trackless shore," while the road was built in front of their rear land boundaries.

down the well with a bucket on the end of it. John proceeded to go down into the well to clean up the rubble which had dropped down into the well. The sand began to seep in, and before he realized the danger he was in, he was trapped. Will McDowell went to help John and he too was quickly engulfed with the incoming sand. John's younger brother, Peter Black, thought he could at least free Will McDowell and also ventured into the well and suffered the same fate.

John's wife sent a little girl for help. She stopped the first person passing, a commercial traveller, and gave news of the disaster. He ran his horses to Dexter and summoned help. The news spread quickly. The accident occurred about noon, and the first rescuers arrived about one o'clock.

All three men were found in upright positions, one above the other, all clinging to the chain. The last body was recovered about nine o'clock. The Black brothers are buried in the Union Cemetery.

To tell the story of Dexter, the Parker family story cannot be overlooked, for it was John Parker who helped make up the fabric of this community. Parker and his wife, Nancy Watson, both natives of Dublin, emigrated from the "auld sod" in those far-off days. They landed at Nova Scotia, and after a period took up residence in Pennsylvania, settling to farm on two hundred acres on the banks of the Susquehanna River. Their purchase included an island in the river where they built their home. When the War of Independence broke out, they left their farm and fled to Canada to settle in Welland County, where they purchased land along the banks of the Chippewa River, thirty miles upstream from the mouth. In 1816, John Parker decided to move again, this time to south Yarmouth Township. Parker at this time was seventy-seven years of age and his wife was seventy-three. It must have taken a great deal of courage and determination to start up once again in the dense wilderness. Fortunately their son, William, who was born in Nova Scotia in 1797, was a strong and energetic young man.

Prior to coming to Dexter, William had taken part in the Battle of Queenston Heights under General Brock. During the battle he was taken prisoner along with his company and placed under guard. They were without food and drink for two days, which made them determined to escape. Parker brought forth a plan to overcome the guard and so waiting his opportunity, he succeeded and the company escaped by swimming across the Niagara River, urged on by the bullets that were shot at them. While living in Welland County with his parents, he married Nancy Sinsebaugh, who was of German extraction. She was born in Welland County in 1800.

After John Parker died in 1822, William took over the old farm and looked after his mother until her death in 1840. Nancy Parker in 1836 acquired a Crown deed for an additional two hundred acres on Lot 15 of the first concession of Yarmouth Township. The original homestead was located on Lot 14 (now the property of Clifton Parker, grandson of Nelson Parker). In 1851, William and Nancy Parker deeded to their son, Wellington, the north half of Lot 15. In 1873, Wellington Parker deeded the same parcel to his sons, Edward and Henry. In 1881, Henry Parker deeded his holdings over to his brother, Edward, and upon Edward's death in 1936, it was passed on to his son, Clarence D. Parker. In 1962 Clarence passed it on to his son, Howard F. Parker, who currently owns the property. (Another Wellington Parker left the area and took up homesteading in Marlette, Michigan, with his two sons, Franklin and Wellington Jr.) If you want to know more about the Parker family, Jean I. Griffin has written an excellent book about them entitled *John and Nancy Parker and their Descendants*.

School Section No. 2. Ida Binns, Union.

Early in the nineteenth century there sprang up a fringe of settlement all along the lake, east and west of Port Stanley. Among the first that ventured into this wild uninhabited land was Richard Lanning, who walked from New Jersey to Cleveland, and from there took boat to Charlotteville, in the Long Point settlement. He remained there for a few years, and in 1820 he moved to our section about three miles east of Port Stanley, and with a number of others, among whom were George McColl, David Burgess, Randolph Johnson, Captain Smith and William Blinn, bought land from the Government, clearing up the woods and making homes for themselves and families.

George McColl's residence was on lot 3, 2nd concession, he worked at the carpenter trade and helped to build our school.

David Burgess came from Connecticut in 1819, and took up his residence on lot 3, 2nd concession. The first Methodist sermon preached in Yarmouth was preached at his home by Rev. Wm. Ryserson, in 1819. He afterwards removed to lot 9, now owned by his grandson, F. A. Johnson.

Randolph Johnson came from New York, and bought lot 10, 2nd concession. For ten years he filled the offices of councillor, reeve, warden, and member of the district council of Middlesex.

Captain Smith came from Ireland when about fourteen years of age. For several years he lived at the home of Col. Talbot, and in 1808 received from him a patent for lots 3 and 4, 1st concession, and lots 4 and 5, 2nd concession. On lot 5, 2nd concession, he built a distillery and on lot 3 a saw mill and a grist mill. At his death the land was bequeathed to his grandchildren, Benjamin and Joseph Wintemute.

Previous to the year 1843 there was no school house in this vicinity. In that year Wm. Binns, Richard Lanning, and Wm. Hindley applied to the Government for a grant of land for school purposes, and the

acre on the southeast corner of lot 7 was given. A small frame building was erected at a cost of about five hundred dollars. Two of the first trustees were Richard Lanning and William H. Hindley. The first teacher was William Blinn, who received a salary of about \$200. The other teachers were Mr. Fraser, Mr. Jenkins, John Warburton, Katharine Pettit, John Kalk, Elizabeth Oil, Mrs. Caspov, Martha Andrews, Helen Gould, Jacob Powell, Hannah Ward, John Colk, Jerush Mills, Eliza Leadbeater, Sarah Martin, Sarah Willis, Douglas McIntyre, John Jenkins, Lydia Thompson, Thos. Brady, Rachel Wise, Margaret Morgan, Alexander Thompson, Agnes Willden, Anna Gilbert, Ellen Livingston, Eliza Thompson, Martha Livingston, Agness Wintemute, Belle Graham, Lizzie Johnson, Jennie Livingston, Mina Sanderson, Charlotte Livingston, Aggie Davidson, Annie Levarton, Kate Ramsay, N. M. Silcox and Kate Ramsay.

In the same year as our school was built the people in the northern part of the section, thinking the site chosen was not central enough, had a frame structure erected in the northeast corner of lot 7, 2nd concession. As only one could be a public school, at each annual school meeting a vote was taken and if the north won there was private school in the south and vice versa. The teachers of the north school were:—Mary Ann Steele, Elizabeth Lloyd, Miss Bailey and Mary Beaufe.

The two schools were kept up for five or six years; then it was decided in favor of the south school and the north school was turned into a church. The first preachers was Rev. Mr. Hewson, an Episcopal Methodist, and after him were Rev. Messrs. Whitling and Philips. The school remained for some time as a church; then in 1870 it was sold to Samuel Smith for a granary. The South school

was also used as a church for a short time. Services were conducted by Rev. Mr. Shultz and Rev. Mr. Lethbridge. There is a small cemetery in our section, started by Captain Smith on his own farm. The first who were buried there were: Mrs. J. Smith, died in 1818, her husband Mr. J. Smith, died in 1840; John Holden, in 1845, Jas. Holden, in 1849; and William Thompson, in 1855. To the latter is erected a small monument which bears this inscription:

Sacred
To the memory of
William Thompson,
Who died
11th Nov., 1855,
Aged 20 years.

Erected as a tribute
of respect by his
fellow employees in
the establishment of
Adam Hope & Co.,
London, C. W.

Mr. Smith also built a distillery on lot 5, 2nd concession, and a saw mill on lot 3, 1st concession, and near the latter a flour mill as well equipped as a mill at that time could be. Men came from Boston to put in the machinery. It was afterwards operated by Messrs Firth and Smith, but owing to the failure of a bank in Toronto they were forced to give up business and the mill for a time was not in use; a few years later the two mills were destroyed by fire. The sawmill was again rebuilt by M. Penhale and used for making axe and broom handles. The ruins of it may yet be seen on the farm now owned by R. Weir.

In 1844 a turning factory was built by Frederick Johnson on Lot 8, 2nd concession. Some years later it was destroyed by fire, but immediately rebuilt. In the year 1880 it was purchased by F. Mooger and J. Lanning. In 1890 Mr. Lanning sold his interest to Mr. Mooger. In 1894 he added to it a chopping mill. In 1896 it was destroyed by fire, and the mill will not be rebuilt.

The most important part of our history is the rebellion of 1837. Several men from this vicinity were drafted into the army and placed under command of Colonel Bostic, at Port Stanley. They were ordered to Windsor, but got only as far as Talbotville when the news came that they were not needed, and they dispersed to their homes. Of those who went from this section only Mr. Corliss Lanning is living. Several of the farmers in this section were Grangers but since the rise of the Patrons many who were members of the former have united their energies in strengthening the latter. As a consequence, in nearly every constituency we hear of the third or independent party, while in the past the competition was between Reformers and Conservatives.

Among the persons who are worthy of mention are Randolph Johnson, Grauville Warburton, George Weir and Agnes Wintemute.

Grauville Warburton, a former pupil of this school, is now a successful physician of Janeville, Onto.

George Weir, who attended this school when a boy, is now a lawyer in Dresden, Ontario.

Agnes Wintemute taught a year in White school and some years afterwards gave herself up to the missionary work. She was sent to Japan in 1885. She spent 1898 at home and returned the following year with her husband, Rev. Mr. Coates, a fellow worker.

Perhaps no section of the township contains places of more interest than does this one. On lot 3, 1st concession, a pair of eagles annually make their home in the top of a large tree near the lake.

On the farm owned by Mr. Lanning is to be seen the remains of an old beaver dam.

Mr. Frederick Johnson was born in 1813 at the village of Ancaster, near Hamilton. About 1826 he came with his parents to Yarmouth and settled on the farm now owned by Mr. George Baily. When quite a young man determined to seek his fortune in the United States. He spent some months in Iowa and Connecticut, and then returned to Detroit. Mr. Johnson has always been a staunch supporter of the Reform party. In 1837 he took quite an active part in the rebellion. In 1839 he married Mary Burgess, daughter of Mr. David Burgess, one of the pioneers of our section. In 1844 he built a handle factory on lot 8, 2nd concession, where he carried on business for nearly forty years. In 1880 he sold it to Messrs Mooger and Lanning. Mr. Johnson enjoys talking of his pioneer days and especially of victories won by his political party.

Corliss Lanning and his wife are two of the oldest residents living in this section. He was born at Long Point in the year 1819, and lived there until about 17 years old, when he moved to this section to live with his father. He stayed five years helping him to clear up his farm, when he returned to his own farm which had been rented during his absence. In 1836 he rented his farm at Long Point and returned to Yarmouth, bringing with him his wife, whose maiden name was Katharine Dedrick, where he has since resided. In going from Long Point and returning he drove by way of Talbot Road, or a road along the shore now claimed by the lake. On one occasion while going to Long Point he walked as far as his uncle's in Malabida. He had got within two and one half miles of his uncle's, when he heard wolves howling in the distance. He sped as quickly as he could until he came to the clearing near his uncle's house, when he knew that the wolves were only a few rods behind. The barking of the dogs soon told him that he was safe, and he leisurely walked toward the house.

(Reprinted from *A Pioneer History: Elgin County, St. Thomas:*
James S. Brierley, 1896, pp. 157-159)



DUNBOYNE

(Seminary Corners, Nickerson's Corners)

Early History and Development

Dunboyne in Malahide Township was first known as Nickerson's Corners because the first settlers were the Nickersons. Their family farm was later sold to J. Tufford. Dunboyne was also known as Seminary Corners because of the location of two churches there. The name Dunboyne came from the hamlet near Malahide Castle in Ireland, the birthplace of Colonel Thomas Talbot.

Officially, Dunboyne did not have a name until a post office was established there in 1881 by J.E. Norman, who operated it from his shoemaker's shop. At its peak, Dunboyne had a cheese and butter factory, a flour mill, a shoemaker's shop, two churches, a school, and a blacksmith shop operated by David Hossack.

The Dunboyne Cheese and Butter Factory was founded by William Bothwell and was in operation for many years. It was then sold to John Wardell, and in later years was destroyed by fire. It was located north of the corners on the east side of the road. All that remains of it is a little lane that stops at a mound of earth.

Dunboyne also had a sawmill. It was located southeast of the corners on Silver Creek. It was built by Archibald McTaggart of Scotland, who took up land on Lot 14, Concession 2 in 1842. He was 102 years of age when his son, Archibald, was fatally injured when the saw kicked back and a plank he was feeding into it struck him in the abdomen. Archibald was sixty-one years of age at the time. The date was October 5, 1905. Archibald McTaggart, Jr., left a widow and a son, Emerson, who carried on the business and became a well-known farmer and warden of Elgin County. Emerson's mill was destroyed by fire in the latter part of 1907 and rebuilt in 1908.

The first bicycle in the district (some say in the county) was built in the old Hossack blacksmith shop by Perry Doolittle and Robert Anger. Doolittle amused the people of Aylmer by riding the "bone-shaker" through the town streets. Dr. Perry Doolittle (as he later became known) organized and founded the Ontario Motor League and set up the planned tourist system. He also invented the Perry Safety Hub and demonstrated it at the National Cycling Show in London, England, from December 4 to 12 in 1897. The safety hub was an instant success. Dr. Doolittle retained only twenty-five percent of his rights to the invention. (Dr. Doolittle was born near Luton, his parents having settled there in 1847.)

In its later days, Dunboyne was the birthplace of the Thayer Petroleum Company, which started from a little service station on the southwest corner. The old hose house can still be seen at the present time. H. Percy was one of the last service station operators in Dunboyne.

Churches

On June 22, 1855, a meeting was held to discuss the construction of a union meeting hall on Lot 11 of the fourth concession. The chairman of the meeting was Nicholas Carter Brown and the secretary was Squire Henry Disher. The building committee consisted of John Ellsworth, George Tufford, John Sanders, N.C. Brown, Walter Brown, with Archibald McTaggart, Sr., as

CANADA'S KING OF THE ROAD

His name was Dr. Perry Doolittle and he was king of the Canadian roads—if you could call them roads back at the turn of the century. By the time he had driven 150,000 miles—that was in 1927—he had become a folk-hero. He was always in the news and Canadians across the country knew his lean, attentive face. One newspaper said the automobile seemed to be "his permanent place of abode."

Born March 22, 1861 and educated at Trinity University, Toronto, in medicine, Dr. Doolittle was the first physician in Toronto to make his rounds by automobile. He was also the man who bought the first used car in Canada, a one-cylinder Winton, from owner John Moodie of Hamilton.

Dr. Doolittle carried on a life-long love affair with the automobile. He had the vision to see the ever-expanding role the motor car would play in Canadian life. And he was concerned that motorists everywhere should receive fair treatment from their fellow citizens, and especially from the government.

In 1903, along with 26 other Toronto motorists, Dr. Doolittle organized the Toronto Automobile Club and became its first President. Four years later, the Toronto Club joined several other auto clubs and formed the Ontario Motor League. In 1913, the League became federated in the Canadian Automobile Association. Dr. Doolittle was elected President of Ontario Motor League in 1914 and from 1920 through 1933, President of the CAA.

Establishing the automobile as a serious mode of transportation was no

easy task for a pioneer motorist. By 1903, provincial governments had realized that horseless carriages were not just a bad dream, and began passing restrictive laws. Ontario wanted to set a town and city speed limit of seven miles per hour. Dr. Doolittle got the Toronto and Hamilton auto clubs to take every MPP for a car ride. It was a heady experience and the legislators decided a little more speed was safe—and set the urban limits at 10 mph, the rural at 15.

During his association with the Ontario Motor League, Dr. Doolittle travelled extensively, gave addresses tirelessly and debated exhaustively. His almost invariable topic was good roads and road safety. He lobbied hard for a highway that would stretch from the Atlantic to the Pacific. To him it would symbolize the unity of a great Canadian federation, although he made it clear that it wouldn't hurt tourist traffic and commerce either.

On weekends, Dr. Doolittle would drive around tacking up road signs to telegraph poles. He even wrote a cheerful article entitled: *The Pleasure of Erecting Road Signs*.

At the age of 59, he began to roam the length and breadth of Canada. Everywhere he preached safe driving: be courteous, obey stop signs, get rid of glaring headlights, don't loaf along main highways—revolutionary ideas at the time. Everywhere he demanded decent hotels, honest rates and restaurants with digestible meals.

For each region of Canada he had a special message. He appealed to the Maritimers to get 50 million U.S. tourists into the province and convinced them to change the rules of the road. Maritimers still legally drove to the

left of the centre line, scaring the wits out of drivers from anywhere else on the continent. He asked Prairie governments to put gravel on their muddy trails and urged Ontario and British Columbia to build roads through the wilderness.

By the early Twenties, Canadians could drive, with difficulty, from Halifax to Vancouver, if they detoured into the U.S. around Lake Superior, the Ontario-Manitoba border and certain stretches of the Rockies. But Dr. Doolittle insisted on an all Canadian road. Every year he drove across the country—or portions of it, subject to the usual detours—proving it could be done, but at some hardship. One year he gave away Trans-Canada Highway maps during his travels. Another year a map of the projected route—with its gaps—went on his Christmas card, which he pointedly sent to Prime Minister Mackenzie King, though Doolittle never publicly sided with any political party.

Dr. Doolittle motored across the country three times in the course of the CAA's campaigns for the unification of basic motor vehicle legislation and for the completion and improvement of the Trans-Canada Highway. And his persistence paid off. Before long, the whole country began to talk Trans-Canada Highway.

Dr. Doolittle's last Trans-Canada trip was made when he was 70, only two years before his death. His energy, his enthusiasm, his persuasiveness were not in vain. Before he died in 1933 he was to see large sections of the highway completed, although not to present day standards.

chairman. Joseph Tufford was hired as the contractor. The meeting hall was built across the road from the school (S.S. No. 5 Malahide, known as the "Seminary"). The original intention was that it was to be shared by the Methodist Episcopal, Methodist New Connexion, Freewill Baptist, Presbyterian, and Particular Baptist denominations. The church was dedicated on February 23, 1857, by Rev. William Barber, who was a Wesleyan Methodist. Reverend Mr. Clutton and Reverend Mr. Younger also took part in the dedication. It became known as the "Seminary Chapel" and also the "Silver Creek Union Meeting House." The 1857 church was replaced by a new structure made of cement blocks in 1910. It would have remained the only place of worship if dissension had not split the congregation. The Methodist element of the congregation pushed to have a church of their own, and so another church was erected west of the first church in 1910. The cornerstone of the new Union church was laid by John Gloin and David Marshall, M.P. A short time later, the cornerstone of the Methodist church was laid by Newman Booker and G.W. Marlatt. Gradually, the Baptist congregation dwindled and after the union of the Methodist, Presbyterian, and Episcopalian churches in Canada, the old church fell into disuse. In 1957, the Malahide charge was formed with church services at Dunboyne only. In 1967, the churches at Richmond and Summer's Corners became part of the pastoral charge.



Dunboyne in 1982.

The Brown Family

The Brown family story began a long time ago. In 1920, in his ninety-fourth year, Nicholas Carter Brown was interviewed by Louise Hatch. He told her that his great-great-grandmother Murilla crossed the Atlantic in 1620 aboard the *Mayflower* with 102 other Puritans and landed at Plymouth. Murilla married a Colonel Payne. Her daughter married Nicholas Carter Brown's great-grandfather. The Browns were Highland Scots. In the American revolutionary war, they fought on Washington's side. After the war was over, they moved to Canada because they did not agree with the rules laid down by the new government. They were not United Empire Loyalists.

The Browns first settled near Brantford on the same Beupark farm that was later occupied by the Honorable George Brown, who was not related to the family. Silas Brown, Nicholas Carter Brown's grandfather, built the windmill at Windmill Point, Fort Erie.

Dr. L. A. Brown, Aylmer, Observes 96th Birthday; Recalls Stirring Events

AYLMER. — Turning back the pages of history to the year 1858 one finds many stirring events taking place in this country of ours, and that of our good neighbors to the south.

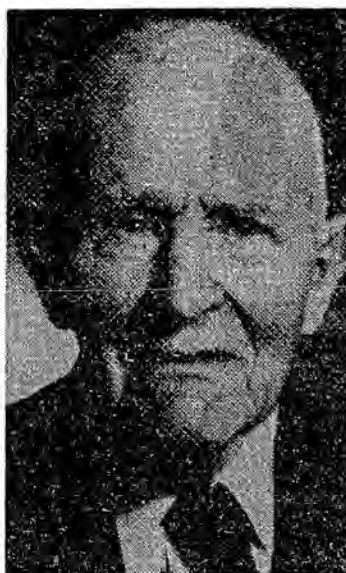
Canadians were busy building a railway which would eventually span the continent from coast to coast, the great British Columbia gold rush was on, Abraham Lincoln accepted the nomination of the Republican party of Illinois as its candidate for the United States senate, and Mark Twain, then a youth of 23, began the job of learning 1,200 miles of the Mississippi River in order that he might become a river pilot.

These were colorful days indeed, and Dr. Leopold A. Brown, veterinary surgeon of Aylmer, and oldest living Ontario Agricultural College ex-student, who celebrated his 96th birthday on Saturday, is a living link with those far-off days of a century ago, who still vividly recalls many of the events and happenings of that era.

Born May 15, 1858, at what was then known as Seminary Corners, and now Dunboyne, about four miles south of Aylmer, Dr. Brown, son of the late Mr. and Mrs. Nicholas Carter Brown, spent his early childhood on his father's farm.

A brother, Col. Walter J. Brown, who retired as financial secretary of the University of Western Ontario several years ago, still resides in London. Col. Brown graduated from O.A.C. with a B.S.A. degree in 1891, and organized the first battalion in Aylmer for overseas service during the First World War.

Another brother, the late Merritt A. Brown, was a Toronto lawyer for many years. A sister, Mrs. Cora M. Chase, lives with her daughter, Mrs. Robert Gibson, in Grimsby, Ont.



DR. L. A. BROWN

Rode Horseback to School

Dr. Brown attended public school at Dunboyne and during his last term took time out to visit the Philadelphia Exposition in 1875 which he believes was the first world fair ever presented in the United States.

In order to attend high school in Aylmer, Dr. Brown had to ride four miles to and from Aylmer daily on horseback. In those days the high school was located in the north building of the present McGregor Public School.

In the year 1877 the aspiring veterinarian entered the Ontario School of Agriculture at Guelph to begin his studies in earnest. However, in the winter term of the ensuing year he was obliged to discontinue by reason of serious eye trouble.

In 1881, now a young man of 23, he decided, as so many young men have in the past, to go west. Travelling by boat to Manitoba via Duluth, and then on the Red River train to St. Boniface, the young adventurer arrived in Winnipeg after crossing the Red River on a current barge.

Employed by the Canadian government, he helped survey the North-West Territories, and "staked" the Quappelle Lake, 60 miles west of old Fort Quappelle.

The doctors still recalls with a shiver the nights spent in a single-ply tent, with the temperature sometimes dropping to 62 degrees below zero, and nothing between himself and the cold but a single blanket.

"We worked hard in those days," he said, "and no one thought about the hours. We started at the break of day and just kept going until it was too dark to see."

Dr. Brown vividly remembers seeing the first equipment which

was to be used for extending the railway west from Winnipeg, being hauled across the Red River on rails and ties frozen in the ice.

Returning to the east in the early spring of 1885, he just missed the storm of rebellion which broke out in all its fury in March of that year under the leadership of school teacher, Louis Riel.

Back at Dunboyne, the young man farmed for a time near the old family home, but the urge to return to his first love soon overcame him, and he entered the Ontario Veterinary College under Dr. Andrew Smith in Toronto in the year 1887. He graduated with a diploma of veterinary surgeon in the year 1889.

From that year until his retirement in 1920, Dr. Brown was a practising veterinarian in the town of Aylmer.

Early Interest in Telephone

On Hallowe'en night, October 31, in the year 1892, Dr. Brown married Mary L. Mann, daughter of the late Dr. and Mrs. P. M. Mann of Aylmer. Mrs. Brown died in 1946.

The couple settled down in a frame house now owned by E. Randall, which still stands in Aylmer on the east side of the garage operated by H. Lindsay and Son on Sydenham street west. The doctor's office, formerly owned by the late Dr. Ezra Foote, on the east side of the house, also still stands, and until recently was occupied for a number of years by Gifford Bros. printing firm.

Two years after his marriage, Dr. Brown became interested in a new contraption, the telephone. There were no telephones in the area at that time, and when the doctor's services were required by a farmer it was necessary for the farmer to send a message either by horseback or on foot, which sometimes meant a full day's travel.

Along with Dr. J. J. Kingstee of Aylmer, Dr. Brown promoted the South Malahide Rural Telephone Association, now known as the Aylmer and Malahide Telephone Company, which gave Aylmer and district residents their first telephones.

Surprisingly enough there was considerable opposition at first in the town of Aylmer to the new gadgets, but once this was overcome the new business prospered. There was no opposition from the farmers who were most anxious to take advantage of the services offered by the telephone company.

The first business of the fledgling company was conducted from Dr. Kingstee's office on Pine street. The Aylmer and Malahide

Telephone Company is today perhaps the largest independent telephone company in the world, thanks largely to two men who saw a need, and decided to do something about it.

The telephone, of course, proved especially valuable to the farmers and to the merchants, and Dr. Brown benefitted from his efforts also. As the use of the telephone increased, so also did the speed and ease with which he was able to carry out his work.

In the year 1897, the doctor was elected a member of the Aylmer Town Council and served a full term under the then Mayor J. J. Nairn. Other members of council who served with Dr. Brown during that year were: M. Leeson, Archie Poustie, Eber Kinsey, Thomas Hammond, James W. Allen, Robinson Dawson, J. H. Glover and J. H. Huffman.

While a member of council he promoted the first boulevard sidewalk in Aylmer. The boulevard was built along Sydenham street with a sidewalk constructed of two-inch planks.

Dr. Brown recalls that the idea of a boulevard was so unusual at that time, that the entire council came out to view the site of the proposed innovation before giving consent to go ahead.

Carrying on his practice, in the meantime, the doctor covered an area bounded on the north by Harrietsville, on the west by the Sparta road, as far east as Vienna, and south to Lake Erie, all by road cart and cutter. For almost the entire 31 years of his active practice, he used these two means of transportation, and only during the last two or three years before retirement did he make calls in an automobile.

Regarding the use of the road cart, Dr. Brown explained that use of the two-wheeled cart in the country was necessary because of the terrible condition of the roads. A horse just couldn't pull a four-wheel buggy any distance on the roads of that time without tiring.

"I have many times seen my horse on the verge of collapse," said the doctor, "after wading through mud for miles on the back roads."

Dog and Master Familiar Sight

Constant companion of the doctor for nearly 12 years, was Chapple, a greyhound dog. Running behind the cart directly beneath the axle, the dog and his master were a familiar sight to farmers of that period.

"Treating horses and cows was the only business of veterinarians at that time," Dr. Brown said, "and there was no special treatment of pets as there is today."

Working hours were from noon until midnight, and frequently much longer. Two dollars was the average charge for a visit which might easily take a whole day of the doctor's time.

The modern veterinarian, with his car, radio communication, and all the advantages of modern drugs, can make ten calls in the time it took me to make one," he said, "but I wouldn't trade places with him if I could."

Dr. Brown is an active member of Malahide Lodge, No. 140, A.F. and A.M., and has been a Mason since 1891. He served a number of years as a director on the Aylmer Fair Board, and is a member of St. Paul's United Church, Aylmer.

Nicholas Carter Brown recalled that there were too many Indians at Brantford to suit his grandmother. Her boys were with Indians all the time and knew the native language as well as they did English. The Browns then moved and took up farming west of Ingersoll, where they sowed and raised the first field of wheat ever grown in Oxford County. Silas Brown met a tragic end while on a business trip to Toronto when he attempted to cross Burlington Bay and fell through the ice. After that the boys left the farm one by one. Nicholas Carter Brown's mother, who was then a girl, was keeping house for her brother west of Richmond in Bayham Township, and it was because of her that his father, Walter Brown, settled near Dunboyne. Silas's son, Walter, married Jemina Carter and settled in Malahide Township. Walter and Jemina had seven children, who were Nicholas Carter, William Bowen, George Paine, Walter Livingston, Sarah Jane, Jonathan and Brinton.

Nicholas Carter Brown was born on February 22, 1826 near Aylmer. He married Mima Maria Backhouse, daughter of Abraham and Amelia Backhouse of Grovesend. After they were married, they took up land west of Dunboyne on land just east of Henry Backhouse. They lived there until Walter Brown died in 1876. Nicholas then took over the old homestead. Nicholas had four children: John W., Merritt Alpheus, Leopold Alexander and Helena A. John W., the first-born, died as an infant. Merritt Alpheus was the second child. He married A. Christina McCredie and had four children. Merritt, a lawyer in Toronto, died in 1952. Leopold Alexander Brown was Nicholas's third child. He became a veterinarian in Aylmer. He died on November 26, 1957, at the age of ninety-nine. The next child was Helena A., who lived only two years. Nicholas Carter Brown married Margaret Williams after his first wife died in 1867. By this marriage he had five children: Walter James, Cora Mima, Nicholas E., Albert, and Franklin A.

Walter James Brown in later life turned out to be an outstanding man in many ways. He received his early education at Aylmer Collegiate, attended the Ontario Agricultural College at Guelph, and law school in Chicago. He became involved in the First Brigade of the Canadian Militia and when World War I broke out, he became the commander of the Fourth Brigade of Artillery, serving for four years. He next became the commanding officer of the western Ontario branch of the Canadian Officers' Training Corps. In 1926, he became a colonel. He also became an editorial writer for the *Toronto Globe*, and the bursar of the University of Western Ontario, taking an active part in the expansion of the university. He was also a member of the committee for the restoration of the University of Caen, in Normandy, France. And, somehow, he found time to become the warden of St. Paul's Cathedral. He was married twice. At his death in 1959, he was survived by his wife, Janet, and a daughter. Cora Mima Brown married Oscar A. Chase of Sparta and settled down near Dunboyne. They had two children. Nicholas E. Brown died as an infant. Franklin Albert died when he was five years old.

When Margaret Brown died in 1877 at the age of thirty-five, Nicholas C. Brown married a third time for companionship and to have someone to look after his children. His third wife was the widow Martha Birdsell of Orwell. There were no children from this marriage. Martha died on March 8, 1909, at the age of eighty. She was the sister of David Davis of Orwell. Nicholas Carter Brown passed away on February 19, 1920, in his ninety-fourth year.

Dr. McLay Miller of Aylmer recalled that everyone called Brown "Uncle Nicholas" and that he was liked by all. One of the things that Dr. Miller recalled was Brown's eating habits. Apparently, he chopped up his food into little pieces, placed them on a plate, and moistened them with tea to keep himself from choking.

William Bowen Brown, Nicholas's brother, married May McTaggart, daughter of Archibald McTaggart, and settled on Lot 9, Concession 4 of Malahide Township. They had two children. George Paine Brown, another son of Walter Brown, took up farming on Lot 10, Concession 3 of Malahide. He had four children. His wife Sarah died in 1882. Brown left this realm at

the age of seventy-nine in 1916. Walter Livingston Brown married Amelia Backhouse, daughter of Abraham and Amelia Backhouse. Amelia died in 1863. Walter later became an Episcopal Methodist minister. His second wife was Sabra Olive Doolittle, daughter of Ira and Sarah Doolittle of Luton. Three children were born to them. Reverend Walter Brown's farm and homestead was located on Lot 10, Concession 3, Malahide Township. Sarah Jane Brown became Mrs. David Whitsell. Her daughter married Levi Young of Port Bruce, who later became well-known as a local historian. One of the Youngs' children, Bruce, drowned at Port Bruce when he was sixteen. Sarah Whitsell married John Teller after her first husband died. Jonathan Brown married Mary Eleanor Balcombe, and settled on the farm located on the northwest corner. According to the records, this land in later years was purchased by Clinton Van Patter. A new brick dwelling was erected there in 1886.

Nicholas Carter Brown's brother Brinton was a restless man. After he left the family farm, he settled north of Port Rowan, but after a time moved to Middleton until he again became restless and moved to St. Williams. After a time his itchy feet forced him to move and settle for a spell along Lake St. Clair. Then he again moved to settle on Back Street (No. 3 Highway) west of St. Thomas. The lure of the West finally took over and he left his family on the farm at Back Street and headed westward through Michigan and Wisconsin. Finding nothing to interest him, he returned to Back Street, purchased a tract of land near Brownsville, and finally settled down in 1844. Brownsville at this time did not look like a good place to settle in. There were two great swamps with a high knoll in the middle on which the Browns settled. One of the swamps was like a lake and was about a mile wide. The swamps were crossed by a floating corduroy road. Enoch Brown, Brinton's son, and his uncle drove the livestock all the way from Back Street to Brownsville. Another of Brinton's sons drove the team. He was just a boy and was full of vinegar and sparks. He was in charge of taking his aunt and her baby to the new site. The aunt was horrified at the floating road.

"Oh," she cried, "Where are you taking us?"

"To the Promised Land! Drive on," he replied cheerfully.

Nicholas Carter Brown witnessed the birth and growth of many things in this country. "Aylmer and I," said he, "are just of an age. The first building in town was one where the Molson's Bank now stands, and father helped to get out the timber for that just before I was born. It was a store and post office about as large as a room in a house. Philip Hodgkinson was the first proprietor. People called it the post office at first. Afterward when a tannery and a blacksmith shop and a tavern arrived, they called it Troy, and then along came Colonel Talbot and wanted it named after Lord Aylmer, some friend of his in Ireland.

"When I was little there wasn't any road south of Talbot Street at all except Nova Scotia Road (now Elgin County Road No. 42). They had been surveyed out before the settlers came in, of course, but surveying was all there was to it. I remember being a little chap, and a neighbour dropping into our log shack and my father and he was talking about making up a road 'beat'. When he went away, I asked my father what he meant. That was the beginning of road work and statute labor. Before then, when you knew some new people had come in and were settling anyways near you, you just struck up a trail, as easy as a bee-line as you could, for his shanty and used it. Often trails were struck on a larger scale. Like, just before I was born, Colonel Bostwick struck out a trail from Simcoe up to Port Stanley and another was made from north of Aylmer to the mouth of Silver Creek. This was to make use of the new mill that Granddaddy Backus had built at Silver Creek. Roads were just accommodation affairs which the people made anywhere which best suited them.

"I remember when there were no public cemeteries and you buried your dead somewhere on the farm. I remember when you carried your land deed in your pocket up to London to prove you had a right to vote. It was all a property vote then, and I don't know after all as there has been anything much better. I remember when women voted here the same as men—that is, on property. Afterwards they edged the women clear out of any rights at all. If a man died, no matter how large an estate there was, all the property and his respectable wife and the family went totally unrepresented perhaps for twenty years until there might happen to be a boy in the family get old enough to cast a vote. Anything rather than let the mother of a family that worked for it vote for it. I remember all through the period from its beginning till, I hope its end.

"I remember when there wasn't an organized school system or a government-qualified schoolteacher in the whole region. Any old broken down, good-for-nothing person could come along and set up a school if he could persuade enough people into it. The price would be perhaps ten dollars a child for three months with a weeks board thrown in. Each child was a separate matter. There were no lumping together of interests as now. If a youngster had to stay home and work part of the time he went for a half or quarter of a child on the school register. The learning didn't amount to much. But that didn't matter for learning wasn't needed."

"Wasn't needed?" Miss Hatch asked. "Was there ever a time when it wasn't needed?"

"Yes," Mr. Brown carried on, "What did we need learning for? There wasn't a paper or a book in our homes to read. And as for arithmetic, there was no money to reckon with. Black salts and potash, which last was black salts-molasses boiled down in a sugar state, were the only money-producing products we knew. I remember when there was only about four dollars a head if the whole of the country was counted. And if any man had five or more, why other people had less that was all. What did we need arithmetic for? All the money coming our way in those days, I reckon, we could have handled with sheer native sense and been glad to do it.

"No, everything then was a story of work and for that we needed no learning. If I wanted a bushel of oats for seed and you had them, I went to you and offered my labor for a half day or day and the transaction was complete. As far as we needed more knowledge, more came, and that's the way as I see the world works. As a usual thing, men you dealt with then were men of honor—if they weren't, their reputation went before them. I recollect Joel Lewis making out a note in red chalk. It was carried about in a pocket until it was about defaced, and in the meantime warnings had come to be sounded throughout the country that legal matters required ink. Lewis was approached to make out a fresh note. 'Do you think,' he exclaimed indignantly, 'Do you think I would deny those red chalk marks?' A man's business honor was a tender point with him in those days.

"We had no medals then, or scholarships or sporting trophies, but we had honors we valued every whit as much. I can tell you I was a proud young man at eighteen when I was selected one of the four cornermen for a log house raising. The men rolled the logs up to us and we had to hew and fit the corners to lie snugly together as fast as they brought the trees. It meant both swift and expert work. Only the most skilled axemen were qualified to fill the bill. I was a cornerman for several houses and not a few outbuildings. I felt I was doing my bit for my country.

"I went into the feast, after a raising, completely satisfied. For a raising feast in the old days, there generally was a sheep killed. And there was bread and potatoes. For dessert we had pumpkin sauce or sweet cabbage or sauerkraut. Pickles were never heard of. Sweet cabbage was just cabbage cooked the ordinary way. Pumpkin sauce was our staple fruit the year around. You cleaned the pumpkin and cut it up, cooking it in a great kettle. When it was nearly done, you cupped the pulp out and boiled down the liquid to a syrup. You put this in a barrel with dried (not too crisp) pumpkin and perhaps added some spice. It was sweet enough without sugar and

would keep. When some grandee or visitor came along we had another dessert reserved for him. We took wild grapes and poured melted maple sugar over them. These were our preserves for state occasions.

"My, weren't we lads hungry for fruits! The modern child's wildest dreams of tropical fruits wouldn't equal ours for one just nice plain apple. The story got abroad when we were little chaps that if you went out on Christmas Eve between twelve and one o'clock and shook your apple trees real hard they would bear well next season. Did we lads go? I guess we did! Up to our waists in snow. We certainly shook our trees hard. Yes, they did have a crop next year, as it happened."

Nicholas Carter Brown was always interested in the raising of sheep and his experiences date back to when he was a little boy and a man by the name of James Carpenter, who owned sheep, came along with a drove and offered him a jackknife if he would look after them while they pastured at his father's place. "I took care of them good for that knife," he said. "We never allowed sheep to lay out over night on account of the wolves. If it was not possible to get them to a pen, father stayed out with them.

"When I was old enough I began building up a flock of my own, and when it grew too large, I rented it out like James Carpenter had done to us. My rent was a pound and a half of wool per sheep per year, and the man could have the rest of the wool and the increase for his share. He must hold himself ready, however, to give me back at any time the herd as I let it out to him. That doesn't sound like much profit on a herd does it? I remember Mr. David Davis saying to me, 'Brown you can't stand. It'll never pay,' But I thought it did. On a large flock, when wool was worth say forty-five cents a pound, as it then was, your income sometimes amounted to well up to a thousand dollars. And the men that kept them did well on their part. I thought it was a very good union between capital and labor."

When he was asked about a wolf-proof pen he replied, "Well, it was a high log fence, as you might say, so many feet square. On one side the logs would go ten feet high. On the opposite side the logs would be laid just high enough to stand well over a sheep's back. From this we slanted up what was called a shanty roof until it went ten feet high. But we didn't have the roof cover the whole pen, perhaps half or three quarters of it, which made a nice shed. The wolves trying to get in would walk right up this shanty roof and drop down into the open space of the fold from its top edge. It was an excellent trap. For no wolf seemed to know how to get out of it. And although they were in there with the sheep they never attacked them. A wolf won't attack when a prisoner.

"Wolves were cowardly things. I have seen plenty of wolves. Perhaps they weren't starved enough down here in this country, but I never thought they were much to be afraid of. A hunter could kill a deer, put his hat on top of the animal and go off for help to skin it. The wolves would stand around and never touch it while his hat was on it.

"I remember when the wolves left here. It was seventy-seven years ago (1850s). Whether it was the putting in of the dam at Silver Creek or the other mills on other streams or what, I am sure I don't know whether raising the water of the creeks could have anything to do with it, but certainly about that time and suddenly all the wolves in this part of the country departed and were seen no more."

The Silver Creek Settlement

The Silver Creek settlement, just east of Dunboyne on Nova Scotia Street (Cod Fish Lane), now Elgin County Road No. 42, was just one of the many spots along this road where some outstanding families settled. The Jones and Backhouse families were among them.

Peter Jones, son of Andrew Jones, was born in 1801 and married Esther Decker. Peter and Esther came from the Niagara District and settled in Malahide Township in 1825. They had fifteen children: William D., Margaret, Levi, Rebecca, Hester Ann, George, Isaac, Wesley, Peter, Esther, Sarah, Richard, Barton, Robert, and Mary. George and Wesley became men of the cloth, the former dying when only twenty-six years of age in 1862. The latter preached mostly in the London District. For complete details regarding this family, refer to *The Haggan Papers; Genealogies: Part III*, edited by Karen Bailey.

According to the records, the first settler of note to settle on this street was Colonel Abraham Backhouse. He built his first sawmill at the mouth of Silver Creek in 1814. This mill had a vertical saw and was powered by a waterwheel. In 1816, he added a gristmill; the old burr stones are still in the locality. The Colonel was a jolly Yorkshireman and was apparently of some wealth, as he poured about £12,000 into the endeavour and cleared 150 acres.

Abraham Backhouse was the third son of Major John Backhouse, who left England in 1793. Major Backhouse and his family first settled in New York State, where they lived for two years before moving on to New Jersey where they stayed three years. In 1798, they settled in Walsingham Township, Norfolk County, on Lots 17 and 18 of the first concession. Major Backhouse was married three times. His first marriage was to Margaret Longbottom. This marriage produced four sons and three daughters: John, Abraham, Thomas, William, Mary, Esther, and Elizabeth. After Margaret died, he returned to England and married Jane White. After the death of his second wife, he married a local girl, Hannah Haines. John Backhouse took part in the War of 1812 and reached the rank of major in the 1st Norfolk Militia while his son, Abraham, attained the rank of colonel. Before the conflict, John Backhouse became the first justice of the peace in the London District in 1800. He was made high constable in 1809. It is said that the mill on the Big Creek and Russell's Mill at Vittoria were spared during the War of 1812 because the officer in charge of the American renegades recognized a Masonic sign of distress. These were the only mills spared.

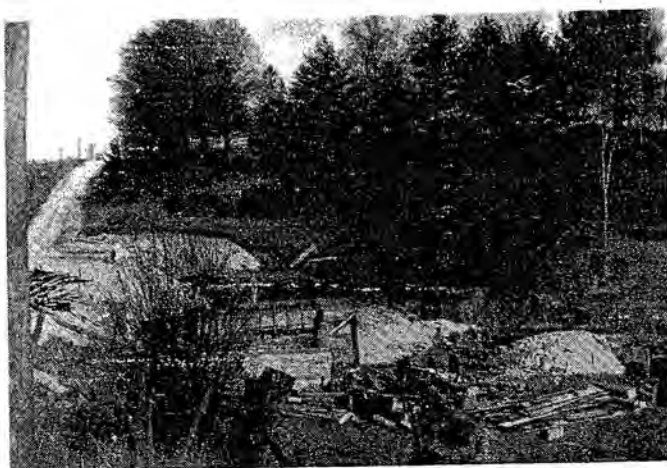
Abraham Backhouse struck out for himself and settled at Clear Creek after his marriage to Miss Alway. He, too, erected a mill but because of the unreliable amount of water, he chose the Silver Creek site. Abraham's marriage brought forth two sons, John and Abraham, one of whom remained single. The younger Abraham had six daughters: Margaret (Mrs. William Rusling of Houghton), Amelia (Mrs. Henry Perley), Hannah (Mrs. Albert J. Nevills), Emma (Mrs. Ceremus Smith), Matilda (Mrs. Smith) and Mrs. Walter Brown.

Another family of note in the area was the Parker family. John Parker was of English-Scottish-Pennsylvania Dutch stock. He left the United States as a United Empire Loyalist and landed at Nova Scotia in 1822, staying only long enough to acquire a yoke of oxen and a covered wagon. He then made the long trek to the Talbot settlement where he purchased land from John Pearce in 1823. His first camp was under the old beech tree on the farm. Then he lived in the log cabin erected by John Pearce and his wife Mary (Stewart), who came from Ridgetown, Kent County. The Parkers had one son, George.

George married Jane Murray. They had five sons and three daughters. The youngest daughter became Mrs. Albert Chambers and her son, George Roscoe Chambers, took over the farm in 1929. It is now the residence of Wayne Underhill.



*The old Disher gristmill, later the Oill mill.
Located east of Dunboyne on Silver Creek.*



The Oill mill destroyed by a flood in 1946.

The original gristmill on Silver Creek, just east of Dunboyne, was put up by Squire Henry Disher. He had a large millpond which became known as Silver Lake, and was a popular swimming, boating, and fishing site. Its shores were also the scene of many gatherings and picnics. Old Squire Disher operated the mill until his death in 1865, after which it fell idle for a short time. It was not carried on by his son, John, because he was away studying medicine. When he graduated, he opened a practice in Aylmer. Dr. John Disher died suddenly on May 16, 1869, at the age of thirty-one. In 1875, George Lambton Oill (who was born near Jamestown) purchased the Disher mill and operated it for many years before he sold out and took up milling in St. Thomas. His St. Thomas mill was destroyed by fire in 1883. Oill took part in that city's municipal politics, becoming mayor in 1893 and 1894. He was instrumental in the building of the waterworks north of the city. He was manager of the City Gas and Electric Company for thirty-three years. He was also in the mercantile business until 1912. Oill passed away in 1929. He was eighty-three at the time. The old Oill mill changed hands many times until Frank B. White purchased it and converted it from an overshot waterwheel to a water turbine. He operated the mill until a heart condition forced him to retire. He lived in the house on the crown of the west hill just east of Dunboyne. The old mill was destroyed by a flood after the Second World War.

Notes

1. *St. Thomas Times Journal*, 1920.



DUTTON

(West Clayton, Lisgar, Bennetville, "Monkey Run")

Early History and Development

The village of Dutton in Dunwich Township owes its birth and growth to the building of the Canada Southern Railway in 1872. Before the coming of the railway, the land that is now occupied by the village was owned by Neil Patterson and James McGillivray, both natives of Scotland. Patterson and McGillivray had an eye for a bargain, for in this part of the township the land was cheap because of the heavy underbrush, dense woods, and tamarack swamps. In the eyes of these hardy Scotchmen, the area had potential for the lumber industry. With this in mind, Patterson erected a sawmill. McGillivray settled southeast of Patterson in 1844 and single-handedly cleared a portion of his land and erected a log house. He supplemented his income by working for Patterson as a mill-hand. When James McGillivray became established, he married one of the Blue girls. She was related to John McNeil. Donald Blue was a brother. Her sister married Duncan McNeil. When news that great tracts of land had been thrown open in the United States reached McGillivray, he decided to take advantage of the situation, handed his farm over to his eldest son Duncan, and left for Illinois in 1867. McGillivray died in 1897.



A.J. LEITCH, who was the first Reeve of the village of Dutton in 1900, and who was Warden of Elgin County when the Court House in St. Thomas was rebuilt.

This portion of the township remained isolated except for a few homesteaders until 1872, when it became a centre of interest due to the plans of the Canada Southern Railway to lay tracks in that area. This news stirred such men as D. McLaws and A.J. Leitch, who immediately purchased land in the area. Leitch purchased Lot 12 and part of Lot 13, and he and McLaws set about surveying the land into village lots. Leitch was twenty-four at the time and was an energetic and ambitious young man. He was born near the old Willey School at Iona Station on his father's

farm in 1848. His father Colin was a native of Argyleshire, Scotland. When Leitch left school, he taught at Wallacetown and married Lucy E. Cameron. Leitch became a banker, hotel owner, mill operator, the first reeve of Dutton, and warden of Elgin County. He was instrumental in the rebuilding of the court house in St. Thomas. He died on January 11, 1912, at the age of sixty-four. Lucy Leitch outlived her husband by thirty-four years.

The nickname "Monkey Run" came into being when an artistic person in Wallacetown drew some cartoons showing monkeys in the process of laying out the village lots of Dutton and numerous other monkeys jumping over and becoming entangled in the chains.

McLaw's and Leitch's survey of their property in 1873 started the ball rolling. George Bennett of Clackmannanshire, Scotland, who had purchased the east half of Lot 13, had his land surveyed into village lots and named this portion Bennettville. This name remained until the Canada Southern Railway established a station there and named it the Dutton Station. Meanwhile, the other section of land surveyed by A.J. Leitch was named Lisgar after the governor-general of Canada. The dual names caused much friction among the early settlers until the name of the Canada Southern Railway's civil engineer, Dutton, was adopted. Before this the mail was addressed to West Clayton, a post office set up to look after the mail for the Bismarck and Dutton areas under the postmastership of Duncan McKillop. This arrangement lasted only a few months. When the name Dutton was recognized, A.J. Leitch became the first postmaster, an office he held for forty years.

David Bennett, a brother of George Bennett, who was born in 1828, was encouraged to come to Canada. In 1852 he settled in Dunwich Township on Lot 18, Concession 4 and operated a large farm. He married Euphemia Campbell of Argyleshire, Scotland, in 1852. The Bennetts had six children: David, Jane, Sarah, Ann, John, and James.

The other person who took part in laying out village lots was David McLaws, who was thirty-four years of age at the time. Like A.J. Leitch, he was very ambitious. McLaws was born in Bannockburn, Scotland, in 1839. He came to Canada with his parents, William and Mary McLaws, and settled in Fingal in 1844. He attended school and farmed in Dunwich Township until 1860. He then entered the carriage business in Dutton. (He later had a carriage business in St. Thomas.) While in Dunwich Township, he was reeve of Dutton in 1878. He became a member of the Ontario Legislature the same year, and was made Registrar of the Surrogate Court in 1879. In 1870 he married Elizabeth McCrank of Oxford and by this marriage had a son and daughter. After the death of his first wife in 1883, he married Mary Barr of St. Thomas. The couple had five children. McLaws passed away in 1925.

C. Sutton of Southwold Township was the first to clear the village site with a pair of oxen. Donald Campbell was hired by the railway to make sufficient clearing for the station and to build the grade. Just where the main street crosses the track, there was a dense growth of tamarack whose springy roots curved above the ground. The roots bothered the horses, who found it difficult to extract their feet and in many cases were held fast. It was here that Campbell proved to be indispensable because of his oxen, whose feet were narrow and did not get caught in the roots.

In the story of West Lorne I will outline the difficulties the Canada Southern Railway experienced in laying down their tracks due to the swampy condition of some sections of Dunwich and Aldborough Townships. The contractors had to lay a foundation of logs in the form of a corduroy, having to chain the logs together in order to anchor them. After the corduroy was laid, it was covered with gravel before the tracks were laid. If you stand at the Main Street crossing in Dutton, and look east and west, this will be quite evident.



Chesapeake & Ohio Railway station, Dutton, July 1968
(Regional Collection, University of Western Ontario)

The railway station was called "Dutton Station" until 1893, when the railway authorities dropped the name because another station on the line was so named. The original station erected by the Canada Southern Railway was replaced by a larger station by the Michigan Central Railway in 1897. Before the establishment of the first station, the trains merely stopped at the crossing and passengers and luggage were unloaded on the Main Street where there was only a platform. When a few houses and three stores were built, the village fathers got together with the railway officials and a parcel of land was given for the establishment of a station. The Canada Southern Railway purchased some of Neil Patterson's property for this purpose.

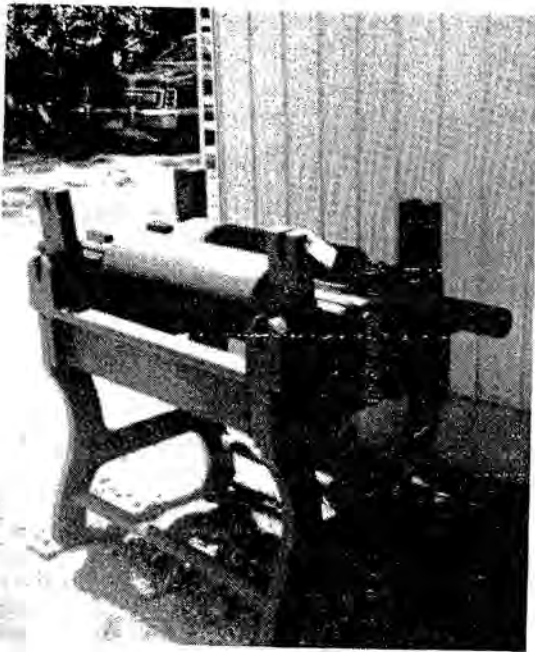
In 1900, James Poole was engaged to purchase land for the right-of-way for the Lake Erie and Detroit Railway, these tracks are now used by the Chesapeake and Ohio Railway. When the Michigan Central Railway discontinued its passenger service, the old station fell into disuse and was closed. This also occurred with the old Pere Marquette Railway station. One of the old stations is now the office and warehouse of the Top Notch Feed Company.

The construction of the Canada Southern Railway tracks north of Wallacetown caused a great deal of ill-feeling amongst the people of that village. Many businesses and families moved to the new village of Dutton. Jamie Wilkie of Wilkie's Corners pulled up stakes and re-established his wagon and blacksmith shop just south of the tracks in Dutton. In later years, Mr. Law had an automobile garage on the same site. The first to settle on the future site of Dutton were John Paton and Elder McArthur. Dutton in 1881, according to an old timer, was nothing but a mudhole with one or two houses and barns, and two stores.

Businesses

It is claimed that the first planing mill was opened by F.A. Humpidge of Watford, and as usual it changed hands down through the years with J.B. Coates of Ridgetown, and William E. Saunders being some of the owners. The first woollen mill was erected by L.J. Wilson in 1885. Other early mills are listed in the section on fires.

The Dutton Flour Mill had an early start, being opened by Archibald McEachern in 1874. It had limited capacity because of a single run of stones. In 1884, A.J. Leitch purchased the old mill and installed a single set of steel rollers, which was an improvement over the stones because rollers were easier to maintain, did not shake the mill structure, and took less power to operate. In 1886 Henry Hollingshead of Galt moved to Dutton with his family and purchased the mill from Leitch. He then proceeded to enlarge it and install the latest machinery. Henry Hollingshead was a pioneer millwright and helped build many gristmills. He also farmed around Galt and was employed by the Goldie-McCullough Company. His son, William, was seventeen years of age when he started to work in his father's mill on the "graveyard shift" from midnight to 8 a.m. In 1908 he took charge of the mill and in 1921 he made what was probably the most important move of his career. He contracted with Inglehart Brothers of Evansville, Indiana, for the milling of the famous Swan's Down flour. The highgrade cake flour (and also a special-quality bran) are still being made by others mills for General Foods.



*Set of steel rollers
as used in early gristmills.*



*An old grinding stone
from McEachern's mill.*

Hollingshead once said that he literally tore the old mill to pieces and rebuilt and enlarged it in order to produce the grade of flour required in that contract. Largely through his initiative, and the co-operation of the late F.S. Thomas, MPP for Elgin, then agricultural representative, Hollingshead got the farmers of the district growing the grades of winter wheat required for Swan's Down flour, including red wheat. In 1936, Hollingshead sold his mill to John E. Davies, who became the reeve of Dutton in the 1950s. He sold out to Harold Keedwell in January 1953. After years of operation, Keedwell sold to Milling Products. He died in 1968. In its latter days, the mill supplied McCormick's of London, as well as Weston's and other firms. The mill finally closed down on July 20, 1967. The mill fell prey to fire on July 16, 1969. A modern apartment building now occupies the site.

When Mrs. Hollingshead (the former Isobelle Paterson) died in 1947, Hollingshead lost heart and moved to Vancouver with his daughter, Mrs. Stanley Remnant. He died there on July 18, 1951. He was survived by his daughter. (His other daughter, Minnie, who married William Vair, died on December 12, 1907.) Before Hollingshead moved to Vancouver, he sold his attractive ten-room white brick home to J. Davies. (The other Hollingshead house on the adjoining property had been purchased by the Sifton family.) The land upon which it stands was part of the old Paterson farm, deeded to the Paterson family from the Crown. The white brick house, which still stands next to the school and where Hollingshead lived for sixty-two years, was built by the Ponsford brothers of St. Thomas. A unique feature of this house was that it was heated by surplus steam from the mill across the road. Hollingshead had a one-and-a-half inch pipe laid in a trench from the mill's boiler to his home.

I had the great pleasure of knowing William Hollingshead and John Davies and having an interview with both gentlemen. William Hollingshead recalled that the residents of Dutton had to put up with coal oil lighting in their homes until 1902, when the Dutton Electric Light Company was formed, the power being obtained from a dynamo installed in the flour mill. In 1915 Sir Adam Beck visited Dutton to arrange for the use of hydro power from Niagara and John D. Blue was appointed district manager, a position he held until he retired. John Blue often spoke of the difficulties which had to be overcome in the early days of hydro.

It is said that when Sir Adam Beck first made the proposals for the installation of hydro, it was found too costly to extend the necessary lines from St. Thomas. Beck then proposed that telephone lines be utilized and this was done, Dutton being the first centre in the province to receive its power in such manner. When Blue became the district manager in 1915, the Dutton service had 128 subscribers. Over fifteen years later there were 380 subscribers. At that time the community received thirty-three horsepower. Power lines were extended to West Lorne and Rodney in 1918.

The first store was built by Messrs. Griffin and Graham; it occupied the site where the Presbyterian manse now stands. The post office in 1873 was located next to the private bank of D.C. Clay and Company. Angus McIntyre built and opened the next store, which later became the printing shop of the *Dutton Advance*. The first brick store was built for H. Lane of Waterford, who had C. Turpain put in a general stock of goods. The store itself was managed by H.T. Hockins. The latter with James Pool afterwards bought the store and its stock. Hockins finally purchased Pool's interest. This building was later destroyed by fire.

Duncan Black built the Dutton Hotel, the village's first hotel, on the site of one of the first houses, which at the time was owned by a Mr. Bolton. It was located south of the Canada Southern tracks on the west side of Main Street. The next hotel was the Brittania House, which was moved from Wallacetown by Robert Jordan. The Brittania House was located across the street from the Dutton Hotel, which is why both hotels were destroyed by fire on the same day. Sparks from the Brittania House set the Dutton Hotel on fire on April 15, 1886. Like any other

business, the hotels went through many changes of owners. I found that in 1882 J. Patterson purchased the Dutton Hotel from Malcolm Leitch.

Seeing the need for a third hotel in Dutton, Archibald McMillan built one on the east side of Main Street north of the tracks. This hotel was named the Dominion House. Later it was known as the Nelson House and remained so until it was put up for sale on March 23, 1886. That same year a livery stable was erected at the rear of the hotel by J.W. Maus. (McMillan lived in Dutton until 1884, then moved to Rodney. He died in December 1900 at the age of sixty. At his death, McMillan left his wife, six children, three brothers and three sisters. His brothers were Robert S. of Dutton, James of Westminster, and John of Brooke Township, Lambton County. Two of his sisters were Mrs. McCallum of North Dorchester, and Mrs. McLaughlin of Westminster Township.)

Looking around for a business opportunity, John M. McIntyre purchased the Nelson House in 1889 and renamed it the McIntyre House. McIntyre was born six miles north of Dutton in 1855 and remained on his father's farm until he was seventeen years of age. He then successfully took up lumbering in Michigan. Later he returned to Dunwich Township and farmed until 1889. Next he went into the hotel business, which too was a success.

Success begets success - at least this is what a lot of people thought. Many new businesses were established close by, one being Donald Sillors' blacksmith shop next to the McIntyre House. Sillors was from Cowal. The next hotel to be opened in Dutton was the Commercial Hotel, which came into being when the Wallacetown Carriage Company failed and was moved to Dutton at about the same time that the Brittania House was moved from Wallacetown. The carriage company was erected on the southwest corner of Mary and Main Streets in Dutton. It was a large, two-storey frame building with a long ramp up one side. The business prospered for a time, but competition from the other carriage factories brought about its closure. One of the competitors was the Dutton Carriage Works which was operated by C.H. Glance. He was an unassuming man but was very knowledgeable and was quite a conversationalist. He was born in London, Ontario, in 1859. As a child he lived in Belmont where he got a job in a carriage shop and learned the trade. He was in business in Belmont for seven years before coming to Dutton in 1885. On settling in Dutton, he built a substantial block, which fell prey to fire in 1889. He rebuilt on the same site and did an extensive trade in carriages, wagons, cutters and sleighs. He died on August 26, 1921. When the Wallacetown Carriage Company's building was closed, William Eustes purchased the old building and converted it into the Commercial Hotel.

Eustes was born in New York State in 1849, came to Canada with his parents and settled in Port Stanley, where the family remained for four years until they moved to the Fulton settlement in Southwold Township. As a young man, W. Eustes moved to Fingal and became a foreman for the Fulton brothers, who were lumber dealers. In 1884, Eustes took over a hotel that was south of the tracks in Dutton. Here he remained for two years before purchasing the Wallacetown Carriage Company. The Commercial Hotel was destroyed by fire in 1889. He rebuilt on the same site. This time the building was made of brick. This was the Queen's Hotel. It was an excellent hotel, but like anything else it fell prey to progress and it was dismantled in later years to make way for a service station which in turn gave way to a Becker's store. One of the proprietors of the Commercial Hotel was John Dromgould of Glanworth. He also at one time operated a hotel in Wallacetown.

In later years William Eustes operated the Binder Hotel in Rodney. (A terrible windstorm took off the hotel roof on June 9, 1906.) William Eustes died in Dutton on February 18, 1918.



*New York Central Railway Station, Dutton, April 1967.
(Regional Collection, University of Western Ontario)*

Dutton's business section in 1882 consisted of these establishments:

Conroy, J.M.
Humpidge, F.A.
Jordan, Robert
Mennie, William

Mills, Dr. R.P.
McCallum, John
McKee, D.

The Little Old Man's Clothing House
Shingle mill
Brittania House
Iron works opposite the Brittania House
Sold to the Law brothers of Ridgetown in 1898.
Office on the corner of Shackelton & Main Strs.
Hardware and stoves
Lumber mill near railway tracks
The original McKee sawmill was destroyed by fire and a new mill was built in 1889 on the site of the burnt-out Graham stove mill between Currie and Humpidge Streets.

Phelps, W.F.

Printing Shop

The first newspaper was established in Dutton in 1881 by W.F. Phelps, who later moved to Colorado. It was called the Enterprise. In 1885, he sold his property to his brother, Norman, who conducted it until he sold to R. Sutherland of Glencoe in 1888. Norman Phelps then moved to North Bay. In 1889, the Advance was started by J.D. Blue (village clerk in 1892) and M.S. Smith, who operated the paper until 1928. Smith and his son, Bertram, were in

charge from 1928 until 1932, when Smith retired and Bertram took over until 1943. H.C. Campbell then took over. The Enterprise was published in a little building that stood at the corner of Nancy and Shackleton Streets, now the site of the Knox Presbyterian Church.

Rewey, B.	Watchmaker and jeweller
Spurr, S.E.	Photographer
Urlin, A.D.	Grocery and dry goods. He was suspected of having started the great fire of 1885.
Young, John	Boot and shoe merchant

By 1885 Dutton consisted of: three churches, a woollen mill, a gristmill, two sawmills, a shingle mill, four dry goods stores, two tailor shops, four dressmaker's shops, two shoe stores, seven groceries, a bakery, a confectionery, two furniture stores, a butcher shop, a drug store, a book shop, a turning mill, two harness shops, three banks, four hotels, a roller rink, a jewellery store, a photographic business, three blacksmith shops, two carriage shops, a foundry, a livery and a lock-up. The only newspaper was the Dutton Enterprise. At the time, the village had a population of nine hundred. Many of the business establishments were destroyed in the fire of October 15, 1885.

In 1896 the business section of Dutton consisted of the following: two hardware stores, five dry goods and general merchants, three grocery stores, three furniture stores, three shoe stores, one drug store, two hotels, two butcher shops, five doctors, two bake shops, five blacksmith and carriage shops, three private banks, five implement dealers, two liverys, two jewellers, two restaurants, two harness shops, two men's clothing stores, one book store, one fancy goods shop, one photographer, two boiler shops, two dentists, two cooper shops, four public halls, Dutton Flour Mills, Dutton Woollen Mills, Dutton Iron and Pump Works, and the North Western Telegraph office.

The Ostrander brothers were active in the business life of Dutton during the 1890s. John S. Ostrander was a jeweller, William A. was a confectionary store operator and cheese factory salesman, and C.A. was a cheese factory operator, American Express agent, drayman, and coal merchant. The three brothers were the sons of Lewis Ostrander and his wife, Mary McCarthy of Eden in Bayham Township. One strange thing about old Lewis is that, while he never attended church, he would help any church body in their work.

John S. Ostrander was only twenty-five when he opened his jewellery shop in Dutton. The shop was destroyed by fire during its second year and he was out of business until his brother, William A., built the Ostrander Block. William was born in Eden in 1862, moved with his parents to Middleton Township and worked on his parents' farm until 1882. The following year he learned cheesemaking, at which he was employed until 1887, when he bought the Lawson factory in Dereham Township. He carried it on for a year and then purchased the Dutton Cheese Factory which he operated until 1895, when he sold out and entered the confectionery business. He was elected to the village council in 1895. For years he was on the road as a salesman for the Wallacetown and Iona Station cheese factories. C.A. Ostrander took over the cheese factory in 1895 and operated it until it was destroyed by fire in December 1900. (The old Dutton cheese factory had originally been located at Iona Station). After C.A. Ostrander lost the factory, he became an American Express agent. He had a horse-drawn bus service between the village and the station. He also had a dray business and became the local coal merchant. Like many other businessmen, the Ostranders left for greener fields when Dutton began to decline.

Dutton's business section in 1908 was as follows:

Dutton Advance	Newspaper
American Express	Mail sorters and telegraphers

Affleck, William	Blacksmith
Balkwill, George	Livery stable
Bell Telephone Co.	
Black, D.	Insurance
Black, James	Implement dealer
Bine and Smith	Printers
Bobier, Joseph	Butcher
Bodman, H.W.	Trader's Bank of Canada
Bradley,	Baker
Bruce, James	Blacksmith
	<i>Bruce had shops in Largie, Rodney and later Dutton. He was a native of Kintyre, Scotland. He was at one time in partnership with John Wilson. His old blacksmith shop was the last of the original buildings; it was dismantled in the 1930s.</i>
Burnett, George	Sawmill
Cameron, D.A.	Physician
Campbell and March	Implement dealers and undertakers
Canadian Express Company	Mail sorters and telegraphers
Cantelon, A.E.	Photographer
Cape, W.H.	Painter
Coates, J.B.	Lumber and cooper stock
Commercial Union Assurance	James Pool
Crawford, J.B.	Hardware and furniture
	<i>This business was founded in 1889. Crawford was born in Perth County, where he farmed with his father. After spending a year learning the hardware business in Tilbury, Crawford came to Dutton where at first he handled general hardware stock and furniture. He later added a grocery section. The business was later operated by his two sons, Chester and Arnold. Later Arnold's son Donald took over. J.B. Crawford died in 1915.</i>
Crowley, Miss C.H.	Dressmaker
Dahl, Charles	Harness shop
Dominion Express Co.	
Dow, Dr. D.H.	Dentist
Dowswell, Mrs. J.	Took over her husband's building contracting business
Drake, T.W.	General store
Dunwich and Dutton Telephone Company	
Fletcher, J.L.	Grocery
Flint and Pere Marquette Railway	
Fraser, F.E.	Creamery
Graham, James	Woollen mill
Galbraith, John	Implement dealer
Glance, C.H.	Carriage business
Gordon, R.	Veterinary
Hales, H.	Livestock dealer
Hales, William	Butcher
Henry, J.O.	Veterinary
Hockin, Thomas	General merchant
	<i>Thomas Hockin founded his business in 1880. He was born in Cornwall, England, in 1856, and came to Canada as a boy with his parents. The Hockins first settled in Hamilton, where they remained for ten years, followed by ten years in Strathroy, the elder Hockin carrying on a large milling business. During this time, Thomas Hockin was learning the dry goods business with the firm of W.T. Pearce. In 1880 he came to Dutton to join James Pool in establishing a dry goods and general store. In 1892, Pool withdrew</i>

to engage in banking and since then the business has been solely under Hockin family management. When Thomas Hockin retired, his sons, Eugene and Harold, carried on the business. Another son, John H., became a dental surgeon; he died on July 21, 1960. Eugene Hockin passed from this realm in 1972. Lt. Harold William Hockin, son of Harold B. Hockin, took part in the Dieppe Raid and was listed as missing after the engagement. He was the brother of Capt. John M. Hockin. Thomas Hockin died in September 8, 1941, at the age of eighty-five. Bessie Hockin, his wife, died the year before.

Hodder, C.W.

Bakery and confectionary store

Hodder was born near London, Ontario, in 1853, and with his father farmed in Ekfrid and Caradoc Townships for several years. The family took up one hundred acres of bush land in Dunwich Township, which the younger Hodder was instrumental in clearing. He left home to work for himself at the age of twenty-one. For a number of years he farmed, after which he learned the baking business at Melbourne in Middlesex County. In 1881 he moved to Dutton and opened up a bake shop. After a few years, he had agencies established at Wallacetown, Tyrconnell, Iona, Iona Station, and Middlemiss. At his death he owned a considerable amount of real estate.

Hollingshead, Henry

Miller. Father of William Hollingshead

Jennings, Arthur

Hardware

Kemp, Jennie E.

Stationary and books

Kirkland, R.A.

Real estate and druggist.

Kirkland came to Dutton in 1879. He was born in Burford in 1857 and he moved to Sparta with his parents as a youth. In 1871 he came to St. Thomas and entered the employment of Rich & Mitchell, druggists, with whom he learned his trade. He remained there five years. In the summer of 1877 he graduated from the Ontario School of Pharmacy in Toronto, after which he went into business in Wallacetown, where he remained for two years. He settled in Dutton in 1879 and opened up a drug store on the corner of Main and Shackleton Streets. The store was destroyed by fire in 1894. He then built another store further up the block. He was the first treasurer of the village. The central telephone office was in his store. He died at forty-nine on March 21, 1907. His business, however, was still listed in the 1908 directory. He married Annie Cameron, who died on November 1, 1927.

Law, Alexander

Foundryman and machinist

Leitch and Payne

Barristers

Lilly, T.E.

Wagonmaker

Ling, Dr. George W.

Druggist

Lumley, D.C.

Constable

McCallum, Miss B.

Dressmaker

McCallum, D.G.

Drayman

McCallum, J.C.

Shoemaker

McDonald, W.R.

General store

McGregor, Colin

Livery

From a small beginning, Colin McGregor raised himself to success in life. He was born seven miles from St. Thomas in 1842. As a young man he bought a threshing machine and rented it out to farmers. In 1869, he moved to Wallacetown, where he built a house. He afterwards bought the stage coach line running between Tyrconnell and Dutton, which in connection with his livery, he conducted for sixteen years, after which he sold out and went into stock breeding. He owned the well-known horses, Belivere and Western Wilkes. Selling out his stock, he finally moved to Dutton in 1891 and purchased a livery and had twelve carriages and eight horses. He also built a beautiful home in Dutton. He was also a member of the village council.

McIntyre, A.M.

Banker and loan agent

He built a beautiful, large brick home on Shackleton Street, which later was purchased by Edward Bobier and at his death was left to the village of Dutton to be used as a hospital. It is now known as the Bobier Convalescent Home. It was in such demand that an addition was built in 1979. McIntyre was the father of Mrs. St. Clair Leitch of St. Thomas.

McIntyre, J.H.	McIntyre House Hotel
McKillop, Dr. Alexander	Physician
McLaughlin, Dr. D.F.	Physician
McMillan, Duncan	Harness manufacturing

Duncan McMillan was born in Kintyre, Scotland, in 1850. He spent two years in Glasgow learning saddlery and at the age of eighteen came to Canada with his parents and settled in Dunwich Township. It was here he left his parents and got a job in London as a saddle-maker. He remained in London for a year and then moved to Wallacetown, where he worked for Z. Rapelje, whom he bought out. After a few years, he visited Scotland and on his return, he bought out D.J. Thompson's harness business in Dutton in 1883. He operated this business until he retired. A master piper, he revived the Scottish customs in Elgin County and was instrumental in founding the West Elgin Caledonian Society. Their gathering was honoured by the visit of Lord and Lady Aberdeen in 1896. He also received a gold medal from the Caledonian Society of San Francisco. He died in 1925.

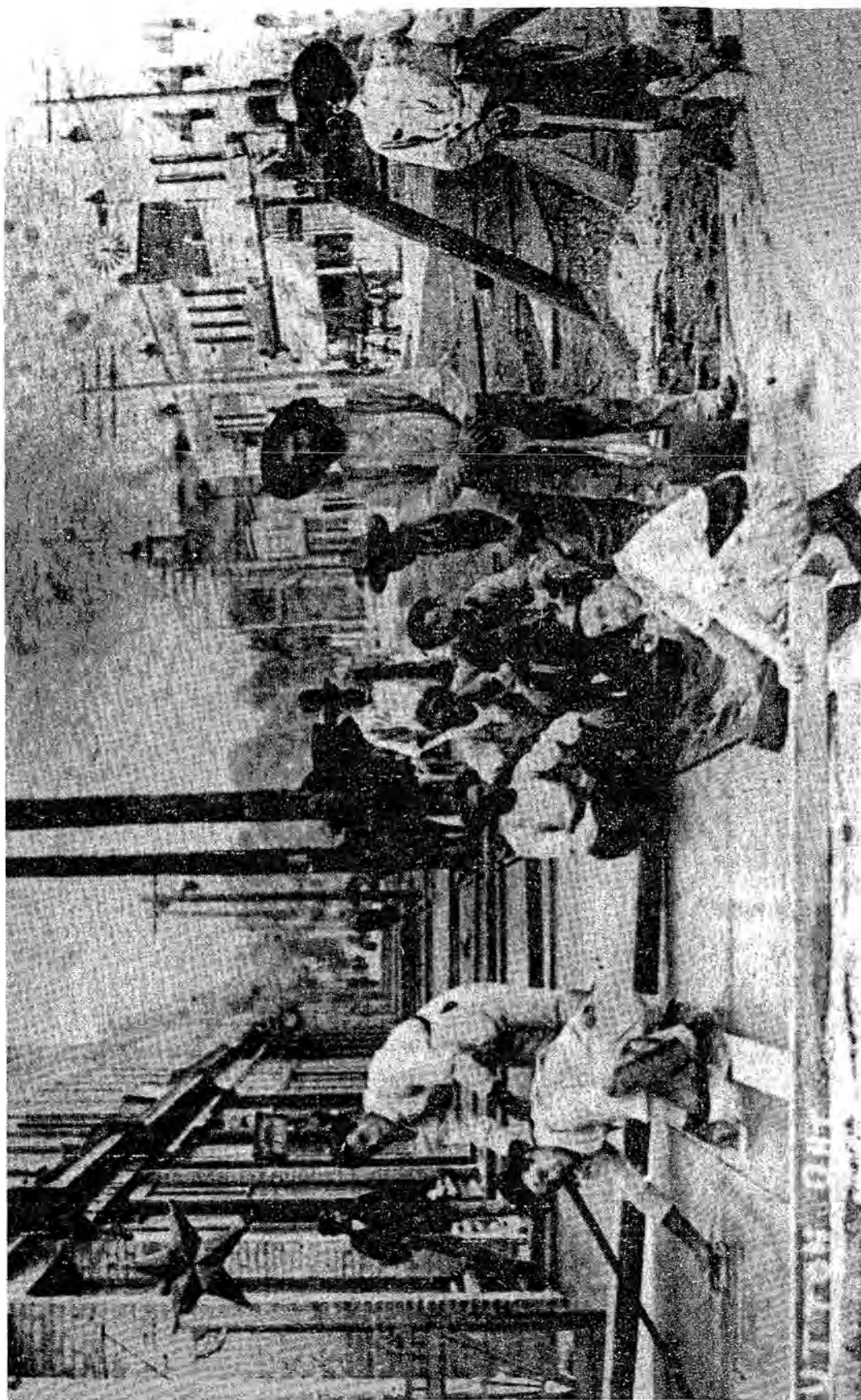
Main, J.E.	Blacksmith
Malone, W.A.	Wagonmaker
Mann, Harry	Painter
Michigan Central Railway	
Miller, M.L.	Jeweller
Molson Bank	F.E. Price, manager
Paten, R.K.	General store
Pool, James	Banker and insurance agent
Pollard, L. and Sons	Grain and livestock dealers
Prince, H.E.	Jeweller
Queen's Hotel	A.D. Urlin
Ramstein, William	Barber
Richardson, R.	Egg buyer
Robinson, W.J.	Public school principal
Roche, E.	Shoe store
Ronson, R.F.	Implement agent
Saunders and Kendall	Builders

Beginning in 1890, William Saunders for many years turned out sashes and windows and other items from his mill. He built sixty homes, the Memorial Hall, high school, Knox church, and Royal Bank. He also did work on the present United and Anglican churches. He was on the high school board for eighteen years, was clerk of Knox church session for thirty years, and superintendent of the Sunday School for twenty-seven years. He was also a member of the Knox church choir for sixty years. William Saunders was born at Kilsyth near Owen Sound in Grey County on May 24, 1864. He moved to Kimble, close to the west shore of Georgian Bay, with his parents, Mr. and Mrs. David Saunders. Having learned the carpentry trade at Kimble, Saunders continued to follow it upon coming to Dutton. For some years he worked for F.A. Humpidge, Matthew Cochrane, and Alex Gordon, early contractors of Dutton. In 1901, however, he formed a partnership with Walter Cavers and took over the planing mill that stood at the southern end of the village. That same year, the mill was moved to its present location to make way for the construction of the Pere Marquette tracks. Three years later, Cavers withdrew from the business and W.F. Kendall joined Saunders in partnership. This partnership lasted three years. When Kendall sold his interest, Saunders carried on alone until 1942 when his sons, David and Eugene, were taken into partnership. The business was continued by another son, Guy, on his return from overseas in 1946.

Schultz, B.J.	Undertaker and cabinetmaker
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He died on December 24, 1942. He was born near Shedden in 1861, son of Isaac and Alma Schultz. He and his parents moved away for twelve years but returned and settled in Dutton in 1878. Benjamin Schultz purchased his father's business and was in business until 1912.

Scouler, B.R.	Tailor
Small Manufacturing Co.	Windmills and pumps
Smith, J.H.	High school principal



Street construction, Dutton.
(Regional Collection, University of Western Ontario)

Southwold and Dunwich

Telephone Co.

Speirn, John

Trader's Bank of Canada

Walker, John

Wallacetown and Lake Shore

Telephone Company

White, A.E.

Barber

H.W. Bodman, manager

Butcher

Hardware

White was born in Port Stanley in 1857 and as a young man learned to become a telegrapher, but instead went into the hardware business and opened his first store in Port Stanley. In 1886, he opened a hardware in Dutton; he was twenty-six years of age at the time. Along with his hardware trade, he also had an optometry department. In 1894 his store suffered some damage from a fire. After his wife's death, he lost interest in business and only opened his shop when he felt like it. He was ninety-three when I interviewed him in 1950 and I felt that, when he died some time later, part of old Dutton died with him.

Population: 1,300

Let us now go back to 1949 and stand on the southwest corner of Shackleton and Main Streets and look northeast, and I will name off all the business establishments. Looking across the street, we find the Royal Bank of Canada on the northeast corner of Shackleton and Main Streets. C.K. Buchrell is the manager. The next place is D.G. Ford's plumbing business, then Perry Palamateer's garage. A.R. Malone, implement dealer, comes next. Next door is the office of E.B. Stirling, barrister. In the same building Marion Evans has a beauty shop. The next business is the tinsmith shop of Frank Walker. Next is the White Lunch operated by Arthur and Ollie Swift. The plumbing shop of Lloyd Corby comes next and then the McIntyre Hotel, operated by George Campbell. Next to the hotel is the Dutton Meat Market operated by J.B. Kivell. Fred Sollner's blacksmith shop comes next. Next in line is J.G. McKellor, insurance agent, and Dr. Carmen R. McKishnie. Next is Fraser's egg station and the Dutton Bowling Alley, the latter being operated by J. Eberle. Then come the offices of Dr. M.G. Graham and the barrister, William M. Blain. These offices are in the upper portion of the block. The next store is J. McCallum's general store. On the corner across from the Community Hall is Herb McMillan's City Service Station.

On the northeast corner of Mary and Main Street, we have the Memorial Community Hall and post office with Jack McNeil as postmaster. Just up the street from there is the Strathcona Creamery operated by R.E. and J.D. Fraser. Going south on the west side of Main Street, we find the Dutton Flour Mills operated by J.E. Davies. Next is the office of Dr. J.A. Hafele, the local veterinary, and next to him is the blacksmith shop of James Bruce. James and David Bennett have the Ford and International-Harvester dealership next. In the old opera house, which was torn down in 1982, we have the General Motors and Massey-Harris dealer, Miller Page. He also deals in feed and produce. On the southwest corner of Mary and Main Streets, we find Ted Lamb's Supertest Service Station. This site is now occupied by Becker's. South of the corner is Roy McPhee's billiard hall. A.E. Cantelon, photographer, has a studio on the second floor. The next business is J. Bambridge's jewellery store and A.E. Roberts' drug store. South of the drug store is the appliance store of Messrs. Braddon and McCallum. Ross McKay has a barber shop next. He is beside B.F. Downey's five and ten cent store. The next store was the K & L grocery. Then comes another barber by the name of Jack Knight. Then there is A.E. White's hardware store, which has for a close neighbour the Bell Telephone office. Frost Hockins, a druggist, has the next store. Frost was in business for forty years before he sold out to William Nickolson in 1975 and took up residence in Eagle. The next business is on the second floor of the block. If I remember correctly, it is the Dunwich Mutual Fire Insurance Company operated by Clare Blue. Another barber shop follows and it is operated by Ralph Perkins. Beside the barbershop is the Thomas Hockins and Company store. Next to this store J.B. Crawford has a grocery, hardware and real estate agency although the business is in the hands of his sons. R. Affleck's confectionary shop and Elmer Moore's bake shop are next. In an upper floor R.H. McNeil has his insurance agency. The next

store is C.H. Carpenter's shoe repair. Avey and Wilson run a bakery next door, and Hale's Meat Market is next with Vernon Hales and Duncan Leitch as operators.

On Station (Shackleton) Street, J.V. Brown has a garage. A.B. Thomas has an implement agency and next door to him is C.A. Hale's Imperial Oil. And last of all, there is V.S. Tripp's cold meat storage locker and apiary. (The eastern part of Shackleton Street is now Elgin County Road No. 13.) Across the tracks on the concession road, we find the garage of Francis G. Brown and then J.M. Galbraith's elevator. The Davies Feed Manufacturing Company, which was under the management of W.A. Moore, follows. In 1949, William Saunders and Son had a building supply business and Dr. Arthur Graham was the dentist. In the story of West Lorne I will describe the establishment of the water system and how Dutton and area received water in 1945 after the pumping station was built at Eagle.

Dutton's business section during the late 1970s was comprised of:

Affleck's Variety	Ralph Affleck, 168 Main Street
Al's B.P. Service	Al Kahnt, 197 Main Street
Arn-Beill Funeral Home.	<i>Cyril J. Beill purchased the McNeil Funeral Home on January 15, 1953. The business is now operated by David Arn on 193 Shackleton Street.</i>
Becker's Milk	198 Main St.
Bev's Hair Styling	194 Main Street, Bev Gibson, proprietor
The Blue Willow	Restaurant, Marie Dierickse, 192 Main Street
Bobier's Convalescent Home	265 Shackleton Street <i>Margaret McKillop is the administrator. This convalescent home is unique as it is owned by the Village of Dutton and Dutton Township, and is funded by the municipality</i>
Lyon's Motors	Operated by Hugh Lyons, <i>who at the date May 1963 operated a Ford agency. He purchased George Drummelsmith's building on Currie Road, opposite the West Elgin Co-Operative Service Plant.</i>
Campbell, Dr. D.C.	Physician, 166 Main Street
Capri Pizza	184 Main Street
The Corner Shoppe	195 Main Street, operated by Mrs. Staddon
Co-Trac Ford Mercury	204 Main Street, operated by Phil Corneil
Crawford's Superior Market	170 Main Street, operated by Donald Crawford
D.J. Submarine	160 Main Street
Davies Wetstein and Co.	178A Main Street. Accountants
Dutton Advance	158 Main Street, Dan Moore, editor
Dutton Auto Glass & Upholstery	171 Main Street, Vince Doren, proprietor
Dutton Building Products	277 Currie Road <i>This business was enlarged by Robert and James Ford in February 1981.</i>
Dutton Community Nursery School	161B Shackleton Street
Dutton Dunwich Swimming Pool	200 Queen Street, Mel Bizaire, director
Dutton Fashion Floor Centre	189 Main Street, Ken Hall, proprietor
Dutton T.V. Appliance	182 Main Street, Ronald Hanson, proprietor
Elgin Co-Operative	260 Currie Road. <i>The Co-Op took over the warehouse formerly used by the Dunwich Farmer's Co-Operative in 1946. Bruce Thomson, supervisor.</i>
Fillmore, Kenneth	Livestock dealer

Four Seasons Flower Shoppe	167 Main Street, Bruce Mullins, proprietor
Highland Pharmacy	178 Main Street, Ronald Campogota, pharmacist
Hull, Walter Jr.	Fire Chief and electrician
Industrial Workshop	Workshop for the mentally handicapped. 196 Main Street.

Derek Farthing, manager. Derek is a member of the village council and was reeve in 1982. He is also the treasurer for the local Lion's Club. He is a man with an understanding heart and enjoys helping the helpless. He was seriously injured in an auto accident in 1969 but overcame the resulting disability through sheer determination. His motto: We are all human beings with problems.

Jackson's Variety	185 Main Street, Brian Jackson, proprietor
Kashyap, Dr. Purven	Dentist, 173 Main Street
Kerby, Dr. W.A.	Dentist, 231 Main Street
Liquor Control Board of Ontario	235 Mary Street, Harold McKellar, manager
McDonald, Earl and Son	Transport
Media-Savoure Ltd.	Medical Building, 242 Main Street
Oldham's Pro Hardware and Furniture	172 Main Street In 1984 sold out to James and Robert Ford
Reindeer, Joseph	234 Shackleton Street. Fuel oil dealer
Royal Bank of Canada	Mel Gilbert, manager; corner of Main and Shackleton Streets
Space Manufacturing	Derek Farthing, manager
Sunshine Manor	171 Shackleton Street
T. Hockins Ltd.	Grocery and general store, 174 Main Street, Donald Hockins, proprietor
Top Notch Feeds	275 Concession Rd. David McCallister, manager
Village Emporium	Gift shop, tea room and antiques, 188 Main Street, operated by Pat Walker and daughter, Meg. Closed in 1983
Virginia's Hair Styles	280 Currie Road, Virginia Hogland, manager
West Elgin Mutual Insurance	274 Currie Road, Donald Mylrea, manager, with Thomas Beecroft, John McNeil, and Donald McWilliams as agents.
Dutton Telephone	
Wilson's Plumbing & Heating	243 Concession Rd. C. Wilson, proprietor

Fires

On October 14, 1885, a fire which resulted in the destruction of Dutton's business section started at 11:30 p.m. It broke out in the vicinity of the Foresters' Hall above Hockin and Pool's store on the west side of Main Street, and burned out all the stores starting from a harness shop, which was located across from the Nelson House, to the Patterson Hotel. The fire was checked in a dwelling on the south side of the Lane Block owned by S. Brown and occupied by S.E. Spurr. The rest of the buildings to the south were thus saved.

To the north it was a different story, for numerous shops and establishments were destroyed. The first to be destroyed were C.W. Hodder's bake shop and confectionary store, W.H. Vogt's jewellery store, and Miss McTavish's dressmaking shop. Next to go up was a new block put up the year before, part of which was occupied by A.N.C. Black. The next business establishment was owned by George Duncan and was occupied by H. Lane, grocer, and J.C. Price's fancy goods and stationary. Then Samuel Wilton's tailor shop was destroyed, along with the apartment on the second floor. A large, two-storey building was next. A.M. Ferguson lived here, and Miss Erskine and Miss J. Bowlby had dressmaking shops there. The next building, which was owned by J. McIntyre, was saved. It was used by McIntyre as a dwelling. In the same

building was David Doyle's barber shop. The doors, windows, and contents of the building were taken out and the veranda was dismantled.

The dismantling of buildings in the path of a fire was a common practice to halt the spread of fire when the water gave out. The goods were dumped onto the street, which was muddy at the time, and were damaged by the water, mud, and smoke. Seeing the fire sweep northward, the merchants in the south section, with the help of volunteers, hauled out their merchandise and piled it in the street. S.E. Spurr, J.D. Thompson, J.M. Jackson, Mr. McDougall, R.A. Kirkland, and Mr. Gill, who operated a harness shop, were the merchants affected. After the fire died out, the goods were put back into the stores. Meanwhile, a telegraph message was sent to St. Thomas for help and a special train was sent carrying the St. Thomas firemen and equipment. It arrived at four in the morning, by which time the Dutton firemen and their volunteers had the fire under control.

It was thought that the fire started in the upper storey of the Lane Block which contained the store of Hockin and Pool, but further investigation proved otherwise. The fire in fact started in A.D. Urlin's store. Urlin had first opened a store in Wallacetown in 1869 and when Dutton became important he moved there, where his son, Alfred George Urlin, assisted him.

The buildings constructed up to 1885 were mostly frame. In the spring of 1885, W.H. Nelson erected three brick stores on the east side of Main Street. After the big fire of October, all burned buildings were replaced with handsome brick structures.

On February 7, 1886, fire struck again and destroyed a number of stores on the east side of Main Street. These buildings were also replaced by brick buildings. In 1887, A.J. Leitch erected four brick stores on Main Street and during 1889 several handsome buildings were erected, including two hotels, one store, and several private residences. In 1890, an arsonist set fire to the Methodist church. The suspect was never arrested due to the lack of evidence. Fire was always the dreaded enemy of any village, particularly that of Dutton, and it claimed the first stave mill, which was located near the CSR tracks. The mill was operated by Jacob Morse. On September 5, 1893, fire destroyed the Dutton Planing Mill, which was located next to the Baptist church. The Leitch Block was also destroyed by fire in 1893. Included in the block was the office of Dr. Shannon. The first sawmill, which was owned and operated by the Campbell brothers, and later sold to Messrs. Miller and McEachern, also fell prey to fire. The mill site was purchased by a Mr. Fitchett, who rebuilt the mill.

Physicians

An interesting fact about the many doctors who lived in Dutton and served the people of West Elgin for more than a century is that eight of them were native sons of the district.

Dr. Hazen was the first man to practice medicine in and around Dutton, although he was not licensed. He left after a short time. The second doctor was Dr. Reilly, a licensed practitioner who later moved to Port Burwell. The next doctor to settle in Dutton was Dr. Mills, who had a residence built in the village. In 1885, he sold his practice and residence to Dr. Duncan A. Leitch. Dr. Leitch was a man of many brilliant facets. Born in Dunwich Township in 1842, he taught school for some years at Wallacetown and elsewhere, then acquired the *St. Mary's Argus* and turned newspaper publisher and editor. His paper was the most ably edited sheet north of London. He left the newspaper field to study medicine at Ann Arbor, Michigan, and in 1875 started practicing in Port Stanley. Five years later he moved to St. Thomas and entered into partnership with Dr. Van Buskirk, also conducting a drug store. From there he moved to Duart. Two years later he purchased the residence and practice of Dr. Mills in Dutton, where he remained until his death in February 1891.

The next doctor was Dr. Alexander McKillop. Like so many of the pioneer doctors, Dr. McKillop began as a school teacher at the age of seventeen, while at the same time preparing for the medical profession. He entered Trinity College in 1877 and followed up with post-graduate work in England and Scotland. He returned to Canada in 1886 and began his practice in Dutton, which he continued until his death in December 1923. He was born in Southwold Township in 1856 and was noted for his strict devotion to his profession.

Dr. John Cascaden was the next doctor to practice in Dutton. It would take many pages to cover the life of this man, for he was a pioneer physician and surgeon, a parliamentarian, and a witty, fighting Irishman who had come from Donegal, Ireland, at the age of eleven years with his parents. The Cascadens first settled in London, then moved to Sparta, where the father was engaged in agriculture. For four years, young Cascaden taught school in Southwold Township and Port Stanley while preparing himself for his medical career. He graduated in 1863 from the University of Toronto and began to practice in Iona, but by 1866 he had gone to England and Scotland to do post-graduate work. He was a member of the Royal College of Surgeons; a licentiate of the Royal College of Physicians and Surgeons in Edinburgh; and in 1867 was house surgeon of the famed St. Thomas Hospital in London, England. Returning to Iona, he resumed his practice and became Elgin County coroner. Then, in 1869, he entered politics and was elected to the Provincial Parliament on a Reform ticket and was re-elected in 1883. He defeated T.W. Crothers, later federal Minister of Labour, in his first election, and former Warden Kirkpatrick of Rodney in his second election. Dr. Cascaden retired from politics, moved to Dutton in 1891 and continued his practice there until his death in 1903.

Another doctor to come to Dutton was Dr. D.A. Cameron. Dr. Cameron practiced in Dutton in the early part of this century, selling out in 1919 to Dr. Alison Turner and moving to London, Ontario, where he practiced until his death in 1940. He was the son of Donald Cameron of Wallacetown. He was a graduate of the St. Thomas Collegiate Institute, an honor graduate of Trinity Medical School, Toronto, in 1896 with an F.T.C. M. degree, and he did post-graduate work in London, England, and in New York City.

Dr. Alison Turner was a native of Southwold Township and graduated from the University of Western Ontario in 1904. He practiced in Lawrence Station and Dutton. He died in July 1929. The next doctor to come to Dutton was Dr. George W. Ling. He later came Professor of Mathematics and Dean of Arts in the University of Saskatchewan. He retired because of ill health and moved to Toronto, teaching mathematics at the University of Western Ontario during summer school. He died of diabetes leaving no family.

Another pioneer doctor who must be noted is Dr. D.G. Ruthven. Dr. Ruthven was born on October 1840 on Lot 52, Oxford Township, Kent County. He received his elementary education at the Chatham grammar school. As a young man he worked in McDougall's dry goods store at Clearville. He was known to hundreds of older folks in the district. He opened his practice in Wallacetown in 1864 when he was twenty-four years of age, following his graduation from Ann Arbor, Michigan. In 1867 he took his degree at Victoria University and returned to Wallacetown, practicing there until 1889, when he moved to Dutton with his partner, Dr. McCallum. They had their office (which was a store) moved to Dutton. (This store was also used by Angus McPherson until he built one for himself on the east side of Main Street. It was destroyed in the fire of 1895.) D.G. Ruthven's son, Dr. George Ruthven, was associated with him following his graduation from Trinity University in 1895. Dr. D.G. Ruthven was a vigorous Reformer in politics, chairman of the board of the Dutton Knox Presbyterian Church, and represented Dunwich Township for a few years in the Elgin County Council as reeve and deputy reeve. He died in 1897.

Other doctors who practiced medicine in Dutton were: Dr. W.T. Hamilton, who after a few years sold his practice to Dr. A.F. McLachlan and moved to Toronto; Dr. A.F. McLachlan,

Dr. Geo. W. Ling, Prominent Dutton Man, Called By Death

Pioneer Municipal Man Passes Away



THE LATE DR. LING.

**Native of Middlesex and Was 77
Years of Age—Practised For
Many Years in Wallacetown
and Took an Active Interest in
Municipal Matters — Was a
Methodist and a Liberal**

1917

Dutton, Sept. 17.—One of the best known and most prominent men in the County of Elgin passed away at his home in the village at seven o'clock Sunday evening in the person of Dr. George W. Ling, at the age of 77 years.

He was born in the county of Middlesex, and when a young man studied medicine, graduating from the University of Toronto and also Ann Arbor, Mich. He located in the then progressive village of Wallacetown, where he practised for about forty years, being a pioneer doctor, having to ride horseback before the roads of the township were constructed.

Later the doctor moved to Dutton where he carried on his practice and conducted a drug store for seventeen years, until failing health compelled him to retire.

He was one of the founders of the Dutton high school and a member of the high school board until he resigned to run for reeve of the village. He took an active interest in municipal affairs and was one of the best reeves the village ever had. For years he was a member of the county council.

The doctor was a Methodist in religion and a Liberal in politics. He was twice married, his first wife having predeceased him 35 years ago. He is survived by his second wife and one son, Dr. George H. Ling, dean of the University of Saskatchewan at Saskatoon, who spent the summer with his father and returned home only last Sunday.

The funeral arrangements have not yet been completed.

who, after a few years moved to Windsor; and Dr. Carmen R. McKishnie, who came to Dutton in 1929 and took over Dr. Turner's practice. He died in 1953. Dr. D.J. Galbraith came to Dutton in 1912. He sold his practice to Dr. Malcolm G. Graham, who was born in Rodney in March 1890. Galbraith was a graduate of the University of Toronto, served in the Canadian army in England and France from 1916 to 1919, practiced in Exeter from 1919 to 1929, then spent six years in medical service in Formosa, returning home in 1935 to open a practice in Dutton.

Another native of Dunwich Township was Dr. John R. Ford who was born in 1900. He graduated in medicine from the University of Toronto in 1923 and opened his practice in Dutton, interned in Providence Hospital, Detroit, practiced in Drumbo for four years after leaving Dutton, and went to Niagara Falls, New York, in 1930. From there he went to Gloversville, New York, in 1932. He was chief of pediatrics at the Nathan Littre Hospital in Gloversville and was lecturer in pediatrics and communicable diseases for the hospital's training school.

Other doctors were Dr. J.A. McGregor and Dr. Donald Allister Duncanson. Dr. McGregor opened up a practice in Dutton in 1911 and moved to London in 1913. Dr. Duncanson was born in Dunwich Township in 1919. Following service in the Second World War in the RCAF as squadron leader, he enrolled for medical training at the University of Western Ontario, and after interning at St. Joseph's Hospital, London, became associated with Dr. M.G. Graham in Dutton in July 1951. In 1979 Dr. D.C. Campbell was the practicing physician in Dutton. A new medical building was built in 1979 just east of the public school. Dr. William Kerby of West Lorne has located there.

Schools and Churches

The first school to serve Dutton was a frame building built in 1870. It was located on the site of the present United church, south of the second school which was next to the Hollingshead house. The first teacher was Donald Graham.

Dutton's high school had been in operation only a few months in 1886 when it was felt that a separate and larger building was necessary to accommodate the increasing attendance. The first classes were held in the upper rooms of the Silas Brown Block. The feeling at the time was that the county would support only two high schools, one in the east and one in the west. Dutton was considered the most central community in the western section and consequently certain parties advocated a modern high school there. There were others, however, who felt that one school was all the county could afford and believed the St. Thomas institution adequate for secondary education needs. On April 1, 1886, the board decided to seek permission to go ahead with the new building. Dutton at that time was not a corporation, but part of the Township of Dunwich. Consequently, application had to be made to township council. This body, however, would not grant permission and the interested parties decided to appeal to the ratepayers. This motion was defeated by the ratepayers by a majority of 267. At a county council meeting in June of that year, a motion was adopted to request the Minister of Education to discontinue the Dutton high school if the local board did not provide a new building by September 1. Faced with this loss to the community, a number of public-spirited citizens decided to subscribe the necessary funds and the new building was started. F.A. Humpidge was the contractor. Late that fall the building was completed. It was opened by the Minister of Education, G.W. Ross, on November 15, 1886. William Rothwell of Perth County became the head of the local school and spoke at the first meeting. He told how he began with a discouraging attendance of five pupils, including a washerwoman, a plasterer, and two carpenters. A few months later he had fifty pupils and A.E. Morrow as an assistant. The principals after William Rothwell were, as far as I can discover, A.C. Crosby, C.R. Gunn, D.S. Skinner, J.C. Payne, J.A. Taylor, J.H. Smith, E.O. Leibner, T. Elliott, F. Sine, W.J. Morrison, J.L. Mitchener, T.W. Elliott, and J.A. Bosman, who was the principal for eighteen years. He supervised not only the school at Dutton but also the high school classes at Rodney and West Lorne. The old high school was replaced by a modern structure in 1927 and is now part of the West Elgin High School District.

In 1928, the Dutton public school was built; J.D. Blue was its first principal. S. Bauman became principal later on.

The Baptists were the first to establish themselves in Dutton. They were followed by the Methodists, Presbyterians, and the Anglicans. Hungry for God's Word, Rev. L.M. Randell was asked to preach at this little settlement, and so in 1875 he came and preached to the Baptists in the old frame school. Twenty-eight attended that first meeting and from that time on, interest grew until it was felt a church was needed. Hugh McIntyre was engaged to erect the building on land donated by Daniel Milton in 1877. A parsonage was constructed in 1879. In 1900, the church was completely renovated.

In 1880 Rev. W.D. Rees became the pastor and R. Richmond became the elder. In 1881 Rev. John Gilmore came and remained until the fall of 1882. He was a powerful speaker. He was followed by Rev. C.S. Herrington, a deeply-religious man who was able to fill the church. A vacancy was created when Deacon Daniel Milton died. Rev. O.C. Casey was the next pastor. He was succeeded by Rev. William Grant, who stayed until 1888. The next pastor was Rev. J.W. Mann, followed by Rev. J. Roney, Elder Randell, and G.H. Sneyd. In 1895 the church was without a pastor and Thomas Todhunter Shields was called to fill the need. Shields was ordained at the church on September 23, 1897, prior to his removal to another field. (Shields later became well-known throughout Canada as an able and influential pulpiteer.) J.M. McIntosh then carried

on the services for four months and in 1899 Rev. Robert Scott arrived and served for four years. It was during his pastorate that the church was renovated.

The following men of the cloth filled the pulpit after the turn of the century: Rev. C.H. Emerson and Rev. James Grant in 1905; Rev. A.C. Bingham and Rev. E.A. Orton in 1906; George C. Clark and O.E. Rutledge, students from McMaster College, Woodstock, Ontario, in 1910; W.A. Clark, P.W. Zieman, A. Hughes, F.W. Fields, Rev. James Hamilton, and Mr. Lindsay. In 1914 Rev. R.W. Kelly arrived but resigned shortly after. He was followed by Rev. F. Oliver, Rev. Thomas Bingham, and O.D. Priddle. In 1918 Rev. John Pollock became the pastor and remained for five years.

In April 1925, the Dutton church joined West Lorne and Rodney to form a self-supporting field. The next pastors were Rev. Hisey, Rev. W.E. James, Rev. C.R. Gower, Rev. Ralph P. Clark, Rev. J. Frank Ward, Rev. Bruce Jackson, and Rev. William Glen. The parsonage was sold in 1943 to Charles Jewell and the building was moved. Dutton and Iona Station linked together in 1967, and the pastors were Rev. John Russell and Rev. Charles Burtch. Rev. E.A. Lorimer came next.

In 1873, Reverend Mr. Hannah was appointed by the Methodist Conference to the Tyrconnell circuit and to preach the first Methodist sermon at a small settlement north of Wallacetown where there were six families, one store, three houses and a school. (This was to become Dutton.) After he established himself, he journeyed by horseback to this small settlement and preached once a month in the little frame school. He carried on these duties until 1875 when Rev. Ebenezer Teskey took over and made the same journey every Sunday. After two years, Rev. James Watson arrived. A frame edifice was erected and dedicated on August 11, 1878, by Rev. D. Brethour. During 1885-86, the name was changed to the Dutton circuit because Tyrconnell was beginning to fade. In 1888-89 an alcove was added to the rear of the church. The church was torched by an arsonist on January 4, 1890. During the same year, a new church was erected on the southeast corner of Mary and Nancy Streets. In 1908 a lot was purchased on the corner of Mary and Peter Streets and a parsonage was built thereon.

When I look at St. John's United Church in Dutton, I recall the story of Joseph Holland, who passed from this world on March 30, 1916, at the age of eighty-six. If any mortal came close to being a saint, it would be Joseph Holland. He could not be enough for his Master. He thought nothing of walking ten or twenty miles to attend a revival or communion service. It was largely through his efforts that the Methodist church in Dutton was founded. He was a local preacher and occupied the pulpit if a regular preacher was not available. His life was one of sacrifice: he was always willing to forego any pleasure of his own in order that others might enjoy themselves, and was in all his dealings the very height of honour. He was beloved by all who knew him. Holland was born on August 17, 1829, at Rawcliffe Bridge near Goole, Yorkshire, England. As a young man, he was superintendent of gardening and farming at the Ogle estate in Yorkshire. He left for Canada on April 8, 1852, on the sailing vessel *Isabelle*, landing at Quebec on May 8. He went to Oakville, Ontario, where he remained for two years before coming to Aldborough Township where he took up farming in a section of the township that was at the time dense forest.

Port New Glasgow and Port Tyrconnell were the nearest points from which to get provisions. Holland was compelled to endure all the privations and hardships of the early settlers, which he always related with pleasure later in life. His life was endangered many a time by wolves and bears, which at the time were numerous in this part of the country. On June 20, 1860, Holland married Elizabeth Fraser, daughter of David Fraser of Milton, Ontario. To them were born eleven children, six of whom survived him, namely: George T. and David of Mill Street in Dutton; R.A. and J.K. of Walkerville; and Mrs. H. Kernohan of Derwent, Ontario. I was unable to find the name of the sixth child.

War Heroes

It takes a different kind of courage to face reality in the early morning. In sleep we retreat and shut out the harsh reality of being scared, cold, wet, sick, tired and hungry. But there is no stirring marshal music playing when you face reality alone. Most of us are frightened by the spectacle of horror and terror, and so when a man acts against those numbing forces, he becomes an extraordinary man — a hero.

The remains of a local war hero, Lance Sergeant Ellis Wellwood Sifton, lie in the Lichfield Crater in Belgium, while in Elgin County there are two markers honouring this brave man who fell during the First World War. One local monument is in the Fairview Cemetery south of Dutton in the Sifton burial plot, while the other is a standing marker in front of St. Peter's Church east of Tyrconnell. These markers commemorate his valor for a single-handed frontal assault against a machine-gun outpost after his company was held up. Sifton charged into the outpost and after bayonetting the gunners, he was confronted by German soldiers rushing along the trench to rescue their comrades. Sifton immediately used his bayonet and rifle butt on the attacking soldiers, being shot in the process by one of the mortally wounded soldiers. Seeing his desperate situation, the men of C Company rushed to his rescue, but it was too late. This was one of the many outstanding acts of our Canadian soldiers who took part in the Battle of Vimy Ridge on April 9, 1917. For this valiant act, Lance Sergeant Sifton was awarded the Victoria Cross posthumously.



Plaque erected in memory of L. Sgt. Ellis W. Sifton, V.C.

Ellis Sifton was the only son of John J. Sifton of Wallacetown, later of Dutton. He was born in 1891 and attended school in Wallacetown. When he reached manhood, he displayed strength of body and character. At the age of twenty-three, he answered the call to arms and enlisted in the 18th Battalion of the Canadian Expeditionary Force in October 1914. He went overseas in April 1915 and spent some time in training camps in Kent, England. He took part in basic training in preparation for trench warfare and became so knowledgeable that he became an instructor. In 1916 he was sent to France and became a transport driver, which he gave up to be in the front line with his comrades. His day of glory came on April 9, 1917, after an Allied barrage had swept over some hidden machine-gun nests on Vimy Ridge. Remember that there were brave and courageous men on both sides of the front lines, each believing in their cause.



L. Sgt. Ellis W. Sifton, V.C.

John J. Sifton, of Dutton, Passes; Son Awarded V.C. 1949

Well-Known Dunwich and
Dutton Man Passes at
Ninety

DUTTON, June 6.—John James Sifton, grand old man of West Elgin, and father of Lance-Sergeant Ellis Welwood Sifton, Elgin County's only Victoria Cross holder, died at the family residence, Main street, Sunday evening, following a lengthy illness.

Born at Ancaster, Ont., near Hamilton, on September 22, 1858, Mr. Sifton moved to Coyne's Corners, Dunwich Township, with his parents and other members of the family at the age of nine years. His father was the late Robert Sifton; his mother, the late Mary Ellis. He was the last surviving member of a family of seven sons and one daughter.

For many years Mr. Sifton farmed in Dunwich Township. He lived at Wallacetown for many years before moving to Dutton in 1920. His attractive home on Main street, Dutton, adjoined that of William Hollingshead, now owned and occupied by Reeve J.



JOHN JAMES SIFTON

E. Davies and Mrs. Davies of Dutton. Mr. Sifton and Mr. Hollingshead were close friends for half a century or more. Mr. Hollingshead now lives in Vancouver.

Mr. Sifton's only son, Lance-Sergeant Ellis Welwood Sifton, was killed in action at Vimy Ridge, on April 9, 1917, and was posthumously awarded the Victoria Cross for outstanding bravery. The decoration was one of his father's proudest possessions.

Mr. Sifton was a valued and active member of the Nativity Anglican Church for many years and was also on the board of the Fairview Cemetery, Dutton. He was a staunch Conservative in politics.

Surviving Mr. Sifton are two daughters, the Misses Millie and Ella Sifton, both of Dutton. Mrs. Sifton, the former Amelia Bobier, died some years ago. Mr. Sifton's brother, the late B. J. (Bam) Sifton, was widely known as a horticulturist and as caretaker of the beautiful old St. Peter's Cemetery at Tyrconnell, where Colonel Thomas Talbot sleeps.

The Dutton Memorial Community Hall, a magnificent brick building, was built in 1923. It houses the village clerk's office, council hall, auditorium, and library. It was named the Memorial Community Hall because it was dedicated to the courageous men who gave their lives in the First and Second World Wars. Their names are etched on three bronze plaques that were placed in the community hall by the Talbot Chapter of the Imperial Order of the Daughters of the Empire. Those who fell during the First World War are: Private Herb S. Fillmore, Private George C. Hefford, Private E. Leroy Lacey, Private G. Franklin Stong, Private Joshua E. Bertram, Private Leslie Clark, Private Thomas Osborne. The following fell during World War II: Lieutenant Allan MacKenzie Burslem, Private Kenneth Donald Duncanson, Flying Officer Leo Garth Gibson, Flight Lieutenant Donald Duncan Graham, Private George Cole Hefford, Private Harold Kenneth Hoffman, Pilot Officer John Benjamin Ruston, Trooper George H. Backus, Flight Lieutenant Bruce J. Hillman, Sapper Leslie H. Johnston, Flight Engineer Kenneth A. McLean, Flying Officer James M. Phillips, Flight Sergeant John W. Ross. These men, long ago, walked the streets of old Dutton. They were young and full of the excitement of living, but now they are just whispers on the lips of those who recite their names. Lest we forget. Lest we forget.

The Campbell Family

A pair of plain limestone headstones stands in the cemetery at New Glasgow in memory of Donald and Flora (McAlpine) Campbell. If you have occasion to examine them, you will find the epitaphs are in Gaelic. Down through the years these headstones have interested me and so one lazy afternoon many summers ago, I stopped and meditated on what life was all about during their time. Slowly a story began to unfold in my mind's eye. I picture Flora Campbell as a strong-willed lady, mother of six children, and very independent.

The story began in 1821 in North Knapdale, Argyleshire, Scotland, when Donald Campbell concluded that there was nothing in Scotland for a struggling family and decided to go to Canada to start life anew. During the crossing of the Atlantic, Campbell took ill and passed away. He was buried at sea. The seven or eight week ordeal suffered by the early settlers was difficult enough on hardy folks let alone those who were sickly. His sudden death left Flora Campbell and her six children alone to face the coming hardships. When Flora landed at Nelly's Landing (Port Furnival or Port Glasgow), she found the immediate lots were taken but was able to obtain land near Eagle. Her neighbours pitched in and erected a log cabin for her and her children even though Flora insisted on doing a lot of the work by herself. To comply with settlement duties, she took a shovel and did her share of the statutory labour on the road. Many came to her assistance, but she was determined to do her own chores and as her children grew up, they became her helpers. She died on June 19, 1845.

One of her sons, John Campbell, decided to strike out for himself in his twenty-sixth year. He married Jannett Campbell, his cousin, and purchased the northern section of Lot 21, Concession 5, Dunwich Township. At the time, the area was heavily wooded and quite swampy, but being young and strong and having inherited his mother's will, he tackled the wilderness and with his wife cleared the land and built a home. This became the birthplace of twelve children. His obituary states that at his death in 1892, he was survived by his wife, four daughters, and one son. It states that Flora Campbell married Charles Johnson; Mary Campbell married William Robbins; Catherine Campbell married Matthew Hatton, and Sarah Campbell married Richard Holland, who had a farm on the northwest portion of Lot 22, Concession 11, Aldborough Township.

I will relate a story that has been handed down about Jannett Campbell. It is about the time she found she had a new neighbour by the name of Mrs. Daniel Bodman and decided one fine October day to visit her. After a pleasant visit, Jannett decided she had better head for home, but by this time the sun was going down and the woods were wrapped in darkness. After a spell,

she realized that she was lost and started to call for help. Meanwhile John Campbell began to worry about his wife and started out to look for her, equipping himself with a tin lantern and an axe. After some time he heard her cry and located her. By this time were both exhausted and decided to spend the night in the woods with a campfire as protection against the wolves. Death came to John Campbell in his seventy-second year. He died quietly while sitting and talking to his family. Mrs. Campbell outlived her husband by ten years and died in 1902. When I travel down Elgin County Road No. 13, which was at one time known as Shackleton Street, I recall the statement uttered by Jannett Campbell when she observed the blaze marks on the trees left by the surveyors marking out the road. She stated that her heart dropped and she felt that there would never be a street there in her lifetime.

The old Campbell farm passed out of the Campbell family in 1942 and became the property of William Beecroft of Iona Station. Imperial Oil also had some interest in the property. I visited the area in the spring of 1983 and noticed that Sasko Oil was drilling for oil on the next property, south of Cowal.

Miscellany

Besides the many fires, the highland games and other local events, the most exciting occurrence was the big bank robbery. The daring robbery occurred on October 28, 1897, when A.M. McIntyre's private bank was broken into and \$1300 was taken. It seems the thieves first broke into Peter Sillar's blacksmith shop to obtain tools to enable them to break into the bank. Once in the bank, they blew the safe open. The bank was located on Main Street, opposite the office of Dr. Cascaden. The robbers were never caught. This robbery was a lively subject of conversation for years to come.

The desire to encourage piping, dancing and Scottish sports brought about the organization of the Dutton Caledonian Society in 1890. Duncan McMillan, an accomplished piper, was the first chief and held that office for a number of years. Other early executive members were James Duncanson, first chief; Hugh McMillan, 2nd chief; John McKay, 3rd chief; A.M. McIntyre, treasurer; and J.D. Blue, secretary. The first games were held in August 1890. A feature was a competition between a Dunwich tug-o'-war team and another from Aldborough and Southwold. Members of the Dunwich team were T. Kerr, James Bennett, A. Mitchell, D. Graham, John Sifton, S. Meteor, J. Galbraith, Alex Gordon, James French, and Alex McDougall. At the 1893 games, one of the closest pulls ever was recorded when the Dutton and Dunwich team, which was captained by C. St. Clair Leitch, defeated Glencoe two out of three. Only an inch separated the two teams in the final pull. The local team on that occasion consisted of A.C. Gordon, D. Graham, T.E. Lilly, T. Kerr, Alex McDougall, John Bennett, David Bennett, James Duncanson, and D. Black.

The year 1893 was one of the most important in the history of the society because that year it won the World's Fair Medal at Chicago. It was considered to be the finest trophy ever put up for competition among Caledonians. The medal, set with a large diamond with gold mountings, was donated by the San Francisco Society to the Chicago Caledonian Society for competition at the World's Fair Caledonian Games. The following were the athletes who brought the coveted medal to the West Elgin Society: Gideon Berry, Brussels; J.D. McColl, Parkhill; M. O'Neil, Ridgetown; George Matheson, Hamilton; Frank Wilson, London; Charles Currie, Parkhill; and J.P. Watson, Toronto. Some of the best athletes in Western Ontario were members of the local society. This was because an athlete had to belong to such an organization in order to compete in the games in United States and the West Elgin Society was the only Caledonian society in Western Ontario.

History of West Elgin Caledonian Society

- 1890— First organization of West Elgin Caledonian Society
- 1893— Team from West Elgin Caledonian Society won the diamond medal presented by the San Francisco Caledonian Club to the group winning most points for piping, dancing, and athletics at the Chicago World's Fair.
- 1896— Visit of Lord with Lady Aberdeen.
- 1921— Dedication of the Sons of Scotland Park by the Honourable Campbell Biggs.
- 1922— Visit of Lieutenant-Governor Harry Cockshutt.
- 1933— Formation of Elgin-Middlesex Caledonian Society.
- 1937— Dutton-Dunwich undefeated Tug-O'-War team champs.
- 1952— Revival of Games and reformation of West Elgin Caledonian Society
 - Visit of Lord with Lady Elgin and Kincardine
 - Visit of Miss Canada (Miss Marjorie Kelly)
- 1953— Opened officially by Colin Campbell
- 1954— Opened officially by Warden K. Williamson, assisted by James Mason
- 1955— Opened officially by Hon. James Allan, Minister of Highways
- 1956— Officially opened by Warden Howard Palmer, Vienna

Notes

1. Dutton *Advance*, April 30, 1936.

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THE ELGIN
Teachers' Association

The above Association will hold the next regular Half-Yearly Meeting in

The Collegiate Institute Buildings,
St. Thomas, on Thursday and Friday, 12th and 13th May, 1881.

PROGRAMME.

THURSDAY.

A.M.
10-11—Business Meeting, Nomination and Election of Officers.
11-11.40—Geography to Junior Classes, J. L. PETERS.
11.40-12—The Duty of Teachers to the Profession, Miss H. HICKCOX.

P.M.
1.30-2.20—Method of Teaching a Junior Arithmetic Class, D. C. MCCORMICK.
2.20-3.15—The Manner of the Teacher, J. MILLAR, B. A.
3.15-4—Mistakes in Reading, G. W. ROSS, M. P.

EVENING SESSION.

8 P.M.—Lecture in the Presbyterian Church, G. W. ROSS, Esq., M. P.
SUBJECT: "Intellectual Forces."

FRIDAY.

A.M.
9-9.40—English Literature, N. McDONALD.
9.40-10.35—School Management, G. W. ROSS, M. P.
10.35-11.10—Advantages to Girls in having Teachers of their own Sex, Miss SINCLAIR.
11.10-12—The Model Teacher, G. W. ROSS, M. P.

P.M.
1.30-2.15—How to make School Work Interesting to Pupils, L. COTTINGTON.
2.15-3.15—Kindergarten System, A. F. BUTLER, I. P. S.
3.15-4—Question Drawer.

The County and City Inspectors have granted the 12th and 13th of May to Teachers, to enable them to be present at all the Sessions.

Inclosed herewith will be found a complete Catalogue of Books in the Library. All Books must be returned at each meeting of the Association.

R. C. INGLESBY, President.

THOS. LEITCH, Cor. Sec.

Elgin Teachers' Association meeting programme, 1881.
(Elgin County Pioneer Museum)



EAGLE

(Brock's Creek)

This quiet little settlement in Aldborough Township, located west of Wallacetown on No. 3 Highway, was known as Brock's Creek back in 1855. It had a post office for two years. In 1863 it was renamed Eagle because a family of eagles lived near the corners.

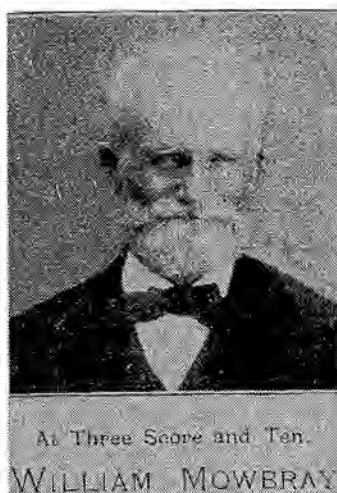
Early Families

One of the earliest families to settle in the area was the Mowbray family. William, James, and Robert Mowbray left Dunfermline, Scotland, in 1830. After a seven week voyage, they landed in New York, where Robert's son, William, was born. This son later settled in Botany, Kent County. After a month in the American metropolis, the Mowbrays came to Chippewa to try their fortunes in Canada.

Possessed of a superior education, Robert Mowbray turned towards the teaching profession and took charge of a school at Chippewa. After six months, the wages being low and the ways of the people being uncongenial, he journeyed further west to what was known as Little Ireland (later Tyrconnell). With his family, he passed the night at the home of Stephen Backus, where he learned that a teacher was needed in the section. He taught there for the next three years. His appointment by Backus provided him with a free house. While here, Robert Jr. and Mary Mowbray were born. Robert was married to a widow, Ann (Taylor) Wilson, who by her first husband had borne a son, John, and a daughter, Ann, who became the wife of Samuel Graham of Rodney, and the mother of a large family.

Having learned that by performing settlement duties he might obtain a government grant of one hundred acres in the township of Howard in Kent County, Robert Mowbray in 1834 took up a claim about five miles northwest of the present site of Ridgetown and erected a house thereon. It was here that the fourth child, Isabella, was born. Later in life she became Mrs. Robert Edwards of Thamesville. Mrs. Edwards recalled that her mother, when living in the bush, had difficulty sleeping at night because of the howling of the wolves. While in Howard Township, Robert Mowbray taught school for a year or two near Ridgetown. But the inconvenience of getting to school from his home induced him to move to Eagle, where the log schoolhouse and the teacher's log cabin occupied a corner of Colin Ferguson's farm on the south side of the Talbot Road near Brock's Creek. Here he resided and taught for a number of years and it was here that his son, William Mowbray, received his education. Later Robert taught at Clearville. He died of dropsy in the month of March 1844, leaving the family in poor circumstances. This threw the responsibility of raising a family onto the shoulders of his wife, who gleaned the fields, kept bees, and in various ways provided for the wants of her family. William and his brother, Robert, found it necessary to help in bearing the burden. They took to the building trade and became expert craftsmen. Many a house and barn in Aldborough Township bears evidence of their skill. The first frame schoolhouse erected in Eagle was the work of William Mowbray.

William Mowbray became interested in a sawmill at Eagle harbour. Basswood grooves carried staves down the bank to a scow that transferred them to passing vessels until 1863, when he built the Eagle dock. (In later years the Eagle dock was used by A. McKillop and sons to ship



lumber from their sawmill at West Lorne.) At an early date, William opened the post office and general store while carrying on with his farming interests. Mowbray was married twice. His first wife, Isabel McGugan, bore him two daughters, Kate (wife of James O'Brien of Duart), and Mary. Mowbray married a second time to Annie Campbell. They had four daughters and a son, James, who became a business man in Toronto. The daughters were Ella A. (who died in 1896), Clara L. (who died in 1881), Annie (who became Mrs. Manson D. Teetzel of Chatham), and Jennie (who became Mrs. Francis Tanton of Ingersoll). Mowbray was a good Presbyterian and attended the church at New Glasgow. For years he was the precentor. Later at the church at West Lorne he often played his violin. A year before his demise, his health started to fail and he moved to West Lorne where he died on December 1, 1910. His brother James remained a bachelor.

In the past, I have tackled many tough problems in tracing the roots of some early families that settled in Elgin County. One case I worked on for thirty years and solved as the result of an accidental remark by a man who was not related to them. I am faced with the same problem with the McColl family. There is only one source of information, Mrs. Kenneth Wilton of London, who knows of only one of the McColl brothers, the late Samuel McColl of Eagle.

The history of the McColl family as written by Elder Thomas McColl, uncle of Samuel McColl, carries us back five generations to Duncan McColl, who would have been heir to the beautiful estate of Oakland in Scotland had not his father traded it away. The Mountain of the Flying Serpent, around which many stories are woven, is located on this estate. The reason given for the trading of the estate was that the land had dropped in value. The predominating characteristic of the McColl family was their love of peace and friendship with other clans rather than strife and taking part in the neighbourhood wars. This may be one of the reasons the family moved to another part of Scotland. Records show that Duncan McColl served as a lieutenant and that he came to America in 1818 by way of Philadelphia. He stayed in New York for a year, then decided to settle in Canada. In 1819 he settled on Lot 16, Concession 12 of Aldborough Township. In 1822 Duncan McColl died at the age of sixty-three and was buried on a spot he had chosen on his farm. This spot was afterwards laid out as a cemetery and became known as McColl's Cemetery at Brock's Creek. Another of Samuel McColl's ancestors was by hereditary right ensign to Mac Ian, Chief of the Stuart clan and proprietor of the estate of Appin. In the family there were three different branches of the McColl clan as a result of intermarriage. The predominating traits of the McColls were transmitted in a marked degree to Samuel McColl.

Elder Thomas McColl was born in Scotland in 1791. As a young man, he married Margaret McIntyre and came to Canada, first settling at Long Point and teaching school there in 1818. Amongst his many pupils was Egerton Ryerson. When Elder McColl moved to Aldborough

Township, he carried on teaching. He died on October 17, 1870, at the age of seventy-nine. Margaret McColl joined her husband three years later. Their son Samuel and his wife Mary had nine sons. Samuel Jr. became a school superintendent and four other sons became teachers. Daniel S. McColl, who was born two years after young Samuel in 1833, became a medical doctor. He died on February 24, 1877, at the age of forty-four. Besides the nine boys born to Samuel McColl, there were two daughters, Flora (Mrs. Daniel Shaw) and Mary B., who remained single. Mary B. died on July 31, 1905.

Mrs. Samuel McColl, Sr., was born Mary Leitch in 1800. This remarkable woman lived for ninety-four years. She suffered all the hardships and privations of pioneer life but lived to see the wilderness changed into a fruitful land. At her death she left behind a diary and other valuable manuscripts, although I do not know their present location. Mary and Samuel were united in marriage by Colonel Leslie Patterson in 1819.

To continue the story of Samuel McColl, Jr., I must bring to your attention the fact that he spent a number of years as a teacher in the public schools of this district. His first school was in Yarmouth Township and he was taken there on horseback by his eldest brother Duncan. Thirty miles was a long way in those days for a mere lad among strangers. He recalled how homesick he was and how he watched his brother as far as he could see him as he returned home. After this, he taught at Coyne's Corners in the old log school I wrote about in the story of that hamlet. He taught at Botany in 1854-55 and at Duart from 1856 to 1859. The Duart school became a leading educational institution and many notable men graduated under his teaching. Some of these were Archibald Blue, editor of the *St. Thomas Journal*, Deputy Minister of Agriculture in Ontario and later head of the Census Department at Ottawa; Thomas McIntyre, founder of St. Andrew's College; D.C. McIntyre, a noted minister of the Gospel; D.M. Tate, merchant and financier, and J.A. Walker, lawyer in Chatham. After leaving Duart, McColl attended the Fort Edward Institute on the Hudson River, but was compelled to give up because of bad health. He followed his brother, John, and became Inspector of Schools. For many years he was Examiner of Teachers. He was also a member of the first high school board in Dutton. He was chairman of the board when he died in 1914. Because of the death of two of his brothers who left young families, he gave up his public work and devoted himself to the task of caring for the children. Though Samuel McColl remained a bachelor, he became in affect a father to numerous nieces and nephews who looked upon "Uncle Sam" with great affection.

In 1867, Samuel McColl, Jr., became a Liberal candidate for the Ontario Legislature with Colin McDougall as his running mate. He was a Liberal of the old school and it is generally conceded that he would have been elected had it been a single fight, but in the first election after Confederation the trend in Dominion politics was in favour of Sir John A. Macdonald's party. At one of McColl's political meetings in Aldborough, some of his opponents tried to hiss him down. He turned on them, saying, "I know of only two animals that hiss, one is a snake, the other a goose, and to give you the benefit of the doubt, we'll say you are geese." The hissing stopped.

Another member of the McColl clan I call "McColl of the Seven Seas". This was Duncan G. McColl, who spent a good part of his life as a sailor before he settled down to farming in Elgin County. McColl left the island of Lismore, Scotland, in 1819 to seek his fortune in a new land. Since he was a carpenter by trade, he was engaged as one of the crew aboard a sailing vessel. When he arrived in Canada, he had to transfer onto a riverboat-type steamer from Kingston to San Francisco. The ship had high decks and was top-heavy. It sailed from the St. Lawrence to the Golden Gate via Cape Horn. The ship got as far as Cape Hatteras when it was caught in a heavy gale that carried away the superstructure. The ship would have floundered if it hadn't been rescued by a passing vessel. Here McColl had the job of converting the ship into a coaster and it was as a coaster that it arrived at the Golden Gate. After this Duncan McColl worked as a carpenter on a whaler for two years. The passage around the cape, the delightful islands of the

Pacific, the storms and vigours of the high latitudes of the Bering Sea, and the exhilarating chase of the great whales were the substance of many reminiscences he related to his friends in later years. One of his whaling trips nearly ended in tragedy. While in one of the boats, the whalers spied a blower which they approached and harpooned. However, they got too close and received a blow from the mammal's tail which smashed the boat. The men had to cling to the wreckage for an hour or more until rescued. McColl's leg was broken and he would have drowned but for the captain, who supported him on the timber to which he clung. His slight but noticeable lameness dated from that adventure.

At the end of the whaling trip, he left the ship and became a miner in California. The California gold fever had by this time subsided and the silver mines of Nevada constituted the lure of the time. He soon got there and spent the next ten to twelve years in the land of silver and sage brush. More than once wealth seemed to be within his grasp but slipped away. One of the mines which he and his partner took up proved exceedingly rich. Its value led a company to contest his claim. Two lawsuits resulted, both of which were won at great expense. Not having enough cash to pay all the costs at once, McColl was next faced with a claim from his own lawyer, who tried to get hold of the mine by forcing payments. If allowed one or two months to work the mine, McColl and his partner could have made enough money to pay the lawyer's claim, but he would not grant them the respite. During the early part of this period, McColl was in the Lander Guard, first as a sergeant and later as a lieutenant. The Indians at that time were troublesome. While prospecting alone on one occasion, he was fired upon by Indians and a bullet struck him either in the knee or above the knee. As he fell, the Indians approached but were met with a couple of shots from his revolver, which caused them to retreat. McColl kept the bullet that struck him as a souvenir. It had flattened when it struck his leg bone. (I could not find the whereabouts of McColl's sword or the bullet.)

Duncan McColl was killed in West Lorne on November 16, 1909. He had seen seventy-five summers. His widow Catherine (Carmichael) McColl must have, in her remaining twenty-five years, reflected on her husband's past life. McColl was buried in the West Lorne Cemetery.

When Mr. and Mrs. David Marr first settled near Eagle in 1884, there were only two other log cabins on Silver Street. Mrs. Marr remembered the discomforts of living in their cabin surrounded by a thick virgin forest and swamp where on hot days no cool breeze could reach them. The thick population of mosquitoes made life almost unbearable.

"You talk about the heat of the dead of summer," she said, "Well, place yourself in our place, for we had no way of keeping cool because of our thick homespun woollen cloths and being situated in the midst of a dense wood where we seldom ever felt a cool breeze, and so therefore we usually sat around under the shady trees until the mosquitoes bothered us so much that we had to seek shelter in the house, and even there the mosquitoes were bad-so bad, in fact, we had to put a pail of burning green wood on the doorstep in the open doorway. The smoke from the smudge pot usually filled the house and made it difficult to breathe and to see, and we would have to go outside for a breath of fresh air."

Mrs. Marr then related how her husband supported the family as a farm labourer on 50-75¢ a day and that on many occasions when money was scarce, they used to barter at Lindenman's general store in Eagle. She recalled that in the winter she often woke up and found snow on the bed and all the liquids in the house frozen solid. Margaret Wagner of St. Thomas, who was a great-granddaughter, said that in later years the Marrs moved to the Shedden area. After the death of David Marr, they moved to St. Thomas.

David Marr and his wife reared ten children in their little log cabin. At the time of this interview (1965), only five were alive. After the Marrs left their farm, it was owned by Rev. Alex-



An old log house still survives in Aldborough Township in Elgin County. Shown here, it is the old David Marr homestead, standing a short distance east of the Graham road on Silver street, not far from Eagle. It was built by David Marr who cleared the land out of virgin forest.

ander McFarlane, although he never lived there. The property came into the possession of William Kempyn. During the 1940s it was sold to a Mr. Ratke. David Marr's brother, John, also built a log cabin on the same road but it was lost in a fire during the 1840s.

Thoughts of Yesteryears *by the late J.B. Ferguson*

"In the township of Aldborough, one mile west of the present village of Eagle, a stream crosses the Talbot Road. In the early days of the last century, the land stretching for a mile or so east and west of this creek was covered with the finest timber to be found anywhere in Western Ontario. Great oaks, chestnuts, walnuts, butternuts, whitewoods, elms and buttonwoods six foot and over in diameter crowded each other for space to grow. No wonder the early settlers seized eagerly upon this spot, thinking that soil which could produce such giant trees must be of the finest quality. Some found afterwards that it was not true and quickly disposed of their holdings. This stream was called Brock's Creek and this spot became the centre of a distinctive community. The families of this community were mostly Scotch and they settled here during 1818 and 1819, the Kerrs and Campbells to the west, the McCallums, McColls, Fergusons, and McKillops in the centre, and the McAlpines, Pattersons, Mowbrays, Grahams, Leitchs and McCowans to the east, with the McColls being the leading family.

These people settled in this unbroken forest, made their small clearings, and built their log houses and barns under very unfavourable circumstances. I have heard the old people tell of the wolves, which howled by the night, of the deer which broke into their fields and ate the growing

crops, of the bears which stole their pigs, of the Indians who molested them and stole their goods, of the mosquitoes which tormented them, of the fever and ague from which they suffered, and the many other hardships and privations which they endured."

Logging, corn-husking and apple-paring bees, dances, and singing schools were places where the young people met. The late J.B. Ferguson related once that Samuel McColl, Sr., was too shy to attend these functions. Ferguson also recalled McColl's religious interests. "Samuel McColl had often told me he believed in the doctrines taught by the church. He became a member and was a great reader of the Bible, and told me how he used to put himself to sleep by quoting as many psalms as possible from memory."

Schools and Churches

The first school in this community was held in 1820 in a log building on the McColl farm and was taught by Thomas McColl. According to the records left by one J. Kerr, he taught here for ten winters and received \$14.00 for a term, which was collected from the students. The more pupils, the less each had to pay. The next school was on the Leitch farm opposite the McKillop house. The third school was erected west of the creek on the McColl farm. It was here that young Samuel McColl received his education and became a qualified teacher when he was fifteen years of age. As the McColl boys grew up, they saw the opportunities that were open in the lumbering and building trades. They built the community's first mill on Brock's Creek. The mill was of the most advanced design, for instead of an overshot waterwheel, they installed a water turbine. Soon they were shipping cut lumber to the United States. At first the turbine powered a vertical blade saw.

The first schoolhouse to be erected in Eagle was erected on the site of the old brick school south of the corners. It served for many years until it was destroyed by fire. The old school was erected by William and Robert Mowbray. When the school was destroyed, the children had to attend school in the old Mowbray hall, which was located east of the corners on the south side of the Talbot Road. The old frame school was destroyed by fire in 1895. (The old Mowbray house was at one time a hotel and later the residence of Frank Swain.)

A third schoolhouse was built during the late 1950s. After three or four years, it was closed. It was taken over by members of the Serbian Orthodox faith and was dedicated as a church on July 19, 1961. The Serbs are the only people of the Eastern Orthodox religion who hold the ancient tradition of an annual gathering or "Slava", as they call it. Before the Serbs even became Christian, each family chose a saint as its protector. The churches followed the same tradition. When the Serbs became Christians, they preferred to keep their family traditions from fifteen centuries past. The Slava is still an important day for Serbian families and their church. People come from United States and all over Canada to take part in the Slava.

The first church to be erected in the community was a frame ediface erected west of the creek in 1844. Here the members and adherents of the Primitive or Covenanted Baptists (often called the Old School of Baptists) met to worship under the direction of Elders McColl, Campbell and later, Pollard. Once a year they held a big meeting and friends from Duart, Dunwich, Mosa, Ekfrid and Lobo gathered with them. It was a season of spiritual uplift for the older people and a great social gathering for the young. The preachers were ordinary men who were inspired by their love of God. Some were gifted and guided by the Holy Spirit and were gifted orators. Their musical voices and patriarchal appearance combined to fill the church building. It is said that even the attic, which served as a gallery, was full. The early ministers were Reverend Messrs. Fairley, Irwin, Cousins, and Peter Jones, who were Methodist; Reverend Mr. Scott, who was Presbyterian; Elder Pollard, Baptist; and Reverend Messrs. C. Scott, C. Brown, Patterson, Halbert, Ashton, Vance, Penrose, Lawson, Harvey, and Husser, who belonged to the Church of

Christ. Reverend Mr. Husser was the last minister before the church union occurred in Canada in 1925, at which time the United church took over the services. In 1957, the United church and several buildings were moved back from the edge of No. 3 Highway and Elgin County Road No. 76.

The land upon which the old Baptist church was built was donated by Duncan McCallum. Later, in 1886, the church was moved to the village of Eagle when Ernest Lindenman and Archibald McKillop donated property for a church site. Years later a raft of logs washed ashore near the docks at Brock's Creek. It lay unclaimed until Robert Mowbray, who had a sawmill on the creek, offered to saw the logs into lumber if it would be used to build a new union church at Eagle. In 1875 a fine new church was built. The old Baptist church was used by the Methodists until the erection of the new church. In 1890 John McKillop purchased an organ for the church and his wife became the first organist. She was succeeded by Mrs. Nelson Robinson. The first Methodist service was held in 1877. The Disciples held their services every Sunday evening while the Presbyterians used the church once a month. These arrangements continued for years and full congregations enjoyed the services, which continued until 1965.

In 1956, a reforested section of land east of New Glasgow and about two miles outside of Eagle was obtained by Mathies Baumgartner, a native of Germany who became known as a carpenter in Rodney. He was a German Pentecostal minister. After a number of years he moved to Windsor and took over a church. As time went on and German Pentecostalism grew across the province, he saw the need for a central point of assembly and purchased the land. It was here the love for Jesus Christ was displayed when the pastors and members of other churches gathered to clear some of the land and erect a tabernacle plus other buildings. As the assembly became larger, a new and bigger tabernacle large enough to seat twelve hundred people, was built in 1970. Reverend Mr. Baumgartner was the guiding light of Bethel Park until 1964. Then Rev. Jakob Heidt of Toronto became superintendant of the Ontario-Quebec District of the German Branch of the Pentecostal Assembly of Canada, and supervisor of Bethel Park Camp. Baumgartner passed away in 1977.

Businesses

Eagle was laid out into village lots in 1864. Until 1872, it was larger than Bismarck and Lorne (now West Lorne). At its height it had five hotels. In 1872 the business section consisted of the following:

Campbell and Hatton	Carriage manufacturers
Campbell, D.V.	
Partridge, John	Elgin Hotel
Livingston, John	Dominion House
Lindenman, Ernest	Tailor.
	<i>He was a native of Baden, Germany.</i>
Lindenman, P.J.	General merchant
	<i>He had a planing mill and turned out sashes and doors. He employed twelve hands.</i>
Loud, William and	
Mowbray, William	Sawmill with annual output of one million feet.
	<i>Employed twelve hands. This mill was later taken over by Robert Mowbray.</i>
Roache, Charles	Lumber dealer
Stewart, E.B.	General merchant and postmaster
Stewart, J.H.	Lumber dealer and commission agent
Seigel, Frederick	Shoemaker

In 1893, N.D. Campbell came from St. Thomas and opened a blacksmith shop. After a number of years, he moved to Sparta. In 1900, Eagle's business section consisted of these establishments:

Buckler, William
Dawdy, Isaac
Lindenman, P.J.
Wann, W.H.

Eagle Hotel
Sawmill
General merchant and postmaster
Blacksmith
His shop was on the northeast corner. This was later the site of his son's service station and garage.

In 1914, Henry Swain and his sons were instrumental in placing Eagle in the map with their market gardening business, raising produce for London and St. Thomas in greenhouses. In 1927, the Swains laid six thousand feet of pipe to the lake for a good supply of water. Ever since then, the market garden, which was known as "The Whynot Garden", has kept on growing. In 1980, the Swains went through a \$100,000 expansion with the addition of a tea room, a furniture retail store, and checkout rooms. The Swains have become known internationally and receive one thousand customers and visitors annually. Darryl Swain and his wife, Sue, are well thought of, and it is Darryl's interest that has made the business a success. In 1981, Archie Chisholm took over the management of the Garden Restaurant so that Darryl can devote more time to the gardening side of the business, which is now known as Swain Greenhouses Ltd.

Some fifty years ago, many old timers of Eagle recalled the children attending school in their bare feet because of the scarcity of footwear and of money. Shoemakers in the early days of Eagle used very primitive methods in making shoes and boots because of the scarcity of nails. Wooden pegs were used instead. One early shoemaker was Thomas Mehar, nicknamed "Nigger Tom". He was so nicknamed because of his swarthy complexion. When he first opened his shop, he had a large wooden shoe or boot suspended in front of his shop. The old timers recalled that this sign was the object of much amusement. Mischievous children would hurl stones at it, which annoyed Nigger Tom so much that he would chase them about the village. The old timers recalled that when Nigger Tom first came to the village, he was so poor he had to live on milk and crackers for a short spell. Nigger Tom lived in Eagle for a decade and then moved to West Lorne. In Thomas Mehar's day, it took the shoemaker three days to make a pair of boots. The boots were knee-high then, and were equipped with copper toecaps. When I interviewed Mrs. David Marr many years ago, she recalled that Eagle had a tannery but could not recall its location. Before that, the leather goods came from the Tyrconnell village tannery.

When Philip and Florence Lindenman sold their general store in 1946, it closed another chapter of Eagle's history.

Ernest and Catherine Lindenman were peace-loving people who left Baden, Germany, to escape military service and came to Canada to live under the Union Jack. Ernest, a tailor by trade, settled in Eagle during the 1860s and set up a tailor shop and home on the northwest corner. The Lindenmans were kind and considerate people who were always willing to help someone in dire need. This trait was passed on to their children.

"My father never refused credit to anybody," Philip Lindenman said. "More than a little money was lost because of that."

The building of the Lindenman store was remembered only by the oldest residents. Mrs. A. Dawdy, who was seventy years of age at the time of the interview (late 1940s) did recall the building as it was built in 1866. Eagle and the original Lindenman store were a year older than the Fenian Raids. A village story about that event concerns a Paul Revere-like horseman who sped



VILLAGE STORE CHANGES HANDS AFTER 80 YEARS IN ONE FAMILY

"The Store" at Eagle, an Elgin County village on No. 3 Highway, has been sold after 80 years in the pioneer Lindenman family. In the second-storey storeroom are hundreds of relics of a barter trade in days when Eagle was a frontier community. At right is the Hotel Eagle, also built by the Lindenman family on the main corner of the village. Inset shows Phillip Lindenman, last of the family to operate the store. He chuckles at

the "loud" cravat style of 60-odd years ago. Over his shoulder is an old-fashioned baker's "sweatshirt" and in his right hand a pair of baby's shoes still in good shape and found in the storeroom with the original \$1-a-pair notation. Behind him is an old box marked Bismark, the former name of near-by West Lorne.

through the settlement crying, "The Fenians have landed - they're at Tyrconnell." This later proved to be a false alarm, but before this was discovered, the settlers had carefully hidden their valuables and buried their meat. The opening of the general store, which sold goods at prices now staggering to behold (butter was 10¢ pound and eggs were 6¢ a dozen) came only after the Lindenmans made the gruelling journey from Waterloo County in 1865.

"My grandfather sat on the back of the wagon armed with a hatchet while robbers chased them," said Florence Lindenman. "He always said he'd have to use it if they ever caught up to the galloping team. As it was, the robbers were so close my grandfather didn't stop for one of the toll gates on the Waterloo to Eagle road."

Ernest Lindenman bought his land in Eagle for a small sum. He found it was dense bush and with his sons, Philip and Frederick, set to cleaning it. Their original home was still standing in 1946. The first general store and the tailor shop were located in front of the house on the northwest corner. In 1874, Frederick Lindenman built a second store on the southeast corner and at about the same time, he erected the Eagle Hotel, a two-storey frame structure on the southwest

corner. Frederick Lindenman married Elizabeth L. Switzer. He died on September 12, 1912, at the age of fifty-eight. His wife carried on the store. The second general store was for forty-two years the district post office until the establishment of the rural mail routes. The Lindenmans brought their supplies from Newbury and Port Stanley, each about twenty miles away.

"If they went to Newbury, they had to start about three in the morning, get the team and wagon across the river on a scow on both trips, and would be back here late at night," Mrs. Lindenman said. "That was before the days of the Canada Southern Railroad."

A Miss Lindenman recalled that there was a church in the Scotch settlement west of Eagle, and that the family used to walk the four miles to church every Sunday. Miss Lindenman remembered her grandfather saying that it didn't do them much good because the services were in Gaelic.

After Mr. and Mrs. Philip Lindenman sold their store, they went back to farming. Philip passed away in 1953. His wife followed him in 1960. In 1977, Robert and Joyce Bree purchased the old store from Steve Lawrence. They have since renovated it. The Brees, natives of South Africa, are proving to be very good business people.

Hotels

Eagle in the past had many hotels. One was located on the northwest corner opposite another one on the southwest corner. The latter hotel was erected by Mr. McFarlane of Clearville, and was a coach house. This hotel was remodelled and rebuilt into a general store by Fred J. Lindenman after a fire. Just before it was dismantled in November of 1947, it served as the residence of Clifford Plyley. One hotel was operated by Joseph Martin, who opened his hotel in 1864. Martin in the early days of Eagle was the postmaster and mail carrier for the district. On March 24, 1887, Ephriam Lumley opened a hotel in Eagle. In 1896 Henry Clay was operating the Eagle Hotel. One of his daughters, Hope, married David W. Lindenman. She died in 1948. Other hotel proprietors were W. Switzer, William Buckler, and Godlip Ill. The fifth hotel or tavern was located west of Eagle on the northeast corner of what is now Kerr's Side Road and No. 3 Highway. It was operated by John "Stick-in-the-Stump" Campbell. Campbell was an eccentric and funny old Scotchman who at one time had been very wealthy and operated a large farm, a cheese factory, and a tavern, but as time went on his fortunes declined and he spent his remaining days in the poor house. Mrs. David Marr recalled John Campbell dropping in to visit the Marrs on Silver Street and telling her how to do her housework. This advice vexed her so much that on many occasions she shooed him out of the house with a broom.

According to the late John A. McKillop, an inn was located on Lot 17 by the side of the Talbot Road (No. 3 Highway) before 1837. This is where Duncan McKillop settled in 1818 with his wife, Isobelle McLean, and raised their children, John L., Nancy, Archibald, Duncan, and Daniel. Daniel McKillop carried on the old homestead and married Nancy McKellor. They had nine children: Bessie, Bella, Mack, Duncan, Annie, Minnie, John, Tena, and Ida. In 1912, Duncan McKillop married Eva Coulter and took over the farm. Duncan had three children: Nancy, Duncan, and Mary. John L. McKillop took over the farm in 1925. He and his wife, Bella McMillan, had two children: Joan and Donald. Donald McKillop and his wife, Betty Gray, took over the farm in 1956. The couple have two daughters, Betty and Ann. Donald McKillop operates the farm at present (1984).

A story is told about the old hotel that goes back to the days of the Fenian Raids when there were other hotels at Eagle. The bartender of this particular hotel was John Livingston, who was a jokester and was always up to some kind of scheme. He gave colour to the hotel. The

American Regulars from Detroit were under orders to arrest any Fenian Raiders who entered Canada. When the Regulars arrived at Eagle, they could not find lodgings for the night as there was at the time considerable anti-American feeling. They were refused at the other three hotels but were accepted at Livingston's. The American Regulars were informed that the hotel was filled up and the only space available was in the barn. When the soldiers tried to buy some drinks, their money was refused. One of them remarked that they had some jewelry to barter with. Livingston accepted the jewelry, particularly the stones which he tested by scratching his name on the window panes. As the night advanced, the liquor got the best of the soldiers and they retired to the harness room in the barn. When the cold gray dawn came, they continued on their way. Later the bartered jewelry sold for \$400 in London. The window panes that John Livingston scratched his name on have all disappeared except for one that remains in the Elgin County Pioneer Museum, having been donated by Frank Swain.



EDEN

Eden

I love to think of Eden,
And friends I long to see;
I love its vales, its hills and dales,
They seem so dear to me.

I love to think of Eden,
Although it is far from here;
In its green shades are loved ones laid-
And friends I loved most dear.

For I once lived at Eden,
And had a happy home,
But death has it invaded,
And caused me far to roam.

So now I say farewell,
To scenes so sad to view;
To Eden's bowers and blooming flowers,
I needs must say adieu.

*Walter Fero
Centralia, Ontario, 1896*

Businesses

Eden before 1851 was just a collection of homes around a crossroads in Bayham Township. It did not have a name until 1854 when a post office was established there with the first postmaster being John Nethercott. The first store was opened by Israel Stilwell, who also gave Eden its first hotel, the Eden House. It was taken over by Alexander Selkirk Stilwell, who operated it until 1883, when he sold it to W. Bowlsby and moved to Marysville, Michigan, to take over another hotel. The original Eden Hotel was lost to fire in 1898. In 1900 it was replaced by a hotel with temperance leanings by W.J. Ostrander. At one time there were two hotels in Eden. The other hotel was known as the Atlantic Hotel. In 1883 it was operated by Harry Higgins. It, too, was destroyed by fire.

The business journals of the Henry Wood general store, dated 1850, indicate that Israel Stilwell did not have his general store until the opening of the road from Ingersoll to Port Burwell in 1851. We find that Nathan Gray operated a sawmill east of the southeast corner and that in 1891 Charles and Lorenzo Leach took over the old Stilwell store and became general store operators and postmasters, which they were for twenty years. This same store was taken over Nicholas O. Stilwell, who was in business for a long time and eventually sold out to Charles Ketchabaw. Before this period, the post office was located in the home of Charles Allemand. After the sale, the post office was transferred to the home of Charles Ketchabaw. Ketchabaw also operated a store at Mabee's Corners. Lorenzo Leach, who died in 1956 at eighty-two, was the son



*Eden in 1979
The old temperance hall is on the northeast corner.*

of James and Phoebe Leach. In 1894 James Leach purchased A. Caswell's shoemakers shop and moved to his lot. I should also mention that the Eden Cheese Factory was under the ownership of E. Chandler during the late nineties.

During the time the Leach brothers operated the general store, the blacksmith was T.H. Inman, the son of John Inman. The last surviving member of the John Inman family was Mrs. Edwin Bowes of Tillsonburg. Her father, John Inman, was eighteen when he and his brothers, along with their father, embarked from Naseborough, Yorkshire, for Canada in 1839. They proceeded to Dunnville in Haldimand County and settled at the Inman settlement located nearby. While at this settlement, John Inman married Julia Montgomery and raised five children. Because of the malarial conditions of the area, they moved to a location west of Blenheim, where they stayed a few years. They moved to Talbotville for a winter and then bought land in Maple Grove, where they located for a number of years before finally moving to Ingersoll.

In 1901, Eden's business section consisted of the following establishments:

Adams, J.D.	Blacksmith
Leach Bros.	General store
Patton, John	General store

The Eden hotel was rebuilt by W.J. Ostrander after the fire of 1913. Ostrander purchased an old building and had it moved to the original hotel site and converted into a hotel. In 1903, the hotel was taken over by James Hoag and Joseph Leach. The head cook was Mrs. Charles Lambert. The hotel was located on the northeast corner and in the later years it was converted to a residence for Mr. and Mrs. Nathan Gray. This information was given to me by Croft Garnham of Straffordville. At one time Mrs. Gavett operated it as a temperance hotel along with the hotel at New England.

There were many fires in Eden. The worst one occurred on May 6, 1913, taking away six buildings, two of which were large stores. After the fire of 1913, the business section of Eden consisted of George F. Williams' general store, H. Robins' grocery store, and a flour and feed store.

Left standing were two canning factories, an evaporator, a gristmill, grain elevators, a cheese factory, blacksmith shop, town hall, public and high school, three churches, Ephriam Smith's Undertaking Rooms, the Medina Gas Office, a barber shop, the hotel, and C. Hazen's agency for machinery and stoves.

There were many fires before 1913. One was reported in the Tillsonburg *Observer* in the summer of 1890 after the drive-shed and barn belonging to the Eden Hotel were set afire. The Tillsonburg *Observer* of August 14, 1891, stated that Franklin Gray and his brother, Edmund, who operated the hotel owned by Edwin Gray, had offered \$200 to Joseph Ball to set fire to the hotel, but Ball set fire to only the drive-shed and barn. Ball, while intoxicated, told Thomas Fero, Alexander S. Stilwell, and Robert Boughner about the offer. He was brought before Squire Cook of Corinth and Squire Gillet of Aylmer. The lawyer for the defence was E. Meredith while the lawyer for the Crown was D.J. Donahue of St. Thomas.

When the railroad was pushed through the country from Tillsonburg to Port Burwell in 1895, Straffordville and Eden became boom towns. The villages were populated by gangs of railway workers of all sorts and it became necessary to have additional police protection. Eden was no exception. Three constables were hired to keep the peace. Because of the boom, all the hotels and houses were filled with railroad workers and liquor flowed freely.

Churches

Eden in the past had two churches. One was the New Connexion Methodist church, which was founded in 1855. The other was the Baptist church, which was founded on November 28, 1848. Five churches had their beginnings in the Baptist church. Two are still in existence and they are the Courtland and Goshen Baptist churches. The other three have passed from the scene. They were the North and South Middleton and the North Bayham churches.

The founding of the Baptist church occurred when seventeen members of the Goshen Church on the Goshen Road formed a council to establish a second Baptist church in Eden. The meeting was held in the old Beal log schoolhouse near the Ridge Road Cemetery, south of Eden. The council consisted of: Simeon Rouse, Abram Havens, Myndart Beal, Elijah Phelps, John Mabee, Sr., John Mabee, Jr., Daniel Leach, Phoebe Leach, Annie Rouse, Miranda Havens, Elizabeth Beal, Clarissa Phelps, Mark Mabee, Eliza Mabee, Elizabeth Lundy, Margaret Leach, and Sarah Stilwell. The first deacons were Abram Havens and Myndart Beal. Meetings were held under the direction of Brother H.A. Conrad, who was ordained on the 11th of April, 1853. It was during his pastorate that the chapel was erected east of Eden. On February 8, 1856, Conrad was given a letter of dismissal from the Eden Baptist Church and ordered to re-organize the Goshen Baptist Church. During these two years, the Goshen Baptist Church was closed and the congregation joined the second Baptist church in the new chapel that was built one and half miles east of Eden.

Reverend Mr. Crossett supplied (i.e. preached at) the church east of Eden for a period of time and then Rev. S. Jackson was pastor from 1870 to 1872. He was replaced by Reverend Mr. Smith. It was during Smith's pastorate (1873-1876), that the parsonage was moved to Eden on land donated by Edwin Gray, who gave three acres for the church and cemetery. Reverend Mr. Smith died in Newbury in 1876 and was buried in the Glen Ridge Cemetery in Eden. Rev. Simeon Rouse, the first settled pastor, was ordained in the field. Abram Havens, who had been a deacon at the Goshen Church, was the first deacon chosen at the organization of the Eden Baptist Church and continued as such until his death.

Rev. C.W. Haycock succeeded Reverend Mr. Smith (1876 to 1878). During the summer of 1879, the church was supplied by Brother George Chitendon, a student from Woodstock. In

1879, a call was extended to Rev. Charles Harrington to take over the pastorate in union with Goshen and North Middleton until 1881. In the winter of 1882, Brother S. Cripps, a deacon and licentiate from Tillsonburg, took charge of the three churches at Eden, Goshen, and North Middleton. He was ordained on January 17, 1883, and served until December 31, 1888.

Rev. E.D. Sherman served the field until 1893. During his pastorate, the church was raised and placed on a cement foundation, and the walls were bricked up and put into their present shape at a cost of \$4,000. That cost would have been much higher if it had not been for the many weeks of labor cheerfully donated by the men of the community. Not wanting a mortgage on the church, they devised a plan whereby members gave personal notes for \$100, payable in five years, to cover the debt. Some Methodist friends gave the same amount. A church bell was purchased for \$100 from a firm in Philadelphia because there were no bell foundries in Canada at the time. Rev. R.B. Smith donated two pulpit chairs, the pulpit Bible and hymn book. Abram Gray donated all the windows for the church and basement. The only memorial window, situated in the gallery, was installed in the memory of his wife, Jennie Allemand. His brother, Courtland Gray, donated the present choir chairs. The seats and pulpit were purchased from the Humphrey Collings planing mill at Langton. The flooring came from the Forsyth mill at Kinglake, which is now gone. The first organ was purchased from the Karn Company of Woodstock. The choir leader was Abram Gray, and the first organist was Pauline Lamond, who travelled to Woodstock to choose the organ. Until this time, all the music had been led by Deacon William Stilwell with the aid of a tuning fork. The old tuning fork was for many years in the possession of his grandson, Nicholas O. Stilwell, who was the general merchant and postmaster in Eden for twenty-eight years until his death in 1965. In all likelihood it is now in the possession of his son, Leo, of Tillsonburg. (Nicholas was the brother of Ayrest and Waldon Stilwell.) Before the organ was purchased, the congregation would borrow an organ from Mrs. Nicholas Stilwell, Sr., for Christmas concerts, and Mattie Herron would play it. About the year 1905, the interior walls in the church auditorium were covered with metal. In 1916 the new baptistry was installed during the pastorate of Rev. H.D. Moore. Before this the baptisms were held at the creeks to the east or west of the village. Sometimes during the winter a hole was cut in the ice for the immersions.

The next pastor after Reverend Mr. Sherman was Rev. J.B. Brown, who served until 1896. During his pastorate he baptized seventeen people. In October of 1896, Rev. W.E. Mason settled with the church after supplying the field during Reverend Mr. Brown's absence in England. He remained for a year. He was succeeded by Reverend Mr. Cathcart, who remained until 1900. Rev. J. Silcox was the next minister. He was followed by many other men of the cloth down through the years.

The ministers, of necessity, were made of sturdy stock to stand the cold winters, bad roads, three charges on the field (Goshen, Courtland and Eden), and salaries as low as \$300 a year (plus donations of food for their tables and grain and hay for their horses). The ministers buried the dead, performed marriages, and baptized converts. At the funerals, the pulpit was draped in black for adults and in white for children and the bell was tolled once for every year of the deceased's age.

Stumps and Fences

In the early days before wire fencing, the pioneers did not know what to do with the surplus of stumps. They were difficult to burn and to cut, and since the land needed some form of fencing to protect livestock, it was only natural to turn to split rails or stumps. Besides pulling stumps, the most difficult task was to split them. Splitting was done with wedges and the screw-jack. Like the pulling of stumps, this was a dangerous procedure. Many lost fingers, hands, and lives in the process. One incident occurred on the 22nd of May, 1896, a few miles out of Eden,

claiming the life of George Bennett. On that fatal day, Bennett had split a stump open like the mouth of a monster. According to Walter Stansell of Kinglake, the stump was still green and wet and this accounted for the jack slipping when Bennett reached inside to relocate the wedge. Bennett's chest was crushed. A granite monument stands in Glen Ridge Cemetery in Eden in Bennett's memory. Walter Stansell himself was the victim of a flying chain accident during a stump-pulling in 1912. The chain tore a large amount of muscle and flesh from his left shoulder, and he lingered between life and death for days. This terrible injury did not deter Stansell, for by determination he became a house builder and millwright. He died in 1981 at the age of ninety-seven.

Stumping time was generally after the harvest had been brought in. A tree was usually felled in the winter and the stump was left to dry out after the roots were severed. By spring the stump could be extracted from the earth, but according to Walter Stansell, this was not the proper time to split a stump. After the harvest, a bee was held and everyone was invited to take part. As many as fifty to sixty men and their teams would converge on a farm and spend the whole day at work. Meals were served by the women. After the day was spent in pulling stumps, the men would head back to their farms to do the evening chores and then come back and spend the balance of that day dancing to the tune of a fiddler. Whiskey flowed freely at these bees in some districts.

When stumps became scarce, the settlers turned to splitting rails. Pine and chestnut were used for rails. The wood was split with the aid of wedges. The old rail fence was often the place of friendly philosophical exchanges. It served as a seat for the weary traveller or the tired farmer who took time out from his work in the field on a hot day to refresh himself with a swig from the jug filled with springwater that was kept cool in the shade of the fence.

I took a great liking to old rail fences when I was a boy on the farm at Corinth. One day the farmer who hired me sent me out to the pasture to bring in the white bull. Arriving at the back pasture, I beheld the fiercest looking critter I ever laid eyes on and immediately we took a dislike to each other. The bull chased me across the pasture and I headed for the old rail fence. I had just cleared the top rail when the bull slammed into the fence, knocking a section to the ground. By this time I was really frightened and started to run down the lane with the bull after me, and I would have been running yet if the farmer hadn't rescued me. So you see why I love old rail fences.

Early Families

Looking back, we find that the first settlers to settle in this wilderness were the Howey, Stilwell, Ostrander, Buchner, Hubbard, Lundy, Lamont, Gray, and Leach families. In the sandy soil of Ridge Road Cemetery are buried the remains of the very early settlers of Eden before it became known as Eden:

John Ostrander - 1851, age 87
Asa Ostrander - 1865, age 62
Andrew Ostrander - 1874, age 77
Margaret Ann, wife of Charles Ostrander - 1874, age 31
James Buchner - 1861, age 61. Amy, his wife - 1894, age 91
John Mabee - 1856, age 66. Mary, his wife - 1861, age 70
Marcius Leach - 1855, age 55
David Leach - 1859, age 49
Mariah, wife of Nehemiah Leach - 1846, age 31
Mercy Miranda, wife of Isaac Leach - 1859, age 22
Samuel Howey - 1883, age 90. Rebecca, his wife - 1863, age 65
Abigail, wife of William Howey - 1861, age 39

James Cowan and his wife, Hennretta, are buried in the Glen Ridge Cemetery. He was ninety-one and she was eighty-one when they died in 1906. Their sons, George, Francis, and Hugh are also buried there. The Cowans were part and parcel of the early days of Eden. To ignore them would be an error. The large brick house that stands northeast of Eden is a sturdy monument to the past.

Captain James Cowan was born in Glasgow, Scotland, on May 17, 1816. In the spring of the following year, his grandfather, John Cowan, emigrated to America with three of his sons, John, James, and William, and their families. After six weeks and three days on the Atlantic, they landed at Quebec and from there proceeded to Port Dover and Patterson's Creek, settling in Charlotteville in Norfolk County. The fourth son, Alexander, came out in 1819 and he and his brother, John, went east and settled near Kingston on land that had been owned by their late uncle, David Cowan.

The immediate cause of the Cowan family emigrating was to take possession of David Cowan's estate. David was a younger brother of John, who in 1770 came to America as a gardener and was employed by George Washington. When the War of Independence broke out, George Washington was made general of the army and told Cowan that if he did not wish to stay in his employment and be loyal to the cause, he, George Washington, would procure his transference to Quebec. Cowan stated he wished to remain a British subject and left Washington's service with good wishes for his success and a pass in his pocket to the loyal colony in the north. When he arrived in Canada, David Cowan entered the navy. Before the end of the war, he had acquired the rank of lieutenant. For gallantry and loyalty, he received seven hundred acres near Kingston, three hundred acres at Amherstburg, one thousand acres at Rondeau, one hundred acres at Sugar Loaf, and 250 acres at One hundred acres at the Rideau Canal were exchanged for two hundred acres Vittoria. Lieutenant Cowan after the war became Commodore Cowan, navigating the north shore of Lake Erie back and forth of Patterson's Creek, Turkey Point, Grossfield, and Sandwich, often with General Simcoe and other notables aboard. He became a member of Parliament at Niagara for twelve years. He divided his time between Amherstburg and Niagara, living a wildly enterprising life and roving on land and water until his death in 1808 at Niagara. His family in Scotland lost track of him at the beginning of the war and for twenty-two years knew nothing of his whereabouts. Because he never married, his eldest brother John inherited his property, and this led to the emigration of the Cowan families from Scotland in 1817. David Cowan's property was divided up among the families, John living with his son, William, in Charlotteville until his death. John's eldest son, James, the father of the Middleton families (John, James, Alexander and William Cowan of Walsingham Township), died in Charlotteville. John, his eldest son, inherited the Rondeau property, which he later exchanged for land in Middleton.

James Cowan came into west Middleton Township, near Eden, in 1835. In 1903, he bought from John Kitchen (father of John Kitchen of Delhi) his right to 250 acres. The records show that the old homestead was located on half of the property and that the remaining half was sold to Robert White, Sr. James Cowan settled with Colonel Talbot for its complete purchase, as did his neighbour, John McDonald, for his 209 acres. These Goshen lands were school lands and their sales were under the direction of Colonel Talbot. These lands were finely located, but were in need of a convenient road crossing along the Talbot Road. As a result, a petition was duly signed by Fred and Henry Sovereign, James Brown, P. Mabey, Lot Tisdale, James and John Ronson, George Byerlay, William Lennan, Burdsey Smith and others for the founding of the Goshen Road. It was surveyed and established through the settlement starting at what was then known as Ronson's Corners by Francis L. Walsh. The road was completed on September 25, 1835. Before James Cowan began to hack out a clearance with his axe, John McDonald had been carrying out the same work on his 209 acres between James Cowan and Gabriel Mabey, using a hollow log for some time as a shelter. The Stilwell family was also labouriously struggling to get started on their



Yours Truly

John Ostrander

JOHN OSTRANDER, ESQ. 1877.

Mr. John Ostrander, who now holds the honorable office of Reeve of Middleton, was born in the Township of Crowland on 22nd Decr. 1821. His ancestors, who were of German extraction, came with other U. E. Loyalists to Canada at the close of last century. They removed to Bayham in 1822. When a young man Mr. Ostrander settled in Middleton. He was poor, but very industrious. He was honest and frugal. He was also possessed of a great love of knowledge, and improved every opportunity to educate himself. He was thoughtful, ingenious, enterprising. His morals were correct. In 1845 he built a saw mill; to this he added farming. Prosperity seemed to follow him in every undertaking,—in truth, he was following prosperity. In 1868 Mr. Ostrander erected a grist-mill on lot 3, 2nd Concession Middleton, north of Talbot street on the Little Otter Creek. In 1873 he built another grist-mill on 14th Concession of Wasingham on the Venison Creek.

His business in his mill has always been of a local character.

Mr. Ostrander entered the Township Council in 1852, and filled the office of Deputy Reeve for about 12 years. He has been Reeve during the last two years. He has also acted as Magistrate for 20 years, and has taken a deep interest in the Agricultural Society of Middleton. His efforts in this direction have done much to advance the interest of the farmers.

Mr. Ostrander has acquired wealth. His love of work is a prominent trait of his character. When young he was a mighty hunter—following the deer for days, and often killed three in a day. He has shot four in a day.

His feats in walking or working have been equally wonderful. But throughout all he has been a careful student and a lover of books. His character and his success are well worth study by the young men of our day.

Mr. Ostrander married, in 1845, Edith, daughter of Mr. John Holmes of Bayham, who died leaving one child Daniel. In 1848 he married Mrs. Emmeline Earls daughter of Mr. Henry Soverien of Fredricksburg. Their children are Sarah Margaret, Amy Elizabeth, and John Albert.

Mr. Ostrander has recently completed a very beautiful residence at Courtland near the Railway Station.

land. Gabriel Mabee owned what was afterwards transferred to his uncle, Thomas Sandham. Burgess Smith, son of the first white man who attempted to settle in Norfolk County, held the old Jeffery homestead. John Putman and Henry Wade both had farms adjoining to the west, and John Truefitt and John Ronson had farms adjoining the four hundred acres owned by Oliver Mabee.

James Cowan joined Colonel Wilson's army in 1838 and was afterwards made captain of the Norfolk militia and was quartered at Aylmer for three months. In 1844, he married Janet Ronson, daughter of James Ronson (the head of the Ronson family which first settled at Ronson's Corners south of Middleton Centre, or Courtland as we know it today). Ronson was the brother of Mrs. Thomas Sandham. He talked his family into coming out to Canada. They settled in Middleton in 1842. Cowan turned his interest to operating a sawmill on the spring creek north, which ran into the Otter Creek, as John Ostrander did about the same time on the next creek south. To this Ostrander added a steam mill to cut deck lumber for the American market. A few years later he bought the steam mill at Burley's Corners on the Talbot Road. This mill was lost in a fire but was replaced with a mill in Goshen. In 1867, he lost his new mill and stock of lumber. He also lost his store and hotel on these corners through fire at the same time. In 1868, he obtained the Manary gristmill and sawmill at Courtland and carried on until it was destroyed by fire. James Cowan turned his attention to brick and tile manufacturing and farming. He became a member of the Middleton council, a position he held for years, along with Jacob Sovereign, Thomas R. Ronson, R. Crysler, Alex Turnbull, and Oliver P. Mabee.

Lying peacefully in the Ridge Road Cemetery are the remains of John Ostrander, who was born in 1763 and died in 1851. He came to Bayham from Crowland Township in Welland County in 1822, and settled near the site of Eden with his wife, Christiana Cohoe, and children. John's parents were of German extraction and were United Empire Loyalists. John's eldest son, Andrew, was born in Crowland Township in 1787 and when he reached the age of twenty-four, he married Sarah Buchner, daughter of Henry and Catherine (Green) Buchner. After a year they moved to Bayham Township, where they raised a family of fourteen children: John, Christiana, Henry, Andrew Jr., Jane, Asa, James, Katherine, Amy, Charles, Simeon, Marsena, Emma, and Samuel. This was the start of the Ostrander name in Bayham and Middleton Townships.

Andrew Ostrander's first child was John Ostrander, who was born in Crowland Township in 1821 and died in Courtland in 1903. Andrew's next child was Christiana Ostrander, who was born in Bayham in 1822, and married William Stilwell, a farmer in Middleton Township, who was the son of David and Rebecca (Ellsworth) Stilwell. Christiana and William had nine children and they were Nicholas, Elsie Anne, Rebecca, Sarah, Andrew, Henry, Olive B., Elwin and Emmer. The next child was Henry Ostrander who was born in 1824 and married Mary Miller, the daughter of Henry Miller of Wilsonburg. Henry had three children, who were Elizabeth, Marsena, and Annie. Henry inherited the mechanical inventiveness and ability of his father and became a millwright. After his marriage, he moved to Kaukakee, Illinois, where he stayed for twelve years before trading his property for a farm in Norfolk County, where he lived for a time. Then he moved back to Eden and purchased the gristmill, which he operated until his death in 1879.

Andrew Ostrander, Jr., was born in 1829, and married Rebecca Jane Vincent. Both were born at Guysboro. They had four children: Emmaline, who became Mrs. John Brinn; Asa, who married Elizabeth French; Elmer, who married Annie Culp; and Mary Jane, who became Mrs. Henry Murphy and later Mrs. Jessie Nelson. The next child was Jane Ostrander, followed by Asa Ostrander, about whom little is known except that he died in 1865 at the age of sixty-two. He was followed by James and Katherine. The latter became Mrs. Buchner.

The ninth child was Amy Ostrander, who became Mrs. Daniel Campbell and had one child by the name of Douglas. The tenth child was Charles Ostrander. He married Margaret Ann

Miller and had five children: Retta, who became Mrs. Ebenezer Simmons; Carrie, who became Mrs. Chipman; Sarah, who became Mrs. Charles Graves; and Lewis and Harry. After Margaret's death, Charles married Mary Dalzell, who looked after Lewis and Harry, the youngest of the children.

Simeon Ostrander was Andrew's eleventh child. He married Charlotte Cole and had two children, Eusebia and Louisa. The twelfth child was Marsena Ostrander, who was born in 1843 and died in 1861. The thirteenth child was Emma Ostrander. She married Richardson P. Scidmore and had four children: Sarah, Sanford, Alvin, and John. The fourteenth child was Samuel Ostrander.

There were other branches of the Ostrander family. John Ostrander left Pennsylvania during the War of Independence in 1787 and took up land at Stoney Creek in Wentworth County. In 1812, he moved to Middleton Township on the Talbot Road. Asa Ostrander was his son. Asa and Mary Ostrander had a son, Lewis, east of Eden on February 11, 1828. Lewis married Mary Ann McCarthy on August 25, 1850, and had four sons and one daughter: Hugh A., C.A., William A., Isaac S., and Eurette. He moved in 1870 and built a new home. It is said that he never belonged to any church, but helped to build many churches and mills during his lifetime. He passed away in 1912 at the age of eighty-three. William A. Ostrander, the son of Henry B. Ostrander, was born in Eden in 1862 and moved to Middleton with his parents and farmed until 1882. He learned the cheese trade and in 1887 purchased the Lawson factory in Dereham Township, carried it on for a year and then purchased the Dutton Cheese Factory, which he operated until he sold out in 1895, opened a confectionary store and built the Ostrander Block in Dutton. He became a salesman for the Wallacetown, Iona, and Dutton cheese factories. His brother, J.S., became a watchmaker and jeweller.

The old Ostrander mill east of Eden, which had been operated by John Ostrander of Courtland, was in later years taken over by J.R. Sanders and converted into a roller mill. The sawmill was on the east side of the Little Otter Creek and the flour mill was on the west side. The mills were destroyed by a flood when the spillway washed away.

In 1913, Isaac Leach breathed his last as his loved ones, who consisted of three sons and two daughters, gathered around and reflected on their father's past ninety-one years. Isaac Leach had one brother by the name of Major James Leach and was indirectly connected with the settlement of the Leach family in the Eden district.

Major James Leach was a close friend of Lord Horatio Nelson and served under him until Lord Nelson's death. After the Admiral received his mortal wound, he presented Leach with a small bottle of spirits. This bottle remained in the Leach family until it was lost during a fire in 1911. A powder horn used by the Major and a buckle from the knee-breeches were, at one time, in the possession of Z.A. Leach, the eldest son of Isaac Leach. Major Leach and his six brothers settled in Virginia, but refused to take arms against the British Crown. For that they were severely treated. At that time Major Leach was in the tanning and boot and shoe manufacturing business. He was placed under arrest with a limitation of five miles liberty from his home. He was later restricted to the limits of the village. One day he was caught beyond the limits and was tied to a tree and whipped by soldiers. He eventually made his escape, joined the British Regiment, and fought throughout the world. At the close of the war, his property was confiscated. Leach then went to New Brunswick, where his family joined him. Through services performed for Judge Luglow, he received four hundred acres and his son, James Zebulon, two hundreds acres. On this property the beautiful city of St. John was located in later years. Leach and his family returned to the United States, this time settling in Pennsylvania, where he died. His son, James Z., reared a family of twelve children: James, Nathan, Samuel, Joah, Daniel, Nehemiah G., David, Nelson, Electra, Mary, Miranda and Dianthe. With the exception of James, Nathan and Electra, who re-

mained in the United States, all came to Canada with their father and settled in Bayham Township. James erected a sawmill, where he turned out finished lumber for most of the district. It was during this time that Isaac was born. James Z. Leach was also a Baptist minister. On Sundays he would travel through the woods to preach the gospel in the log schoolhouses. He died while Isaac was still a young lad, leaving his son Lot 28 on Concession 8 of Bayham Township. This later became the property of Mrs. Mabee.

Isaac Leach was married twice. His first wife was Eliza Nevill and from that union there was one son and two daughters. The son and one daughter died in childhood. The remaining daughter moved to Medicine Hat, Alberta, when she became an adult. Leach married Mrs. Sarah Jane Rothburn after the death of his first wife. By her he had three sons and one daughter: Zebulon A. of Straffordville; Daniel of Griffin, Saskatchewan; and Edward, who also went out west. The daughter became Mrs. Mabee of Guysboro.

The Leach family members were noted for their longevity, physical strength, and kindness to all. Two of the family died under the eighty year mark while Nehemiah died in his ninety-eighth year. It was hard to find two men who could lift a large potash kettle, but a pair of Leach brothers could carry one with the heaviest man sitting in it. Isaac was in charge of a gang of forty men and teams that were engaged by Edwin Gray in a lumbering business in Michigan. The teams were driven from the valley of Eden to the woods near Saginaw. As they camped on the way, many disputes arose and eventually a fight for supremacy began between two antagonists. An old Frenchman reported the matter to Isaac, saying that murder was being committed in camp. Isaac ran to the scene, watched for an opening, and with the agility of a panther sprang between them, seizing one in each hand and shaking them as a dog would shake a rat. Under the threat of dismissal, he settled their dispute. Isaac Leach was in his sixteenth year at the time.

Nehemiah G. Leach was born in New York State, came to Canada as a child with his parents, and became at an early age a mill operator, turning out such things as shingles. His sawmill was located in Leach's Hollow, east of Eden. This gentleman died in 1911 at the age of ninety-eight. He left four sons: James of Eden, George of Courtland, Samuel of St. Marys, and Hiram of Brownsville.

On May 30, 1901, a Charles Leach left his place to go to Tillsonburg. Unbeknownst to him, two small boys, Lyle A. Adams, son of the blacksmith, and Harley Mann, started a fire in his barn. The boys were burned to death. They had been playing with matches.

Israel Stilwell was born at Young's Cove near St. John, New Brunswick, in 1823 and came to Upper Canada with his parents, who settled in Middleton Township, Norfolk County, on the Goshen Road in 1837. He helped his father to clear the land during those turbulent days. When the rebellion reached a pitch, he threw down his axe and walked to Port Burwell to join the Elgin volunteers because of the threat of invasion by the Americans. He assisted in the defence along the Detroit River until peace was restored. After the rebellion, he returned home and decided to settle down. He married Sarah Ostrander, daughter of Asa Ostrander of Eden, in 1843 and took up one hundred acres, which later became part of Eden. Stilwell built the first hotel and the first store in Eden. He was assisted by his wife for twenty years. He also took part in the planking of the road from Ingersoll to Port Burwell in 1851. By this time Tillsonburg was starting to grow and the Stilwells moved there, took over the O'Neal House and operated it until Stilwell built a new hotel near the Great Western Railway station. Years later Stilwell and his wife moved back to Eden.

One of Israel Stilwell's two sons was murdered in a lonely ravine between Eden and New England on the 1st of January, 1885. This foul deed was committed when Lewis Napoleon Stilwell went hunting with Ransom Forbes and Albert Thomas in a wooded ravine north of Eden. At the

end of the day only Ransom Forbes and Albert Thomas returned. A search party was sent out the next day and the body was found with a bullet hole in the head. The police were sent for. Evidence indicated that Ransom Forbes was in love with Stilwell's wife. When Albert Thomas was questioned, he turned Queen's evidence and accused Ransom Forbes of being the killer. Both men were arrested and brought to trial. Both told such conflicting stories that it confused the jury and they were acquitted. Later more evidence was discovered and Albert Thomas was re-arrested and sentenced to Kingston Penitentiary. Before Albert Thomas was re-arrested, the community felt that a grave injustice was being done. A stone cross was erected on the spot where Lewis Stilwell was murdered by persons known and unknown. It stood there for years to remind people of the injustice of the affair. At the present time, the stone cross lies broken at the foot of the Stilwell monument in the Glen Ridge Cemetery at Eden.

Israel Stilwell, a highly respected man, served as a member of the Bayham Township Council for years before he passed away in 1899. Mrs. Stilwell, after the death of her husband, took up residence with her son, A.S., in Tillsonburg, where she died in 1908 at the age of eighty-four. Lewis Ostrander of Middleton was her brother.

If there ever was a saint who walked the streets and roads of Eden, it would have to be William Stilwell. William Stilwell was born in New Brunswick in 1817 and with his parents came to Malahide Township in 1835. He obtained work as a lumberman in and around Eden and eventually went into farming after he married Christinia Ostrander. His life was interrupted by the Rebellion of 1837 in which he served as a captain of the militia. His marriage brought forth nine children, five daughters and four sons. The following were living at the break of the century: Mrs. McCurdy of Bayham, Mrs. Jerome Ecker of Middleton, Mrs. James O'Neal of Michigan, Mrs. Albert Merton of St. Louis, Andrew, and William Elwin. Stilwell also adopted eight children.

William Stilwell became a Christian convert at the age of eight and made a public profession of his faith in 1851. He lived the life of a saintly man and became a much-beloved deacon of his church; as you have seen in the history of the Eden Baptist Church. He owned much land and was always ready to help the unfortunate. (I often stand in reverence by his grave, thinking of this man and wishing I was like him.) His wife is buried at his side, having died in 1909, twelve years after her husband. One of the sons, William Elwin, is buried close by.

There is one Stilwell I would like to know more about and that is Nicholas Stilwell, but unfortunately the records are scanty and the people of yesteryear were very careless about keeping them. All I know is that he was the first teacher in Eden and area with a diploma, and that he taught school in 1877. He was a professor of penmanship and his work is on display in the Elgin County Pioneer Museum in St. Thomas, Ontario. He died on October 23, 1881, at the age of thirty-nine. His wife, Sarah, followed him in 1903 at the age fifty-five.

Part and parcel of the fabric of Eden's early business section was the Gray family, particularly Edwin Gray. Edwin Gray's parents, Nathan and Eunice Gray, were of Scotch ancestry though they resided in Northern Ireland prior to coming to America. They landed in New York and moved to Lockport, where they stayed a short time before they finally settled in Paris, Ontario. Edwin Gray was an infant when his parents settled in Paris. He had nine brothers and a sister. At the age of fifteen, he went into the lumber business. At the age of twenty-six, he was established as a business man dealing in lumber and shipping finished wood products to the United States. At this time, he married Hannah Havens, daughter of Abram and Nirvanda Havens of Eden, and rented a house from Roger Hawkins in Brownsville. Among his business enterprises was the founding of a stage-coach line that operated out of Ingersoll and served Port Rowan and Port Burwell with passenger, express, and mail service. He also had large liveryies in Ingersoll and Tillsonburg, and engaged in many land deals. Walter Stansell's father George was



*The Edwin Gray farm.
The stable and house were eventually destroyed by fire.*

one of the stage-coach drivers and recalled the daily arrival and departure of the four-horse team pulling a thorough-braced coach crowded with passengers and luggage. The stage-coach's arrival was announced by the driver's horn and the coach was greeted with lively interest by all at each stop. This all ended when the Great Western Railroad came through. The stage runs declined and came to a stop when the railroad was established between Tillsonburg and Port Burwell in 1895.

Edwin Gray became a very active member of the Masonic Lodge and found time to become a justice of the peace. He lost his first wife in 1892. In 1906, he married Mary Herries of Salford. He had three sons and one daughter by his first wife: Abram, Courtland, Nathan, and Nellie. Nellie became Mrs. C.H. Johnson of Detroit. This busy man's heart stopped in 1908, thus ending a very active life.

I will now tell the story of a very well-known family whose name is directly connected with Bayham Township. The Howey name is an honourable name, one that can be borne with pride. The Howeys were honest and hardworking folks with sterling qualities. I spent nearly fifty years researching their history and still have a lot to learn.

Samuel Howey, son of Robert Howey of Gainsborough Township in Lincoln County, a United Empire Loyalist, was born in 1793. He was one of seven children. Samuel Howey left home at the age of twenty-one in 1819 and purchased land from Colonel Talbot in Bayham Township. Samuel did this after he married Rebecca and decided to make a home for himself in Bayham. With this mind, he ventured alone into the wilds to erect a log house and clear some land, but before the completion of his house he slept in the woods and did not know the taste of bread until he had his first crop of wheat. Taking two bags of his harvest, he slung them over the backs of his oxen and brought them to Jesse Smith's flour mill on Teall's Creek. (Later Robert McNaughton had a flour mill just south of the old Howey homestead in the valley.) Samuel was the father of nineteen children. Those who survived childhood were William, Mrs. Catherine Joslyn, Henry B., Robert (who later went out west), Mrs. Mary Yokum, Martin, Jane, Mrs. Sarah Hunsberger, Samuel Jr., and Lewis. Samuel Howey died in 1883 at the age of ninety. His wife Rebecca died in 1863 in her sixty-fifth year.

Telling the story of William Howey is like telling the story of his son, James Watson Howey. William Howey was the son of Samuel Howey. He was born in 1816, and was married

twice. James and Lewis Howey, Mrs. Robert White of Goshen, Mrs. Amos Charlton of Aylmer, and Mrs. Corsent of Michigan were his children. He lived to the age of ninety-three. He settled on Lot 18, and at his death the land passed on to his sons, James and Lewis. Lewis settled on Lot 17 of the North Gore road. During the Rebellion of 1837 William Howey was asked by Mrs. Veitch of North Hall to take a message to some of her people who were in the war and were stationed at Niagara. Before he left, she gave him a red handkerchief with some food tied up in it and a \$2.00 bill. William walked all the way through the woods and delivered the message, and upon returning, he presented Mrs. Veitch with \$1.00 in change. He told Mrs. Veitch he didn't need it as he was only doing her a favour.

James Watson Howey was born on his father's farm in 1851. At that time there was very little land cleared in the area. Most of it was along the Otter Creek, which was the main transportation route. James had a different childhood from boys of today. Before his death in 1940, he recalled the toys that he never had after having seen the number of toys his grandchildren had. He recalled that a piece of string was scarce and that as a boy, he would tear bark from the trees, cut it into strips, and fasten it to sticks to make make-believe toys and to play horse. The light in the Howey children's life was dimmed when their mother died in 1859. Jane, the eldest daughter, became a "little mother". From that time on, most of James' childhood and school years were spent with his grandmother and uncles, who lived on the Allemand farm.

James did chores on the Allemand farm and attended school in Eden. He thought that his grandmother was the greatest person in the world because she always placed a piece of maple sugar in his dinner pail for school. This was the only treat he ever had as there was no such thing as candy. At school he was always at the top of his class. He did not like to miss school except the time he had to walk to Richmond to have Dr. Riddell pull a tooth, when he lost half a day. The first money that James Howey ever earned was by digging potatoes for his uncle at 25¢ a day. A day at that time was twelve to fourteen hours long or as long as the sun was in the sky.

James Howey bought and sold many pieces of land. The first piece of land he owned was the Gilmöre farm, a place of six acres where he lived all his life. Later, when his father died, he purchased another farm and traded it to his brother, Lewis, for his father's farm. In 1939, James Howey owned nine hundred to one thousand acres of land, thirty-four farms, five hotels and numerous houses. At one time he was a contractor in Windsor and operated three sawmills at the same time. He also had time to breed horses, an activity which was carried on by his son, Elmo, until his tragic death in 1947.

James Howey married late in life to Margaret Baldwin and had four sons and four daughters. He lost one son, Leo, in a fatal accident. Margaret Howey died in 1930.

The second fatal accident in the family occurred on December 11, 1947. Elmo Howey, forty-two, and three of his sons, James Lawrence, fourteen; William Elmo, thirteen; and George Henry, nine, were killed in a truck-train collision. The scene of the fatality was the crossing south of Eden. Elmo Howey was driving his five children to school in the farm truck. He tried to stop at the crossing when he saw a CPR freight train approaching. The road, however, was slippery and the truck skidded. Howey then tried to accelerate but the truck just sat there with its wheels spinning until the train plowed into it. The engineer, W. Holdaway, tried to stop the train but was unable to do so because of the icy tracks. Mary Lou and Kenneth, the two children in the back of the truck, were throw into the ditch and were only slightly injured. Kenneth was taken to the War Memorial Children's Hospital in London and released the next day. On learning of the death of her husband and three children, Lulu Howey died of a broken heart the next morning at the home of J. Climie.

Elmo Howey was internationally known as a horse-breeder. He started out as a general farmer but expanded his interests until he owned two horse farms, a large stable in Tillsonburg, and acquired interests in other farms including some tobacco farms. He also shipped mares' milk to various laboratories in the United States for the manufacture of valuable drugs. His farm of two hundred horses was operated by J.M. Climie and was taken over by his brother, Harley, after his death. Harley also adopted Mary Lou and Kenneth and moved to Woodstock, according to Walter Stansell of Straffordville. Elmo Howey, like his father, was a great lover of horses and had a favourite team named "King and Queen". The team took part in many fairs and was the object of many purchase offers, all of which were refused. Howey said that when his team got too old, he would retire the horses to pasture.

Martin Howey, the son of Samuel Howey, was born on the old homestead in 1829. He married Margaret Kidd in 1850 and two years later settled on Lot 22 and started farming. When the road company was formed for the opening of the road from Tillsonburg to Port Burwell, he purchased \$100 worth of shares, which later he sold to buy his first brace of oxen. He raised his second team of oxen in 1859 and soon after purchased his first team of horses. In the winter he worked as a lumberman while in the summer he farmed. He took part in all the barn raisings. During the second year of his residence on his own farm, he accepted Jesus Christ as his Saviour in the old school on the Ridge Road under the ministry of Reverend Messrs. Weaver and Williams. He served the New Connexion Methodist church all his life. At his demise Martin Howey left behind five children: Mrs. Allen Colin, George, Hugh, Alexander, and Mrs. Nathan Gray.

Henry B. Howey, about whom I know very little, was born at Niagara Falls, came to Bayham Township with his parents in 1817 and lived in the area all his life. He married Phoebe Ann Havens, daughter of Abram Havens, and was survived by two sons, W.H., who lived at home, and S.W. of Straffordville. His two daughters were Mrs. James Pauling of Lost Mountain, Saskatchewan, and Mrs. John Stewart of Maple Grove. Henry died on May 12, 1909. One brother, Samuel, lived in Eden until 1911 and then moved to Tillsonburg. He died in 1921 at the age of eighty-eight. He was survived by a daughter, Nellie, and three sons: Charles, Henry of Straffordville, and Herbert, who went out west. Henry B. Howey's other brother, Robert, settled in Deckerville, Michigan.

The death of Mrs. Frederick Allemand on the 12th of July, 1900, closed a chapter on an old and respected Bayham family. She was born Julia Adelaide Schaffer in Grand Valle Molutier, Switzerland, in 1833. When she was eleven years old, her father, Charles Schaffer, decided to go to America. He and his wife and seven children crossed the Atlantic and landed at New York. He bought an estate on the Wabash River near Fort Wayne where the family prospered. His wife died three years later. It was a sad blow to a happy family that was further shattered by the father's death some six months later. Julia was fourteen years of age at the time. The home was broken up and Julia went to live with her married sister. When she was twenty-two she married Frederick Allemand and moved to Utica, New York. Because of ill health, her husband decided to move to Canada, where he purchased Lot 131 in Bayham Township in 1855. This became known as the Silver Brook Farm. Here they erected a home and cleared the land. It was thought by the local people that the untimely deaths of Mr. and Mrs. Frederick Allemand were brought about by an accident that occurred when their horse ran away and their buggy crashed. Frederick died in 1896. The farm was carried on by Frederick Allemand, Jr., for a number of years. The Allemand's daughter became Mrs. A.N. Gray of Eden.



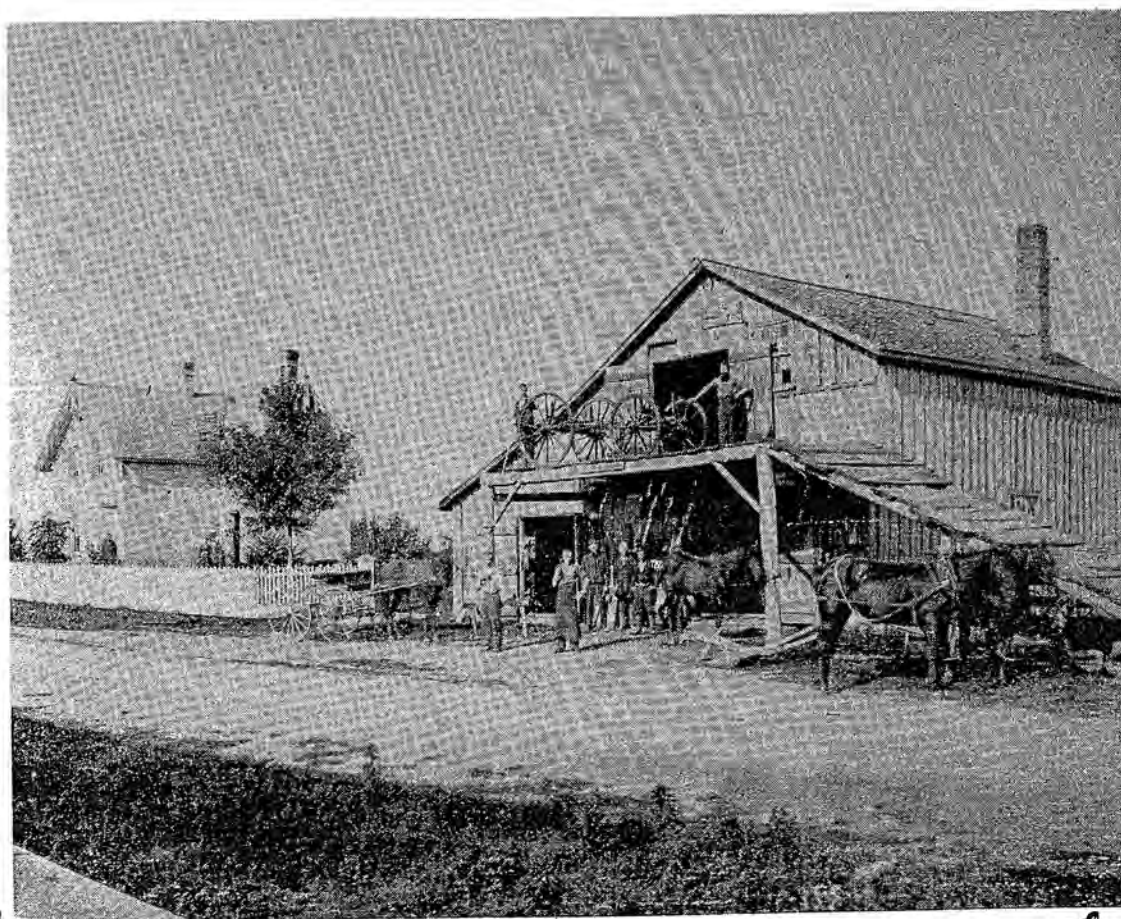
ESTHERVILLE

The cemetery on the knoll north of Port Burwell on Elgin Road No. 19 is all that remains of the little settlement of Estherville. This settlement in Bayham Township was in existence for fifteen to twenty years but faded out of existence as Port Burwell grew. At one time it boasted of having a store, a hotel, a church, and a shipyard.

The site on both sides of the Otter Creek was homesteaded by Joseph Merrill and here he laid out a road and bridge, making connection between the two extremities of the first concession. This made it possible for anyone travelling east or west to pass through Estherville. Joseph Merrill donated part of his land for a Baptist church and cemetery, the latter to be used as the final resting place for the local United Empire Loyalists. The church was erected in 1844 and was large enough to seat five hundred. The church was used until 1850 and then was dismantled and donated to the Free Methodists to complete the erection of their church in Port Burwell.

In an interview with me in 1979, Walter Stansell, who was ninety-five at the time, recalled his father telling him about the old hotel in Estherville and its destruction by fire. He also recalled the shipyard at the base of the hill. It was north of the bridge on the east side of the creek. This was the first shipyard until a larger one was used just a little further south. It was a natural place for a shipyard because of the availability of oak and hard maple in the area. The oak grew on the slopes of the valley in the shape of the bends and ribs of a ship's hull. The long planks used in the hull sheaving were generally brought down by barge from the many sawmills located on the Big Otter. They were steamed and shaped in the shipyard. The spars and masts were obtained from the thickly wooded areas in Bayham and Middleton Townships where the trees grew straight and tall.

During the roaring twenties, a dance hall was erected on the site of the old church. It was known as the "Glen Erie", and it became a popular place for the young people, but like anything else, interests changed and the hall fell into disuse, becoming the favourite hangout for sparrows until it was sold to Tony Csinos of Vienna. It was dismantled in June of 1978. And so the book on Estherville was quietly closed, leaving behind the remains of the pioneers sleeping in the old Baptist cemetery.



Archibald McLean, carriage builder and blacksmith, Frome, ca. 1880.
(Elgin County Pioneer Museum)



FAIRVIEW

(Malahide Post Office)

Long ago, a little settlement was started in Pressey country on the fifth concession in the vicinity of Lot 30, Malahide Township, northwest of Calton. In 1908 John Davis became the postmaster of Malahide. He ran the little post office for six years before it was closed by the Postmaster General in 1914. Just down the road a few hundred yards was Fairview, which consisted of a small frame Methodist church built on T. Millard's property in 1870. The church served the community for many decades until the congregation dwindled. It was then closed and the edifice was moved to Richmond, where it became the annex of the Richmond United Church. Gone, too, are the last remains of the summer cottages of Camp Elba Broca. The camp was in the valley east of Fairview and was used as a religious retreat sponsored by the Elgin Baptist Brotherhood.



FERN DELL

Fern Dell was a small community in Aldborough Township that came into existence in the 1880s, growing around the school that was built on a portion of Lot 15 in 1887. This community was located northeast of Rodney on what is now Elgin County Road No. 9. Old S.S. No. 14 took care of a six-square-mile area. The school was erected by William Haines (grandfather of Murray Haines), who purchased the old McNeil homestead. Haines was the prime mover of the establishment of a school in the area but nothing actually happened until W. Atkins became the superintendent of Elgin schools. When Haines selected the site, his wife named it Fern Dell because of the profusion of ferns there. The school was used for seventy-eight years and was closed in 1965 and removed from the site. The school also served as a social and religious meeting house for many years. The first teacher was Elizabeth MacDairmid, who received a salary of \$250.00 per annum and boarded in the school section at \$1.50 per week.



FINGAL

Fingal got its name not from Fingal's Cave as so many people have concluded, but because the area reminded the early settlers of the plains of Fingal north of Dublin, which extend to the foot of the Mourne Mountains. The word Fingal means "Land of the Foreigners" and it refers to the Norsemen who dominated the region for two hundred years before the coming of the English.

The McQueen and Wood Families

The first settler to settle on the present site of Fingal was Titus Cowles. He settled on Lot 18 of Southwold Township on the old Talbot Road (now Elgin County Road No. 16) and remained there until he sold his land to Levi Fowler in 1832. Fowler later opened a store on the northwest corner and according to post office records, became the postmaster in 1846. Before Fowler opened his store, the only store was the one that Colonel James McQueen operated on his property on Lot 24, east of Fingal. The Colonel's nearest competitor was George Elliot, who lived just east of Colonel McQueen.

Overlooking the road to Fingal on a high knoll in the Fingal cemetery is a sturdy monument erected to the memory of Colonel James McQueen, who died on December 11, 1877. The Colonel was an extraordinary man in many ways. He was born in Bertie Township, Niagara District, on May 12, 1794, and when he was eight years old, his parents moved to Port Dover, where he spent his youth. At the outbreak of the War of 1812, he enlisted as a private when General Brock, leading his small force towards Detroit, stopped at Long Point. The general, impressed by the vigorous and accurate manner in which young McQueen behaved as drill sergeant, promptly made him an ensign. In a few days Brock sent the new junior officer with a half company of Norfolk volunteers to Fort Malden on the Detroit River. Thenceforth until the end of the war, he fought along the Niagara and Thames Rivers. Within two days after his arrival at Fort Malden, his company was ordered to cross the Detroit River to engage the American troops marching north to reinforce the fort at Detroit. Ensign McQueen's company, which consisted of Canadians and Indians, met the American troops near the Maumee River and drove them into the nearby swamps where even the Indians could not follow them. Upon his return to the Canadian side of the Detroit River, he took part in the preparations for the siege of Detroit and marched into the fort when it fell. After this engagement, he was sent to the Niagara frontier where he was wounded trying to repulse the enemy landing at Fort Erie during the autumn of 1812.

The next year saw the defeat of the British at Moraviantown by the American forces under General Harrison, the sacking and burning of mills and farms in the path of the invaders, and the scarcity of food. Colonel Talbot, remembering the government herd of cattle pastured at Rondeau, immediately ordered Lieutenant McQueen, who was at home recovering from a wound, to gather up twenty-four men (three of whom were also recovering from wounds) to march through the Long Woods to Rondeau. When Lieutenant McQueen and his company arrived at Rondeau, they found that the foragers had got there before them. Hides and bones were all that were left. This action angered Lieutenant McQueen and he sought revenge. Acting on a tip from one of the settlers, he decided to capture the Americans who he learned were stationed near Chatham, near the middle point of the Thames River. The Americans had made three houses where Chatham now stands into a barracks for the Kentucky riflemen. The officers were living in one house and the rest of the men were in the other two houses. Lieutenant McQueen was in-



Colonel James McQueen

formed that the riflemen had learned of the Canadians' arrival at Rondeau. To make the enemy believe the cattle escort had returned to Long Point, McQueen ordered his little force to camp by a wood where they lay hidden from American scouts for three days. McQueen's force struck at midnight on the third day. The Americans were so surprised that they managed to fire only a few shots that inflicted no harm on the Canadians, but in the return fire one American was killed and two were wounded. The rest were taken prisoner. Outnumbered by more than two to one, the Canadian party had to be constantly on the alert while conducting their prisoners through the forest to the Talbot Settlement. They marched them along the banks of the Thames River without trouble during the daylight hours, but where Clearville now stands they lost two prisoners, who escaped while their captors were preparing a campfire. The rest of the prisoners were taken to Port Talbot first and then to General Riel's headquarters at Burlington Heights. The general congratulated McQueen's volunteers and ordered them to be given a bonus of two months' pay.

McQueen's final engagement took place at Lundy's Lane. He was now a captain at the age of twenty-one. During the battle many of his fellow officers fell but somehow he escaped injury. The enemy was driven back to Buffalo, and McQueen returned to Port Dover, where he stayed for a short time. In 1817 he took up land in Southwold Township, put away his sword and uniform and used them thereafter only in the volunteer unit of which he became colonel. In 1820, he married Elizabeth Wood and became a farmer. Elizabeth Wood was born at Prescott in 1800 and came to Southwold in 1819 with her parents, Mr. and Mrs. Amasa Wood, and her brother, Amasa.

McQueen's marriage brought forth six daughters and two sons. Melissa married Edwin Wardell, Luxina married James Barlow, Susan married Dr. John Jenkins of Michigan, and another daughter married Dr. John M. Penwarden. Penwarden was born in Elgin County in 1844. He taught school in Port Stanley in 1862, and in 1864, entered the Victoria Medical School. After he received his degree, he opened his practice in Fingal and looked after the needs of the sick until 1883. He then moved to St. Thomas and opened a practice at 17 Elgin Street. He was the father of five children. The other two daughters lived in St. Thomas on Scott Street where their mother died on May 20, 1886. (She outlived her husband by nine years.) The two sons, Brock and Richard, carved out lives of their own. Brock left home in 1862 to take part in the Caribou Gold Rush in the Northwest Territories along with Jacob Fowler, son of Levi Fowler. In 1886, Brock was still living in the north. Brock was a restless lad. When he reached manhood, his restlessness became worse and so when the gold rush broke out, he, like many lads, left home to take part in

the big adventure. It must have been a sad day for the McQueens when their youngest son walked down the road never to return again, but children grow up and leave home to make their way through life (unless they are stick-in-the-muds like I, who am quite content to stay at home. I loved my parents, I love my country and I am content to die here). Richard McQueen managed his father's farm for a number of years and then took up farming on his own in Aldborough Township. Seeing the need for a store in the district, James McQueen converted a portion of his log house into a store in 1828 and was in business for ten years. He addressed his farm and store as being on Southwold Heights, and if you take a look at the site, you'll agree.

Amasa Wood was born in Prescott in 1811 and spent his boyhood days around Fingal. In fact, he went to school in the old schoolhouse across the road from the McQueen farm. Little did he know that when he grew up, he would work in the old McQueen store, where he started as a clerk. In 1830, Amasa purchased William Burwell's old tavern on the southwest corner, operated it for eleven years and then sold out and went into partnership with his brother-in-law, Levi Fowler. Wood eventually took over the business when Fowler retired. He also took over the position of contractor of supplies for the Indian reservation and became known for his kindness and understanding of the Indians. During the terrible winter of 1893, he helped the needy with a gift of seven hundred pounds of flour and two hundred pounds of pork. He would never turn down a needy Indian. During his lifetime, Wood performed many kind deeds and helped many churches to get started in their building funds, but his greatest act of philanthropy was the erection of the first hospital in St. Thomas in 1891. It was named in his honour. Wood passed away in 1899.

On top of his humanitarianism, Wood was a shrewd business man and was alert to any opportunity to make money. I must relate the time when a schooner loaded with barrels of salt went aground near Port Talbot. Wood, learning of the shipwreck, saddled a horse within an hour and rode along the old stage-coach road to Port Talbot, where he located the captain and bargained with him for the salt. It was incidents like this that helped him to amass a fortune. At the time of his death, he was worth a half of million dollars. Another reason for Amasa Wood's success was the fact that he and many other merchants and business men of the district, including St. Thomas, took advantage of the fluctuating value of the York shilling. The York shilling was worth only 12½¢ in Elgin County while at York (Toronto) it was worth 25¢. Amasa Wood and George Elliott were the forerunners of a number of pioneer merchants who accumulated wealth in the village of Fingal. Others who operated thriving businesses there during the period when Fingal was a larger and busier place than St. Thomas were Robert Blackwood, William Arkell, and his nephew, George McKenzie, and J.P. and Philip Finlay.

I must relate another story about Amasa Wood. This story illustrates the old practice of using symbols on maps and in stores because of the large percentage of people who could not read or write. According to the story, a farmer was accused of not paying for a round of cheese that he purchased from Amasa Wood. The farmer replied tartly that he had not purchased or received a round of cheese from Wood for a considerable time, but had recently had obtained a grindstone from him. When the farmer gave this answer, Amasa Wood looked in the book and found that when marking in the article he had drawn a circle opposite the farmer's name but had forgotten to dot the centre.

Amasa Wood married Elizabeth Fowler, sister of Levi Fowler, and by this marriage had two children, the first being Elthan, who was born in 1839. He became a doctor. While in Dewsbury, England, he took sick and died in 1864. Martha Lillian Wood was born in 1843, and she married Dr. F.R. Eccles of London, Ontario. She left this earth in 1900. Elizabeth Wood, Amasa's first wife, died in 1869 at the age of fifty years. Wood was without a helpmate for eleven years before he met Marion B. Diggart, who was teaching in Fingal at the time. In 1880 they became one. She was born in West Oxford Township and taught in Exeter and Fingal. She died on December 22, 1930, and was buried in West Oxford Cemetery.

The Barber and Blackwood Families

This is the story of Phineas Barber, son of John Barber and Hannah Donaldson. John Barber came to the Talbot Settlement in 1810, taking up land near Burwell's Corners where he built a crude log cabin. During the same year he returned to Northumberland, Pennsylvania, where he married Hannah Donaldson. In 1811 the couple came to their new Canadian home. This journey was made on horseback, so they were able to bring a few necessary things for housekeeping. This union resulted in four sons and one daughter. Phineas was born near Fingal on February 18, 1812. It was while he was an infant that his father's home was plundered in 1812 by a contingent of American soldiers who came the way of Detroit and camped on the flats about a mile from Colonel Talbot's residence. Having burnt the Colonel's mills, they next made a raid on the Barber farm. Mrs. Barber, seeing them coming, ran with her child to the woods while her husband remained behind to defend the home. Arriving at the house, the soldiers set about destroying whatever they could lay their hands on. Some feather beds brought from Pennsylvania were emptied and bedding and apparel were put in the ticks. The soldiers took John Barber prisoner and marched him along with them carrying the loot to their camp. Mrs. Barber, on returning, found her home destitute and her husband gone. However, he was not kept prisoner long, for on promising not to fight against the Americans, he was allowed to return home the same night. That promise afterwards prevented him from fighting at the battle of Lundy's Lane, while his neighbours, among whom were the Bests and Swishers, were called to go. Towards the end of the war, the Barber home was again plundered by the American soldiers, after which the Barbers decided to return to Pennsylvania. They started out on foot. After a week they were overtaken by Jeffrey Hunter who had been sent by Colonel Talbot to tell them that the war was near an end, and to persuade them to return. The Colonel would make amends for their loss. They sat down on a log and talked the matter over. Mrs. Barber was loath to return to the place where they had undergone such hardships. After some consideration, they decided to return and start over again.

John Barber was a firm member of the Presbyterian faith and kept the Sabbath strictly from sunset on Saturday to sunrise on Monday, reading his Bible and lodging, before he was married, at Port Talbot, whence he sallied out each Monday morning to work with a week's provision prepared by the Colonel and himself. A story is told of a time when Barber did not turn up at the Colonel's house on Saturday night, which alarmed the Colonel so much that he set out to find him, taking with him some food. He found Barber in his shanty. When the Colonel asked him why he had not come out as usual, Barber replied that he had worked until sunset on Saturday and would not break the Sabbath by walking to Port Talbot. John Barber was an elder at the Knox church in Fingal. After his death in 1835, Phineas was appointed elder, which he remained for seventy-three years. He laid the cornerstone of three of Fingal's churches. Phineas Barber, his sister, and his four brothers attended school at Watson's Corners. The school was a log structure with a bark roof. Their first teacher was Master Hanna, with the principal books being the New Testament and Cobb's Speller. The old log schoolhouse was destroyed by fire and a frame school was erected in its place.

Wolves during the early days were a constant threat to the livestock. Because a bounty was paid for wolves' heads, young Phineas decided he would earn some money, for the wolves had been disturbing the Barbers' herds. He borrowed a trap from a neighbour, Mr. Watson, and set it, but a wolf came and pawed the earth around the trap and went away. At last, however, it was caught. After killing the wolf, Phineas removed the head and took it to Colonel Talbot, who gruffly asked him what he had there. On being told that it was a wolf's head, he told Phineas that he had done well but that he must go to Colonel Burwell for his bounty. Phineas did so and received \$4.00. It was the first money that young Phineas ever earned.

When Phineas reached manhood, his father bought two hundred acres west of Fingal, paying \$3.00 an acre for it. At the age of twenty, Phineas Barber visited his grandparents in Pennsylvania, his parents finding it necessary to send him for a rest as he had disabled one of his arms

from swinging the cradle scythe during the harvest. He remained there for two years, attending school. It was during this period that he met Susan Marr. They were married on July 8, 1834. They left shortly after for their home in Canada, making the trip in the first carriage brought to this area, it being a gift to the bride from her mother. In the fall of 1834, Phineas Barber built a frame house near Fingal and the young couple settled down. In 1836, they visited Pennsylvania and on the return trip they brought back household goods and furniture. While they were crossing the border, the customs officer came to inspect their goods, and being told that it was household furniture, asked if they had been recently married. Barber answered in the affirmative, whereupon the officer congratulated him on getting an American wife and told them to pass on. In 1858, they replaced the frame dwelling with a brick residence. The entire woodwork was done by hand and took three men ten months to complete. It was a stately old house with the front pillars reaching to the second floor. These pillars were brought all the way from Pennsylvania. The walls were three bricks thick while the foundation was five bricks thick. The bricks for the new home were made in Phineas Barber's brickyard. The bricks were made by horsepower, the ingredients being mixed by four paddles turned by a horse pulling in a circle. Barber made and sold bricks in the area and in some cases as far away as London. I was away at war when the old house was torn down in 1943. Mrs. Barber died in 1872, having enjoyed fourteen years in her new home.

David Barber, son of Phineas Barber, was the last to farm the land. After his death, his only child, Susie Barber of Chicago, sold the old homestead. As I remember, the old homestead was partially dismantled and a modern residence built out of the material, the work being done by Lawrence Kruppe, who later sold the property to Fred Brown. Mrs. John McCormick, the daughter of Dr. William Barber, and the granddaughter of Phineas Barber, was my landlady.

On the 24th day of October, 1921, a remarkable old lady died in Vancouver at the age of 105. She was Mrs. A.T.R. Blackwood, widow of Robert Blackwood. She was born in the Highlands of Scotland on August 9, 1816. She was a Cameron of Lochiel, one of the proudest of the old aristocratic clans of Scotia. Her mother was a MacIntosh. Mrs. Blackwood also belonged to the Strathspeys, the Frasers, the Lovitts, and the MacKays. Her husband, Robert Blackwood, who predeceased her by nineteen years, was a member of another noted family, a relative of the late Lord Dufferin. The house in which he was born in Ayrshire, Scotland, was presented to one of his ancestors by King James I of England in 1624.

Mrs. Blackwood came to Canada with her brothers and sisters in 1836 after the death of her parents. Mrs. Blackwood's father was the son of Angus, brother of the Duke of Argyll. Their destinies steered them to a little farm about two miles east of Fingal. Robert Blackwood had come to Canada a few years earlier, his destiny first taking him to Lower Canada. He met Miss Cameron when he came to St. Thomas. The Blackwoods were always interested in local affairs and took part in municipal government. (In my story of Tyrconnell, I tell of the industrious nature of his brother, James.) The Blackwoods later moved to West Lorne where they lived until Robert retired from business. Then they moved to Vancouver with their son, Thomas.

One of the favorite pastimes of the last Mrs. Blackwood was relating incidents that occurred during those early days. She possessed a wonderful memory, events that happened in her childhood days in Scotland standing out clearly in her mind to the end. Her girlhood chum in the Highlands was Susan Stewart, mother of the late Lord Roberts, England's great soldier in the First World War. Mrs. Blackwood could recall every detail of the long journey across the Atlantic Ocean to Albany, where she and her brothers first landed from the sailing vessel, *Lady of the Lake of Glasgow*, which was under the command of Captain Cunningham. They were accompanied by the Scobie family. From Albany they sailed in a small boat to Buffalo, from where they crossed Lake Erie and landed at Port Rowan. Here the Camerons spent the winter of 1836-37, then in the spring moved to the farm site near Fingal. At this time Robert Blackwood was in part-

nership with his brother, James, in a general store on west Talbot Street in St. Thomas. He resided some distance outside on the old London road in a house known as the "Hermitage". He was not long in making acquaintance with Miss Cameron, and in 1838 they were married in the old Presbyterian church in St. Thomas. After the marriage Robert Blackwood opened a large general store in Fingal, on the northeast corner, which he operated for more than twenty years. He then opened stores in St. Thomas, Iona, Wallacetown, and West Lorne. He also built a large, rambling brick residence south of Fingal.

The Blackwoods raised seven sons: James, Donald, John, William, Robert, Thomas, and Alexander Duff. The first two sons were dead when Mrs. Blackwood passed away. John settled in Saskatchewan, William settled in Winnipeg, Robert moved to Minneapolis, and Thomas took up residence in Vancouver. Alexander Duff Blackwood, the seventh son, was gifted with healing powers and healed many people by the laying on of his hands. Unfortunately his life was cut short at the age of seventeen when he was drowned. The broken headstone can be seen in the Fingal cemetery. Mrs. Blackwood's sister married Rev. Donald McKenzie, the first Presbyterian minister in Canada. In 1915, when Lord Lochiel and Lady Cameron were on a visit to Canada, they made a special trip to visit Mrs. Blackwood in Vancouver. Mrs. Blackwood was also a personal friend of Sir Richard and Lady McBride.

Businesses

Fingal was laid out as a village in 1830, the four corner lots being owned by Lewis and Samuel Burwell and Nevill and Titus Cowal (or Cowles). Samuel Burwell was the son of James Burwell, who was related to Colonel Mahlon Burwell and who was the father of eleven children. He settled on Lot 18 on the south side of the Talbot Road (now the Talbot Trail) in 1817.

Lewis Fowler and Robert Blackwood had the first stores in Fingal. By 1857, the village business section consisted of:

Arkell, William	General dealer
Atkins, H.	Harnessmaker
Benton, O.E.	Southern Railroad House
	<i>Benton rented carriages.</i>

I do not know why he named the hotel "Southern Railroad House". The only railroad in the area was the London and Port Stanley Railway that operated out of London in 1857. It was located at the south end of Union Road.

Blackwood, Robert	General dealer
	<i>This store was located on the northeast corner of the crossroads. After Robert Blackwood sold out, it passed through many hands. It was under the ownership of Daniel Scott when it was destroyed by fire on September 11, 1924.</i>

Burdett, Rev. M.	Episcopal Methodist minister
Campbell, M.	Harness shop
Carpenter, Daniel	Township clerk
Cole, Samuel	Fingal House

This hotel was located on the southwest corner. It was originally built by William Burwell and was sold to Amasa Wood in 1830, who operated it for eleven years. The next proprietor was Chauncey Lewis, who was one of the six sons of Barnabus Lewis, a pioneer of south Yarmouth Township who came from Whitehall, New York, either in 1825 or 1828 and settled on Lot 18 of the first concession. Another proprietor was W.F. Boughner. Fingal House was renamed the Commercial House when Captain John Sweeney took over. He operated it for many years until he sold out to J.P. Finlay, an early merchant of Fingal, who had the old tavern torn down and in its place built a fine

brick dwelling. Samuel Cole moved to St. Thomas and opened up a hotel on the southeast corner of Talbot and William Streets. It became known as the Cole House and later Penwarden House after George Penwarden purchased it. Later it became the Iroquois Hotel and finally the Royal Hotel.

Drake, Thomas	Carriagemaker
Duncan, Rev. A.	Baptist minister
Edmund, C.	Chandler.
	<i>He made and sold candles and candlesticks.</i>
	<i>Also sold lamp oil.</i>
Edmond, William	Blacksmith
Eislie, John	Marble cutter
Evans, Richard	Assistant postmaster, issuer of marriage licences and agent of the International Life Assurance Company.
Fowler, Levi	Postmaster and agent for the Times and Beacon Insurance Company

Levi Fowler for many years successfully operated a one-man bank and was trusted by all. He also had a horse that he loved by the name of "Old Ginger", which died in 1881. It was fed on gruel during its last year. Old Ginger lived for forty years and was buried on Levi Fowler's land, not far from Levi's house north of the corners on the west side of the Union Road. The house in later years was the residence of Wesley Waters. Squire Fowler became Fingal's first magistrate and treasurer.

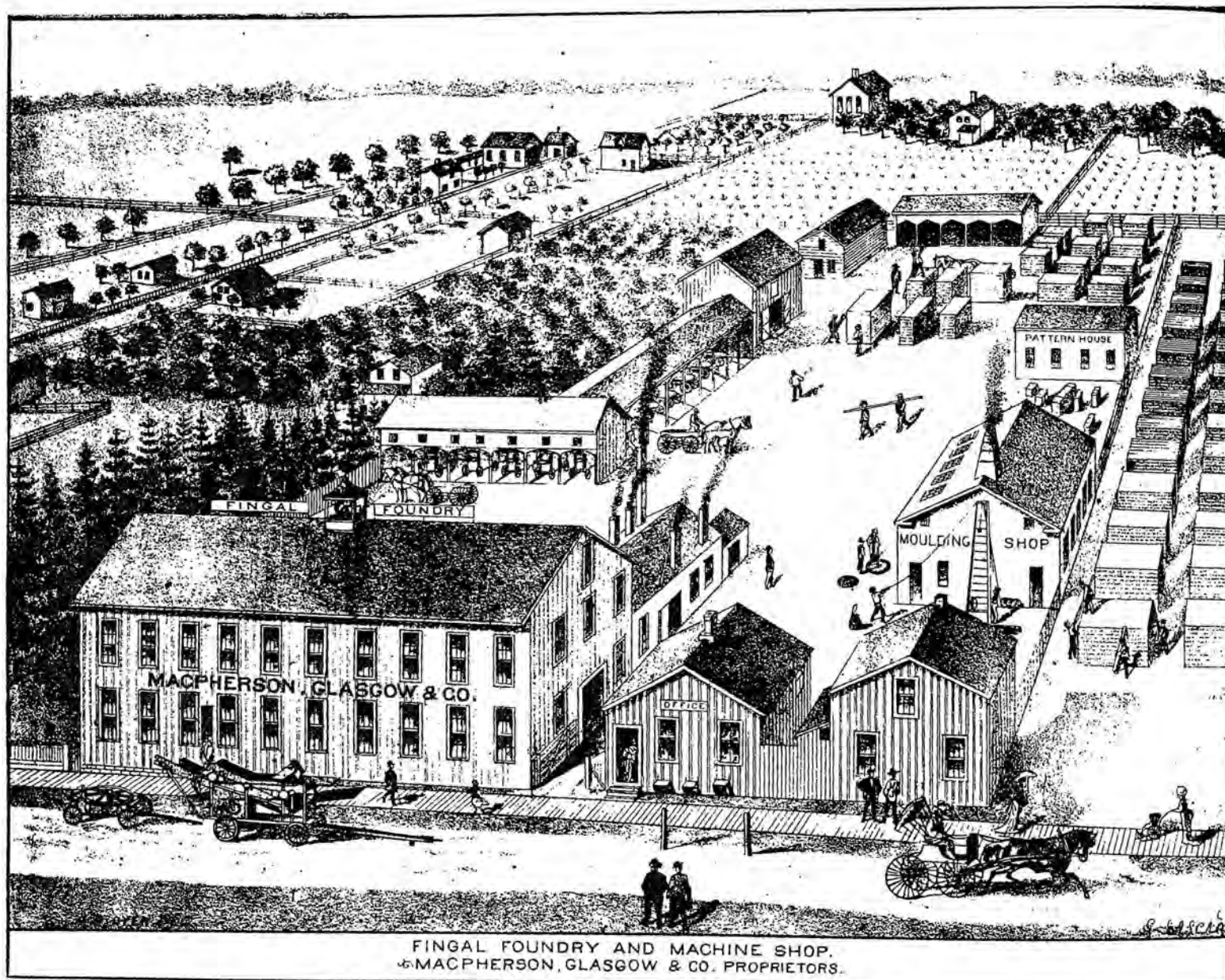
Gustin, Eliphalet Wilbur	Medical doctor
	<i>He was a student of Dr. Travers of Fingal. He was born in 1834 and first had a practice in Fingal. Later he moved to St. Thomas, where he built a home and office on the northeast corner of Pearl and Talbot Streets. He died on January 23, 1920.</i>

Harper, Francis	Wagonmaker
McCallum, N.	Tailor
McLaughlan, James	Tanner
McMillan, Rev. J.	Free Church minister
McPherson, Glasgow & Co.	Foundry and machine shop
Metcalf, George	Cabinetmaker
	<i>Also undertaker and coffinmaker. When he passed away in the 1870s, his son, Peter, carried on the business. At one time, Samuel Goodwin of St. Thomas, the founder of Goodwin's Furniture Store (now gone), worked for George Metcalfe.</i>

Mulligan, Peter	Cooper
Neal, William	Tailor
Pollock, Captain Alexander	Gristmill
	<i>This mill was on a knoll overlooking the village. The Pollock story is part of story of Port Stanley.</i>

Swisher, J.B.	Royal Exchange Hotel, north of the corners
Stewart,	Medical doctor. Little is known about him
Swann, Rev. Matthew	Wesleyan Methodist minister
Vail, George N.	General dealer
Vail, H.	General dealer

Another merchant I should mention is Charles Edmond (sometimes spelled Edmonds). He was a dry goods merchant and manufacturer of soaps, candles, and potash. His first store was located on the southeast corner, which later became the site of the Fulton House. His branch



store, Blackwoods, was across the street on the northeast corner from his first establishment. When Charles died in 1908, his business was carried on by his son, George, who was born on his father's homestead and at one time worked in the Fingal Foundry. Charles Edmond came from Wiltshire, England, in 1844 and took up land near Fingal. He replaced his old log cabin in 1855. George Edmond died in 1944; he was eighty-six.

The first blacksmith shop in Fingal was Horace Holden's shop west of the town hall. Fingal in those days was nothing but a sleepy farm hamlet and remained so until the arrival of Daniel McPherson. Daniel McPherson was born in Helmsdale, Sutherlandshire, Scotland, in 1820. On February 1, 1847, he came to Canada with his father, Alexander Archibald McKellor, who later became the Honourable Archibald McKellor, M.P. It was during his visit to the Fingal area that Daniel introduced a threshing machine he had invented. In 1848, he married Mary Ferguson, daughter of Duncan Ferguson. During the same year he, William Glasgow, and Mathias Hovey, whose acquaintances he made in Lockport, New York, founded the Fingal Agricultural Foundry. They manufactured saw and gristmill machinery along with agricultural machines and were successful for thirteen years until the foundry burned down in 1861. At the time the foundry was a small affair. The second floor of the mill was used as a wool carding plant and was operated by Sheriff Munro. At the time of the fire, they already had a foundry at Clinton, Huron County, so they were able to limp along until a new and larger foundry was built on the same site.

William Glasgow was made superintendent of the woodworking department. Hovey was superintendent of the iron works and Daniel McPherson looked after the business end. The new foundry buildings were two-storey in structure, one hundred feet in length and thirty-two feet in width. An adjoining building, the blacksmith and moulding building, measured one hundred feet in length and forty feet in width. This industry was one of the causes of the rise and fall of Fingal. Another was when the Canada Southern Railway line was not built through the village in 1872. Fingal's decline was furthered when the foundry was destroyed by fire in 1898. It was never rebuilt. The end result was that people moved away and in some cases had their homes moved to other places like St. Thomas, which was in a state of boom. The fathers of St. Thomas had tried to induce the company to relocate in St. Thomas during the 1860s but the partners refused. McPherson never saw the loss of his business as he died in 1882. After Glasgow's death, Thomas Eveshed, a skilled engineer who became widely known as the promoter of the Niagara Tunnel scheme for electrical supply, was McPherson's partner.

Samuel and Robert Fulton went into the hotel and sawmilling business in Fingal. The hotel was erected in 1872 on the southeast corner of the intersection and became one of the finest in the district. Down through the years, it passed through many owners, one of those being Nelson McCall, who was a hotel man all his life and had hotels in Union, Port Stanley, Fingal and finally in St. Thomas. Nelson McCall died in 1899 and his son, George A. McCall, carried on the hotel business at Fingal until 1905. Then D. Cameron took over the hotel. The last operators were Alexander E. Stogre and Mr. and Mrs. F.J. Ferguson. The Fergusons operated the hotel, with a little store in it, from 1929 to 1945. From 1945 until it was dismantled in the fall of 1981, it served as a residence, a Chinese restaurant, a store, and a Gospel meeting place. At the time that the Fulton brothers operated the hotel, they had for competitors Capt. John Sweeney, Fingal House, and John Smith, who operated the Farmer's Inn north of the corners.

The 1860s brought many industries to Fingal and area. Some of the prime movers were Robert, Samuel, and Hugh Fulton, sons of John Fulton. They were three of five brothers who came to Southwold Township from Antrim, Ireland in 1835. Samuel married Miss McDermid. John, one of their children, was born in 1836, and later became a doctor. He enrolled in Trinity Medical School and graduated under Dr. John Rolph of Toronto. He lectured during the winter months together with and on behalf of Dr. Rolph and returned to Fingal for the summer season. Dr. Fulton married Isobella Campbell, daughter of Colin Campbell of Southwold Township. He had four children but I only know of three: Reginald, Mrs. Jell, and Mrs. Foster. Dr. John Fulton

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*Title page from
Prof. H.D. Brush's book on horse training.*

died in 1885. Hugh Fulton became a farmer and lumberman. He eventually became a wealthy farmer and mill operator and after many years in Southwold, decided to retire to London, Ontario, in 1906. Hugh Fulton was born in Ireland in 1812. He came to Canada at the age of thirty-five. At his death in 1884, his farm and mill became the property of his son, Hugh Fulton, Jr. The Fulton's lumber mill was producing 500,000 feet of walnut lumber and 300,000 feet of veneering by 1876. There were many homes built of the dressed lumber that this mill produced. I know of only one residence at the present time that is a good example of the Fulton veneering and it is located north of the corners in Fingal. It is currently empty.

At its peak during the late 1860s and early 1870s, Fingal's business section consisted of these establishments:

Arkell, William
Atkins, Henry
Bake, Thomas

Blackwood, Robert
Boughner, W.F.
Burgess, William
Cochrane, R.
Couse, Charles
Edmonds, Charles

English, John T.
Fulton, Dr. John
McPherson and Glasgow
Hammil, James
Hyndman, Peter
Mallory, Stephen
Marshall, William
McColl, Archibald

Dry goods and hardware
Harness shop
Butcher shop
*Before the Bake Brothers had their shop there,
the site was occupied by Thomas Drake's carriage shop.*
Dry goods and hardware, northeast corner
Fingal House
General store
General store
Bake shop
Dry goods and manufacturer of soap and
candles, Union Road.
Stage-coach
Physician
Foundry
Stone monuments
Tailor
Chairmaker
Cooper, Lanark Street
Blacksmith, southeast corner of Union Road
and Talbot Street

McLaughlin, Duncan

Wagon and sleigh manufacturer, east of McColl's shop.

McLaughlin, James

Leather dealer

McLarty, Archibald

Shoemaker

Metcalf, George

Cabinetmaker

Neil, William

Tailor

Partridge, John

Bricklayer

During the late 1860s, he was listed as a bricklayer, but prior to this he was proprietor of the Farmer's Inn. John Partridge was born in Devonshire, England, on April 2, 1790. He married Ann Towel in 1816 and had twelve children. When the Partridges first came to the New World, they settled in Ogdenburg, New York, where they stayed for eight years and then returned to England, only to leave again after a year and settle in Fingal, where they lived for fifty years. John Partridge lost his first wife in 1832. Partridge married Hannah Gunn in 1834. In 1869 they moved to Minnesota, where Hannah died on September 4, 1873, at the age of seventy-four. John returned to Canada and settled down in St. Thomas. At one time Partridge operated the Western Stage Line between Wallacetown and St. Thomas in conjunction with his hotel at Fingal, which he used as a stopping place on his run from St. Thomas to Fingal before going on to Iona and Wallacetown. At this time his son William operated the Farmer's Inn.

Penwarden, George

Penwarden Hotel

Simpkins, William

Tailor

Stewart, Bissell

Shoemaker

Stewart, Peter

Physician

Tremain, Michael

Miller, Mill Street

Tubby, Samuel

Postmaster, township clerk, agent for Canadian

Life Assurance

Wood, Amasa Jr.

Justice of the Peace, real estate agent, speculator

Wood, Uri

Blacksmith

Young, Alexander

Shoe merchant

The population of Fingal in 1865 was six hundred.



A McPherson thresher.

Fingal's businesses in 1907 were:

Baldwin, D.
Bake Bros.
Brush, Prof. H.D.
Burwell, Adam

Brickyard
Butcher shop
American horse educator
Gristmill, Lot 17 of North Talbot Road. *Burwell was related to the Adam Burwell who settled on Lot 4, South Talbot Road, at Burwell's Corners in 1812. He lived there for a short time and after removed to Ottawa and became a minister in the Anglican Church.*

Burwell, Samuel E. Appointed postmaster in 1875 and remained so for over thirty years.

Samuel E. Burwell died on June 19, 1923, at the age of ninety-two at his son's home in Lansing, Michigan. Burwell was of pioneer stock, his father holding the historic Robert Blackwood estate at Fingal. Burwell was in the grocery business until 1882, then sold out and concentrated on his office as postmaster. He gave that up to become manager of the Fingal branch of the Farmer's Bank. In 1917 he left his native village and took up residence with his son, Edwin E., in Lansing. His other son, Hercules, at the time lived in Montana.

Cameron, D.
Casey, Thomas
Cattanach, D.
Couse, Charles
Crabbe,
Crocker, H.J.
Edmonds, George
Gillian, W.A.
McAlpine, D.
Miller, J.W.
Molasky, R.
McNish Bros.
Neeley, R.L.
Newland, F.C.
Page, William
Smith, Dr. D.
Smith, J.S.

Fulton Hotel
Butcher
General store
Baker
Soapmaker
Carriagemaker
General store
Blacksmith
Grist and sawmill
Blacksmith
Barber and livery
Livestock
Boots and shoes
Agricultural agent
General store, northwest corner
Medical doctor
Harness shop

IMPORTANT IMPROVEMENTS for 1877.



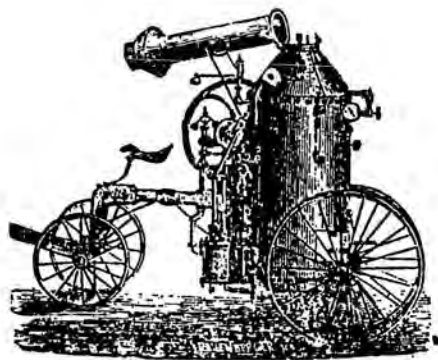
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"Vibrator" Threshing Machines,
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Toronto: H.R. Page & Co., 1877, p. 49)

:O:

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(Reproduced from the *Illustrated Historical Atlas of the County of Elgin, Ont.*
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Churches, Schools, and Fraternal Lodges

In the 1870s Fingal boasted of having five churches: the Baptist church, the Presbyterian church of Scotland, the Presbyterian Church of Canada, the Wesleyan Methodist church, and the Episcopal Methodist church. At one time Fingal also had an Anglican church on the northern limits of the village. The land on which the church was erected was a gift to Bishop Strachan from Colonel Mahlon Burwell on February 18, 1843. This church was later sold and the proceeds went to St. Stephen's Church at Burwell's Corners.

The first Presbyterian church to be erected near Fingal was erected in 1837. It was located southwest of the village. The first Knox Presbyterian church was erected in 1850 on the site of the present church. It was a neat frame ediface. The trustees of this early church were Duncan Campbell, Angus McColl, Mahlon Sinclair, Duncan McKillop, with Robert Blackwood as the first treasurer. The first minister was Rev. John Frazer, who at one time was also master of the St. Thomas Grammar School. He was later succeeded by Rev. John McMillan, who was ordained on January 29, 1857. At one time the Knox Presbyterian church served the settlers in the northern section of Southwold Township until the northern congregation founded their own church on McBride's Corners in 1876. This church was under the same pastor until 1900. In 1936, the London Presbytery united the congregation of the Fingal Knox Church with that of St. John's Church at Port Stanley.

The Baptists of Fingal met in the old schoolhouse for years. In 1845 they bought a building from Robert Blackwood for \$245 and moved it to the site of the present Baptist church. The congregation became organized in 1848. The original church was replaced by a brick ediface in 1869 through the efforts of Rev. Abraham Duncan. The church was known as the Fingal Baptist Church until 1948 and then the name was changed to the Fellowship Baptist Church. The first Women's Missionary Society in the church was organized in 1917 by Mrs. James Williams. Down through the years people lost interest but through the efforts of some devoted women, the society was reorganized in 1954. During a wind storm on August 22, 1971, the roof was ripped off, but it was replaced by volunteer help. In 1973, a fellowship room was added. The mortgage was paid off four years later.

Colonel Mahlon Burwell marked his sixtieth birthday on February 18, 1843, by deeding some six acres of land, being part of Lot 19, north of the Talbot Road (now Elgin County Road No. 16) in the village of Fingal to the Bishop of Toronto and his successors. Of this six acres, one acre and a half was to be the site of a church and burial ground, and three acres and a half were to be the site of a rectory with an adjoining glebe for the use of the parson or rector. The remaining one acre was to be an endowment exclusively for the benefit of the bishop of the diocese. At that time, the Right Reverend John Strachan was Bishop of Toronto from which diocese the Diocese of Huron was carved in 1857. A small frame church was built on the site in 1844 and was also used as a church school until St. Stephen's Church at Burwell Park or Corners was opened on January 28, 1872. Rev. John Kennedy, who was the rector of St. Peter's Church, Tyrconnell from August 1, 1859, for about ten years is said to have held services in the Fingal church for a short time. The Fingal church was mainly served by Rev. James Mockridge of Port Stanley. Names of men actively identified with the work and worship of the Fingal church during Rev. James Mockridge's incumbency were Eliplet W. Gustin, M.D., John Partridge, John Thorn, Thomas Lawrence, John Orchard, Sr., Edward Potts, Edward Burwell, Hannibal Burwell, and Edward McKay. The charge for individual sittings in the Fingal church was set in 1862 at 25¢, but as the total amount received by the clergyman from the Fingal Mission during that year from all sources was only \$94.42, the price per sitting was raised in 1863 to 50¢, in 1864 to \$1.00, and the rent per family pew to \$4.00. For a time after Rev. A.E. Miller became incumbent of St. Peter's Church, Tyrconnell, services were conducted by him in the Fingal church. But with the opening of St. Stephen's Church at Burwell's Corners on January 28, 1872, services in Fingal were discontinued. The Fingal church was rented for a short time to Charles Edmunds. Later, on September 30, 1876,

the whole church property was deeded to Charles Edmunds by the Synod of the Diocese of Huron for \$450.00. The description and the exact location of the six acres of church property can be found in copies of the deeds given first by Colonel Burwell to the Bishop of Toronto, and later to the Synod of Huron to Charles Edmunds. These are in the Registry Office in St. Thomas, Ontario.

According to the existing records, the first school was erected on land donated by Phineas Barber and served for a time until another school was located on Lot 11 in the village next to the Methodist church, which was located on Lot 12. As time went by, the need for a larger school was felt. At the same time, the Methodist congregation needed a larger church. The end result was that the Methodist congregation erected a new church on Lots 35 and 36 in 1878, and the old church became a schoolhouse, serving the community until 1912. The original little school was purchased by D. McLaughlin in 1890, moved to another site and converted into a drive-barn. When S.S. No. 12 was built in 1912 east of the village opposite the cemetery, the old bell was removed from the Methodist church and placed in it. According to the old timers, the bell rang on Christmas Day in 1917 when the two-storey brick school was destroyed by fire. The school was rebuilt the next year and was in use until 1969. The bell was removed and mounted in front of the new Southwold Public School in 1971. The old S.S. No. 12 building is now an apartment building.

The first medical school was held in St. Thomas in 1824. The brain-child of Dr. Rolph and Dr. Charles Duncombe, it existed only a short time. Dr. Thomas Rolph, an English physician and ancestor of the founders of the Rolph Medical Schools, came to Lower Canada prior to 1810. Later the family moved west, residing for a time in the Long Point settlement. A son, Dr. John Rolph, returned to England where he studied law and theory. Taking up land west of St. Thomas on the Talbot Road, he became associated with the Talbot settlement. He was a frequent guest of Colonel Talbot. In partnership with Dr. Charles Duncombe, he established a little medical school in St. Thomas. Moving to Toronto, Dr. Rolph opened the Rolph School of Medicine, which became widely known throughout Canada. In 1866, it is recorded that Dr. John Fulton, a student of Dr. Rolph, conducted summer school in Fingal for three seasons and had one hundred students.

During an interview with an old lady in Fingal over fifty years ago, she recalled for me many stories about the Fingal medical students. She recalled seeing some of them soaking human limbs in the little creek that cut across the fields on the eastern edge of the village. I was horrified and refused to believe it at the time, but later an old gentleman confirmed the story. He felt this was the reason the villagers brought about the end of the medical school. I then asked where the medical students got the cadavers for their studies and he looked at me a long time before replying. Then he said, "From the lake, bodies wash up after every lake storm." When he said this, I recalled the number of sailors who were buried along the lake shore near Port Burwell. I also recalled the time when a Mrs. P..... was snatched from her grave in St. Thomas during the days of the American Civil War by one of Dr. Hall's medical students. There were many incidents in the early times that went unnoticed.

By the 1850s, Fingal had become an important centre and was growing rapidly. Some Masons who had moved there from Port Stanley and elsewhere requested a lodge. The lodge was sponsored by St. Mark's Lodge in Port Stanley and its minutes show that the first meeting was held on October 15, 1859. The first master was Robert Blackwood and the first meetings were held in the upper room of Blackwood's store. Little is known of the second lodge building but it fell into disrepair and was replaced by a new building in 1925. The first master here was Frank Dowler.

The Smallpox Epidemic

An outbreak of smallpox occurred in Southwold Township during the late winter and early spring of 1889. The source was traced to a young man by the name of John Eustace, whose family lived in Fingal. Eustace had broken the quarantine placed on him in Buffalo during the smallpox epidemic of 1888 and fled to his parents' home. Six weeks after his return, the first death from smallpox occurred. During the interval, a well-attended party and dance were held at the Eustace home. Two of the children fell ill of what everyone presumed to be chickenpox. During the next three months, almost everyone who had attended the party came down with the disease, in turn spreading it to others without knowing it. When John Eustace realized that he was responsible for the outbreak, he fled the Fingal district. It was believed that he took refuge in Belmont until he was discovered. He then moved to Glanworth and finally to Detroit, where he disappeared. John Eustace never returned to Fingal, and it was a good thing that he did not, for the villagers were all for stringing him up from the nearest telegraph pole within twenty-four hours of his return.

In no time the whole township was quarantined. Those who died with the disease were buried within an hour or two of their demise. Several of the burials took place in the dead of night, and it was said that the rough boxes were packed with quicklime. The burials were conducted with or without the aid of the clergy, and were usually made by two or three members of the family. Business came to a standstill, compulsory vaccination was enforced, and orders were given that there was to be no communication, even between neighbors. Whenever people tried to leave the affected area, they were turned back by special guards. The epidemic ran wild for a short time because Dr. McLaughlin of Fingal was treating it as chickenpox and allowing people to attend schools, churches, and funerals. The first victim was Ina Young in the early part of January. The cause of her death was attributed to chickenpox. The next death was that of Mrs. F. Sheridan of Buffalo, who died on February 16. Again the death was attributed to chickenpox. Mr. Church, who ran the stage-coach between Fingal and Shedden, had once had smallpox and declared that both deaths were caused by smallpox. When the *St. Thomas Times* questioned St. Thomas doctors, whom the paper had made familiar with the details, the doctors came to the conclusion that it was indeed smallpox. As a result of this investigation, County Clerk K.W. McKay made Dr. Tweedale of St. Thomas look into the situation. Dr. Tweedale's inquiry resulted in action being taken by the Southwold Board of Health on February 21. The board concluded that the disease was smallpox despite the insistence of Dr. James McLaughlin that it was only chickenpox. All public meeting places were closed and the board decided to enforce vaccination. On the same day Lemuel Young, father-in-law of Ina Young, became ill and after four days passed away, leaving a family of six children. By February 27, smallpox had gained a strong foothold and Mrs. Sheridan's son, Thomas, aged seven, died. William Blackwell, the sexton, who dug the graves for Mrs. Sheridan and her son, was the most unpopular person in Fingal at the time and no one would have anything to do with him. This isolation played on his mind and he took to drinking and was arrested. He was brought to the county jail with a thirty-day sentence to serve. The jail governor refused to admit him until his clothes were burned and his body washed down with a strong solution of carbolic. Fearful of the spread of the disease outside the Fingal area, St. Thomas and Port Stanley took steps to cope with the situation. Reeve Payne of Port Stanley wired the baker at Fingal to cease bread delivery to Port Stanley.

By March 2, there were twenty-seven cases of smallpox with six deaths. On this date Dr. McLay of Aylmer took over the affected area and it was through his efforts that the epidemic was curbed. Meanwhile the family of Richard Lethbridge was down with seven cases. On February 27 the first son, James, died at the age of twenty-six. On March 1 Anne died at the age of twenty-three. Richard Jr., age twenty-one, died on March 7. Elizabeth, age two, died on March 12. She was followed by five month old Janima on the 27th of March, thus bringing down the curtain on a grisly drama. On March 4, Judson Burwell of Shedden became ill and died nine days later. Burwell operated a livery and it was his ill-fortune to have rented out one of his cutters to a person attending the Eustace party.

St. Thomas, realizing the seriousness of the situation, ordered the erection of a frame building on the west end of Chester Street to serve as an isolation hospital. This building was rushed to completion but was never used. It later served as a dwelling. Still later it was razed and on its site three brick isolation units were built. The St. Thomas doctors were reported to have reaped a rich harvest from the vaccinations. One firm of physicians had vaccinated 1,900 persons, another 2,100 persons. Individual doctors had taken care of 600 to 1,300 persons each. On March 16, 1889, the total number of dead was:

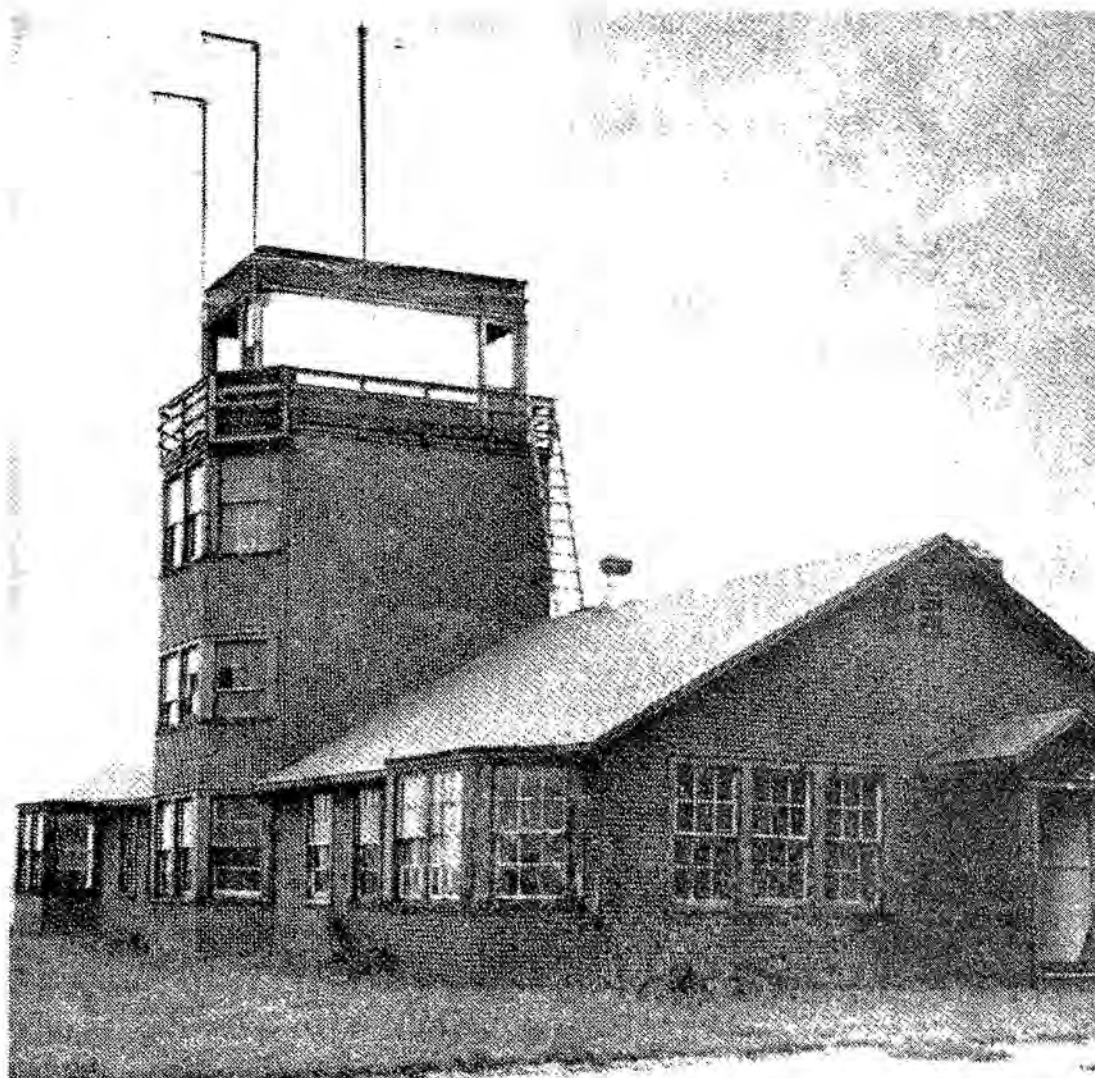
	Cases	Deaths
Lethbridge Family	7	5
Keillor Family	3	1
McNerny Family	4	2
Mrs. Graham of London	1	1
Lemuel Young Family	4	1
Sheridan Family	3	2
W.J. Burwell	1	
Judson Burwell	1	1
Neil McIntyre	1	
Welsh Family	2	
Eustace Family	3	1
Ina Young	1	1
Ferguson Family	4	1
	<u>35</u>	<u>16</u>

So ended the Southwold Terror, leaving behind scarred memories and silent tombstones. A monument to the memory of the Lethbridge family, who suffered so terribly during the "black days of Southwold", was erected in Hunter Cemetery west of Boxall. (The story of the founding of the Hunter Cemetery dates back to 1859 when one day Thomas Hunter and his wife were out for a ride in their rig and happened to pass this little bit of heaven on earth. Mrs. Hunter asked her husband to stop for a moment. Liking what she saw, she turned to her husband and asked him to bury her there. At the time Amelia Hunter was in the final stages of a fatal illness. Hunter promised she would have her wish. The next year Mrs. Hunter was laid to rest in those hallowed grounds.)

No. 4 Bombing and Gunnery School

Slowly Fingal went into a decline as the people moved to St. Thomas, West Lorne, Rodney, and London. When I interviewed John H. Gray some years before his demise, I learned how the decline affected the village. John H. Gray was a founder of the Fingal and Talbotville Telephone Company. He recalled that in the days before telephone, there was a telegraph system between Port Stanley and Fingal operated by John Lanning, and that the telegraph office was in the foundry office. Gray's father, James Gray, was a foreman in the old Fingal Foundry. He and John came from Richmond and settled in Fingal when John was ten years old. John Gray witnessed the decline of the village after the Fingal Foundry was destroyed by fire. He recalled people moving out of the village and in some cases having their houses moved.

War generally brings death, hardship and destruction, but when World War Two broke out, it brought new life to Fingal and district. The War Department decided on a site west of Fingal to establish the No. 4 Bombing and Gunnery School for the Royal Canadian Air Force. It purchased the farms of George Lethbridge, Mrs. U. Crabe, Emerson Boyd, William Stevenson, and Frank House — a total of 670 acres. Because the air base needed a water supply, an order of top priority was issued and a water pipe was laid from Port Stanley. Contractors were rushed in to build hangars and other buildings and to lay down the tarmac. The contractors hired anyone who could swing a hammer or use a saw. Ordinary labourers became carpenters overnight and



LANDMARK TO GO — For the thousands of airmen who trained at Fingal during World War II, the control

tower was a well remembered building. No longer needed by the RCAF, it will be sold and removed from the air base.



WAR DAYS — this is a World War II scene taken when Fingal station was officially opened in December, 1940. A long line of Fairey Battles are shown

lined up in front of the hangars just before the beginning of the training schedule that lasted unbroken for nearly five years.

after the war they remained in that trade. The country in general was still suffering from the effects of the Great Depression and the threat of war created jobs overnight for many. In the fall of 1940, Fingal started to come to life and every room in the Fulton House was taken in addition to the farmhouses that had been standing empty.

To get the air training program started, the Royal Air Force sent officers and personnel from England under the British Commonwealth Air Training Program. The first commanding officer to come and organize the No. 4 Bombing and Gunnery School was Group Captain W.D. VanVliet. He was a tough administrator and great organizer who had the reputation of sleeping while standing up. He was in his office at all hours, but his efforts paid off in the men he turned out. The first aircraft to be used at the station was the Fairey Battle. It was a heavily-built fighter plane. On one occasion when I was stationed there, a Fairey Battle crash-landed on the tarmac and was back in service the next day. Other aircraft used were the Avro-Anson, Bolingbrooke, Northrop Nomad, Yale, and Harvard Trainer. Past commanding officers were Group Captain W.D. VanVliet, Wing Commander Kennedy, Group Captain T.A. Spruston, and Wing Commander R.E. Morrow.

Death was ever present, waiting for one careless move. This occurred many times. Some lost their lives during low-level bombing of floating targets in Lake Erie. Others were killed in aerial accidents, but most shocking was when an airman stepped into a whirling propellor.

Grass now grows on the drill square where young men from a far-flung Empire once paraded. Street signs have disappeared with the buildings. The last of buildings was sold in 1967 and removed. The site was converted into a wildlife management area.



Fingal Observer

No. 4 Bombing and Gunnery School, Friendly Fingal, Ont., July, 1944



The *Fingal Observer* was a monthly bulletin published for the bombing school from 1941 to 1945. The first issues listed the graduates who fell in the line of duty. Later this practice was discontinued because it was bad for morale.

Miscellany

This is an oft-told story of Colonel Talbot's last stop-over before being interred in St. Peter's Cemetery at Tyrconnell. Colonel Thomas Talbot died in London on February 6, 1853, at the residence of his close friend, George MacBeth, who made the funeral arrangements. The day came for the removal of the body, and the undertaker and his assistants placed the body on a sleigh and struck out, stopping at various watering holes for refreshment and warmth on that cold day in February. It was a six-to-seven hour journey and the undertaker hoped to reach Fingal by nightfall to rest his horses and to refresh himself and his assistants. On reaching Fingal, they stopped for the night at Fingal House, which was operated by Chauncey Lewis, and after putting the horses away, retired for the night, in the process swallowing plenty of warming liquids. The body was left outside the tavern on the sleigh. This bothered the local people and they begged that the Colonel's body be placed in a better place. Even Chauncey Lewis offered his best room, but to all this the undertaker turned a deaf ear until pressure was applied by the Colonel's old friends, Samuel Burwell and his wife, Hannah, and others. As a result, the body was placed in the hotel granary for the night. Early the next morning the body was taken to Port Talbot and placed in the old homestead in preparation for the funeral party. On February 9, 1853, George MacBeth, H.R.C. Beacher, Hon. J.G. Goodhue, L. Laurason, Sheriff James Hamilton, J.B. Askin and other leading men from London and other parts of the Talbot Settlement attended the funeral service, which was conducted by Reverend Mr. Holland.

When I stand in the Fingal cemetery and look upon the tall headstone put up in memory of George Robb in 1869, I recall the story told about Squire Robb, the first magistrate of Elgin County. He was a native of Aberdeenshire, Scotland, and came to this area in the early part of the last century, settling south of Fingal on the Union Road (now Elgin County Road No. 20). Later he built a fine two-storey brick farmhouse on the site of his original house. One day while he was travelling through Dunwich Township on horseback on a stormy day, beset with heavy downpours, he happened to come to a swollen creek where the bridge had been carried away. There he saw a forlorn maiden beside the creek. On inquiring, he found that she could not reach her home. Without hesitation, he dismounted and lifted her up on his horse, guided the horse through the swollen waters to the other side, and then with curt goodbye resumed his journey to Fingal. This story was often told by the lady in her later years.

When Squire Robb died his son, James, carried on the farm and had for neighbours the O'Connor family on Lot 6 on the old Union Road. It was here that Martin O'Connor in 1863 or 1864 settled and built a log cabin in which his son, Patrick H., was born. Mrs. O'Connor, during an interview in 1954, recalled it was the happiest time of her life and said that she had spent many happy years in the old house. The O'Connor family replaced the old log house with a two-storey brick dwelling, which is still standing, in 1911. The children were all born in the old house except the youngest boy, who was the first to see light in the present home.

In a quiet place in the Fingal cemetery lie the mortal remains of Dr. Robert Walse Travers, a pioneer medical man who passed away on July 5, 1856, at the age of thirty-four. Dr. R.W. Travers was born in County Cork, Ireland, in 1822. When he graduated, he opened a practice in Fingal in 1845. He was the father of two children, Dora Lena Travers and Richard Travers. According to Ella N. Lewis, whom I admired, Dora lived in St. Thomas during the late 1920s.

I learned about Dr. Travers through an interview with John Holden on December 20, 1947, when Holden was eighty-five. He left this world three years later. Old John was born in Vienna, Ontario, and came to Fingal as a child with his parents, Horace and Sarah. The youngest of nine children, he was the last survivor. He farmed until he was seventy. Percy Holden, his son, was a veteran of the First World War and earned a military medal. He also worked in my father's garage in St. Thomas. John Holden recalled his uncle talking about the late Dr. Travers visiting Levi Fowler on a sick call a day prior to his own death. The doctor told Squire Fowler, "I am

consumption-ridden and I am a damn sight nearer to hell than you are to heaven for tomorrow at two o'clock, I will be dead!" The next day Dr. Travers made a few calls, mixed some medicine for patients, and died before two o'clock in the afternoon. Dr. Travers was a hardworking physician who visited the sick in the district on horseback as far away as Morpeth. On one of these trips, he was returning from Morpeth and was met by a messenger at Burwell's Corners, who told him to go to the Talbot Estate as quickly as possible as the daughter of Lieutenant Colonel Airey was seriously ill. Even though he was tired, the good doctor hurried to Port Talbot, where he found the seven year old girl, Louisa Ann Airey, in the last stages of life. The little girl died on January 1, 1849. John Holden said that his mother had said the poor man worked himself to death and that he had no time to wash his instruments and would soak them in whiskey. Sarah Holden remarked, "He earned his place in heaven!"

The old town hall was the site of many political debates and such was the case back in 1859 when the Conservative candidate, Ralph Vansittart, and the Liberal candidate, Mr. Knox, met to discuss politics. Knox called the meeting, but over two-thirds of the audience were Conservatives from St. Thomas, London, and Port Stanley. While the Conservatives were waiting for the appearance of the Liberal candidate, they selected their own chairman and so an enthusiastic meeting was well under way when Knox appeared on the scene. After a heated discussion, the Liberal element of the audience decided to have their own chairman. Knox then delivered an intelligent speech on representation by population (referring to the condition within England prior to the Reform Bill of 1832). Then he attacked the career of Sir John A. Macdonald, declaring the latter introduced bar room slang into the House when he informed the Honourable Oliver Mowat that he would "slap his chops". Knox also maintained that Macdonald had abandoned representation by the population. Knox's speech was answered lustily by the Conservative element of the audience. In one united voice, the Conservatives declared that it served him right. After this, Knox found it impossible to secure a hearing and so concluded his speech by pledging himself to use every effort to obtain fair representation for the increased population of Canada. When the election was over, Ralph Vansittart won by a majority of seventy votes.



FROGETT'S CORNERS

(Griffin's Corners, Nelles's Corners)

This corner settlement in Bayham Township never grew extensively though it was and still is an important intersection on Highway No. 19 and Elgin County Road No. 45. On the southwest corner there is a small business. Before 1851, it was part of Nelles's Corners. The original location of Froggett's Corners was west of the present corners. It was here that J. Nelles had his home and inn facing the road that heads south into Vienna. There were in the past two northern roads into Vienna and it was not until after the main road was opened up and planked that the area east of Nelles's Corners developed. No one seems to know if Nelles erected the first hotel on the corners but according to the records of 1860, there was a hotel known as the Elgin Hotel being operated by J.A. Griffin. He apparently was in the hotel business first and later went into the general store business in Straffordville. Thomas W. Mabee worked for Griffin as postmaster in Griffin's general store. Mabee remained in Griffin's employment long after Griffin had the store moved to the "Corners". We find in the records that the corners became known as Griffin's Corners after the post office was set up in 1880. According to the records of 1907, Thomas W. Mabee was postmaster.

Griffin's Corners at its peak consisted of a school, sawmill, cheese factory, a store, a post office, a hotel, and a railway station, the latter being a pickup station on the railway east of the corners. The post office was closed in 1914. I do not know the fate of the old cheese and butter factory that was located on the land of saunder Griffin west of the corners on the south side of the road. The store changed hands many times. Some of the proprietors were J. Godby, H. Bradfield, Lucy Mason, and J.W. Froggett.

Saunder and Edward Griffin were brothers who came from Digby, Nova Scotia, and settled in Malahide and Bayham Townships. Both brothers, when they first came, purchased Lot 27, Concession 1 in Malahide Township. In 1856, Saunder sold his portion to John C. and James Wright, at the same time purchasing their two hundred acre farm on Lot 11, Concession 4 of Bayham Township. It was here that the cheese factory was built. Saunder and Susan Griffin took up land on the southeast quarter of Lot 10, Concession 4 of Bayham. Saunder purchased this land from John Harris. Edward Griffin farmed a little but spent most of his time operating a sawmill which was located north of Nova Scotia Street on the east side of Stalter's Gully. Another cheese factory was later built in 1894. Robert Stratton of Straffordville was the cheesemaker there. George Godby was one of the directors.

The local sawmill was the Spiece mill, located on Lots 20 and 21 on Concession 5. Here Simon Spiece had a sawmill and planing mill. Spiece married Martha Wolfe. The mill was destroyed by fire when the boiler exploded near the break of the century. From 1900 to 1902, David Piece operated a post office on the site. The Stansell mill was built by Laurence Riley Stansell and was located on the north side of the concession opposite the site of the Spiece mills. This sawmill was powered by a flutter-type waterwheel and operated a vertical blade saw. Stansell was a ship builder who started work in the shipyards at Port Burwell. Eventually he married Else Mitchell and they lived in a log hotel in Straffordville (west of the corners) on the site of Joseph Murphy's house. Stansell was granted three hundred acres on the fifth concession of Bayham. It was on this location that he built a mill on the creek by Laurence Mitchell's farm and prospered for some time. He loaded a schooner with lumber and sent his brother-in-law with it to

Tonawanda but the schooner was never seen again. This resulted in financial ruin, and Stansell went back to work in the shipyard in Port Burwell. He cut his knee while working and died a year later in 1873 as a result. He was buried in the Straffordville cemetery.

This is a story recalled for me by Walter Stansell of Straffordville during an interview in 1977. One morning after a heavy rain Walter's grandfather, Laurence Riley Stansell, and his son, George, went down to the sawmill to start it up for the day. On arriving at the millpond, they discovered a hole in the wall of the dam in front of the flume. Seeing the damage, the senior Stansell ordered his son to fetch some hay to stuff the breach and it was while the George was away that the old man stepped to the edge of the hole and fell in after his footing gave way. His son got back in time to see his father disappear. He ran to the spot but could not find him, for his father had shot into the wasteway and under the twenty-foot waterwheel. George then ran to the outlet of the waterway. Just as he did, up popped his father, madder than a hornet and minus one boot. They never found the missing boot.



FROME

The silence of the woods was shattered in 1816 when Daniel Silcox, a native of Frome, Somerset, England, started to fell trees to clear his land. He was married to the widow of Samuel Brotherhood. Here, on a farm located between Shedden and Iona in Southwold Township, they raised five sons and two daughters. A year later, Daniel's youngest brother, Joseph, who at the time was twenty-six years of age and a glazier by trade, left his wife and children in Corsley, Wiltshire, England and came to Canada, where he obtained a grant of two hundred acres from Colonel Talbot. The land was located near the future site of Shedden. He lived there for a short time and then traded his land to Richard Lawson for Lot 26, the present site of the Frome church. Joseph Silcox donated a portion of this lot for a house of worship and burial ground. In 1819 he formed an independent church and it was then that he was ordained pastor by a Mr. Phillips and Mr. Culver of New England. He then answered the needs of those in hunger of religious comfort by visiting them on horseback until 1821. Joseph then decided to rejoin his family in England, where he remained until 1828. He then returned to Frome with his wife and family to resume his labours. The final migration played a large part in the settlement of Frome. Joseph and his wife, Mary Gutch, had four sons and two daughters whose descendants have been very fruitful, as a recent reunion revealed. During Reverend Mr. Silcox's absence, many other settlers came and settled near his property. Some of them were Samuel Horton, Peter Horton, John Daugharty, Thomas Sharon, and Patrick Egan. The Sharons and Hortons came from the United States while the Egans and Daugharties from Ireland. Thomas Silcox, brother of Joseph Silcox, who married Ann Gutch, preferred to stay in Corsley, England, but his children, Henry, John, and Emma left their home and settled in Frome during the 1830s.

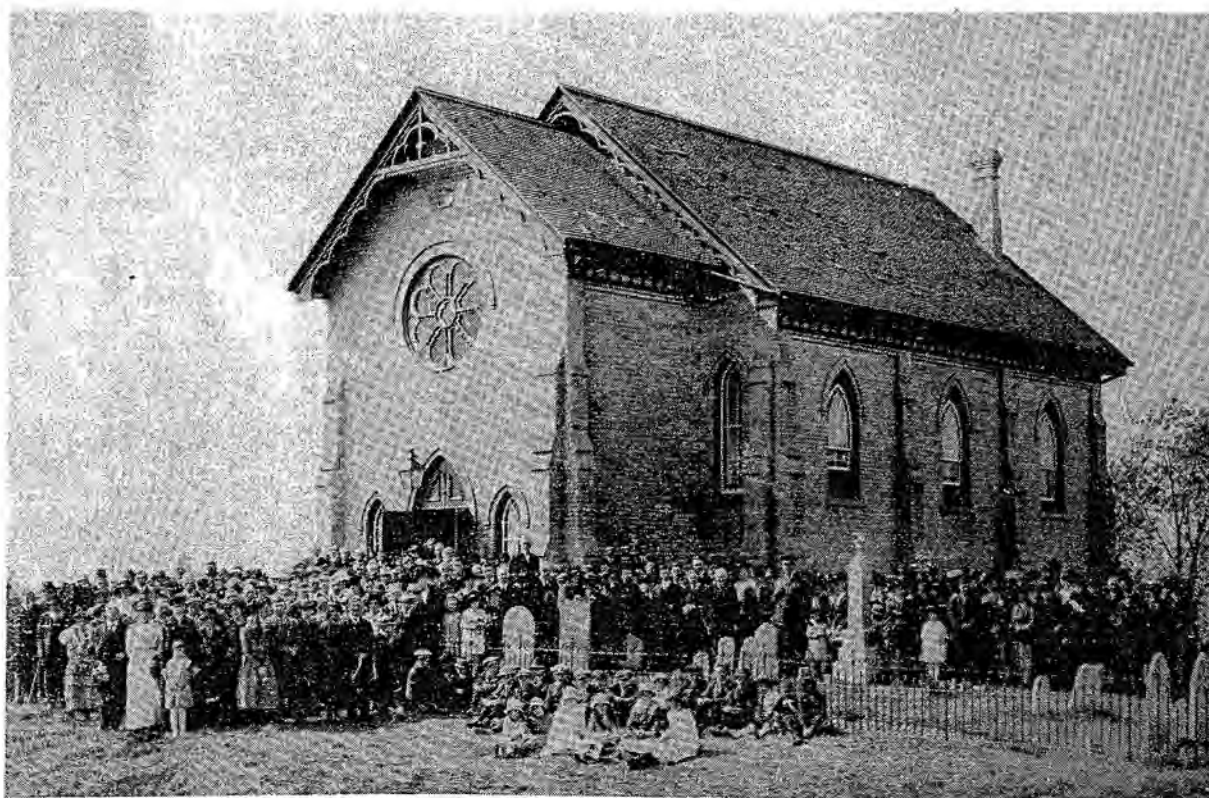
The church that Silcox had founded continued to grow until the 1837 Rebellion, when many settlers moved to the United States. In 1842 a great revival brought the church back to life and Joseph Silcox was made pastor and his son, Noah, was made deacon. Reverend Mr. Silcox continued his ministry until he retired in 1850. However, he remained an active member and preached occasionally. He passed away on July 11, 1873, at the age of eighty-four. It is said that Joseph Silcox was a strong Calvinist, that his sermons were two hours long and that the prayer periods were nearly as long. The prayers were performed with the congregation standing with their backs to the pulpit. When I was a boy, I attended a similar service in an old Baptist church in Norfolk County. In this case, some of the men fell asleep during the service. Before the erection of the first church, services were held in the old block schoolhouse that was erected in 1820, and when the congregation grew, services were held in Silcox's barn by Mr. Allworth. In 1843 James Moore, a builder, was engaged to build a frame ediface and on July 19, 1843, the First Congregational Church of Canada was dedicated and remained in use until 1888. It was replaced by a brick ediface, the bricks coming from the dismantled Bible Christian church in Talbotville. Before the founding of the Congregational Church, this religious body was known as the Congregational Presbyterian Prince of Peace Society.

Frome at one time had two churches. One was a Methodist church located on Lot 26 across from the Congregational church. It was built on land donated by J.W. Sutton. This church was destroyed by fire and then its congregation united with the Congregational church. It is now known as the Frome United Church. After Reverend Mr. Silcox retired, the pastorate was taken over by Rev. William Burgess, a native of England.

Reverend Mr. Burgess used a particular method to meet the call to spread the Gospel and to save souls. This man of the cloth was at the time living in England with his wife and family. Feeling the desire to go to Canada, he took a map of Canada and, after much prayer, put his finger on the map. The place thus chosen was Frome. This was the sign that he needed, and he immediately left for that part of Canada with his family. On arriving at Frome, he took over the pastorate from Rev. Joseph Silcox, who was retiring. He served the community for nearly ten years and feeling a need to move on, he used the same method to select a new location. This turned out to be a big swamp in Tilbury, Kent County. Once again, without hesitation, he started out for his new home. Here he cut down trees, cleared land, built a home and a log church, and lived there until his death in 1886.

Succeeding pastors were Rev. John Durrant, Reverend Mr. Leedy, James M. Smith, L.D. Lindley, Mr. Pedley, E.C. McColl, William Cuthbertson, Mr. Vivian, W.H. Allworth, and W.H.A. Claris. Rev. J.B. Silcox, grandson of Rev. Joseph Silcox, and his brother, Rev. E.D. Silcox, often preached in the area. Rev. J.B. Silcox was the son of William Silcox. He was born on his father's farm in 1847. After travelling widely, he settled in Toronto, where he passed away in 1933. His brother, Rev. E.D. Silcox (who was also born on his father's farm), was born in 1844 and died in 1932.

Noah Silcox, another son of Rev. Joseph Silcox, became the Frome Congregational Church's first deacon, while his son, William F. Silcox, was the architect and superintendent of the building of the present edifice. Noah was appointed a member of the first Board of Public Instruction in 1850 before Elgin County was formed. Other members of the board were Bishop Cronyn, Justice John Wilson of London, and Edmund Sheppard. In 1852 the southern section of Middlesex County was named Elgin County, and it was natural for Silcox to become one of the




*Frome Congregational Church, centenary celebration, October 1919.
(Elgin County Pioneer Museum)*

Grant Silcox

**Dealer in General Groceries, Crockery,
Coal Oil, Dye Stuffs, School Books
and Stationery.**

POST OFFICE STORE, — — — FROME, ONT.

 N. B.—Travelers accommodated with comfortable lodgings
and meals; stabling for teams.

first members of the Board of Education for Elgin County. William F. Silcox was born on his father's farm in 1840. He operated a general store and post office in Frome for over twenty years, and he was a carpenter and builder for more than fifty years. He helped to build threshing outfits in the Fingal Foundry and took part in the oil boom at Bothwell. In 1906, he moved to St. Thomas and helped to build a hundred houses before he retired. During an interview with me, William recalled seeing bears and deer in the fields near his home when he was a boy, and recalled that on many nights he could not sleep because of the howling of wolves.

George Silcox, the eldest brother of Rev. Joseph Silcox, was born in England in 1773 and came to Frome accompanied by his family. He was noted for his great strength and the extraordinary fact that he was born with two rows of molars in his mouth. He would often lift two one hundred pound bags of grain with his teeth. At his death he was buried in the Frome cemetery, where his son, James, and his son's daughter are also buried.

I would be remiss if I overlooked the Suttons and the Sharons, for they, along with the Silcoxes helped to found this district. It all started long ago when Thomas Sharon's father died when the Sharon boy was but five years old, leaving him and his mother and brother, Hugh, and two sisters, Sarah and Eliza, to face the world alone. Mrs. Sharon took her family and travelled by horseback to Chippawa with her brother, Samuel, a surveyor. Hugh and Thomas later left Chippawa for Elgin County and settled on Back Street in 1817. Annie Sutton, later Mrs. Thomas Sharon, was born in Wicklow, Ireland, in 1798. Annie left Ireland with her brother, John, and came to Canada. She remained in Montreal while her brother journeyed to New York State. John Sutton did not remain there but moved to the eastern part of Elgin County. When he arrived, he notified his sister to join him. On receiving word, Annie boarded a ship and sailed up Lake Ontario. During the voyage the ship encountered a winter lake storm and was battered and blown off course and ran aground. In the process Annie lost all her worldly goods. It is recorded that this gallant lady was soaked to the skin, that her clothes froze, and that she had to endure the cries of the sailors and those freezing to death. When morning came, their ship was seen by those on shore and the survivors were rescued. Word reached Annie that there was a teaching vacancy at a little place known as Frome. She left for Frome, accompanied by her brother John. Here she met Thomas Sharon, who at the time was working in front of his lot clearing timber, and made an inquiry about the teacher's job. Annie filled the vacancy and later married Thomas Sharon. Thomas and Annie Sharon were the grandparents of Mrs. St. Thomas Smith, the wife of a famous artist.

Frome's first schoolhouse was built in 1820 with the first teacher being Rev. Joseph Silcox, who taught for a year. The schoolhouse was located on the north side of Back Street (now Highway No. 3) near the site of the present Frome United Church, and was described as being built of log blocks with a large fireplace at one end and split logs for seats. The old school building was used for religious purposes until a church was erected in 1843. This church was in use for

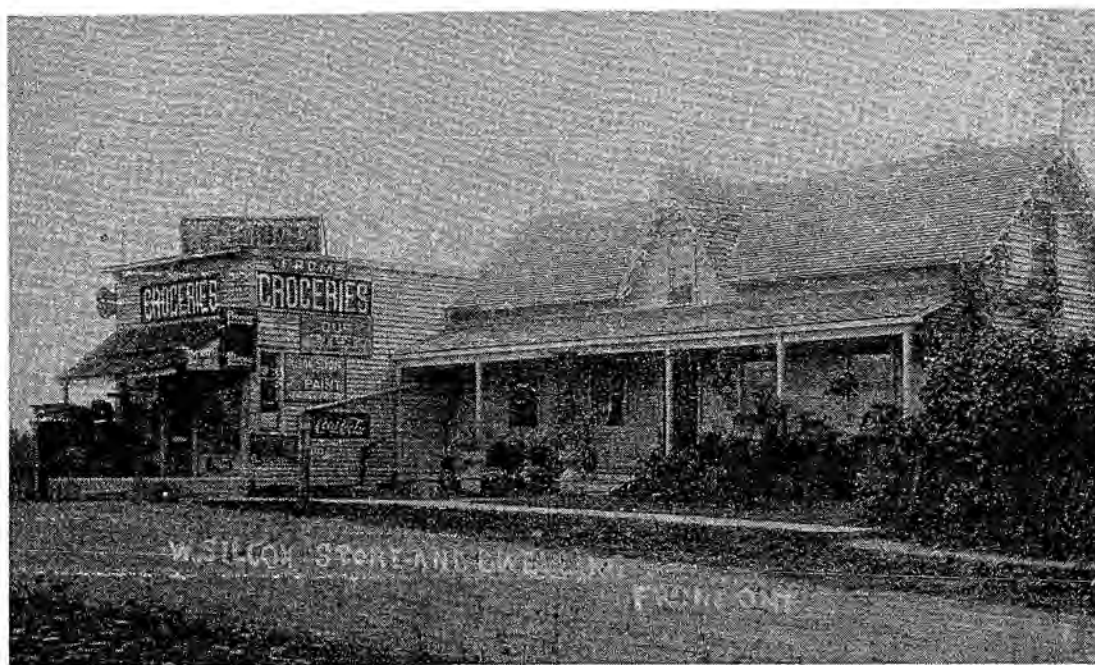
forty-five years and then was replaced by a schoolhouse in 1865 west of Junction No. 19 on the north side of No. 3 highway. It was across from Charles Waite's blacksmith shop. This school served for eighty-nine years. When the highway was widened, a new school was built on the southeast corner of the junction in 1958. Some of the early teachers were Mr. Straight, Thomas Garner, Horace Keeley, J. Haney, F. Reeber, M. McKartney, Noah Silcox, Eliza Hamm, R. Nichols, J. Kilmar, Miss Sharon, Mr. Tweedle, and Mr. Burtch. The salary of a teacher at the time was \$12.00 per month. Burtch became a medical doctor and practiced in Fingal. Dr. Burtch and his wife are buried in the Fingal cemetery.

The Southwold Sabbath School was established in 1841 and was conducted as a union school until 1846, after which it was taken over by the Congregational church. Andrew Horton was one of the superintendents and he held the office until 1856-57; he passed away in 1893. He was the son of Samuel Horton and was born in Goshen, New York. When he came of age, he took over his father's farm, which was the east half of Lot 24. Edward Austin Horton, son of Andrew Horton, got his early schooling in Frome and went to high school in St. Thomas. He worked for his father until he moved to St. Thomas in 1895. At the age of twenty-six, he entered the services of the Oriental Flour Company, where by devotion and hard work he became president in 1916. Horton became mayor of St. Thomas in 1918-19 and for a long time was the paymaster of the 25th Regiment. He died in 1945 at the age of seventy-seven. His wife was Isabell Allison, daughter of Andrew and Jane Allison. Edward and Isabell had four children. Arthur Allison Horton was killed at Cambria on October 1, 1918. He was an officer of the 91st Battalion. Dorothy Horton became the wife of Robin Futchter of Middlemarch. Frances Horton became Mrs. A.V. McKillop of London, Ontario. Edward Horton, Jr., who was born in 1907, became well-known as a businessman in later years. All were Congregationalists and later became members of the United Church.

The first general store, according to early records, was opened by a Mr. Ashbury, and was carried on by his widow after his death. One of the earliest merchants was Grant Silcox, who was born in Frome in 1830. He operated a general store and a post office just south of the corners on the west side. Here he was in business until 1881 and then sold out to William and Esther Arnold. The Arnolds were killed on the railroad crossing just south of the store in the winter of 1883 when a steam engine ploughed into their cutter.

Grant Silcox moved to Middlemiss after he sold his old store, and took a job as a clerk in R.B. Campbell's general store. After a year, he purchased the business. On December 28, 1883, Silcox was alone in his store when he was held up by robbers, and after a fracas, was murdered with a scale weight. Several persons were arrested and charged with the crime. Among them was Albert C. Wrightman, an evangelist, who had been sojourning in the neighbourhood. He was brought to trial in May 1884, and after a spirited legal battle was found not guilty. W.R. Meredith, Edmund Meredith and T.W. Carrothers were the defence attorneys, while J.B. McKillop and Colin Campbell represented the Crown. The others implicated in the case were released as there was insufficient evidence to indict them. The murder was witnessed by Silcox's two children. The son, Logan, was eleven years of age at the time, and his sister was ten. Logan later became a physician and had a practice in Shedden before moving to Hamilton, where he died on September 8, 1956. The daughter married Ivan MacKellor of Belmont, Ontario. Mrs. MacKellor was born in Cowal, and spent some time in St. Thomas and Middlemiss. She became a teacher and taught in Dutton and Windsor.

Postal delivery in the early days of Frome relied on the thoughtfulness of persons picking mail up and delivering it if they happened to be at a certain place at the time. For a time mail was picked up by anyone and dropped off at the shoemaker's shop, which was operated by William Kettlewell. Later the mail was picked up twice a week by Messrs. Hamm and Waite and dropped off at the shoemaker's shop. Then there was a period when the post office was located in a general



*Wilfred Silcox general store and dwelling.
(Ernest H. Marr)*

store and so it was carried on by such persons as Samuel Horton, Thomas Sharon, Grant Silcox, Frank Small, William Arnold, William Merrill, John Arnold, and Wilfred F. Silcox. Frome had a post office from 1861 until 1914. W.F. Silcox was the last general merchant and postmaster. For years the general store was idle, and finally it was converted into a private garage. Just before Wilfred Silcox went out of business, he tried to put Frome on the map by establishing a tourist refreshment camp on the site.

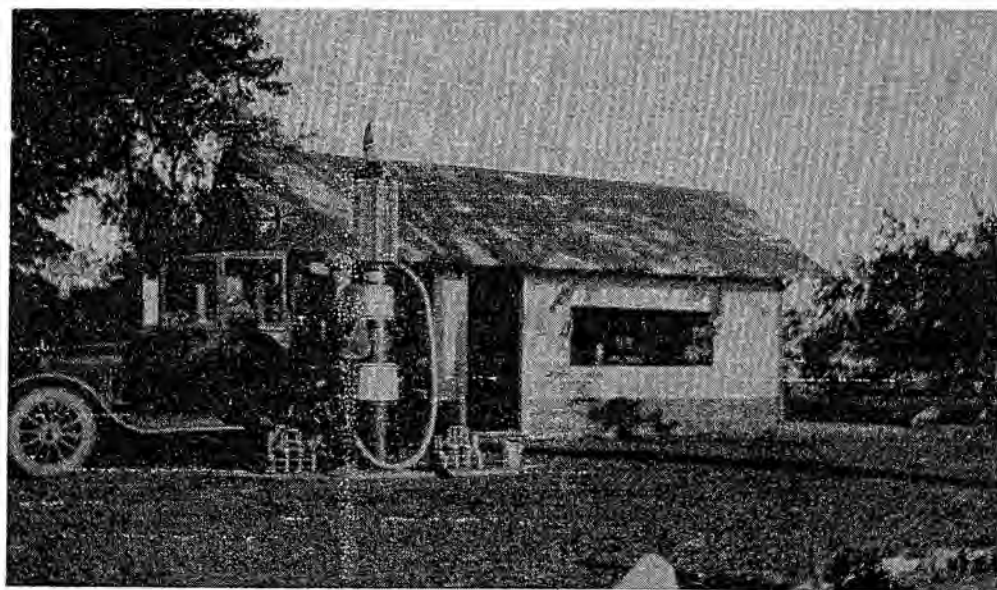
Frome in the past had many blacksmith shops, some of which were operated by Albert Stinchcombe, Charles Waite, and Phillip Cole. Phillip Cole started his business here and later moved to Southwold Station and operated his shop until his death on March 16, 1900, at the age of fifty-eight. Albert Stinchcombe moved to Middlemarch and opened up a new blacksmith business while his son, Trevor, carried on the business in Frome. When Albert died, his son closed the Frome business and took over his father's general store and blacksmith shop in Middlemarch and carried on until his demise. Charles Waite was the last blacksmith in Frome. His shop was located west of the corners on the south side of the highway, across from the school. It was on the second floor of the blacksmith shop that the Woodsmen of the World, a fraternal order, established the Redwood Camp No. 11 lodge. It was organized by the Grand Organizer, Mr. Berdan of Strathroy, with the assistance of Mr. Ramplin. The lodge met here until a new lodge hall was erected in 1893 on Lot 26 by W.F. Silcox and his son.

In 1907 the places of business were:

Curries, R.R.	Flour mill
Silcox, W.F.	General merchant and postmaster
Waite, Charles	Blacksmith

The flour mill was located on Lot 25 west of the corners. There was a sawmill located one mile south on Lot 26. The last persons to operate the flour and chopping mill were R. Bogart and his son.

This strange story was recalled by the late George Bowes during an interview I had with him. Many years ago in Frome, a little settlement west of Talbotville, there lived a girl who was extraordinary in her beauty and charming manners. She had a very sensitive nature which took any adverse turn in life very seriously and let it affect her mental condition. Her father's death plunged her into a state of melancholy. From that point on she thought of nothing but personal destruction and tried many times to end her life. One of the most unusual occurrences happened one wintery night when two men in a cutter were heading home after spending an evening at Payne's saloon at Talbotville Royal. It was a clear evening with the moon casting long shadows and lighting the snow like a thousand jewels. Suddenly a spectre in white appeared out of the cemetery and glided to the centre of the road. Startled, the men whipped their horse and fled the scene in terror. The next day the whole area had something to talk about. When evening approached, it was greeted with apprehension by the local people. News filtered through that the spectre was this troubled girl. This young lady, while sleepwalking, had slipped out of her mother's farm home, clad only in a white nightgown and slippers, and walked all the way from Frome to the Penwarden House on the corner of Talbot and William Streets. Here she was discovered by a passerby and taken to the Amasa Wood Hospital with frozen feet and hands. The girl recovered and returned to her mother's farm, where she lived quietly until one day the following spring. She did not display any sign of her intentions with the result that people relaxed their vigil. Then suddenly one day when the brush and bushes were being burnt in a huge bonfire, she cast herself therein and perished. This troubled young lady was buried in the Frome cemetery beside her father.



Wilfred Silcox gas station.
(Ernest H. Marr)

G-J



Cement bridge, Elgin County, ca. 1910.
(Regional Collection, University of Western Ontario)



GLEN COLIN

(Reilley's Corners)

North of Summer's Corners in Malahide Township there is a little crossroads settlement that was created by the coming of the railroad. Before 1875, it was known as Reilley's Corners. When Samuel T. Young became its first postmaster, he changed the name to Glen Colin after a place in Scotland from whence he had come in 1856. When he became postmaster, he established the post office north of the railway tracks on the west side of the road. In the earlier part of his career as postmaster, Young would travel to Springfield to pick up the mail. Later the railroad installed a mail-hook at Glen Colin, which he used for many years. (For years the only trace of the old Samuel T. Young homestead was a forlorn old hand pump. Glen Young, his grandson, became a hardware merchant in Springfield.)

Other early settlers were Samuel Staley, John M. Staley, and Isaac Haney, Sr. Samuel Staley settled near the corners in 1867 and he brought his young wife in an ox cart with their furniture, which consisted of two chairs and a table. He lived on the farm that he built up from nearly nothing until his death in 1937 at the age of ninety-two. His brother, John M. Staley, settled on Lot 24 of the eighth concession of Malahide Township and established a sawmill and shingle mill. They were still standing when I was a boy. On Lot 26 of the next concession to the north, John Chambers had his farm and turning mill, which he operated until his death in 1916. Isaac Haney was the first settler. He settled on Lot 28, Concession 5. His sons, Isaac, James, and Matthew, settled on Lots 18, 19, and 20 of the North Gore. I interviewed Matthew in later years. James Haney was only six years of age when his father settled in the district in 1828. He died in 1897.

When Glen Colin was at its peak, it boasted of having a hotel, store, post office, and a blacksmith shop, with the latter being operated by Peter Coyle. The blacksmith was located across the road from the hotel. The hotel was erected on the southeast corner and its last proprietor was a Mr. Robinson. It was later converted into a store and residence. A wooden bridge was built by Turnbull and Wickett of Orwell. It was replaced by a concrete bridge in 1939. According to Matthew Haney of Orwell, John Chamber's old sawmill was the first sawmill in the district. It was equipped with an old-fashioned vertical saw. He stated that the one fault of the vertical saw was that in sawing logs for planks, the timber could only be sawn to eight inches of the end and then the log had to be pushed back from the blade and broken by means of a wedge. This was known as stud-shooting.

In 1864, a deed was drawn up between John and Lydia Bowen and the trustees of the Canadian Wesleyan Methodist New Connexion chapel in the Township of Malahide for half an acre of land (part of Lot 26, Concession 8) for the site of a church and cemetery. A frame ediface was erected and Isaac Haney, Sr., was the first minister. It was destroyed by fire in 1899 and was replaced by a new red brick ediface in 1900 with the cornerstones being laid by Rev. C. G. Scott and Mrs. L. W. Reid of Corinth. It became known as the Trinity Methodist Church. The first service was held on January 1, 1901, by Rev. John Veale, who was the minister of the Springfield circuit. Hiram Laur became the Sunday School superintendent. The church was closed in 1964 because of declining membership and was sold to the Old Colony Mennonites. The first school was erected on land donated by Samuel T. Young. It was a frame building, and was replaced by a brick one in 1875. It is now the residence of Mr. and Mrs. D. Cook.



GROVESEND

As you travel along Elgin County Road No. 42 in Malahide Township, you would never guess that so much drama could occur in such a quiet place: shipwrecks, the birth of great men and women, and a sensational murder case. Grovesend has been the backdrop of many shipwrecks. One was the sinking of the *Erie Wave*, a schooner of good tonnage that went down with eight hands in the storm of 1887. Many of the bodies were washed ashore. Some were buried in the old cemetery at Lakeview and the now-disappeared cemetery at Grovesend, while some were buried on the cliff's edge on the old Ingram property—the unknown in unmarked graves. Lakeview, just east of Grovesend on Nova Scotia Street, was also the scene of the burning of the steam packet *Northern Indiana*, which took with her some twenty hands, on July 17, 1856. One body was washed ashore and buried in the Lakeview cemetery. The headstone inscription reads "To the memory of Thomas Hutton, a native of Mosbro, County of Derbyshire, England, who drowned on that fatal day of July 17, 1856, at the age of 61 years".

One of the great men to come from Grovesend was George McKinnon Wrong, the son of Gilbert Wrong, Jr., and Christiania (McKinnon) Wrong. George became Professor Emeritus of History at the University of Toronto and the author of many books. George McKinnon Wrong was born at Grovesend on June 25, 1860. The local Wrong family history started with John Wrong, a British soldier stationed in the Barbados who fought under General Wolfe. His son, Gilbert, and his wife, Ann, came to Malahide Township and settled on Lot 23, Concession 2 in 1817.

Marshall M. Piggott disappeared on November 17, 1884, and although people were curious about his disappearance, nothing was done about it until a body, bound by three-quarter inch rope with the skull broken in several places, was washed up on the west shore of Long Point. It was recovered and buried by the lighthouse keeper, W. E. Dickenson. He then notified the authorities, who placed an advertisement in the papers describing the body. This ad was seen by Marshall's brother John C. Piggott in Michigan, who journeyed to Long Point to view the body. Marshall Piggott, the son of W. Piggott, was a man of weak intellect who had been affected by the untimely death of his wife under mysterious circumstances some four months before his disappearance. He had inherited his father's large farm on Lot 23, Concession 2 of Malahide Township. He also had a son who at the time of the murder was just eleven months old. The thirty-seven-year-old, heavily-built man of medium height habitually carried a large silver pocket watch which was found in the mattress of his bed after his death. Detective Murray believed it was planted there after the murder. Marshall's closest friends were Havelock Smith and his brother, Harvey Smith. Havelock was a single man and an alcoholic, which led to his final decline. He was well-liked because of his generosity. What got people wondering was that Marshall Piggott, according to Havelock Smith, had sold his farm to him for \$1,000 and disappeared.

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East of Grovesend on Elgin County Road No. 42 you will come across Stalter's Gully, a geological freak caused when nature got out of control. William Northrup had the little stream in the gully harnessed by a dam to power his mill until 1837. Then he sold his mill to John Haines Saxton, who went into partnership with Ed Griffin. The mills were located on Lot 27, Concession 2 of Malahide Township. After the death of his father, John Saxton sold out in 1846 to Samuel and Thomas Phillips of New Brunswick, and moved with his family to Port Rowan in Norfolk County. There he was listed as an innkeeper and the owner of Lot 16, B. F., in the 1851 Walsingham Township census. The mill at Stalter's Gully was kept in operation by Ed Griffin. The 1877 *Historical Atlas of Elgin County* lists him as having settled in the area in 1813. He was a farmer, so milling was a side venture. The mill was taken over by Charles Stalter in its latter years. During the time the Phillips brothers owned it, they also operated a cabinetmaker's shop.

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GROVESEND

As you travel along Elgin County Road No. 42 in Malahide Township, you would never guess that so much drama could occur in such a quiet place: shipwrecks, the birth of great men and women, and a sensational murder case. Grovesend has been the backdrop of many shipwrecks. One was the sinking of the *Erie Wave*, a schooner of good tonnage that went down with eight hands in the storm of 1887. Many of the bodies were washed ashore. Some were buried in the old cemetery at Lakeview and the now-disappeared cemetery at Grovesend, while some were buried on the cliff's edge on the old Ingram property—the unknown in unmarked graves. Lakeview, just east of Grovesend on Nova Scotia Street, was also the scene of the burning of the steam packet *Northern Indiana*, which took with her some twenty hands, on July 17, 1856. One body was washed ashore and buried in the Lakeview cemetery. The headstone inscription reads "To the memory of Thomas Hutton, a native of Mosbro, County of Derbyshire, England, who drowned on that fatal day of July 17, 1856, at the age of 61 years".

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acres himself. John Tedford farmed next to him. John Tedford was the postmaster of Grovesend until 1904. Samuel Jr. married and had several children. At the time of this research (1956) one daughter was still living in the United States. Another daughter, Mrs. Florence McKrinnon, died at the age of ninety-four.

Originally Nova Scotia Street was continued by a small bridge that spanned the stream. As time went on, it had to be replaced by a longer span. A larger bridge was built in 1916, but as time went on it too fell into the widening gap. For years people had to detour via the next concession to proceed east or west and it became a sore subject for the local politicians. A new steel bridge was erected in 1922. This again was a temporary solution. Finally the structure was removed and a culvert and roadbed were built on it.

The original school was located on the Wrong property south of the corners on land donated by Gilbert Wrong. Later his daughter, Elizabeth Wrong, taught at the little school in 1847, starting out with four pupils. The old school building after fifty years was converted into a carpenter's shop. The old frame school was replaced by a brick schoolhouse west of the corners on J.S. Wooley's property. This school remained in service until it was closed. It was dismantled in August 1978 by Roy Ferris. The brick was used in the construction of his new home. A school rivalry began when George Peacock, one of the teachers, left the school to carry on in the Methodist church. George Peacock came to Canada from England in 1840 and entered normal school in Toronto. After graduation, he took up a teaching job at Grovesend. He was a strict teacher and would tolerate no misbehaviour. He was a lover of music and introduced singing in the school period. Finally the day came when the school trustees no longer wanted to renew his employment and hired another to teach. This caused some ill-feeling among the parents and pupils. Peacock was encouraged to carry on, which he did using the facilities of the church building. It is said that the pupils of one school would gang up against the pupils of the other school until Peacock transferred to another area. The last teacher at the old school was Alma Reed.



Grovesend Wesleyan Church, now residence.

The old Wesleyan Methodist church and the old burial ground are steeped in history, although both have disappeared and only their ghosts remain. The church was organized by the following men: Bowbly, Burdick, Wrong and Lyons, all of whom were original settlers. The trustees received the deed for the land donated by Lewis Bowbly on December 27, 1826. Lewis Bowbly's father held the land east of the church, having settled there in 1820. Later the land was

purchased by John Markle, who lived there until his death in 1865. Then it passed on to his son. The old church was used until 1928. In 1931 the church and property were purchased by Harvey and Bruce Marr, who moved the building several hundred feet onto land that once was owned by the Lyons family. The old burial ground was cleared and some of the markers were moved to the Aylmer cemetery. After the old edifice was moved, it was used as a garage and later converted into a residence by Harvey Marr. Charles Ingram was superintendent of the Sunday School, which was held in the old church for ten years. He later moved to Luton. His brother, Rt. Rev. Arthur Foley Winnington Ingram, Bishop of London, England, visited Grovesend on his visit in 1907.

Unknown to a noted historian of the past, John Backhouse's other son, John R. Backhouse, was born at Grovesend in 1828. He married Margaret Ann Taylor in April 1848 and lived on the eastern half of the old homestead on Silver Creek until 1871. The next eight years were spent in his own home on the top of the Silver Creek hill. After a number of years he moved back to the old homestead. In April 1891, J.R. Backhouse advertised that he had a yoke of well-broken, five-year-old oxen for sale. He must have felt that he would not need them any longer. He died in 1906 at the age of seventy-eight. He was survived by two sons, Bert and Frank, and two daughters, Mrs. M. Turrell of Aylmer, and Mrs. J.R. Pritchard of South Dorchester Township. He was at the latter daughter's home when he passed away.

The story of the ghost of Stalter's Gully, as told by Lyle McConnell, began when a young girl drowned herself in the gully because her parents would not allow her to marry the man she loved. With a broken heart she left her parents' home and disappeared. As the day went by, the parents became alarmed and summoned the neighbours and the hired help to go out and search the countryside for her. It was not until nightfall that her body was found in the stream that threaded its way through the gully. Her body was recovered and placed on the rope-strung riser of her bed. With this the parents and friends retired to the sitting room to await the coming of morning. During the night, the distraught parents became aware of a creaking noise coming from the bedroom, but when they investigated they found nothing wrong. They thought, at first, that the dampness of the body was affecting the ropes of the bed but they found that the ropes were strangely dry. Then the parents noticed that the bedroom window was open and they recalled that they had closed it before leaving the room. They closed the window, but again the window, together with the bedroom door, were opened by some invisible hand as fast as they were closed. This alarmed everyone, so one of the men propped himself against the door but was flung across the room. In the morning, one of the men went to the barn to do the chores and to prepare the rig to summon help. He found that he could not lift the pitchfork and with alarm he called others to help but it was to no avail. These events did not cease until the body was removed from the house by the undertaker. The house was never visited by the unknown again.

Not long after the girl's death, the lonely figure of a man started appearing periodically in the area west of Stalter's Gully. The appearances continued for over thirty years. The figure stood in the middle of the road not far from the Halfway House, and it frightened many a lone driver of a rig to the point where his horse would become unmanageable. The figure was sighted by some and not by others with the result that some were accused of over-indulgence. But the strange thing is that it never again appeared after a certain gentleman was laid to rest in the old Hankinson Cemetery. I often wonder whether he was the girl's lover.



IONA

(Elliottsville)

Iona today is just a cluster of pleasant homes set off from No. 3 Highway where the busy tourists rush by without a glance. Yet at one time it was the centre of much drama. Oh! if only those silent and decaying bones in the nearby cemetery could speak again, what a story they would tell about the rise and fall of this little hamlet.

Iona is located on the township line between Dunwich and Southwold Townships on No. 3 Highway, formerly Back Street. The townline was surveyed by Colonel Mahlon Burwell, who was sent out by the government to survey roads in 1809. He surveyed the Talbot Road from the head of the Talbot settlement beginning at Port Talbot. The line designated by the government was not considered suitable as it ran through a swamp and very few settlers were located thereon. A new route was selected with the approval of Colonel Talbot, with the result that the townline was laid out and made available for travel.

Businesses

The first recorded settler was William Brook, a native of New Jersey, who received land from Colonel Talbot on the Dunwich side of the townline. Here he erected a log cabin in 1805 or 1806. He opened a store in 1838. It was stocked with goods that he purchased from George Elliott of Fingal. In 1840 he established a sawmill in the little vale west of the corners on the north side of the road. (The Kistle residence is near the original site.) This last business venture met with failure. The lack of water power in the dry seasons, coupled with extended credit, bankrupted him and he fled the country. He later died in Illinois. In 1808, another American by the name of Canute purchased land across from Brooks and built a log cabin. Canute was a veteran of the War of Independence, in which he fought as a guerrilla. He was of an unsavory nature and was very proud of his bloody episodes. His bragging sickened many people and even his wife took a dislike to him. During the outbreak of the War of 1812, Colonel Talbot asked all to take the oath of allegiance but Canute resisted until the Colonel threatened to confiscate his property. It is said that his wife hastened his death. He was buried on his own land in an unmarked grave. Mrs. Canute soon after married a labourer by the name of Johnson. Johnson received a grant of fifty acres from the Colonel and homesteaded until his death. Then his farm became part of Malcom Graham's land, which was located on Lot 18 on Back Street on the southeast corner of Willey's Sideroad. John Axford of New Jersey settled on the Southwold side of Iona in 1812. As soon as he located on his land, he saw that a school was needed and so erected a log school in 1816. This site is occupied at the present by a drive-barn. The first teacher was John Robinson.

Slowly people came and settled around these corners. One of the settlers, Duncan McCormick, engaged George Munroe to survey his land into village lots in 1848, and named the village after Iona, a holy isle in Scotland. Meanwhile, the Dunwich side of the corners adopted the name of Elliottsville after Mrs. Sarah Elliott, who donated land for a Methodist church. Sarah Elliott was a wealthy widow and owned a considerable amount of property. Her husband, George, had made a fortune in business investments. She later became the mother of George Elliott Casey, who became an MP. Elliottsville was never officially accepted by the post office. The name Iona was retained and the post office was opened in 1853 with the first postmaster being William Harris. Harris, a native of Annapolis, Nova Scotia, was a civil engineer and teacher. When he first ar-

rived at Iona, he taught in the old log school which was located on the brow of Jonah Clark's hill. This was south of the corners overlooking Clark's Hollow. Harris after a time entered into partnership with John T. McColl, son of Elder McColl of Wallacetown, and operated a general store. He was recommended by Colonel Mahlon Burwell as postmaster of Iona, and was appointed by Judge Hughes as clerk of the fourth division court. He had a house built in Elliottsville and it was described as a square, frame building with a long veranda in front, a small gothic window in the dormer and two doors facing the street, one for the post office and the other for the residence. In later years the house was altered into an oblong structure. In the early days, mail was brought by stage-coach from St. Thomas by way of Middlemarch and Fingal.

Harris applied for leave in order to go back to Nova Scotia to pick up his bride. One of their children, William Albert, died on April 4, 1860. He was only a year old. On July 21, 1863, death struck again and took the life of Phebe Ann, William's wife. After the death of his wife, Harris sank into a state of despair and melancholia to the point of becoming demented. When he did not reappear from one of his long walks, his neighbours sent a search party to look for him and on July 27, 1863, his body was found in a recumbent position beside a brook, near the spot where W. H. Hendershott was murdered in 1894 south of Middlemarch. It was believed that he lost his way and died of over-exposure and a broken heart. He was buried beside his wife in St. Peter's Cemetery. The stone was erected by the officers and members of the Prince of Wales Masonic Lodge No. 171. Two of his children died shortly after. His surviving child, a son, returned to Annapolis to start a new life after he sold the house to Jane Decow. John Decow was the next postmaster after Harris. Decow was followed by John Phillpot. Edward Roche was the next postmaster. He set up a post office on Lot 1 for only a short time, then moved it to the corner of Queen Street and the townline. The post office was then moved to village Lot 17 or 18. Roche was postmaster until his death and then the office was carried on by his daughter, Bella Roche, until 1918. In 1918, the post office was located in the J. O. Lumley general store and Lumley was postmaster until his son, George, took over. Ray Lumley moved the post office to his home on the northern part of village Lot 3 when he became the postmaster in 1945, a position he held until 1960 when he died. Ray's wife, May, was postmistress until the post office closed in 1963. All villages are now served by rural mail delivery.

IONA MILLS.

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Always in good repair, first-class millers employed.

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Constantly on hand, wholesale and retail.

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(Reprinted from the
Illustrated Historical Atlas of the County of Elgin, Ont.
Toronto: H.R. Page & Co., 1877, p. 52)

After John Lumley erected the first saw and gristmill on the northern edge of his land in 1815, Iona began to grow. In 1840, William Brock established his mill west of Iona just north of the old school. He was in business for years until he was forced to close because of the loss of water. Jonah Clark of Nova Scotia came to this area in 1830 and settled north of John Lumley in the valley. He purchased Lumley's mills and enlarged the mill-pond. That part of the valley became known as Clark's Hollow. In 1855, Joseph and W. R. Britton came to Iona. In 1863, they decided to purchase the mill at the foot of Clark's hill and were in operation for one year until the

mill was destroyed by fire. This unfortunate turn of events did not discourage the Brittons. In 1889, they rebuilt the old mill west of Iona near the school, only this time they installed steam power. W. R. Britton then erected his residence across from the mill on the other side of the road. The mill became a victim of Iona's decline, and was eventually closed and later dismantled. The Brittons are buried in Dutton cemetery with Iona's early settlers.

Another of the early businessmen of Iona was William Taylor, native of Scotland, who founded a mercantile business in 1846 with Grossett McKay of Lambeth, Ontario. After his death his widow married Francis A. Tait, a shoemaker, and carried on the business for years until the financial burden became too great and she sold out. In the 1840s a general store was opened by Bissel and Eccles. Eccles became an important businessman in London, Ontario, during the 1860s. He sold his half of the business in Iona to Mr. Morell. In 1853, Daniel Decow and Eccles entered into partnership as general merchants, a partnership that lasted eight years. Finally Eccles sold his interest to Decow, who carried on for five years and finally sold out to his clerks, Liddel and William Chisholm. The business returned to Decow in 1870, and when Decow died in 1879, the business was sold to W. J. Ross of Iona Station. The store was operated by Ross for fourteen years. Then he sold out to W. Henderson, a native of western Canada, who also purchased the old Decow tin shop and later changed it into a grain warehouse. Daniel Decow was the son of Jacob Decow. The Decow brothers, Jacob and Philip, were United Empire Loyalists who settled in Dunwich Township in 1815. Philip died in 1832. Jacob took up land on the southwest corner of Willey's Sideroad and Back Street. Here his sons, Daniel and John, were born and spent their boyhood. Daniel became a businessman, justice of the peace, postmaster, Masonic master, commanding officer of the Iona Volunteer Militia Unit, and reeve of Dunwich Township. When he was thirty-two, he entered into business with Eccles and his genius for business was brought to light. Along with his general store, he opened a hardware and had fifty-one peddlars and wagons on the road selling his goods. It is claimed that he started the first mail order business and that his hardware store was the best stocked store in Elgin County.

The peddler, now just a legendary figure, was once a frequent visitor to the backroad settlers in the days before general stores became more common. The peddler sold his wares by visiting each and every farm and became a welcome visitor to the needy housewives, for in his pack he carried needles, thread, wool, buttons, lace, ribbons and little knick-knacks that would please a woman's eye. Some of the peddlars became wealthy after they had been on the road a number of years because they had no overhead expenses and practically lived off the land. According to John Holden and Tom Bake of Fingal, when they were boys a lonely peddler was found dead by the side of the Fingal Road, just east of Middlemarch. He lost his way during a blizzard and died of over-exposure. The body was discovered the next morning and for some reason (probably because of disease), was hastily buried in a nearby farmer's field. A wooden headboard was erected on the site. I recall seeing the headboard when I was a little boy. It was in a bad state of decay, and was on the site of the present township school.

When the American Civil War broke out, Daniel Decow recognized an opportunity to sell furs, hides, wool, timber, and grain to the American market. His buying and selling eventually led him to ruin. Before his downfall, he had become a very wealthy man and owned many farms. When the market declined he was caught, like Henry Dalley of Davenport, with his warehouse full of unsold goods and stacks of credit notes but very little solid cash. It is said that his daily receipts, when he was riding the crest, amounted to \$1350.00 and that he offered and paid good prices in competition with the mercantile prince of Tyrconnell, Meredith Conn. For example, in June 1867 he paid \$2,612.62 for a load for wool and by July he paid \$3,990.41 for the same load. Bit by bit he sold his property. Finally sickness took over and he died suddenly in 1879 at the age of fifty-eight. His wife Jane predeceased him. His son, Douglas, became a doctor and practiced in Montreal.

John Decow, Daniel's brother, had other interests. He started a stage-coach business and opened the first hotel in Iona in 1842. One of his good acts was the donation of five acres for a fairground to the east of the village. The fairground was used until 1895 and then sold to Percy Whalls. (I received some of this information from Mrs. W. G. Rogers, whose mother was a Risdon. When Daniel Decow was in business, his tinsmithing department was managed by William and John Risdon. William later had a hardware in Fingal while John had a hardware in Wallacetown for a number of years before moving to Toronto.)

During the mid-1850s, the general merchants were Dugald Black, W. J. McBride, Henry Cole, and John Liddel. In 1865 Iona's business section consisted of the following establishments:

Bodman, Richard	Iona Hotel
Cascaden, John	Physician
Brown, George	Cabinetmaker

He also made coffins and was a veterinarian. He moved into the village during the early 1850s and operated his shop for a few years before deciding to become a fulltime veterinarian. For many years, he served all the farms from St. Thomas to Glencoe. A native of Nova Scotia, he settled south of Iona in 1835. In later years, he moved to Shedden. According to an old gentleman I interviewed in 1937, Brown was a lover of horses and had, at one time, the fastest horses in Ontario. This grand old man died in the 1890s at the age of seventy-four.

Chisholm, William	Accountant
Deacon, Daniel	Grain, fur and wool dealer; tinsmith
Decow, Daniel	Justice of the Peace; grain, pork, hardware and wool dealer; postmaster, and general merchant
Edgecombe, John	Wagonmaker
Eccles, John	Clerk of the Fourth Division Court and of Dunwich Township
Fraser, James	Gunsmith and carpenter
Harris, Charles	Cabinetmaker and undertaker.

A native of Nova Scotia, he settled in Iona in 1840 and moved into a small house in Elliottsville, where he and his wife lived for a short time until he built a larger dwelling next door. After his wife's death, he moved to Alvinston in Lambton County. The old Harris home was sold to Jane McSherry and it remained in good condition until it was destroyed by fire in 1912. The first house was still standing in 1935 and was occupied by the Liddle family.

Louther, James	Blacksmith
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Louther (or Lowther), a native of Nova Scotia, settled in Iona in 1855 and started a blacksmith and carriage shop. He later moved to California due to health reasons. After five years, he returned. He became an active member of his Methodist church.

Louther, William	Builder and architect
Lumley, David	Carpenter and joiner
Lumley, Rufus	Carpenter
Lumley, Thomas	Cooper
McCallum, Dugald	Tailor

He died in 1886 at the age of sixty-nine. His wife Margret died in 1936 at the age of 104. During the mid-1860s, there was another tailor shop operated by James McLandress, a native of New Brunswick who settled in Iona in 1845. He married a Miss Gow. His brother was in the military section of the Honourable East India Company. One son was killed on the MCRR in St. Thomas and another son, William, became a well-known stock and grain dealer in Shedden and St. Thomas. (He was a friend of mine. He and I both enlisted in the military service on the same day.)

McGill, Archibald	Butcher
McKay, Neil	Blacksmith
McLarty, Nichol	Shoemaker

Mills, John

Innkeeper

A native of Nova Scotia, he came to Iona with his wife Dianna. He purchased the Iona Hotel in 1855, operated it for seven years, and then sold it to Eli Miller, who moved it to Iona Station in 1872. Mills then built a new and larger hotel, the Commercial House, on the old site in 1872. It was then operated by James Waddell. It was destroyed by fire in 1892. Meanwhile Mills' first wife died and he married a second time to Esther Philpott. Richard Bodman operated the old Tait Hotel. It stood on the Southwold side of the Townline. From 1860 to 1863, the latter part of this old hotel became the dwelling of Andrew Liddle, of Stirling, Scotland, the father of John Liddle. He lived to be ninety years of age and died in 1873.

Parker, William

Blacksmith

He was nicknamed "Slow Parker" because he never hurried.

Philpott, John A.

General merchant

Roche, Edmond

Shoemaker

Sinclair, Peter

Tailor,

west side of the street. He was a native of Scotland and settled in Iona in 1850. His son, Dr. Sinclair, was first a teacher in the local school before he became a physician and opened a practice in Melbourne, Ontario. His other son, Duncan, became a teacher.

Smith, Squire

Harness and saddlemaker

Stoliker, John

Shoemaker

Stoliker, Isaac P.

Blacksmith and later constable.

Both Stolikers came to Iona in 1841.

Tait, Francis A.

General merchant

He was at one time a hotel proprietor, a shoemaker, and operated an ashery. The latter business he purchased from Martin Gaylor in 1851 and closed in 1855 because of the lack of sales.

As time sped on many changes came over Iona and its business section. We find that James McSherry founded and operated the Prize Medal Plough factory on the southeast corner of St. Peter and Main Streets. His long-handled plough became internationally known because it was a balanced implement and was easy to handle. The Prize Carriage and Wagon Works was operated by John Edgecombe and Alexander Boston and employed ten hands. This firm was a competitor of the Dominion Carriage Works, owned by Henry Ewing and Robert Beadle. Beadle was a blacksmith. Another carriage business was operated by James R. Duncan and Daniel G. Pineo until the partnership was dissolved. Pineo carried on the business on the northeast corner of William and Main Streets. The business flourished until Pineo's death, after which his wife sold out and moved to Lexington. Pineo was the uncle of the late Frank Pineo, the superintendent of roads in Elgin County.

Saddles and harnesses were manufactured by J. Kestner and John Stutt. The latter's operation of the business was hindered by the fact that he had only one leg and had to rely on a crutch to get about. Stutt gave the world a son who became a member of the Royal Canadian Mounted Police. John Stutt's home and shop were located south of McSherry's business. About this time the postmaster was John A. Philpott. A. Saunders was the sheriff and bailiff. John Clark was the justice of the peace. William Fletcher became the official mail carrier between Iona and Iona Station after 1872. Fletcher was a very active man, the son of an old pioneer family that settled in the northern part of Dunwich Township. He was eighty-one years of age when he died in 1922. In 1888, J. O. Lumley had a two-storey brick building erected on the site of the commons. It was a combination dwelling and store. It was in this same building that the Dunwich and Southwold Telephone Association set up its switchboard and office in 1906. It was a single line system and the line was strung from a fishery operated by Bert Clay at Port Talbot. Mrs. Frank Silcox was

the first switchboard operator and James Milton was the linesman. Lumley operated the store until 1915. He previously had a general store opposite the United church. The business was taken over by his son, W. G. Lumley, who operated it until he sold it to Mr. Westover of Toronto in the fall of 1944. Prior to taking over his father's store, W. G. Lumley was a station agent on the MCRR from 1909 to 1915. After the highway behind the store was opened in 1927, W. G. Lumley opened two successful service stations. One, a Shell station, was located on the west side of the highway, and the other, a British-American, was located on the east side. The concrete tank stands can still be seen. After Lumley retired, he accepted the post of county treasurer. He passed away in 1949. The one and only butcher during the mid-1870s was John Fowler. During this same period, there were three cabinetmakers: George Brown, Charles Harris, and L. Harrison. The cooper's shop was operated by Thomas Lumley. In 1877 John Mills' Commercial Hotel was located across from the general store. The Iona Hotel, situated on the southwest corner of the hamlet's intersection, was operated by William Simpkins. Mills erected his hotel in 1862, and it was during James Waddell's time that it was destroyed by fire in 1892. The Traveller's Home was erected on the opposite corner (ie. the southeast corner) in 1848 and passed through the hands of John Decow, Sr., Richard Bodman, Ephriam Lumley, George Penwarden, John Mills, Andrew Bradt, Mr. Tait, and William Simpkins. The Traveller's Home was destroyed by fire in 1876. George Penwarden later opened the Penwarden House in St. Thomas.

The earliest known doctor, Dr. William Manson, practiced in the area for many years before moving to California during the gold rush. He sold his practice to Dr. William McGeachy, who was a son of John McGeachy, a settler of West Magdala and a neighbour of Hugh Lynn. Dr. John Cascaden was the son of David Cascaden of Ballyshannon, Ireland, and a pioneer of Middlesex County, where he farmed and later moved to Sparta. John Cascaden was born in Ireland in 1840 and was twelve years old when his parents landed in Canada in 1853, the year Colonel Talbot died. For four and a half years, John Cascaden taught at various schools in Southwold Township and at Port Stanley. In 1863, he graduated from the University of Toronto and began to practice in Iona the following year. It was in Iona that he met and married Hannah Decow, daughter of Daniel Decow. The Cascadens had five children.

After a short period, he left Iona and attended the University of Michigan, studying chemistry and medicine. From there he went to Great Britain and served in a hospital in London. In 1866, he was made a member of the Royal College of Surgeons, receiving his Licentiate of the Royal College of Physicians and Surgeons in Edinburgh. In 1867, he became House Surgeon of the famed St. Thomas Hospital in London, England. Returning to Iona, he resumed his practice and became the coroner of Elgin County. In 1869, he entered politics and was elected to the provincial government on a Reform ticket. He was re-elected in 1883 after defeating T. W. Crothers (or Carothers), who later became the federal minister of labour. He defeated Crothers in the first election and former warden Kirkpatrick in the second election. At the end of his second term, Dr. Cascaden retired from politics and moved to Dutton in 1891, where he continued to practice until his death on August 31, 1904, at the age of sixty-four. Mrs. Cascaden joined her husband on May 1, 1923, at the age of sixty-nine.

John H. Cascaden, their son, was born in Iona on April 7, 1880. He went to school in Dutton and also attended Upper Canada College. From there, he enrolled in the medical department of the University of Toronto. He graduated in 1904, the year his father died. That same year he received his MD and FTMC degrees from Trinity College. In 1905, he went to England and spent two years at various hospitals in London and Edinburgh. He then journeyed to the United States, where he practiced for six years in Waterloo and Laporte, Iowa. In 1912, he returned to England and studied surgery for two more years, received his Licentiate of the Royal College of Physicians and became a member of the Royal College of Surgeons in London. He enlisted in 1914 in the Royal Canadian Medical Corp and was assigned to the Toronto General Hospital for five years as a lieutenant. After this, he opened a practice in Toronto and became a Fellow of the Academy of Medicine of Toronto. This is another example of men and women born and raised in rural settings who became great in the eyes of the world.

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that Thomas Lumley of Rillington, Yorkshire, having had his rent raised, Canada. He and his wife, Ruth, along with their daughter, Diane, and son, in April 1774. They landed near Macan in Nova Scotia where John married Ann Harrison and brought forth a family. After a number of years he moved to the area south of Iona. In 1815, John Lumley erected a sawmill and brought the machinery and stones from Nova Scotia in 1813. It was located in the area south of Iona. John's farm was opposite the Southwold Earthworks and he and his wife were buried on the farm. John's son, Thomas, married Christine Willey. She died shortly after. Thomas then married Mrs. Eliza Mills and by this union had eleven children. Their farm was in later years sold to Samuel Williams. Thomas and Eliza moved to the tenth concession and later to Iona, where they lived with their son, Moses Willey Lumley. Moses married Diadamma, the daughter of Samuel Williams. Thomas Lumley was a carpenter. He was nicknamed "Uncle Tom" because he used black ash from William Lodge's wood to make barrel hoops. He was a quaint figure in the community and often was seen carrying slabs of black ash on his shoulder. He and Clay James Lumley both excelled in the making of tubs, barrels, hogsheads, firkins, and anything that involved the use of staves.

Joseph Lumley had a farm north of his brother, James, and of this land he set aside a portion for a small cemetery. It is south of Iona on the west side of the townline. Buried there are Mary, his wife, who died in 1862; James Lumley, who died in 1881, and his good wife, Louisa, who died in 1897; and Mary, wife of Robert Willson, who left this world in 1916. Willson later owned the land. James Lumley was the father of Ephriam Lumley, who later operated a hotel in the village. Rufus and Coughlin Lumley settled west of their brothers. After a time, Rufus left and moved to Woodgreen, Ontario, while Coughlin stayed and became a contractor and built many homes, barns and places of business until his death in 1863 at the age of sixty-three. John Lumley, Jr., settled on the Lake Road in 1817 while his brother, William, took up land west of Iona on the north side of Back Street. The farm was in later years operated by his grandson, William John Lumley. The Lumleys were able to purchase their land with money while others purchased their land from Colonel Talbot for three barley corns.

The Lumley brothers were welcomed to the district because each one was a skilled woodworker. They introduced the art of sugar-making from the sap of maple trees. During the summer, they cleared land and raised crops while in the winter they made washtubs, churns, rain barrels, butter tubs, trays, vats, sap buckets, cradles and other wooden articles. They also built barns and other buildings. One is still in use as a community hall. It had been erected as a Free Will Baptist church in 1862. Many of the sons and daughters of the seven brothers became great men and women in their own right. Dr. Charles C. Lumley of St. Thomas died in 1962 at the age of eighty-seven. Dr. Lumley was the son of Moses Willey Lumley, who built many barns, houses, and bridges in the area. It was during the construction of the bridge at Tyrconnell that Charles C. Lumley nearly lost his life in a cave-in that took the life of Daniel McPhee of Dutton. Lumley received his early education at the school at Watson's Corners under the tutorship of Neal Gunn. Dr. Charles Lumley's brother, Dr. Fredrick E. Lumley, opened his practice in Columbus, Ohio, after he graduated. Another brother, George, later became the treasurer of Elgin County. Both predeceased him. Another who made good was the son of John Lumley, Jr., Dr. W. G. Lumley, who opened a practice in Glencoe, was the postmaster, operated a drug store, and was also the agent for the Dominion Telegraph. He also had a grocery store and became the coroner of Middlesex County. He also represented West Elgin in the provincial parliament.

Schools, Churches, and Fraternal Organizations

The first recognized school was located on the brow of Jonah Clark's hill overlooking Clark's Hollow. The school was erected in 1844 and was in use until 1860. The first teacher was Alexander Salmon, who later suffered a mental breakdown. The school building was used for both general meetings and as a Sunday School for many decades. An old man described it as being a small building twenty feet in width and twenty-two feet in length. The school contained a library of over one hundred books, which was extraordinary in those days, along with ten large maps, a blackboard, and a visitor's book. The next teacher was William Moore, who was succeeded by J. Kiellor, William Harris (who became the first postmaster of Iona), Matthew Lodge, Daniel Sinclair, and George Duncan. Daniel Sinclair became a medical doctor and practiced in Melbourne and later in Toronto. The number of pupils in 1851 was 112. The teacher at the time was William Harris and he was paid £6 a month. Out of this he had to buy the stationery and books. School sections No. 11 and No. 5 were brought about by the division of sections in 1852.

In 1862, orders were given to build a new school and so Coughlin Lumley was engaged to build it. The following became teachers: Daniel Sinclair, Henry Harris, who later taught English in New York City; William G. Fraser, who later opened a tile yard near Cowal; D. S. McColl, who later became a doctor and practiced in Wallacetown; Duncan McAlpine, who became a farmer; Daniel Galbraith, who became a doctor in Dresden; Archibald McLay, who later became a doctor in Woodstock; Ebenezer McColl, who became superintendent of the Manitoba Indian Agency; Peter Sinclair, who died in office at the age of nineteen; Richard Stafford, who also taught at Shedden and became a justice of the peace and farmer; Duncan Sinclair, who became an insurance agent in Alvinston, Lambton County; George Duncan, who taught in London; Peter McDairmid, who became a druggist in Alvinston; William Dodson, who became a clergyman and preached in Michigan; Robert McKeown, who became a merchant in Bay City, Michigan; Joseph Graham, who became superintendent of Dakota schools; N. D. Gunn, who became a doctor; Duncan Taylor, who became a farmer near Belmont; Florence Ross, who later moved to Nebraska; H. F. Silcox, who became a professor of science; Margaret McPherson, who later taught in Toronto; Samuel Piper; Thomas O'Donnell, who became separate school principal in Wallaceburg; Blake Miller; Charles L. Lumley, who became a dental surgeon; Rosegrave Eccles, who became a doctor in London; Douglas Decow, who became a doctor in Blissfield, Michigan and in Montreal; L. E. Clark, who became a doctor in Otsego, Michigan; J. W. Brown, and many others.

What is that strange and silent command that takes over the life of a young man at the age of sixteen and commands him to go out into the world and preach the Gospel? This is what happened to David Marks, preacher in Iona. Marks, who was born in 1805 in New York State, was an illiterate man whose burning desire to serve God did not come to fruition until he met Herman Jenkins, a Baptist missionary. They formed a team and worked as saddlebag preachers throughout New England, Kentucky, Ohio, and Canada West. Like Elder McDermoud, David Marks had to overcome the handicap of not being able to read or write. Realizing how important it was to be able to read the sacred writings, he taught himself to do so.

In November of 1822, Herman Jenkins arrived at the home of Andrew Banghart in Westminster Township and, with Banghart's assistance, founded a church there. The same year, Banghart came to Iona and founded the Baptist Church of Free Worship. He held his first meeting in the old Axford school. Some meetings were held in the home of William Brooks. In 1826, a great revival was held in Iona and many came forth to proclaim Jesus Christ as their Saviour. In 1828, Freeborn Straight became the first minister of the Free Will Baptists in Canada West. Elder Straight left after many years of service and travelled to New York State. After a number of years, he returned to Canada and founded a church in Woodstock, Ontario. He died there in 1883. After Elder Straight, the church was taken over by Elder Kettle, Mr. Griffin, Reverend In-

gram, who died during his pastorate in 1860; Reverend Moon, Reverend Moore, and Reverend Lintz. On different occasions Elder Sheppard would preach here. The Regular Baptist church or Closed Communion Baptist church was located on the east end of William Street on the north side. One of the pastors was Reverend Reese. David Marks passed away in 1845 while taking additional studies in Oberlin, Ohio.

Seeing a need for a place of worship, Rufus and David Lumley assisted Coates Kiellor and John Lumley in the construction of the Free Will Baptist church in 1862. The old church building was taken over by the Christ Disciples in 1909 after the Free Will Baptists closed their church in 1908 because of a dwindling congregation. In 1908 the Women's Institute was given permission to hold meetings there. The building became a public hall in 1913. Since 1916 the hall has been managed by the Women's Institute. At the present (1979) there is indecision as to whether to keep the hall because of declining membership.

The Iona United Church has a very interesting history. In 1874 Mrs. Sarah Casey, mother of George Elliott Casey, MP for West Elgin, donated two-fifths of an acre for the Methodist church. So great was the interest and cooperation in the project that it was completed that year. The builders were Ed Watson and Owen Lumley. The church was of frame construction and had a seating capacity of 250. The organ and the choir were arranged on a raised platform at the rear of the church and the congregation sat in family groups. Reverend Morley Benson officiated at the dedication and during this event Retta Payson was the organist with the elders being J. B. Louthier, John Lyons, and William Rogers. Some of the prominent members of the choir were Jane Lumley, Bella Sinclair, Mary Britton, Mary Piper, Ann Lumley, Bell Brown, Duncan Brown, Archibald Brown, and Owen Lumley. Soon after the church was dedicated, a parsonage was purchased from William Britton.

The first pastoral charge of the Iona Methodist Church was Fingal, Watson's Corners, and Iona from 1874 to 1876. The first minister was Rev. James Harris and associated with him were H. G. Crisley and Jasper Wilson. In 1876, Rev. George Ferguson became the minister and with him were George Daniels, W. Sparling, and J. B. Hazelwood. In 1877 Iona was in the pastoral charge with Lawrence Station and Southwold Station. The parsonage was at Iona and the ministers were: Rev. J. H. Hackett, 1877-80; Rev. W. Ray Smith, 1880-83; Rev. Mr. Cooper, 1883-86; Rev. T. George, 1886-89; Reverend Mr. Medd, 1889-92; and Reverend Mr. Fairchild, 1892-95. In 1895 the Guelph conference was united with the London conference and Iona became part of the Shedden circuit. The sister churches were Shedden, Frome, Lawrence, and Southwold. The senior minister lived in Shedden and the junior minister lived in Iona. The Iona parsonage was then sold. In 1918, Iona was put on the Fingal charge with Middlemarch. The parsonage was at Fingal.

On the evening of November 18, 1864, an assembly of gentlemen gathered in the large room in the Traveller's Home, a hotel operated by Richard Bodman. In the group were Benjamin Thompson, school teacher, Dr. John Cascaden, Daniel Decow, John Edgecombe, William Chisholm, Isaac Stoliker, Ephriam Lumley, R. McCullough, C. A. Brown, James Lumley, and James Mitchell. All were members of Warren Lodge No. 120, Fingal, which was instituted in 1859. The purpose of the meeting was to form a Masonic lodge in Iona. Benjamin Thompson was chosen as chairman and Dr. John Cascaden became the secretary. The new lodge was called Prince of Wales, with the first master being Dr. John Cascaden. His officers were John Edgecombe, senior warden; William Chisholm, junior warden; J. C. Finlay, secretary; James McLandress, treasurer; Ephriam Lumley, senior deacon; John Philpott, junior deacon; William Simpkins, inner guard; and Isaac Stoliker, tyler. The dispensation under which the lodge was held and conducted until July 1865 was obtained in February 1865. The charter was then dully granted. The first regular meeting was held on March 17, 1865 in the lodge, which was a room over Burgess's store. Men came from as far as Orford to be initiated into Freemasonry. In later years the membership grew to such an extent that a Masonic temple was built on the southeast

corner of William and Main Streets. It was in use until Iona began to fade, at which time the lodge was relocated at Lawrence Station, where in 1928 the Masonic brethren lost their temple and all the furnishings in a disastrous fire.

Like most communities, this village had a temperance organization, the Sons of Temperance being formed in 1850. The first meeting was held in the upper floor of Charles Harris's cabinet shop. This site was later occupied by the residence of John Liddel. When membership increased, they were pressed for space and a new hall was built on the commons on the west side of the road. The site is now part of the old highway behind the general store. The hall was erected in 1853 and flourished until 1873. The Royal Templars succeeded them and operated for a number of years, but due to the lack of interest, it faded out of existence. The hall was then used by the Grangers. The Division Court was held there from 1853 to 1870.

Miscellany

It was during the Fenian Raids of 1866 that the local people became aware of their lack of protection and so under the orders of Colonel John Cole, the commanding officer of the 25th Battalion, companies of militia were formed in different localities. The 5th Company was formed in Wallacetown. In 1867, Colonel Cole ordered a seventh company to be formed under Lt. Daniel Decow at Iona with John Carswell as drill sergeant and D. Campbell as corporal. A drill shed was erected in 1866 at the eastern end of Queen Street by John Carswell. It was the building of the drill shed that brought about the decision to form the 7th Company. In 1871, the 7th Company became known as the 5th Company and in 1875, the 5th Company became part of Wallacetown Company No. 4. After the units were disbanded, the old drill shed became part of the Iona fairground and the scene of many events. Barnum's Circus was there many times.

John Carswell was an early settler who came from Aldborough Township and settled on Lot 22 in Dunwich Township on Talbot Street along with his father, Archibald, in 1835. When he first came here, he rented the farm from George McBeth for \$20.00 a year for ten years. He later purchased the farm. At the northern part of Carswell's property, Thomas Benson lived in a log cabin. He was one of the first teachers to teach at S. S. No. 4 Dunwich. After a number of years, Benson moved to Prince Edward County.

The internationally known astronomer James Craig Watson was born on the Brook farm in 1838 and attended the little school at Iona. He discovered twenty-three asteroids and several comets and was the author of *Theoretical Astronomy*. He died in 1880. Another great man who came from Iona was Rev. Dr. Peter W. Philpott, son of James Philpott. James Philpott was born in the home of Colonel Talbot in 1814. His father, John, came from Nova Scotia and became foreman of the Colonel's estate. James became a farmer, justice of the peace and deacon of his church; the latter he served for fifty years. He died at eighty years of age. Dr. Peter Philpott recalled how his father helped Uncle Tom, on whom the book *Uncle Tom's Cabin* was based, to escape to Canada. He was buried next to Uncle Tom's grave at Dresden in 1857.

Another great man who came from a humble setting was Elder McDermond. His father came from Nova Scotia in 1819. Elder McDermond joined the Frome Congregational Church and was baptized and instructed by Rev. Joseph Silcox. According to the records, he was a man of outstanding physical appearance, with peculiar and unfashionable garments of an unkempt nature. During the early part of his career, he was illiterate and had to have his wife read the hymns and scripture lessons. Through great effort he educated himself and became an outstanding orator. In 1836, he became a pastor of the Houghton and Walsingham churches. After a few years, he was called to Nova Scotia. From there he went to Illinois, where he died after a full and devoted life.

Luke Sharp was the pen name of Robert Barr, who was born in Glasgow, Scotland on September 16, 1850. It was a name that was to be sought by all fiction lovers. Robert Barr came with his parents to Orford Township, Kent County. His father was a farmer and a builder. Barr spent his boyhood around Highgate until he found that he had to get employment to further his education. He obtained a job in the construction of the drill shed at Iona in 1866 under the contractor Carswell. It was during this that he fell off a high ladder, was injured, and had to convalesce in Ephriam Lumley's hotel, as there were no hospitals. After he recovered, he obtained a job at The St. Thomas *Journal* in St. Thomas. After some time he left to become a teacher in Windsor, but his heart was still in journalism and he landed a job working for the Detroit *Free Press* at a salary of \$30.00 a week. It was while he was with this newspaper that he was recognized as a writer and was dispatched to London, England, where he became co-editor of the *Idler*. After a number of years he retired and became a full-time writer. It was during this period that he returned to walk the streets of old Iona and to renew old acquaintances.



IONA STATION

Many great men and women have come from humble beginnings. Iona Station, located north of Iona on the Dunwich and Southwold townline, was the birthplace of a great man who became internationally known as a writer, teacher, economist and American ambassador to India. I refer, ofcourse, to John Kenneth Galbraith, son of W. A. Galbraith, who was born and raised in the locality. John Kenneth Galbraith and his father both attended the old Willey school. His father, along with the rest of the Galbraiths from Argyleshire, Scotland, settled in the area in 1859 with Archibald and James Galbraith locating north of the site of Iona Station on the Dunwich side of the road, across from Zachariel McCallum's farm. John Galbraith in his writings described this part of the country as very uninteresting. It must have been so to him and to many others who struggled to shake off the connections of the environment and to better themselves in other parts of the world. Duncan Galbraith, brother of Archibald and James, was born north of Iona Station in 1844. When he was twenty-eight, he decided to open a general store. He also became the postmaster of Iona Station and was in business many years before selling out and moving to the Wallacetown district. Shortly after Duncan Galbraith opened his general store, James J. Campbell opened a general store just north of the tracks. Campbell came to this locality in 1861.

The Kerr brothers from Aldborough Township settled on land north of the tracks on the east side of the townline in Southwold Township and their sister (who married John McIntyre) settled across the road (Elgin Road No. 14). Archibald Kerr was a young man of twenty-one when he became eligible for a land grant from Colonel Talbot in 1831. He made the trip to Port Talbot but met the Colonel on one of his bad days, for he was frightened off by the Colonel's gruffness and never returned until 1833. After receiving his grant, he went to see his land and was confronted by a section of uncleared property. The sight must have been breathtaking, but like his father he was determined to conquer this land. After nine years of hard work, he built a farm out of the wilderness and saved enough money to purchase his patent, which cost £4 9s., 6d., on November 12, 1842. Archibald Black, his neighbour, purchased his patent the same day. As soon as Archibald Kerr built his farmhouse, he married Flora McColl, daughter of Elder Thomas McColl of Aldborough Township. Meanwhile, Alexander Kerr took up land north of his brother. The land at the time was occupied by a Mr. Randall, a squatter, who had suffered great discouragements and frustrations on having his land taken over by Alexander Kerr and the Galbraiths after he had cleared a portion and planted an orchard.

One of the first industries in Iona Station was founded by Archibald Black when he built a cheese factory south of the tracks. This was later taken over by W. H. Ostrander who operated it for forty-four years and then moved to Dutton. Dufferin House, the first hotel, was established by John L. Decow. It was in operation until his untimely death in 1886 at the age of forty-five. The hotel was carried on by his widow, Minerva (Fraser) Decow, who later sold out to Thomas White, who still later sold to Alfred Widdifield of Lawrence Station. Widdifield was in business until he saw that Iona Station was on the wane.

Iona Station was born in 1872 and received its post office in 1875. Right from the start, Iona Station had to struggle to exist. Fires were its greatest enemy. One of these took the original gristmill, which was replaced by William Henderson in 1885 and employed a number of men from the hamlet. When it was destroyed by fire on May 31, 1888, it spelled doom to the hamlet.



*John Kenneth Galbraith, Elda Mae (Horton) Patterson,
and Bill Galbraith at the Galbraith homestead, Iona Station, ca. 1919.
(Courtesy Elda Mae Patterson, St. Thomas)*

Mr. Jelly, who was operating the general store at the time, felt it was the end and threatened to close. Many of the people left for greener fields. The hotel's name was changed to The Rob Roy Hotel. In 1892, it was taken over by a Mr. McPherson who leased it to Mr. Sutton in 1898. Sutton formerly was the proprietor of Batt's Hotel in Port Stanley. The old hotel building was later converted into a residence and general store (with the post office included). It was managed by E. Turner until it and the Home Bank were destroyed by fire on July 23, 1923, as the result of a spark from a passing locomotive. The old hotel was located north of the tracks. One bright spot was the building of the new hall in 1892, but to the south of the village there were visible signs of its decline. The telegraph office was closed in 1894.

According to John K. Galbraith, one of the next general store operators was Daniel James McBride. McBride was the son of John and Mary (Lawton) McBride and was born in 1869 on the old Southwold homestead. He spent his entire life in the community with thirty-four years of it as a general merchant and postmaster. Galbraith recalled the store as being a one-and-a-half-storey building with a front porch and a hitching rail in front. The interior of the store was a long corridor flanked on both sides by counters and shelves. The fly-speckled, dusty counter was located near the front door and was full of all-day suckers, peppermint candy, and chocolate bars. The counter extended onward, protecting shelves of canned goods, boxes of crackers, sugar, flour, dates, prunes, etc. The post office was perched at the far end of the long counter. Opposite the grocery section was the dry goods and hardware section. At the rear of the store there was a large wood-burning stove, a sacred place where information and gossip were exchanged on cold days. The odour of spices, kerosene, and codfish permeated the store. Daniel McBride was a quiet man of medium height and was undistinguished in appearance. He became well-known for his willingness to help others purchase farms and to handle their mortgages. Hannah McBride, his wife, according to Galbraith, was a woman of a much more marked personality. She was spare, sallow, and rather sharp-featured with grayish-brown hair. She was, at a certain level, the best informed woman in the two townships. She passed away in 1940. Her husband followed in 1958. He was the chief of the McLeish Clan. His son, Arthur, still lives in Iona Station.

Iona Station in the year 1907 had a population of 150 and a business section composed of the following:

Dundas, John	Blacksmith
Gage, J. E.	General merchant and postmaster
Grisdale, W.	Harnessmaker
Wheeler, A. L.	Flour and feed
Widdifield, Alfred	Hotel

One of the great men of the past was Nicol McColl, who was born in the parish of Glenorchy, Argyleshire, Scotland, in 1812 and was educated at the parish school of Keilmelfort. He came to Canada with his parents in 1831 and settled on Back Street in Southwold Township. At the outbreak of the 1837 Rebellion, he enlisted with the militia at Amherstburg and was under the command of Colonel Patterson and Major McQueen. In 1850 he was elected councillor and deputy reeve of Southwold. In 1853, he became a member of the first provincial council. In 1867 he was elected a member of the first Legislative Assembly of Ontario after Confederation and represented the constituency of West Elgin in that capacity until 1871. He later became an active promoter of the Canada Southern Railway scheme. This grand old man of Elgin passed on to his reward in 1878 after sixty-six busy years.

Another great man was Dr. James Wellington Crane. Dr. Crane was born in Orwell, Ontario, in 1877 and graduated from the St. Thomas Collegiate Institute. He received his medical degree in 1898 and furthered his studies in England and Germany before he started to practice in Iona and Wallacetown. He was instrumental in the founding of the Wallacetown and Lake Shore Telephone Company in 1901 and the Dunwich and Southwold Telephone Company in 1905. He married Mary E. McColl. She died in the early 1950s. In 1913 he moved to London to accept an appointment at the University of Western Ontario's newly established medical school. He was professor of pharmacology and physiological chemistry for many years and taught biochemistry and therapeutics, twice becoming acting dean of the Faculty of Medicine and later alumni director for the university. In 1947, he received an LL. D. from the university in recognition of his long service to the cause of medicine. He was interested in local history and left many records at his death on November 4, 1959. When Dr. Crane retired to his farm home north of Iona Station, which he named Kelligrew, it became a mecca for many young men and women who had studied under him. Kelligrew is now the home of Alexander McCallum. The name Kelligrew can still be seen on the gate posts. South of Kelligrew one can see the woodlot where a monument and plaque have been erected in memory of Dr. James W. Crane. The trees were planted by Dr. Crane prior to his retirement from the faculty of medicine. In 1955, he presented the woodlot and adjacent land to the university. In 1961 the entire property was transferred by the board of governors of the university to the Corporation of the County of Elgin to be maintained thereafter as a demonstration woodlot, park and a memorial to the distinguished man.

The first school, S. S. No. 6 Dunwich, was constructed of black ash logs and remained in use until it was replaced by a frame structure across the road in 1862. This was S. S. No. 22 Southwold. In 1879, a new white brick school was erected on the southwest corner of Shackleton Street and the townline (now Elgin Road No. 14). It was the cause of much dissatisfaction and was moved southward and converted into a dwelling for the station agent. The school was used until 1967. Then it was moved again, this time across the tracks, to be used as a dwelling. (Shackleton Street was named after John Shackleton, an early pioneer who settled in a lonely part of north Dunwich. This road led directly to his farm. Shackleton died in 1873 at the age of sixty-five. His headstone, though broken, can still be seen in the old Iona cemetery.)

The first S. S. No. 4 school near Willey's Sideroad was built by James Robertson and John Gow in 1847. Both came from Queen's County in New Brunswick and settled in Dunwich Township. In 1853 the old log school was relocated on a lot west of Duncan McArthur's farm.



The Moses Willey school, now a residence.

Willey donated some land for a school. In 1857 a frame school (the Moses Willey school) was built and served until it was gutted by fire in 1965. In 1900, the school was covered by brick and later an addition was put on. The first teacher was John Gilmore. In 1966 former pupils and teachers held a reunion in the old schoolyard.

In 1805 Bray Willey, his family, and his brother Joseph left Vermont to settle along the St. Francis River in Lower Canada. After fourteen years, he decided to seek land in Upper Canada and in 1819 he and his family, along with the Randalls, Hockins, Youngs, and James Watson, made the journey via two large open boats to Dunwich. The Willey brothers were well-known for their size and strength. While they were in Montreal, Joseph Willey accepted and won a challenge from a hulking brute of a man. It was a hard journey with men stationed in the boats to steer and others on shore pulling the boats while the women and children walked. This was done along the shores of Lake Ontario and Lake Erie until they reached Port Talbot. From there they hauled their goods across country through the woods to their lots. Bray Willey and his family settled on a lot north of the Talbot Road in Dunwich Township. This farm in the 1890s was owned by Thomas Shearing. Bray's oldest son, Moses, secured land opposite from his father and settled north of the Talbot Road on the northwest section of Lot 19. In 1852, Moses Willey became the township reeve.

Bray Willey was born in New Hampshire in 1776. His grandfather took part in the War of Independence and several Indian wars. There is a story about how he and his men were so badly mauled that he had to hide for several days in a hollow log with leaves and rotten wood kicked back to fill the entrance. When he could not stand it any longer, he left the log to seek berries to eat. On one occasion he was sighted by some roving Indians and had to hide himself again until the coast was clear. Moses Willey was born in Vermont in 1798 and lived until 1880. His wife, Mary, lived until 1881. I do not know the exact number of children they had but the following names have been recorded: Matthew, born in 1836 and died in 1909; Duncan, the firstborn, who was born in 1833 and died in 1855; Miriam, born in 1835 and died in 1855; Margaret, born in 1837 and died in 1862. It was believed by an old timer that Matthew carried on the family name by marriage. Moses Willey Graham, great-grandson of Moses Willey, later became the owner of the old farm.

Bray Willey and his family were buried under wooden slabs on his farm. Over a period of time the gravemarkers rotted away and the graves were plowed over so that the exact location of their graves is not known. Among those buried there were Patience Tobine, a daughter of Bray Willey. Bray Willey also had land on the north side of the Thames River and so did his son, David, a little to the west (Lot 13, Concession 4, Ekfrid Township, 1833). Another of Bray's sons, Scott, settled near Strathburn on Lot 21, Concession 1 of Ekfrid Township. Scott lived to be ninety-four and died in 1894. The farm was left to Bray Willey, his nephew. A brother of young Bray, known as Lot, took up farming next to his uncle David on Lot 13, but eventually moved to the western United States. He lived in different places, his last move being to Athabasca Landing, north of Edmonton, Alberta. Lot Willey and his wife were an adventurous pair. On one occasion in their search for new and better land, they came to a river over which there was thick ice on both sides. Lot tied the wagon box, which was waterproof, to the axles of the wagon, handed the reins to his wife, and with a heavy staff began to break the ice. After a time he had to swim and break the ice. Then he swam ahead of the team and broke the ice on the opposite shore. After his wife brought the team ashore, he built a fire and dried out his clothing, then carried on as if nothing had happened.

David Willey was often visited by roving Indians because the paths along both sides of the Thames River was used by Indians and trappers alike. Indians would often pitch a wigwam on his property. The Indians usually begged for food or clothing. A number of them wore ornaments that seemed to be made of pure silver. On several occasions Bray Willey tried to find out where they got the silver, but to no avail. One day an old Indian chief called and asked for food. Food at the time was hard to come by and Bray refused. But as the chief was so importunate, Bray said he would give him a leg of pork if he would tell him where he got his silver. The chief at last consented and the following day took Bray and one of his sons through the woods to Bear Creek (Sydenham River) north of the present site of Glencoe. There he put on his feathered headdress, his necklace of teeth and claws, and walked into the river, scattering shreds of home-grown tobacco over the waters. The Indian lifted his hands and made signs to the four directions of the compass, looking as solemn as if he were conducting the funeral of the Great Spirit. He then came out of the river, stood on the bank and said "Here". Nothing was done for two generations. In 1894 Alexander Willey, Bray's grandson, and a few relatives decided to search for the silver. All they recovered on the spot was a broken grindstone.

The Indians were occasionally a menace to the settlers. Mr. and Mrs. Crawford and their two little children lived in the north part of Dunwich along the south bank of the Thames River. One day the cabin was visited by a wandering Indian, who stopped to inquire about another neighbour. When Crawford stepped outside to speak to the Indian, he was shot dead. After the shooting, the Indian tried to enter the cabin, but was prevented by Mrs. Crawford. When it became dark, she escaped from the cabin with her two children, aged six months and one-and-half years, and hid for the night in the woods. The horror of her husband's murder played forever on her mind. The killer was never caught. Such were the perils of living along the Thames River in those far-off days.



JAFFA

(Hawkin's Corners)

The late Charles Chute maintained that the name Jaffa was taken from the Bible, and referred to the place in Syria where Peter had his vision. Others maintained that it was called Jaffa after a settlement in New York State. Before it was recognized as Jaffa by the post office, it was known as Hawkin's Corners. Hawkins was one of the first blacksmiths to locate there. This hamlet is located on the Malahide-Yarmouth townline.

One of the first settlers was Charles Lawrence, a Quaker, who came in 1832 and purchased six hundred acres of uncleared land. His farm was located west of the corners on the brow of the hill. Here he planted a large cherry orchard. By the 1860s, the area was known as "Cherry Valley". Lawrence also had sawmills on Lots 26 and 27 in Yarmouth Township. On the latter lot he operated a chopping or gristmill. When he died in the early 1870s, his land passed on to his widow, who split up the estate and sold a large portion of it to Ira White. Before the establishment of a general store on the corners, the local people journeyed to Sparta, to David Adams' general store in Pleasant Valley, or to David Sutherland's store in Orwell. Until 1876 the mail was picked up at Orwell by the local blacksmith.

Henry Backhouse and his brother, Thomas, took up land south of the corners. Henry and his wife, Hannah, farmed on the south side of the fourth concession, Lot 1, Malahide Township. He died in 1863 and his widow sold out to Isaac Ostrander. Thomas Backhouse settled on the same concession opposite his brother's farm. The area at the time was sparsely populated. In 1937, a descendant of the family recalled that the first school near Dunboyne, just down the road from Jaffa on his father's land, was constructed of rough planking. It consisted of a large room with benches lining the walls so that when the pupils sat down to their desks, their backs would face the teacher, who had a desk within the square. The teacher during that time was a redheaded Irishman by the name of Mr. Tribb who believed in the use of the rod. The old gentleman did not attend school until he was eleven years of age, and after one year, his father thought he had enough schooling and made him get a job driving oxen for Charles Lawrence. I asked Mr. Backhouse to recall some of his pranks, and with a loud laugh, he recalled the spitting contests at which he and his boyhood friends were good. The target for the contest was a knothole in the rough flooring, and during lesson period, each would take turns on seeing who could hit the target with a chaw of tobacco when the teacher's back was turned.

Not much exciting happened in Jaffa except the day when Abel Stafford's horse ran away with the rig, throwing Stafford into the ditch, or the news that a fist fight was taking place at the Heredeen Hotel at Orwell. You can see why the young people spent more time in Aylmer. Charles Chute said it was so quiet in Jaffa that at times you could hear the grass grow. One of the exciting events to happen was when the first sperm oil lamp was purchased by a local resident. It was the first step away from the candle.

Some of the settlers were of the Quaker faith and would journey to Sparta to attend religious services at the old meeting hall. Thomas Backhouse donated some land for a church and burial ground south of the corners. All that remains at the present time are a few headstones. The little frame Baptist church became too small and was dismantled when the pious folks of the Baptist faith purchased the frame Baptist church in Sparta and moved it in 1886. The old church was

replaced by a concrete block ediface in 1911 with the cornerstones being laid by Charles Timpany and David Marshall on July 19, 1911. The local people of the Methodist faith desired their own place of worship. They purchased the old church near Barnum's Corners (Lot 22, Concession 2, of Yarmouth Township) and moved it to the northeast corner of Jaffa on land donated by Ira White and Albert White in 1875. This church became known as the Methodist Episcopal church. It was moved in 1877. It is not known whether the old ediface was veneered with brick but an old marker stone had the date 1877 inscribed on it. The church was used until 1924 or 1925, and then it was closed. It was sold as a residence in 1930. Floyd Pearce had made an attractive residence out of it. Ira White donated land for a school. The first school was used for a decade before being replaced by a frame school, which was used until 1885. It was replaced by a brick school that was in service until 1957. That year, the old school was torn down and a modern building was erected in its place. It later became the Elgin County Outdoor Education Centre.

Records show that Jaffa always seemed to have had two blacksmith shops, one on the northwest corner and one on the southwest corner. One was operated by Jacob Zavitz, who collected the mail and used a part of his shop for a post office. George Elgie had a blacksmith shop on the northwest corner during the 1870s. Many years ago I interviewed Bruce Doherty, then a blacksmith in St. Thomas who had a shop on Hincks Street. He claimed that his father, Alfred Doherty, was the first postmaster of Jaffa and that he ran the post office from his blacksmith shop on the southwest corner. The post office opened in 1877 and closed in 1918. It is claimed that the first general store was opened by David Adams and a second store was opened in 1890. Backhouse's gristmill was east of the corners and when the Canada Southern Railroad put its tracks through Kingsmill, it was dismantled and moved to that site in 1872. It was used as a railway station until it was replaced by a new structure in 1873, when it was converted into a warehouse.

Jaffa's business section in 1907 consisted of:

Doherty, Alfred	Blacksmith and postmaster
Fishleigh & Wiley	Cement blocks
McCandless, Lewis	Sawmill and brickyard
Porter, Alfred	Vinegar & cider maker, south of the corners
Stafford, C. C.	Sawmill
Wilson, John W.	Broom-maker, west of the corners

In 1980, there were only three businesses:

Chute, R. C.	Garage
Jaffa Machine Shop	
John's Body Shop	



JAMESTOWN

Jamestown is one of Elgin County's ghost towns. At the present time, it is known as the Jamestown Hill. It is located southeast of Sparta in Yarmouth Township. The sideroad on which it is located is considered to be the backroad into Port Bruce. This sideroad is off the second concession east of Elgin County Road No. 36. The east end of the second concession is a dead end, but originally it was the northern entrance into old Jamestown. Jamestown Hill is noted for its steepness and winding roadbed that falls sharply to the floor of Catfish Creek Valley. Back in 1925, my father had to back up the hill whenever he drove his model T Ford in the area. This was because of a lower gear ratio and also to allow the motor oil to lubricate most of the bearings. In the early days of the automobile, this hill was a challenge to motorists, who had to climb the hill in reverse because of the old gravity fuel system. Can you imagine the difficulty teamsters had descending the hill with a load of grain or logs? It must have been a series of chocking of wheels, and much braking and rearing of horses.

Actually, there is more to Jamestown than just the hill, for here was the scene of much frustration and disappointment. James Chrysler, a wealthy merchant from St. Thomas, had a dream of turning this valley into an industrial village. Chrysler was an American by birth. He had the typical daring of a speculator, and seeing the abundance of timber, the ready source of water from the many springs and the steady flow of Catfish Creek, he made up his mind that this was the site of his future town. He engaged Daniel Hanvey to survey the land into village lots in 1835. First, he established a distillery as there was a great demand for whiskey. He sold it for 25¢ a gallon. The next thing he did in 1835 was build a mill-dam when the creek was low. Log pilings were used to form a bulkhead, the spot was filled with heavy bushes, and then rocks and earth were piled on the bushes. The bushes were used as a pressure release while the dam was being constructed. Then a bridge was built on the crown of the dam. Under the bridge was a lengthy flume to carry water to an overshot waterwheel that powered the grist and sawmills. This information was given to me by George Durdle during an interview in 1937. The dam was damaged every spring during the run offs and had to be constantly repaired. The last traces of the dam were swept away during the flood of 1937. Henry Carter built scows to transport the finished products to the mouth of the creek. These were then barged out to an anchored ship. As the settlement grew, houses were added along with a hotel, general store, a blacksmith and wagon shop run by John Oille, and a post office. The postmaster was William Jones. He was the one and only postmaster and was in office from September 6, 1852, to June 1, 1856. Chrysler built large warehouses on the south side of the road on the creek bank complete with ramps and wharves to service the scows. These pilings could be seen until 1978. Charles Freeman, the world's first heavy-weight boxing champion, worked as a mill hand in the old Chrysler sawmill while in his teens, and at his eldest brother's mill south of the Aylmer cemetery. I will relate more about him in the story of Middlemarch.

Along with progress comes the need for education. With this in mind, a log school was erected on Lot 27, Concession 3, in 1842, with the first teacher being Miss Summers of Summers' Corners. This school was in use until a frame school was built further westward along Concession 3. The first teacher was Adeline Baker. This was the only school in the locality until one was erected in 1856 on Lot 25 just south of the J. Philip farm. The first school trustees were Francis Emmett, and Thomas and James Dangerfield. The first teacher was J. P. Martyn. In 1858 school sections No. 5 and No. 6 were joined and the school in S. S. No. 5 was moved to Lot 25 on the



*Chestnut Grove School,
destroyed by fire in 1973.*

third concession for the use of the united sections. The frame schoolhouse was condemned by the school inspector of Ontario, A. F. Butler. A new school was built on the site in 1876. A white brick schoolhouse of unusual design, it became known as Chestnut Grove School. The first trustees were Joseph Philip, J. P. Martyn, and Frank Henderson. This school was closed in the 1960s and sold. It was used as a residence until it was destroyed by fire on May 23, 1973.

The decline of Jamestown during the 1870s was brought about by the scarcity of timber, the increasing tax on whiskey, the increasing cost of repairs to the dam and mills, and competition from other centres. Before the decay set in, Chrysler sold out to James Cotton of Port Stanley, a business speculator. Another man who had invested in Chrysler's project was John H. Cameron, who was a well-known lawyer and the treasurer of an Anglican diocese. He advanced a mortgage of \$18,000 from church funds. At the same time, Sheriff Colin Monroe, another wealthy man, advanced a second mortgage of \$3,000. The property at the time (1855) was valued at \$24,000. After several years, James Cotton sold to William Baliah, a native of England, and it was while the business was in his hands that the decay set in. After a time, he went into bankruptcy. The property changed hands many times on a rental basis. Lyman Young took over the grist and sawmill. As timber became scarcer, he converted one of the mills into a scutching mill where he prepared flax for the manufacture of linen and paper. The distillery also changed hands many times. Some of the operators were Sylvester Rykert and James Durdle, who was known as "Whiskey Jim Durdle". He was given this nickname so as not to confuse him with James E. Durdle of St. Thomas. (James E. Durdle passed away on July 14, 1904, at the age of seventy-seven. His wife Rebecca died on June 14, 1904, at the age of seventy-five.) Whiskey Jim was a hotel proprietor in Sparta for years after he left the distillery business. One of his sons moved to South Dakota. (I received this information from George P. Durdle, the son of John Durdle. George passed away in 1960 at the age of eighty-four. I also received information from Granville Durdle, son of James and Elizabeth Durdle, who farmed in the Copenhagen district until 1927. He then moved to St. Thomas and operated an egg grading station for years. He was the last of his family and died in 1961 at the age of eighty-nine. Some of his brothers became farmers in the Orwell and Kingsmill areas.) In 1864, Thomas Pineo purchased the property for \$2,400 and had all the small buildings and mills torn down. He converted the old hotel into a dwelling where he and his wife lived until his death on February 5, 1892, at the age of eighty-three. His wife, Mary, died twenty days later at the age of eighty-six. They had three sons and three daughters: Charles, George, Daniel, Rebecca, Henrietta, and Abigail. It was George Pineo who erected the present brick house on the site of the old hotel. Rebecca J. Pineo married James Durdle, who was a farmer, a carpenter and distillery operator. They had eight children: William, John, George, Mary, Sarah, Martha, Deliaha, and Viola. The old distillery was never torn down by Thomas Pineo as it was used for a few years by several interested persons. It was allowed to fall into disrepair after it was no longer used.



JOHNSTOWN

Johnstown was never recognized by the postmaster general as a community. It is said that this little settlement, which was located southeast of Yarmouth Centre in Yarmouth Township, never had a store or any businesses except for a sawmill and a cheese factory. It was here that Capt. John Marlatt, Sr., settled in 1811 on Lot 15, Concession 8, and his son, John Jr., located on Lot 20, Concession 7. Captain Marlatt passed away in 1868 at the age of eighty-one. His son established a hotel in Yarmouth Centre on the northwest corner. Another John by the name of McVey settled on Lot 15, Concession 8. His neighbour was John Taylor, who in turn had a neighbour by the name of John C. Caughell. You can see why this little area became known as Johnstown.

The peaceful home of John McVey was shattered when his daughter, Margret, set out to bring in the cows on the 6th of November, 1878. Her parents barely gave her a glance as she proceeded down the lane at dusk, not knowing that they were seeing her for the last time. She was a pretty girl who caught the eye of many males. Her sister, Julia, in later years remarked about her sister's beauty. Night came on and the cows had not been brought in. McVey became anxious and went out to look for Margret. He frantically searched all night with the help of nearby neighbours. With fear and worry in their hearts, the McVeys summoned County Constable Freeman Taylor, who organized a search of the countryside and every building, particularly the land adjoining the McVey farm which belonged to the Russ twins, who were bachelors. Orren and Warren Russ were cleared and the search went on for many days. No trace was ever found of her. It was as if she had stepped into oblivion. The only evidence found was a milk pail at the edge of the nearby woods. In an interview with me in 1935, Mr. Marlatt said that he believed the girl had been murdered, carried away, and buried. Others I interviewed believed that she had been kidnapped by the roving bands of gypsies that frequented the district. The latter conclusion I doubt very much.

K-L



Old-time threshing group, southwestern Ontario.
(Regional Collection, University of Western Ontario)



KILMARTIN

The original site of Kilmartin was on the eleventh concession of Yarmouth Township north of Yarmouth Centre. All that is left is a small renovated burial ground, the work of the Glen Branch of the Women's Institute. The cemetery and the land adjoining it were donated by the Douglas family for the site of the church and burial ground in 1838. A log building was built as a place of worship. In those days the site was covered by a stand of hardy elms, which were felled by Donald Ferguson, the son of one of the early settlers, Duncan Ferguson. The log ediface was used until 1858 and then was replaced by a frame church. The frame building replaced in 1905 by St. James Presbyterian Church, a modern red brick ediface on the next corner north of the original site. The name of the church was changed to St. James, which caused some discontent among the senior members of the congregation. It was changed because there were many Kilmartin churches across the country, but taking everything into consideration, there are just as many churches with the name of St. James. One old timer I talked to felt very bitter about the change. He stated the name Kilmartin was adopted because most of the local settlers were natives of Argyleshire, Scotland, and came from Kilmartin parish. The name was suggested by Hugh McIntyre. In 1856, the church was separated from Knox Church in St. Thomas and was united with South Dorchester. The first pastor was Rev. Archibald Currie in 1862. The old church was moved to the farm of Dayton Davis east of Yarmouth Heights and used for apple drying.

The Kilmartin cemetery fell into disuse when the St. Thomas cemetery was opened in 1847 and the roads became more passable. An epitaph on one of the headstones reads:

To the old, the young, the middle-aged
Prepare to follow me.
Your days are short. O be engaged,
For to greet eternity.

A timely message for all because no living creature is timeless. In the realm of time we will become a scratch on a stone and a whisper on the lips of the living. The world goes on whether we are great or small. Beneath the soil of this burial ground are the remains of the following pioneers:

Sarah	daughter of Charles and Elizabeth Skelding, died in 1869, age ten years
Mary Ann	wife of G. Loss, died October 3, 1865, age 46 years
Hiel, Douglas	died June 2, 1832, age 24 years
West, George	died 1864, age 3 years
Mary	wife of James Cotton, died September 17, 1852, age 87 years
Ann	wife of Francis Gloin, died October 9, 1863, age 39 years
Jane	wife of Hugh Douglas, died February 27, 1855, age 83 years
Douglas, Hugh	died March 9, 1875, age 66 years
Mary	wife of Hugh Douglas, died May 22, 1841, age 22 years

John	son of Hugh Douglas, died in 1856, age 15 years
Nancy	daughter of William and Mary Ann Porter, died March 23, 1868, age 20 years
William	son of William and Mary Ann Porter, died December 1, 1873, age 34 years
Axford, William	died December 11, 1855, age 19 years
Eliza	wife of W. C. Lock, died March 12, 1865, age 23 years
Francis	son of William and Hannah Lock, died July 26, 1855, age 8 years
Baker, Edward	son of Thomas Baker, died in 1862, age 2 years
Mary	daughter of Edward Baker, died July 22, 1849, age 33 years
Penhale, Richard	died in 1841, age 5 years
Penhale, William	died in 1842, age 1 year
Penhale, Thomas	died in 1870, age 69 years
Mary Ann	wife of Thomas Penhale, died in 1874, age 70 years
Fowler, John	died September 10, 1859, age 77 years
Elizabeth	wife of John Fowler, died November 1, 1856, age 76 years

The first school to serve the Kilmartin area was built on the William Baker farm on Concession 10 of Yarmouth Township. The log school served until 1849. A new frame school was then built east of the Baker site on land donated by the McIntyre family. Old S.S. No. 23 was in later years covered with brick veneer. It was used until 1904 when a new school of modern design was constructed on the original site. This last school was in service until 1969 and then it was closed and sold. It is now the Polish-Canadian club.

West of the Polish-Canadian club on the north side of Highway No. 52, near the intersection of Elgin County Road No. 30, is one of the few adobe houses in Elgin County. It is made of rammed earth or clay mixed with straw. It was constructed by William Baker about the time the mud-walled blacksmith shop was built in Sparta. The walls at the base are two feet thick and taper to eighteen inches in the upper section. After the Second World War, I photographed the house and found that it had been stuccoed. Mr. and Mrs. Calvin Watson were the owners. Now, years later, the house is covered with aluminum siding. Not very far from William Baker's adobe house was Donald Sinclair's adobe residence. It was located on Sinclair's farm south of the eleventh concession on the Carr Road. Little remains of the house at the present time. Like the Baker house, the old mud house had thick walls and was constructed of clay and straw, which were mixed by oxen or horses. The front of the house faced the eleventh concession. There was a large fireplace at the west end of the house, a large central hall entrance, and an upstairs. The latter was like a windowless attic. The stairs leading to the second floor were equipped with banisters, all being made from walnut. The eaves were the overhanging type. On the east side there was a fruit cellar. Tables were not needed because the window sills were so wide that the occupants merely had to push their chairs up to the sills. If I remember correctly, they looked as if they were two feet wide. At the rear there was a kitchen of frame construction. Subsequent owners of the old Sinclair property were James Sinclair, Ross McMurray, Clarence Pinkham, and Donald Burgess. Before I go on, I must mention that there was once a blacksmith shop on top of the hill above the old gristmill. The remains of the mill-dam and mill-race can still be seen if one

looks hard enough. I found the best time was during the first snowfall. The old mill was destroyed by fire. At one time some St. Thomas men attempted to erect a wooden dam in order to create a trout pond similar to the one that Fred White had in his woods at Springwater.

Salt Creek is located between Kilmartin and Baker's Corners on Elgin County Road No. 30 just north of highway intersection No. 52. It is the location of Salt Creek Cemetery. Salt Creek got its name from the Indians, who said that it was frequented by wild animals such as deer that came to lick the salt that was in the soil near the stream north of the cemetery. Many strange tales have been told about Salt Creek. One that comes to mind was told by Daniel Drake of St. Thomas. The story involves an American, Bela Shaw, who Drake recalled as being a queer fish. Rufus Turkey, an Indian from Muncey, told Shaw that he had discovered a salt creek in the area. Shaw was excited because salt was valuable. After keeping Rufus in his store all night, Shaw left with him the next morning for the creek, which was five miles away. Rufus Turkey's accomplices had made some preparations for Shaw's arrival. The wily cusses had a pot boiling with salt water. Bela looked in and there was no mistaking about the contents of the pot being salt. Bela cautioned the Indians to keep it a secret and went happily on his way home. For days after Rufus and his comrades were just as happy, for they had all the whiskey, tea, and tobacco they wanted, but at last the swindle exploded and so did Bela Shaw, for he was ashamed of the way he had been taken in and tried to keep Rufus quiet. However, everyone got to know about it bit by bit and so the creek became known as "Salt Creek". Another story about Salt Creek was handed down by Garrett Oakes, an early settler of New Sarum. During the 1812 War the only salt available in Upper Canada was smuggled in. Hamilton was the nearest point where the settlers on the Talbot Road could purchase salt, which sold for \$70.00 a barrel. Near the end of the war, two of Oakes' neighbours, Moses Price and David Brush, went to Hamilton and paid \$72.00 for a single barrel. Then it became known that Salt Creek had yielded evidence of salt. A group of men got together and formed a salt company with the stockholders being David Brush, James Brown, Moses Price, Henry House, John Wooley, Justus Wilcox, and Garrett Oakes. Each purchased ten shares, each share being a day's work. Because there was no cooper in the area to make barrels, they decided to use sacks. They started operations equipped with two spades, one shovel, a pick, and a cast iron kettle. After a time, they found there was very little salt to be extracted from Salt Creek. The company broke up and the stockholders went home.

Just north of Salt Creek and the cemetery on Elgin County Road No. 30 there was at one time the Locke's Springs settlement. It was brought into being when William Henry Locke, native of Devonshire, England, settled there in 1837 with his wife and six children. Mrs. William Locke left for Canada on a fast sailing vessel with the children. The ship travelled through the lock on the St. Lawrence River and arrived at the town of Coburg, west of Port Colbourne, on Lake Erie. Here Mrs. Locke waited for the men of the family, who were crossing in a larger vessel with their livestock. When the cattle-laden ship docked at Coburg, the men drove the livestock through the woods to this location on the eleventh concession of Yarmouth Township. During the passage the Lockes lost their cargo of hay because of the seepage of salt water. Once they located on their land, the Lockes built two log cabins and later a gristmill along the west bank of Kettle Creek. The miller lived in one cabin and the Lockes lived in the other. After the Lockes settled down they had six more children. Misfortune fell upon them when they lost their first son after his clothes caught fire while standing in front of the fireplace. Another son was drowned in the mill creek. His body is buried in the Salt Creek Cemetery. Another member of the Locke family, James Locke, built the large, white brick house that is occupied by Robert Proud. Locke later moved to St. Thomas and built a large, white brick house on 38 William Street. Another brother built a large brick house on the Locke farm on South Edgeware Road. It became known as the "Chattsworth Stock Farm", where Red Devon cattle were replaced by Holsteins. The farm was the first to be electrified in 1912. The late Percy Locke told me that at one time the Locke family owned about fourteen hundred acres in various locations in Yarmouth Township.

The Daniel Patterson Conservation Area west of Kilmartin is the successful result of a project that was launched by the North Yarmouth Historical Association. The Patterson family cabin was donated to the North Yarmouth Historical Association by Blanche Anderson, the great-granddaughter of Alexander Patterson. The association began to reconstruct it in 1972 as its first major project since becoming organized in 1969 under the leadership of Mrs. J.C. Martin. The cabin is now used as the historical association's meeting hall.



KINGSMILL and TURNER'S CORNERS

Kingsmill is located on the townline between Malahide and Yarmouth Townships. Turner's Corners is a little to the north. Once a reporter who was assigned to cover a story in this district described Kingsmill as a sleepy place where very little ever happened. It is plain to me that there was much drama here in the past and I will attempt to unfold the story.

Long before the Canada Southern Railway laid its tracks across the countryside, this area was settled by good solid folks. The names of the early pioneers who played such an important part are many: James Warwick, Solomon Parkes, James Rogers, David and James Moore from Ireland; George Legg from England; Jacob Augustine, who drove a yoke of oxen from Welland; James Brown from Long Island, New York; and Simon Hoover, a Pennsylvania Dutchman. Many more also came to the Kingsmill district to buy land from the Crown and to establish their homes. Another settler was William Teeple (better known as "Big Teeple"), who came from Ireland in 1840. His farm consisted of all the land between Orwell and the ninth concession of Yarmouth Township. William had two sons, James and Stephen, and one daughter, Mary. Very little is known about the Teeple family. All we know is that William Teeple died in the 1860s, left his estate to his two sons, was buried on his land (grave location now unknown), and that his sons sold portions of the land to other people. One of the grandsons, Lyman D. Teeple, became the owner of a large section east of Orwell. He married Temperance J. Davis and settled on this land, but he was interested in law and became a lawyer and speculator. He also became very active in Free Masonry. His busy life came to end in 1879 when he was just forty years of age. His wife followed him in 1916. James Teeple stayed in Kingsmill with his wife, Euphemia, and family until his demise in 1908. Then the old home passed down through many owners, two of whom were Mervin Ashton and Mr. Boedecker. The other son, Stephen, married Ella Sweet, who was a sister of John Sweet of the eighth concession of Malahide Township.

John Sweet came from pioneer stock. His family first located at Sparta, where Sweet was born. About the year 1866 the family moved to Kingsmill. There they farmed on three hundred acres until the lure of the West became too strong and the family moved to South Dakota, where each son took up homesteading rights. Before the Sweets moved from Kingsmill, John Sweet fell in love with Rosemond McKenny and so returned to Kingsmill, married his sweetheart, and took over the management of the McKenny farm. Hamilton Adams McKenny had acquired his farm during the time of the Talbot Settlement. Here they raised a family of thirteen children. At the time of this interview, a grandson by the name of John Sweet, Jr. who was at one time a pilot in the Royal Canadian Air Force, operated a farm in South Dorchester. The farm was known as Sweet Acres.

Kingsmill was named after one of the original directors of the Canada Southern Railroad, Nicol Kingsmill, when a station was established there. Nicol Kingsmill was the father of Walter Kingsmill of the law firm of Kingsmill, Hellmuth, Sanders and Torrence in Toronto. The first stationmaster was Stephen Teeple and his first office was in the grain warehouse and elevator located south of the tracks. This building was also a flour mill that at one time stood north of the Jaffa school and in 1872 was moved to Kingsmill. Teeple used this old mill until the station was erected in 1873. The mill was under the operation of Mr. Backhouse and later John Wagner. After sixty-seven years of use, the old station was removed in 1940.

With the coming of the railroad, Benjamin Knight erected a large hotel on the north side of the tracks. After the decline of Kingsmill, it was moved south, converted into a residence and occupied by Melbourne Ashton. The first general store was opened by Robert Putnam. It was located south of the tracks on the west side of the townline. A modern home occupies the site at present. The store was operated by Putnam until he sold it to Benjamin Knight. John Robertson later purchased the store from Knight. Other owners were James McCaulley, Frank Wagner, J.E. Lloyd, Joseph Grandy, Roy Lucas, and Daniel Crossett. The last storekeeper was Charles Pettit, who closed the store, moved the post office across the street and established it in his home. The old general store became a community hall and served in that capacity for many years until it was torn down. Although Charles Pettit was the last storekeeper in Kingsmill, he carried on as the postmaster until his death. Lorne Orris was then appointed as the postmaster. The post office, which was located in his residence, was closed in 1970. Another store was opened by Robert Hill. He was a carpenter on the side and constructed many dwellings in the area, one being for Walter Ashton. Next to the Hill store, Richard Strogher operated a harness shop for many years until the advent of the automobile. The nearest blacksmith was located at Turner's Corners. Here Colin Turner was in business for many years and later sold out to Thomas Condon, brother of John Condon. Later the shop was moved across the road to the west side a little further north. It was last operated by Ransom Koyle. When I interviewed Peter Doan in 1938, he told me that the blacksmith shop was destroyed by fire. He also told me that for many years there was a cheese factory in Kingsmill. It was first operated by Stephen Teeple and later by Duncan Doan.

In the year 1857, a log schoolhouse was built on the northwest corner of Lot 28, Concession 11 in Yarmouth Township, the first teacher being Cynthia MacDonald, who taught from 1856 to 1860. This school was replaced by a red brick structure north of the village in 1860. It became known as the Goldsmith Seminary School, and the first teacher was Cynthia MacDonald. The new school also served as a place of worship and a Sunday School. It was replaced by a modern brick schoolhouse on the same site in 1913. The brick schoolhouse is now a residence.

During the closing ceremony of the Goldsmith Seminary School (S.S. No. 15) in June 1966, Aletta Dance Sweet shared her memories of the school:

"Many dedicated teachers taught in that old school. In the early days as soon as spring work started, there was so much to do that the older boys and sometimes girls stopped school to help with the work at home. Then late in the fall when the work slowed down, they went back to school for the winter months. I've heard my mother say that one winter she taught young men and women older than herself. She didn't teach in this school, but Mrs. Bray, mother of the Bray family who grew up north of Mapleton, taught here. She told of one winter when she had 115 pupils of all ages, the smaller ones were crowded three to a bench. Some sat on benches around her table at the front of the room and the rest on benches around the walls."

There is no complete record of the early teachers. Etta McCreadie was one of them and later became a missionary in South America. Another was Mabel (Wickett) Liddle, followed by Alicia (Marshall) Boughner, Angus McIntyre and Arthur Brown, both of whom became doctors, Louise (McKenny) Van Patter, Leone (McKenna) White, J.J. Campbell, Clarence Laidlaw, Edwin Bowes, Minnie Bottrill, Jean (McGregor) Culham, Gordon Newell, Edith Meikle, Emma Cline, and Julia (McIntyre) Brown, who was the last teacher in the old Goldsmith Seminary. The list of the teachers who taught in the last school is just as lengthy with Dr. H.E. McKellar, Gertrude Eichenburg, Leone Smith, Alex Betterly, Lilah Tisdale, Hazel Taylor, Selma Caverly, Lois Parkes, Nita Pearce, Elsie Taylor, Gwen Goff, Roy Harvey, Ethel Pratt, Austin Charlton, Marion McIntyre, Mrs. Elgie, Marion McLeod, Mrs. Fred Brown, A.C. Hutton, J.L. Wooley, Annie F. Moore, Jean Wolfe, Betty Farrow, Carol White, Richard Lucas and Irene Gracey, who continued as the principal when the additional room was built. Extra teachers were then in charge of the junior room. Some of them were Jean Arthur, Jean Walker, and Mrs. Myrtle Newell.



KINTYRE

Northwest of Rodney in Aldborough Township there is a little settlement centred around a church on the southeast corner of Concession 4 and Black's Lane. Before this church was established, the early settlers had to travel many miles to New Glasgow to attend any religious services. This was from 1824 to 1847. In 1847, Rev. Duncan McMillan was called to take over the pastorate and early services were held in the old S.S. No. 8 school. This school was known as the Maple Grove School and was located north of Rodney on the old Archibald McKillop farm. This school was replaced by a brick school which was destroyed by fire in 1944 and rebuilt in 1946. It is now a Lithuanian-Canadian club. Church services were held in the school until John Scott built a beautiful frame edifice in 1861. The dedication of the "Auld Kirk" was conducted by Principal Willis of Knox College, Toronto. Reverend Mr. McMillan resigned in 1862. Rev. Peter Currie took over in 1865 and was the minister for Kintyre and New Glasgow until 1873. The congregation split up in 1873 and this enabled the congregation at Kintyre to select their own minister. It was at this time that the manse was built south of the church on Black's Lane. Six years later it was destroyed by fire. It was replaced during the time of Rev. Hugh McGregor, who died while serving his pastorate. He was a victim of pneumonia. Rev. John Stewart, the next minister to be called, stayed only a short time. In 1882 John Currie of Knox College accepted the call to become pastor. It was during his stay that the organ was installed in the Sunday School, not in the church. In the early days the singing was led by a precentor. The first was Hector Patterson, who was succeeded by Duncan McPhail, Duncan McLean, Andrew Allen, and Atkinson Poole.

In 1885, at a session at New Glasgow Church, three elders were selected to represent Kintyre. They were Donald McLean, John Lamont, and John McKay. Elders who served this church were John Braddon, Frank Quinton, Clarence McWilliams, John Scott, Corson Hornal, Angus Braddon, Alexander James, and John Scott. Scott was the son of John Scott, the builder of the church. The present minister is Rev. William Scott. In 1932, three churches, Bothwell, Wardsville, and Kintyre, were placed in one charge and remained so until Bothwell separated, leaving Wardsville and Kintyre under one charge. In 1959, a three-point charge was formed among New Glasgow, Rodney, and Kintyre.



LAKEVIEW

(Hobbtown)

My original story of Lakeview, written in 1934, consisted of fourteen lines and two pictures. Now, fifty years later, I am glad to say that there is more. In the days when it was called Hobbtown this hamlet in Bayham Township consisted of a small store operated by Joseph Hobbs. It did not become known as Lakeview until a post office was established in 1884.

Joseph Hobbs, a native of England, settled in the area with his first wife, Jane Ann, purchased John McConnell's house, built a little store adjoining the house and so started the first general store in Hobbtown in 1882. His first wife died after a lengthy illness and Hobbs was left with some children to look after. This situation was alleviated when he married a second time to Elizabeth Weaver, daughter of Jacob Weaver. (Jacob died in 1895.) There were no children by the second marriage. After the death of his second wife, Hobbs sold out to Fred McConnell, son of George McConnell. Fred McConnell operated the store for a time and then moved to Toronto, at which time his father and mother took over the store and operated the business for twelve years before moving to Aylmer. After a few years, they moved to Toronto where they lived the rest of their lives. George McConnell died in 1920 and his wife, Harriet, died in 1936. Joseph Hobbs moved to Port Burwell and married a third time to Phoebe Merrill, daughter of Joseph Merrill. Hobbs passed away in 1920 at the age of ninety-three.

Lakeview at its peak consisted of a church, school, post office, general store, cheese factory, and a blacksmith shop. It did not need a hotel because Samuel Tedford operated the Halfway House and a cobbler's shop west of Lakeview. In the same locality there was a sawmill run by Ephriam H. Doolittle. Doolittle was the son of Ira and Sarah Doolittle and had many of his father's interests. After his marriage to Emelene Chute, daughter of Edmund Chute and granddaughter of Andrew and Mary Chute, he operated a sawmill and did considerable custom work. Later, he purchased property on the first concession, where he lived for some time. He purchased the Lakeview blacksmith shop and operated it for a number of years before selling it to John H. Sharpe. After the death of his first wife, he married Minnie Neal. He died in 1959 at the age of seventy-nine. The Lakeview Cheese and Butter Company, a landmark of the hamlet, disappeared by 1914. Still later the old blacksmith shop east of the general store was torn down. For many years it had been operated by John Henry Sharpe, who became internationally known as the world's best blacksmith. Sharpe was born in Norfolk County in 1860. He had blacksmith shops in many localities. When he reached his sunset years, he lived with his son, Bryon, in St. Thomas where he passed away on January 28, 1946.

One of the great industries of the area was the McConnell Nursery, a firm started by Hilliard McConnell, who began with a fruit farm. The scope of the farm was broadened to include shrubs when Hillard's son Spencer went into partnership with him. By the mid-1950s, McConnell's had become a mail order business with sales across Canada. In addition, the company had begun wholesaling nursery stock to other nurseries and, with the advent of improved packaging, nursery stock was shipped for sale in stores such as Loblaws, A. & P., Sears, and K-Mart. Prior to its closing in the summer of 1979, it was a multi-million dollar business, employing about two hundred people at the facilities in Lakeview, Tavistock, and Ostrander. The business was purchased by M. VanWavern and Sons, a Dutch bulb company, in the summer of 1979. The seventy-year-old business is now managed by James Collins and employs seventy people.



Elder Shook McConnell

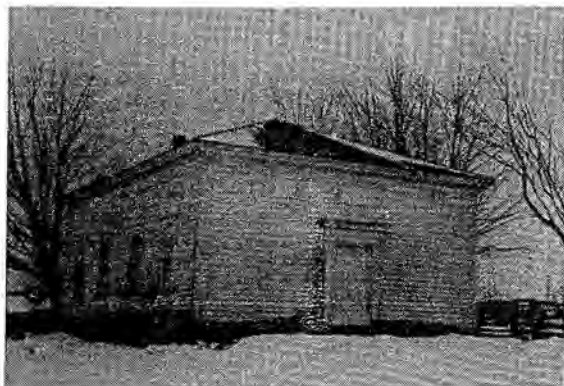
The Traders Bank, Tillamook, please negotiate without charge.

No 38 296
 For ~~25~~ *Brody* in favor of *Lakeview, Ont., July 21st 1898*
~~35~~ *McConnell* of
The Lakeview Cheese & Butter Co., Limited.
 Pay to *Thomas J. Brody* or Order, \$ *25.50*
Twenty five ~~50~~ *Dollars*
 TO THE TRADERS BANK OF CANADA.
 AYLMER, ONT.
Sydney M. Denton Secretary.

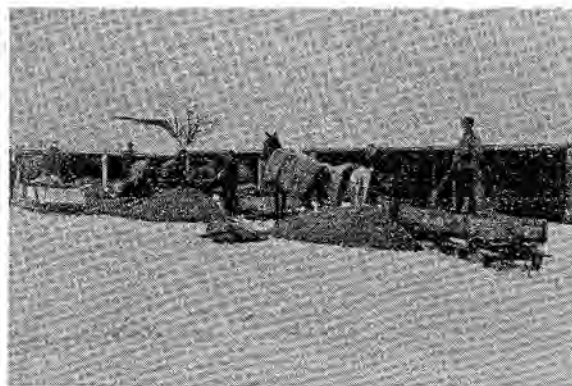
It seems that the construction of the first church, "The Jubilee Church", was the spark needed to start this early hamlet. The Bayham Baptist Church of Port Burwell was started at a meeting in the home of Dennis Dorland on January 19, 1819. From this meeting and another the idea of founding the Jubilee Church at Lakeview was born, and so in 1842 it was agreed to establish a Baptist church there. The first services were held in the old frame school. In 1849 a frame church was built and was named the Jubilee Church, the land for the church and burial ground having been donated by the Northrup family. This old church served the local people until it was replaced in 1910. When the Jubilee Church was built, the people called upon the services of Elder Shook McConnell, who was pastor until 1855. He then tried to resign his post but the congregation refused his resignation. He continued as pastor even during the difficult time when differences arose in the congregation. The differences were so serious that a separation was agreed to and the Berean Church was formed by a faction in 1870. This was the end result of several years of tension beginning in 1862 when there was an apparent irregularity in the election of two new deacons. Elder McConnell's resignation was accepted in 1876 by the charge he had served for twenty-seven years and five months. It was a sad spectacle when the old Lakeview Baptist Church was torn down in the fall of 1980. By this time, its outside walls had been marked with vulgar graffiti.

The first schoolhouse served many functions for many decades until it was replaced by a brick school in 1864. The bricks came from the kilns at Stalter's Gully. The school cost \$1,000.00 and was in use for 102 years. In 1966 it was closed and sold for \$2,700.00. Old S.S. No. 3 is now used as a meeting hall.

Very little can be written about this area without mentioning the following pioneer families: the Edisons, McConnells, McDermands, Haines, Weavers, Northrups, Chutes, Lyons, Haggans, Hankinsons, Shooks, and Saxtons. The late Ida Louise Haggan spent the spare moments of her life gathering the histories of these families and of Port Burwell and left behind on her death in 1975 many precious records. Her working papers, edited by Karen Bailey, have been published in six volumes by the Elgin County Library under the titles *The Haggan Papers: Genealogies*, Parts 1, 2 and 3, and *The Haggan Papers: Occasional Papers*, Parts 4a, 4b, and 4c. Her completed book is located at the Canadian Baptist Archives at McMaster Divinity College, Hamilton, Ontario. A microfilm copy is available at the Elgin County Library. Another person compiling the history of families along Nova Scotia Street is James McCallum of Monkton, Ontario, author of *Pioneer Days at Copenhagen*.



The Jubilee Church.



Building the drive-shed for the Lakeview church during a bee, 1910.



LARGIE

(Duff's Corners)

At one time, Largie in Dunwich Township had a general store, a blacksmith shop, a post office, and a cheese factory. The latter was located south of the corners and was operated by Alexander Williams. The general store and post office were opened in 1855 and were in operation until 1884. The corner's alternate name was Duff's Corners. It was named after Six Alexander Duff, a great church missionary and leader. The church at Largie was built in 1855 north of the corners on the east side of the road, next to the cemetery. It was used until 1895. Then it was closed and dismantled. A new brick ediface was erected on the southwest corner. According to an old gentleman I interviewed, the present Presbyterian Church had two steeples at one time, one of which was blown down. The other collapsed due to decay. They were never replaced. The church is still in active service.

One of the first settlers near these corners was Joseph Welsh, who came in 1839. He was followed by Angus Leitch, Donald Leitch, A. Crawford, Mr. Buchanan, Mr. McMillan, Mr. McPhail, William Thompson, Angus McDonald, the Duncansons, and the McIntyres. In the cemetery there is a headstone erected in memory of Archibald Duncanson, son of Duncan Duncanson, who passed away on August 12, 1858, at the age of twenty-six. His headstone bears the epitaph

Remember Friends, as you pass by,
As you are now, so once was I -
As I am now, so you must be,
Prepare for death and follow me.

The "Auger Hole Hotel" was more a tavern than a hotel. It was located north of Largie on the Currie Road and was used by those who sought a place to unbend, that is, to drink and gamble. This devil's hide-out was used from 1850 to 1880. It was first located on Lot 11, Concession 1 of Dunwich Township, where it remained until local pressure resulted in it being moved to the second concession on the northeast corner of Lot 11. This is indicated on the 1877 Page map of Dunwich Township. It is claimed the shack was moved by a willing body of men in one night. The new location straddled a ditch or small stream. It was at this location that the tavern became even more of a devil's kitchen until 1880. By this time the rougher element of humanity had left for greener fields leaving behind the good, solid, God-fearing folk. The shack fell into disuse and finally was moved five hundred feet to the south to become a pigpen.



LAWRENCE STATION

This settlement, built around a railway station, was named after William Lawrence, who came here in 1843 and settled on Lot 12 at Southwold Township with his wife, Margaret. Margaret was the daughter of Samuel Burwell of Fingal, one of the early pioneers of Southwold Township. Here they built their home in the dense wilderness. The home was made of logs with the roof of slabbed lumber. This type of lumber was also used for the flooring and doors. The slabs were cut from a log by a large drag-saw over a pit, which was slow and hard work. William Lawrence was a carpenter by trade. He was also a man of vision. When the Great Western Railway came through in 1872, he donated ten acres for a depot, which was named in his honour. (The Lawrence farm had been part of the property of Isaac Crosson's father.) William Lawrence also saw the need for a hotel and so built the Lawrence Hotel, which he and his wife managed for many years. Mrs. Lawrence was noted for her culinary skills. After many years Lawrence sold the hotel to Alfred Widdifield and built a residence behind the old hall where he and his wife spent the remaining years of their lives. William Lawrence, Jr., when he married, took over this house, raised his family, and died there in 1924. The house was destroyed by fire on February 3, 1947. Samuel Lawrence, eldest son of William Lawrence, Sr., was killed in the Weldon sawmill at the age of twenty-four, leaving a wife and daughter. Margaret, his daughter, became the bride of Squire Walter Squire of Glencoe in Middlesex County. Her daughter became Mrs. Thompson Howe of Lawrence.

When Alfred Widdifield purchased the Lawrence Hotel, he enlarged and modified it, turning it into a very commodious hotel. He operated it until 1900, then sold it. He opened another hotel in Iona, where he died at the age of sixty-seven. The last proprietor of the Lawrence Hotel was S.A. Greer. The hotel stood empty for years before being torn down in 1945. Another of Widdifield's enterprises was the building of a 140 foot long roller skating rink in the 1880s. He later sold it to Neil and Edward VanSycle. Widdifield was also a promoter of many carnival and sports events. The VanSycle brothers turned the rink into a stave factory and operated it until the scarcity of material forced them to close. The building was purchased by John A. Turnbull in 1894. Turnbull converted the front portion of the building into a carriage shop, which he operated until 1905. He finally dismantled the building for the material and shipped the lumber by wagon to St. Thomas and there built three houses. The vacant site was purchased by John McCormack, who built a home there. McCormack sold the house to David Crosson.

Meanwhile Widdifield built a general store, which he eventually sold to Samuel Weldon in 1902. Prior to this, Weldon had operated a sawmill. Weldon was in business until 1916, then sold out to David Crosson and Crawford when his health began to fail. The latter proprietors sold out to Elgin Biddle in 1919, who operated it until his son, Kenneth, took over in 1945. In 1954 the store was closed, dismantled, moved away, and converted into a church in Muncey in Middlesex County. When Widdifield sold his hotel, he moved into the dwelling he had built previously, which he named the Elm House. It was a large two-storey frame. The first occupant of this house was Dr. Quackenbush, who also set up his office there before moving on to greener fields, leaving the house unoccupied. Widdifield shared a portion of the house with John Hayes and family. This house was torn down in 1916.

Over the years, Lawrence Station has seen general stores and hardwares operated by the following individuals: D.D. Campbell, W. Campbell, Neil VanSycle, Cooper and Richards,

Lewis Morton, John Rourke, Mr. Finch, Joseph Hetherington, Ed Bodkin, F.R. Kistle and sons, Alf Widdifield, and David Spring. One of the first general and hardware stores was opened by Neil Dewar in 1877. The store changed hands many times down through the years, with some of the owners being Mr. Battle, Edward and Hercules Burwell, John Hacker and his son, Gilbert Hacker; and C.A. McKenzie and his son, Chester McKenzie. Dr. A. Turner purchased the store in 1910 and had the building moved and converted into a parsonage. Part of the old store was put aside; it became a tailor shop. Another of the general stores was constructed of brick. It was located on the south side of the main street near the tracks. The second floor was used by the Masonic brethren as their temple. This building was built by Timothy Murray and the first general merchant was Charles B. Campbell, who was followed by John Hacker and his son. Hacker's daughter, Sarah, used a portion of the store for a millinery shop. Hacker was also the postmaster. The last occupant of the old store was Harold Farrah, who at first operated a general store and later converted it into a barber shop. The Masonic lodge that used the second floor of the old building was known as the Prince of Wales Masonic Lodge No. 171 of the Grand Registrar of Canada. The Masonic records, furnishings, charter and regalia were destroyed by fire one night in 1928. This loss staggered the Masonic membership in the area for a considerable time. The Masons had to start all over again in Iona Station.

No village, hamlet or corner settlement could carry on without one or more blacksmith shops and this hamlet was no exception. The first blacksmith was Benjamin Wilson, whose shop was located near the tracks. He was followed by William Martin, Dan McAlpine, Ronald McDonald, John McKellor, Luke Page, Norris and George Graham, and lastly Andrew and Alex Buchan. The latter located in the old McKellor shop. Today, the old blacksmith shop is a storage shed. From the making of horseshoes, we turn to those who laboured with skill to make footwear for the good folk of yesteryear. The shoemaker was indeed an important part of any community and we have such men as Neil McLachlan, John McKillop, and John Simpson. The latter was also a band leader and musician. His little shop was located next to the hotel. During the late 1940s, Mrs. George Branton lived in the house that was built on the site of the old Neil McLachlan store. The shop was moved and became part of the house. Widdner started out as a shoemaker and went into making harness and accessories in 1899. James Smith, later of Fingal, had a harness shop at Lawrence Station until it was destroyed by fire in 1896. T.L. Knickerbocker was the last shoemaker to operate in this hamlet.

The Home Bank was opened in Lawrence Station in 1906; it was located in the brick general store next to the tracks. The first manager was W.W. Muir. He was followed by J. Richardson, A. Scott, J.A. Thompson, D.D. Crawford, and H.T. Gough. In 1917, a brick building was put up for the bank. The Home Bank of Canada failed on August 18, 1923, creating great hardships among its customers. The Bank of Montreal took over under the direction of F.H. Holtby, who was a manager in St. Thomas, until this branch was dissolved and the building was turned into a residence.

Lawrence Station's business section in 1907 consisted of:

Bodkin, E.C.	General merchant and postmaster
Buchan, Alexander	Blacksmith
Greer, S.A.	Hotel
McKenzie, C.A.	General merchant
T.L. Knickerbocker	Shoemaker
Lawrence, T.	Physician
McCormick, J.	Sawmill
Weldon, Samuel	
Spring, David	Hardware
Widdifield, Alf	

WM. LAWRENCE,
Proprietor of the Lawrence Hotel
LAWRENCE STATION.

Every accommodation for the comfort of guests. Attentive
hostlers. Choice Wines, Liquors and Cigars.

D. D. CAMPBELL,
DEALER IN
Dry Goods, Groceries,
HARDWARE, CROCKERY AND GLASSWARE, *
BOOTS AND SHOES.
All kinds of Farm Produce taken in exchange for goods.
LAWRENCE STATION.

(Reproduced from the
Illustrated Historical Atlas of the County of Elgin, Ont.
Toronto: H.R. Page & Co, 1877, p. 50.)

The first sawmill was founded by a Mr. Gamble with Samuel Weldon as sawyer. In 1873 Weldon built his own sawmill and turned out rough lumber and cordwood, the latter product at the rate of thirty wagon loads daily. The lumber was shipped out on the railroad. In 1874, he took on as partner John Walker and went into the finished lumber and turned goods trade, which by this time was in demand. Walker left in a few years and John McCormick, a contractor and miller, became Weldon's partner. It was during this period that the tall smokestack was built by McCormick. By the early 1980s, the smokestack was all that was left. Samuel Weldon decided to leave the sawmilling business and become a general merchant, and so purchased the Widdifield store. One old gentleman I interviewed in 1947 recalled how the goods in the store were in complete disarray and how difficult it was to find anything. John McCormick carried on the sawmill for years, then sold out to A.C. Campbell, who operated it until the time came when the resources started to wane and he closed the mill, dismantled it, and moved it away.

The first ediface erected to the glory of God was located on land donated by William Irvine on Lot 6 of the first concession of Southwold Township. It became known as Miller's Church. The church was built in 1867-68, with the first pastor being Reverend Mr. German, who came from the Mount Elgin Institute. He organized the church as a Wesleyan Methodist church with six members from three families. Across from the church was the Miller settlement. The first settlers here were Mr. and Mrs. Henry Miller, who moved from the Niagara District in 1854. The Smith settlement was located to the west of the Miller settlement. The first settler was Jonas Smith, who was a veteran of the 1812 War and received a grant of one hundred acres for his war services. Smith came from the Pennsylvania Dutch settlement near Markham, Ontario. His son, John, blazed a trail through the bush to a clear sparkling stream and there erected a two-storey log dwelling. This became the birthplace of two sons and three daughters. The last of the children, Mrs. W. Cameron, died during the early 1970s in London, Ontario. She was the last member of that family. In 1885, during the pastorate of Rev. W.H. Cooper, a church was built on land donated by John Killins. It became known as the Woodview United Church. The first board of trustees included J. Killins, J. Miller, W.H. Miller, J. White, W. Cade, J. Simpson, and Amasa Wood, after whom the church was named. Wood assisted financially, giving help as he did to many congregations in small centres when they built their churches. The first organist was Ada Huntley (later Mrs. A.P. Campbell). The first choir leader was Harold Watts. The Sunday School was organized by Rev. John Henderson in 1898. The first superintendent was Ed Bodkin. The congregation of the Miller Church joined with Fingal to make a double circuit. The senior pastor was Reverend Mr. Ferguson with junior pastors Sparling, Dean, Daniels, and H.T. Crossley. Crossley later became a famous evangelist. Later Iona, Muskoka, and Lawrence Station united to form the Iona circuit until 1888, when the Muskoka appointment was dropped and Southwold Station was added. Another change came when Shedden and Frome were joined with them to make a double circuit with Rev. C. Deacon as minister. In 1919, Shedden, Southwold

and Lawrence Station formed the Shedden circuit, which is the way it remained until 1925, the year the United Church of Canada was formed. After this, Lawrence Station, McBrides, and Cowal were added the Lawrence charge with Rev. N.A. Campbell as minister. The old community hall was built in 1882 on the Battle property. The land was donated by Mr. Battle so that a Sunday School could be built. The lumber and labour were also donated by these worthy folk. A union Sunday School was organized in 1883, with Battle as its first superintendent. The hall became the centre of many important events.

The first schoolhouse was built on the northeast corner of the fourth concession in 1844. The old schoolhouse was of a peculiar construction, being mostly of logs, rough lumber, and wooden pegs. The roof was laid lengthwise on small supporting logs and held down by over-riding logs tied at the ends by strips of blue beechwood. The fireplace was of clay and stone within a timber frame. The benches for the pupils were split basswood logs supported by four wooden legs. The desks were the usual long oak slabs. In 1850, Malcom McIntyre donated some land for a frame schoolhouse. This school was moved in 1878 to Lot 13, Concession 3, and bricks were put over the frame. This school was known as S.S. No. 17. It served for eighty-two years. A new school replaced it in 1960. It was used until 1964 and then was closed.

The first medical doctor was a son of one of the early pioneers, Dr. Irvine. Dr. Irvine was followed by Dr. Franklin O. Lawrence; Dr. Sutherland; Dr. Cline; Dr. Quackenbush, who sold out to Dr. Charles Smith in 1896; Dr. H. Simpkins; Dr. A. Turner; Dr. A. Gregory; and Dr. J.W. Snell, who in 1928 sold out to Dr. P.W. Potts. Dr. Franklin Orchard Lawrence was born in Lawrence Station in 1863, and received his early schooling in Fingal and St. Thomas. After graduating from medical college, he set up his practice in this hamlet and served the needs of the people until he fell ill from tuberculosis. He then moved to California, where he remained until he was well enough to return and resume his practice. In 1894 he moved to St. Thomas and opened a practice. Lawrence married Norah Kingston, daughter of Dr. Kingston of Aylmer, Ontario. Dr. Lawrence passed away in 1943. Dr. Alexander Turner, who was born in the district in 1873, received his education at Glencoe High School and taught school at Dutton. Turner took his medical training at the University of Western Ontario and practiced for a short time at Lawrence Station. He moved to St. Thomas in 1908 and purchased the property of Dr. Potts. During the First World War he enlisted in the Royal Canadian Army Medical Corps and served overseas. He was an active member of the Masonic Order. He passed away in 1929, leaving a wife and two children.

When the news of the laying of the track route by the Great Western Railroad became known, William Lawrence immediately donated ten acres for a railway station, an opportunity that the Great Western took advantage of. The pick-up point and station it built were named after Lawrence. The Grand Trunk Railroad, as it became known when it took over from the Great Western Railroad, was leased by the Wabash in 1897 and used jointly by the GTR and the Wabash. Early in 1900 the Wabash had ten or twelve passenger trains operating daily and the GTR had four local passenger trains every day except Sunday. In 1917, when the United States entered the war, the Wabash was used to transport troops. In 1920 the GTR was taken over by the Canadian National Railway. The first passenger train service was brought about by the request of the Honorable T.W. Crothers, M.P. The first conductor was Daniel O'Connell and later the same position was held by Daniel Murray. Passenger service was discontinued in 1926. The last conductor was Robert Ingram. The last Wabash train engines, No. 1 and No. 6, were taken out of service in 1931. The first station agent was Timothy Murray. He and his wife lived on the second floor of the general store just west of the tracks until additional quarters were built onto the station. Murray was station agent for twenty-five years. The last agent was Donald Graham and the last night agent was Arthur Simpson.

The telegraph was the main means of communication until the coming of the Bell Telephone system in 1902. In 1906 the Southwold and Dunwich Telephone Company installed rural lines and equipped many homes with telephones. The telephone centre in Lawrence Station was in the rear of Dr. Turner's office. Now the system is under Bell Telephone and the exchange is located in Shedden. The use of oil lamps ceased after hydro power came into the district during the 1920s.

Lawrence Station was the scene of a fatal plane crash on October 30, 1941. An American Airlines plane went out of control and plunged into an oatfield next to the Thomson Howe farmhouse, just seventy-five yards from the road. An explosion followed as the ruptured fuel tanks ignited. The next day the scorched remains of twenty-one people were found. The skin of Captain David Cooper's hands was burnt onto the controls, showing that he had fought to control the plane to the very last moment. The RCAF from the Fingal Bombing and Gunnery School took up guard duty around the aircraft, and concluded that the accident had been caused by wing-icing. Others maintained that the plane had run into a flock of geese. It is a mystery that was never solved.



LEWISVILLE

(Pumptown)

Lewisville was in existence at about the same time as Davenport and Jamestown. It was created by the industrialists Seth, Amasa and Joel Lewis. Ashel B., Amasa, Chauncey, Lyman, Seth, and Joel Lewis were the sons of Barnabas Lewis, an early pioneer who came from Whitehall, New York, and took up land on Lot 18, Concession 1 of Yarmouth Township in 1821 where he built a log house for his wife and six children. After a number of years, it was replaced by a large frame dwelling. After Lewis's death in 1860, it passed into the hands of Lyman Lewis. The parents lived to see their children become well-established with the exception of Ashel Bradley Lewis, who died at an early age. In 1824, Ashel B. Lewis purchased land one and half miles south of Rodger's Corners, where he erected a wool carding and cloth dressing mill. He then married the daughter of Dr. Lee, a pioneer medical doctor in Southwold Township. Ashel and Joel operated the mill until 1832, when the business was sold to S.S. Clutton and his brother, Joseph, who in turn operated the mills until they were destroyed by fire in 1870. Ashel, after the sale, moved to St. Thomas and began publishing the *Liberal*, a Liberal newspaper. His publications raised the ire of the local Tories, who seized his press and other goods and threw them over the hill into the creek. Ashel at this time was in poor health and this event brought about his sudden death on October 13, 1833, at the age of twenty-eight. His son, Ashel T., died the next year on October 6 at the age of two. Both are buried in the St. Thomas Anglican Cemetery.

Chauncey Lewis left the district and moved to Fingal where he opened the Lewis House. He operated this hotel for many years and later went into the wagon and carriage business. He married Mary Hoyt and lived to be sixty-four. He died in 1872. (I could not find his grave in the Fingal cemetery.) Amasa Lewis purchased the southern half of Lot 26, Concession 7, in Yarmouth Township in 1851, where he lived for a short time before selling out to his brother, Seth. Amasa moved to Port Bruce where he founded the port and built warehouses and a dock, and became a grain buyer. He later became one of Aylmer's prominent business men. Amasa built Whitehall, a beautiful home on the hill, for his wife Amy, in 1860. The house is distinguished by a widow's walk on the roof. Amasa Lewis and Lindley Moore founded Port Bruce in 1851.

Seth Lewis married Priscilla Freeland. He purchased the southern half of Lot 26 from Amasa Lewis and erected a sawmill, a cooperage, a pump factory, and a shingle mill. He operated the farm and mills until his death. His widow then left the area and moved to Aylmer and lived with her son, Walter, until her death. Lyman Lewis, after the death of his father, took over the farm and farmed for five years. He then moved to Aylmer where he built a brick house on the corner of Harvey and Fourth Avenue. He married Mary Smith. More of their story can be found in the history of Aylmer.

A story was handed down to me by the late Ella N. Lewis, the daughter of Lyman Lewis, in an interview during the 1930s. She recalled that her father one very cold and windy day took a walk along the cliffs in front of his farm, a thing he did every morning, particularly after a storm. On this occasion he observed a sailing ship foundering in the rough waters of the lake with her rigging and masts completely dismantled and men clinging on for dear life. He ran back to the farm, saddled a horse and raced to Port Stanley for help, a distance of five miles. The lake was still rough and all the fishing tugs and vessels were securely moored in the harbour. The fishermen dared not go out. Seeing this, Lewis approached several of the captains to go out to rescue the sailors but they refused on grounds of losing their insurance and vessels. This did not deter Lewis. He approached a third captain and told him he would cover his loss by offering his farm as col-



Seth Lewis

lateral. Both drew up a paper stating the same in Squire Price's store. The captain then mustered some volunteers, along with his crew, and went out into the rough and wild lake. He succeeded in rescuing four of the five men. Many years later Lewis had occasion to journey to Cleveland. The ship was becalmed en route. To pass the time, several of the crew and passengers got together and exchanged stories. One of the crew spoke of the time he was rescued from a watery grave by the efforts of a great man. When the ship docked, the wheelsman spoke to the sailor and as Lewis left the ship, he was greeted by three cheers for the "whitest" man they ever met. This story was also recalled by Marshall McKnight during an interview in 1979.

Joel Lewis, the second son of Barnabas Lewis, was born in Whitehall, New York, in 1806 and came to Yarmouth Township with his parents. He married Hannah Davis, daughter of Simeon Davis in 1833. The couple moved to a farm west of the present site of Port Bruce where they remained for two years. Then Joel purchased the north half of Lot 26, Concession 7, where he built a large brick home using bricks from his own brickyard. He also built a sawmill, a wood-working mill, a cider and vinegar works, a machine shop, a blacksmith shop, and a wagonmaker's shop. Thanks to Lewis's generosity, many stayed overnight in one of the many spare bedrooms on the second floor of the house. The dining room table was big enough to accommodate twenty persons. Joel also liked to trade and people came from miles around to trade with him and his brother, Seth. Often he would present bonuses of whiffletrees, walnut bedsteads, etc. In the account books of Joel Lewis, we find that David Adams of Pleasant Valley had two mill irons mended for 50¢, Serberky Brown, a mill operator in Pleasant Valley, purchased a rear wagon wheel for \$4.00, and Samuel Minnard had two mill saws made for \$10.00. Joel kept in his house as a curio a pair of boots that had belonged to Charles Freeman, a giant of a man standing six feet, nine inches, and weighing three hundred and twenty-five pounds. He worked in a sawmill for years before he became the first true world heavyweight boxing champion in 1843. No one knows what happened to the boots.¹ Joel, the great-great uncle of Marshall McKnight, died in 1886. His widow left the farm and moved to Aylmer, where she lived with her son, Walter, until her demise. Both are buried in the Orwell cemetery.

Amasa Lewis was sympathetic to the cause of the 1837 Rebellion and was considered to be a rebel by the Royal Command. His farm was under constant surveillance. One day, he set out on a trip to Sparta, driving a span of horses with two good buffalo robes in the rig. Dropping his wife off at a neighbour's, he went ahead with his business. At ten o'clock in the evening he decided to return home. On the way to pick up his wife, he was challenged and ordered to come to a halt by the troops of the Royal Command. His horses were tied to a tree and he was ordered to accompany the squad. Lewis, in fear of his life, offered the troops \$300 in a negotiable note as a bribe and begged piteously to be spared, saying that he was innocent and reminding the soldiers of the hardships placed on his abandoned wife and horse. After due consideration, he was allowed to go free on parole. Lewis finally got home at two in the morning only to find that the wolves had got into his sheep pen and killed eight of his sheep, one belonging to Andrus Davis. Next morning he rode back to Sparta and recovered his buffalo robes, one of which was located under the saddle of one of the troopers.

Shortly after the Lewis brothers arrived here, Lyman Lewis, John Freeman, and a young lad by the name of Frome went with O.G. Bradley to his sugar bush on the farm (which afterwards was purchased by Seth and Joel Lewis) to enjoy a feast of warm sugar. Everything went along smoothly until the dog started barking. The men found two bears holed up in a cavern created by an upturned tree. Having no weapons except an axe, they cut two clubs. Bradley ventured forth with the axe. The two bears rushed out and became wedged in the opening. Lewis and Bradley attacked them and killed them before they could put up a fair fight. The men then dragged the bodies to the top of the hill. Meanwhile the dog kept barking. Going back, they found a third bear, which they pursued until they caught and killed it.

Notes

1. A more complete story of Charles Freeman can be found in the story of Middlemarch.



LUTON

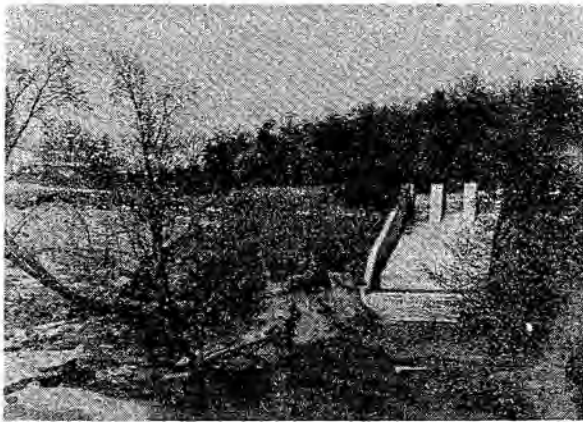
(Newton, Centreville, Slabtown)

Today, as one speeds by these corners on Elgin Road No. 45, there is very little to greet the eye except a small brick church on the south side of the road and a burial ground that extends southward behind the church. Keeping it company on the north corner is a brick school that has seen better days. There is little here to tell the passerby about Luton's days of grandeur when it boasted of having two general stores, a blacksmith, a wagonmaker, a shoemaker, a cabinet shop, a sawmill, a cider mill, a cheese factory, and a hotel. This corner settlement in Malahide Township has had several names, the first being Newton. This was because David Newton and his family settled near the corner. Newton died in 1837 at the age of thirty-two. In time his wife and family moved away. The name Centreville came about because this community was located exactly in the centre of the township. This name was dropped because there were several villages with the same name in Ontario. The name Luton was adopted by the post office when L.R. Tyrell became its first postmaster. The local wags nicknamed it "Slabtown" because of the stacks of lumber that were piled near Ambrose Hill's sawmill. The mill was located south of the corners on the east side. The old pond, which can still be seen, is now the property of E.R. Hall.

The gristmill was originally built by Squire Henry Disher, who had a large mill-pond which was fed by Silver Creek. Disher named the mill-pond Silver Lake. It became the scene of much boating and many a pleasant afternoon was spent there. Squire Disher operated the mill until his death in 1865. The mill was idle for a short time because his son, John, was studying to become a medical doctor. When he graduated he opened up a practice in Aylmer. Dr. John Disher died suddenly on May 16, 1869, at the age of thirty-one. In 1875, George Lambton Oill, who was born near Jamestown, purchased the Disher mill and operated it for years. He then sold out and moved to St. Thomas and again entered the milling business. His mill was destroyed by fire in 1883. He took part in that city's municipal politics and was mayor in 1893-94. He was instrumental in building the waterworks north of the city. He was the manager of the City Gas and Electric Company for thirty-three years. He also was in the mercantile business until 1912. Oill died in 1929 at the age of eighty-three. The old Oill mill changed hands many times until Frank White purchased it. He operated the old overshot-powered mill until ill health forced him to close. The last chopping mill operator in the area was Eugene Hill. Prior to the destruction of Hill's pond, Dr. Perry Dobson purchased the property and had a summer home there. He turned the mill-pond into a fisherman's haven. Ambrose Hill, a native of Welland, Ontario, purchased James Moore's property and established a sawmill in 1840. (Moore was also a native of Welland.) Ambrose's son, Edgar, took over the sawmill and carried on after his father's death in 1879.

The first and only hotel was the centre of liquid refreshment for the thirsty mill-hands. This two-storey frame hotel was built on the Ambrose Hill on the northeast corner of Slabtown. During the 1960s, the building was reduced to a single-storey dwelling, and in 1979 it was sold to Benjamin Dyck; it is now an attractive cottage. One thing I must mention is that down through the years the grounds surrounding the house have yielded many old coins.

The first general store was opened by Orran Tyrrell in 1855. It was later carried on by his son, Lyman. The building is still standing on the northeast corner of Elgin Road No. 45, east of the old school. It is said that Orran Tyrrell was a retired clergyman and that when he first came here he settled on a Clergy Reserve grant on April 8, 1848, which he purchased for £75. It was



Spillway of the old Luton mill-pond.



Luton mill-pond after the spillway gave way.

here that he erected a frame dwelling with the help of his sons, William and Lyman. Rev. Orran Tyrrell lived to be seventy-one and died in 1870. His wife, Nancy carried on the old homestead and at her death in 1874, William Tyrrell, his wife and children moved into the house. In the spring of 1874 a smallpox epidemic swept through the area, claiming the lives of two of the Tyrrell children and William Harvey, M.P. After the death of his children, William Tyrrell sold his farm to William Leonard and moved away.

The Harvey farm was next to the Tyrrell farm. William Harvey was born in 1821 on his father's farm. His father, a native of Tyrone, Ireland, died when William was but seven years old. When William came of age, he took over the farm and married Sophronia Mack in 1848. The couple had eight children, four sons and four daughters. Two died in 1858. William Harvey was a county councillor for many years. In 1872 he became a M.P., a post he held until his death on June 14, 1874. He was the superintendent of the Sunday School at Luton for twenty-six years.

William Murdie operated a general store near the corners in the middle of the 1850s. A cheese factory was established on the southwest corner. One of the last operators was C. Matthews. This building in later years became a furniture manufacturing shop. It fell prey to fire along with Ephriam Doolittle's sawmill. (This information was given to me by Marshall McKnight.) Next to the cheese factory was J.S. Clennings' blacksmith and wagon shop. The first blacksmith was David White. In later years N.H. McConnell was the postmaster and general merchant.

The first school was built in 1825 on the same site as the present school. The fireplace was placed at the end with the seats facing it. This school was destroyed by fire caused by a spark from the fireplace. A second log school was built on the same site. It was used for years until it was replaced by a frame structure in 1848. The frame school was in service for twenty-seven years and it in turn was replaced by the present brick building. The first teacher was Miss Wilmott Van Patter. It is claimed that she could barely read and write. The school term was listed as a three month affair. The teacher's salary was \$2.00 per pupil per term. The teacher boarded with various pupils' parents. This school was the beginning of many great men and women, some of whom were Dr. Roland Hill and his brother, Dr. Homer Hill, both sons of Richard Hill of Centreville. Homer opened a practice in Aylmer. He died suddenly in 1883 at the age of twenty-five. Dr. Roland Hill became a noted surgeon and had a large clientele in Missouri. He died at St. Luke's Hospital in St. Louis, Missouri, in 1956. He was eighty-eight at the time. His body was interred in the old Luton cemetery.

Another man of note was Wesley McCausland. He was the son of James McCausland, who came here from Tyrone, Ireland, in the year 1820 and settled on Lot 15 North, Concession 4, Malahide Township. He became deputy reeve in 1876 and was the superintendent of the Sabbath School at Centreville for many years. Down the road to the east, Andrew, another son of James McCausland, purchased three lots on Concession 4 and proceeded to farm but the angel of death called him when he was but twenty-two years of age. He left his farm to his eldest son, John, who was born on the farm in 1828. John McCausland married Eliza Wrong, a Vienna girl, and farmed most of his life, later moving to St. Thomas where he died in 1911. He reached the age of ninety-one. His wife, Eliza, lived to be ninety-five and passed from this realm in 1940. John Gillespie McCausland, son of John McCausland, lived in St. Thomas all his life, except for a stint in the 18th Field Battery during the First World War, where he was seriously wounded and had to use a cane to get about for the rest of his life. For all the pain he suffered he lived to the age of eighty. He died in 1963. A bachelor, he lived at the Y.M.C.A.

By 1900, the only original settlers living in the area were Mr. and Mrs. Ira S. Doolittle. Ira Doolittle was born in Pickering Township on the 15th of May in 1815. He came to the area with his parents, who had seven children, in a covered wagon drawn by a team of horses. When they arrived they had only five York shillings with which they bought a bushel of corn and a bushel of wheat. The senior Doolittle worked at anything he could get. During harvest time he cradled grain, which usually took much out of a man. At the time the area was infested with bears and wolves and so a constant vigil was needed to protect livestock. Doolittle was well-occupied looking after his livestock, his farm, and his family, but there must have been moments when he looked back to the days when he purchased this partially-cleared land from David Orr (a native of Ireland) for \$500, and noted with pride the progress that he had made. The Doolittle family has always been a family of progressive people who were involved in sawmills, construction, farming, and in one case, sports. Ira S. Doolittle married Jane Westover in 1837. She was a daughter of one of the early settlers of Centreville. Doolittle operated his farm on Lot 13, Concession 4, all his life. He also taught at the Sunday School and was its superintendent for sixty years. Other Doolittles were: Ephriam, who operated a sawmill; Walter, who farmed near Jaffa; Perry, who became famous as a bicycle racer during the 1880s; George, who became a builder in the Union district and put up many buildings and mills; Solomon, who was a farmer of note in the Luton area; William, who farmed near Dunboyne; and Thomas, who farmed in the Luton area and was the son of Fred Doolittle, also a farmer. Other important families to bear in mind are the Benners, the Lockers, the Schooleys, and the Van Patters.

In the early days of Centreville, religious services were held in the old log schoolhouse, with the first pastor being a Mr. Tory. It is recorded that the people brought their own candles so as to see the pages of the Good Book because services were held at sundown. The arrangement worked well with until everyone forgot to bring a candle. This did not stop Rev. Wentworth Hughson, who went on with the service in the dark and based his sermon on the text from the 21st chapter and 25th verse of Revelations, "There shall be no night there." The people, who were Methodists, sought a house of worship and a deed was drawn up in 1853 between Mr. and Mrs. Charles Fraser and the trustees of the Centreville Methodist congregation for the north half of Lot 15 of Concession 4 for a church and burial ground. A parsonage was built in 1888-89. The first parsonage was a frame building. Reverend Mr. Fraser was its first inhabitant. The parsonage was bricked over in 1888. The minister at the time was Rev. George Johnson. In 1894, the frame church was bricked over and was rededicated by Rev. J.A. Kelsey and was used until 1965, when it was closed because of the lack of attendance brought on by the local people moving away. The old building is now used as a community hall. An addition was put on in 1978-79.



LYONS

(Lion's Green, Hale's Corners, Pokey's Corners)

Lyons, as it is now known, is a hamlet north of Aylmer on Highway No. 73 in South Dorchester Township. The township was named after Lord Dorchester (Sir Guy Carleton) who was a friend of Colonel Thomas Talbot. It was also the first township to be surveyed. It was surveyed in 1793 by Augustus Jones and was part of Middlesex County until 1852 when Elgin County was formed. The present site of Lyons was first known as Pokey's Corners because of a log lean-to situated on the corner. It was a pokey sort of building in which a traveller could shelter himself for the night or where a teamster could spend the night and rest and feed his oxen. There were many such structures on the main roads in the early days before hotels. Evidently this spot became a favourite stopping place for teamsters and travellers and so William Hale built a wayside inn on the site. The corners were known as Hale's Corners until Hale's death, when other people carried on the business. The inn had a sign hanging in front on which was painted a green lion standing on a green. The corners thus became known as Lion's Green for a while. Some say that after 1860 the hamlet became known as Lyons when the first post office was opened. According to the postal records, the first post office was established here in 1854.

The business section in 1854 was made up of these establishments:

Coghill, Robert	Hotel on southeast corner
Oliver, James	Shoemaker located next to the hotel
Waugh, W.T.	Blacksmith
	General store across the road from the hotel
	Post office next to general store

The first frame store and nearly all the houses in the area were built by Thomas Winder and Isaac Baker. Winder also built the railway station at Springfield and became treasurer of South Dorchester. He died in 1912 at the age of seventy-eight. The mail was at first brought by horseback from Aylmer every two weeks. Aylmer received its mail from London. Later, a daily stage ran between Aylmer and Harrietsville, leaving the mail twice during the round trip. Mr. Armstrong was the postmaster. The first doctor to look after the needs of the district was Dr. Ezra Foote. The records show that he arrived in 1843 and later moved to Aylmer. He was followed by Dr. G.F. Clark, who had a farm east of the corners. Dr. Ezra Foote died in 1876.

In 1865, Lyons had the following businesses:

Coghill, Robert	Shoemaker
Carson, Peter	Tavern
Lee, Noah	General store
Livingston, William	Shoemaker
Oliver, James	Blacksmith
Wilkinson, Thomas	Wagon shop

Another early business was the P.J. Putnam Pump Factory. When Putnam came to the corners, he purchased the one-hundred-acre hotel property on the southeast corner. He converted the hotel into a residence and established a pump factory next to the house. He lived here for many years and eventually sold the lot to William Deo. Putnam purchased Richard Fullerton's

farm, which was located on the northwest corner, and moved his pump factory to the site. This is where I remember seeing it as a boy. The original Putnam land south of the corners was sold and traded many times until it came into the hands of Mr. and Mrs. John Evert, who owned it for nearly fifty years. Twenty acres was reserved in all sales, divided and sold into lots to form the hamlet of Lyons. The pump factory was later operated by Thomas Winder and Mr. Simpson. Another industry that disappeared because of competition was the Lyons Cheese Factory. It was started in 1870 and was in operation for many years north of the corners. At first the milk was taken in twice a day, while on Sundays, milk was made into butter as no milk was received that day. The late Edward Martin of Aylmer recalled for me the occasions when he used to drop in at the hotel at Lyons for a good dinner served up by the proprietress, Mrs. Whitlock. He recalled that Mrs. Whitlock was a source of wonder and amusement to the children of the village because she wore long black earrings. Martin taught school and later farmed near Lyons. He moved to Aylmer in 1915 and went into business with his brother-in-law, H.L. Stratton, a general merchant.

In 1907 the business section was:

Boyne, William	Cheese factory
Dennis, Peter	Blacksmith
McCredie	Brickyard
Winder, T.G.	General store and postmaster
Winder and Simpson	Pump manufacturers



McCredie brick and tile works.

By 1980 there were only three businesses left:

Klein, George	General store
Klassen's	Camper tops
Putnam, L.S.	Plumbing supplies

The first school in the area was a log building situated one mile south of Lyons on the east side of Highway No. 73. Among the earliest teachers were Christianna Scott and Mr. Whitmore. In case of a shortage, Elder Ed Sheppard, inspector of schools, assisted. The second school, a frame building located just east of the old Methodist church, is now a residence. In the past it served as a school and church until the establishment of a proper church. The large playground was at one time part of Colonel Hamilton's woods. Some of the teachers at the second school were Ann Sinclair and Albert Doan.

A third school, old S.S. No. 6, is still standing east of the corners on Elgin County Road No. 48. It was built in 1872 and opened in 1873. William White was the first teacher. White was followed by Colin Ferguson, Kate Daggart, Mr. Thompson, Mr. Augustine (1876), John Black, L.E. VanAmburg, Nellie Inglis, S. Warwick, and John Neff. In 1967-68, Mrs. Cecil Baxter was the teacher in charge. In 1969, the school was closed and there was a reunion of former teachers and pupils. The Honourable Ron K. McNeil, M.P.P. for Elgin, was master of ceremonies.

The old Methodist church is still standing today, but it is now a dwelling. The church was built in 1866. The first ministers were Reverend Messrs. Chappison, Chapman and Ames. Prior to this, services were held in the schoolhouse. In addition to the ministers mentioned, several local preachers serviced the locality: Jeremiah VanWagoner, Aaron Price, and Ephraim Cronk. The latter two rode from Aylmer on horseback. The Lyons church and congregation were well-known as being the strongest and most active charges in the London Conference of the Methodist Church for many years.

The township council meetings in the early days were held at Edwardsburg (Dorchester) until after the meeting of January 9, 1852. In those days, it took the average councillor three days to attend a meeting, with one day needed to get there, one day for the meeting, and another day to return home. With this problem in mind, the councillors decided to hold their meetings in W.T. Waugh's general store at Lyons. On January 9, 1852, the following men were elected:

Cline, Jacob	Reeve
Sheppard, Edmund	Township Clerk
McArthur, John	Councillor
McCredie, Edwin	Councillor
Dunn, John	Councillor
Luton, John	Councillor

Lyons after that meeting was recognized as the centre point of South Dorchester. Some of the reeves in the past were John Wilson, John Simpson, Charles Luton, Andrew Stokes, James Mitchell, Sr., James Mitchell, Jr., S.R. Wilson, Samuel Dawes, Malcom McVicar, Harry Lyons, Thomas E. Farrow, Arthur Moore, William Kiddie, and Herbert G. Taylor. Some other early reeves of South Dorchester Township were Messrs. Cline, McCredie, Gregory, Johnson, Clunas, Brown, and Hegler. At one time, Henry Roberts was treasurer and Matthew Fullerton was clerk. This list I received from Vera W. Tilden's story of the township. The establishment of a township hall at Lyons did not come about until 1883 when the old Ark Church was purchased and moved into Lyons. The township hall is now used as a community hall. The Ark Church was originally located on the southeast corner of Lot 6, Concession 10 of South Dorchester Township. It was built on land donated by J.D. Gunn and it later became a union church.

True History of the Round Barn

I am the widow of Russell Moore, grandson of Willson McCredie who built the round barn north of Lyons. A historical landmark now demolished.

I feel it is my duty to your readers and to the memory of Willson McCredie (not McGrady) to correct the article by Bob Meharg in your August 27, 1980 issue of the Aylmer Express.

Willson McCredie was not a Scottish immigrant but was a Canadian of Scotch ancestry. His wife was Ellen Crossley, sister of Rev. H.T. Crossley of the Crossley-Hunter evangelist team. He was a devout Methodist with a faith built on a firm foundation but unfortunately his barn had an inferior foundation.

A mutilated hand attested to the fact he did operate a saw mill but his chief occupation was farming until he discovered a portion of his land was ceramic clay. Thus was developed an industry manufacturing various sizes of drainage tile and three types of brick.

He probably purchased brick to build his first kiln, but I do know he cured some brick in open sheds and baked them in rectangular rows with straw for fuel.

Building a kiln was a masterpiece especially the dome shaped crown. When Mr. McCredie was in his seventies he taught my husband the art. With the help of Clarence Tanner they started at the top of the kiln wall using clay for mortar between the bricks. As the dome became higher and circle of bricks smaller, Clarence and Russell planned a way of escape if the bricks slipped and the dome collapsed. Mr. McCredie went inside the kiln to examine the under side of the crown and at that moment it collapsed. Clarence and Russell jumped to safety. Inside the kiln was the huge mass of tumbled bricks with a straw hat at the centre. From under the straw hat came Grandad's voice "Is anybody hurt?" Joyously the boys rushed to his rescue.

His first home was located on the tile yard. Later he vacated this for his chief employee, purchased fifty acres across the road and built his house and barn, hen house, and pump house of brick made by himself.

The round barn was an idea based on his construction of kilns and a round

building he had seen on a trip of Ohio. Even the roof was constructed to resemble a kiln. Mr. McCredie was assisted by a Mr. Coleman and Mr. McTaggart in drawing the plan, constructing the marvellous framework and shingling. It was not built as an advertisement but as something unique and challenging. It was a time saver with silo in the centre, mows for hay and straw encircling the silo above and stalls for cows and horses below.

In later years, Russell Moore and his father Maynard Moore dug below the brick and poured in a cement foundation.

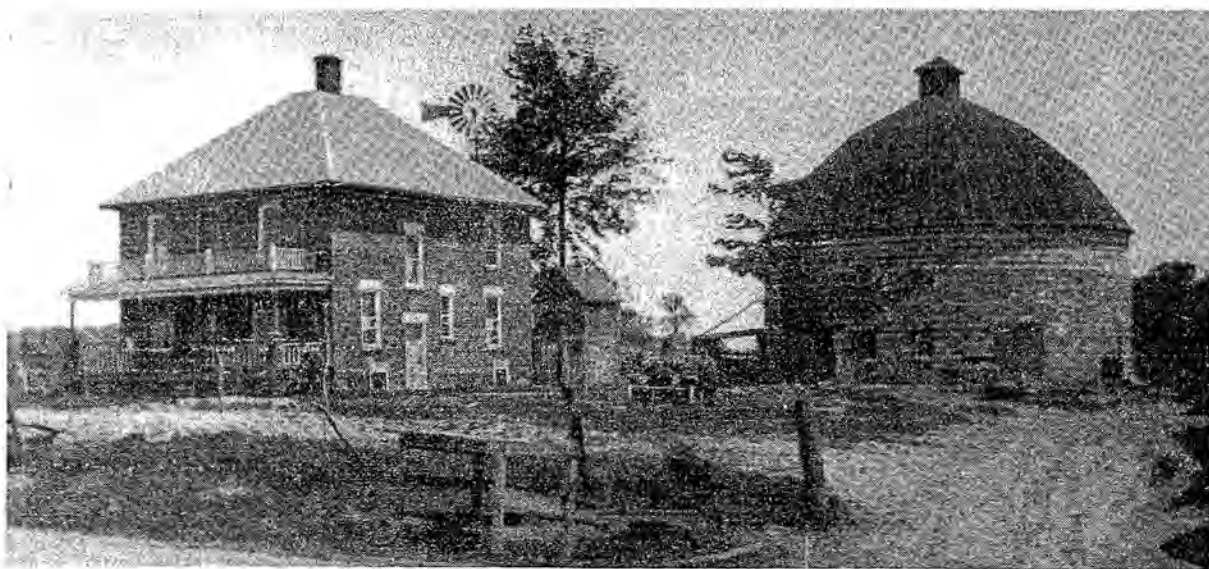
When the farm was sold pig pens were installed and this hastened the deterioration of the brick wall.

I am sad the Round Barn at Lyons has gone but happy I was able to preserve its history in word and pictures in the Tweedsmuir books compiled by members of Kingsmill Mapleton Women's Institute who sacrificed time to preserve our heritage.

*Mrs. Jane Moore
10 Chestnut St.,
Aylmer, Ont.*

Matthew Fullerton and his wife, Eleanor, became very important people in the history of South Dorchester and Lyons. Fullerton was born in Crossmalina, Mayo County, Ireland, on the 7th of April, 1811. At the age of twenty-eight, he decided to come to Canada. The Fullertons purchased Lot 9, Concession 10 of South Dorchester Township in 1840. Fullerton was an active man of good education and culture and was respected by all. He became active in the development of his township and took part in municipal affairs, becoming the township clerk. In 1840, when Henry Niles of Nilestown formed the township into school sections, he was assisted by Matthew Fullerton, Samuel Stokes, and Amos Weeks. These three gentlemen became trustees in school section No. 5. They began preparations for a school in 1847. During the same year, a small frame schoolhouse, eighteen feet square, was built on Lot 7, Concession 10. The first teacher was a retired soldier by the name of Burgoyne. This building was used until 1867 when a new schoolhouse was built on Lot 4, Concession 10. It was during 1866 that a new school section was formed with the school being located in Lyons. This school became known as S.S. No. 6. J.B. Lucas was the first teacher of S.S. No. 5. Fullerton became the secretary-treasurer of the agricultural society founded by Edwin McCredie (McCready). He was considered by all as a just man and indeed that is what is inscribed on his monument in the Aylmer cemetery. He died on December 11, 1887, at the age of seventy-six. His son, Richard, carried on the farm at Lyons. Mrs. Fullerton died in Toronto in 1893, at the age of seventy-five.

In 1980, a round brick barn was destroyed by fire by the owners, Mr. and Mrs. William Nesbitt, because of its unsafe condition. Another chapter of Lyons' past was thus closed. The barn was built by Wilson McCredie in 1911 and was used for everything from chickens to horses. A silo stood in the centre of the barn. Part of its purpose was to support the roof and hay loft. The *Historical Atlas of Elgin County* (1877) lists Messrs. James C. McCredie and Wilson McCredie as farmers on Lot 13, Concession 9 of South Dorchester Township. Wilson McCredie apparently was more interested in manufacturing tiles and bricks. He also had a sawmill and gristmill. Fire destroyed the mills in 1896. The gristmill was later rebuilt by Russell Moore. In 1870 Wilson McCredie established the McCredie Brick and Tile yard, which served the surrounding district for the next sixty years. At first the clay was mixed by hand and placed in moulds. Some of these first tiles are still in use and can be identified by one flat side and a ridge along the other side. Before kilns were built, bricks were burned in piles about thirty feet long and ten feet high placed to form a flue in the centre for the burning wood. As time went on and business increased, McCredie built large kilns and installed machinery powered by a stationary steam engine



Wilson McCredie homestead showing the round barn, ca. 1920s.

with a twelve-foot flywheel. The establishment of a saw and gristmill on his property provided year-round employment for several men. McCredie sometimes took part in the barn raisings for which he had sawn lumber. He, like Mr. Curdy of the Otter Creek settlement, built homes at the tile yard for his employees who were married while the single men boarded in his home and became part of the family. Wilson McCredie's wife, Ellen, was a sister of Dr. H.T. Crossley, the famed evangelist of that time. It was chiefly through the influence of the McCredies that the evangelistic team of Crossley and Hunter came to Maple Leaf in 1890 and held a camp meeting. This event stirred everyone's religious interest. Wilson and Ellen McCredie had one son, A.L., and three daughters. Ann, one of the daughters, died when she was a year old. The other daughters became Mrs. Maynard Moore of Aylmer and Mrs. Thomas Putnam of Toronto. Wilson McCredie died on the 10th of September, 1929, at the age of eighty. Ellen died in 1915 at the age of sixty-eight.

James C. McCredie, Wilson's father, was married twice. His first wife, Submit, died in 1871. His second wife, Ann, died on March 2, 1902, at the age of eighty-two. McCredie's two marriages brought forth eight sons, four of whom were: Darwin, who died in 1868; Wilson, who was born in 1849 and lived near Lyons; Benjamin William, who moved to Michigan; and Everett of St. Thomas. I was unable to find the names of the other four sons. McCredie also had seven daughters: Bertha, who died in her first year; Mary, who died in 1883 when she was twenty years old; Susan M., who died in 1871 at the age of twenty-two; Mrs. Merritt A. Brown of Toronto; Mrs. W.I. Reid of Rathburn, Ontario; Mrs. E.D. Hunter of Windsor, Ontario; and Mrs. D. Buchanan of California. James C. McCredie died in Aylmer on September 18, 1905, at the age of eighty-two.

One of the early settlers at Hale's Corners was Colonel Hamilton, who received 150 acres for his services during the War of 1812. The grant was located west of the corners on the tenth concession and later was part of J.P. Putnam's farm. Hamilton never built on his land. Instead he gave part of it to his niece, Mrs. Wilson. Later the land was owned by James Mitchell. Hamilton gave the rest of the property to his other niece, Euphemia McNeil. She married Thomas A. Belmore, who was born in 1850 and died in 1930. Euphemia died in 1933.

Two early settlers in the Lyons district were Mr. and Mrs. Peter McNeil, natives of Scotland, who settled on Lot 14, Concession 11 of South Dorchester during the 1860s. McNeil married Nancy Turner in Scotland. Their marriage brought forth a daughter in 1861 by the name of Isobella who lived until 1916. On January 4, 1864, Peter McNeil, Jr., was born. When he was eighteen years old, his father died. His mother lived until June 13, 1910, and died at the age of eighty-six. His sister lived until 1916. Young Peter married Ida Sowler and this union brought forth six sons and one daughter: Lorne, Peter, Hugh, Kenneth, Archibald T., Alexander W., Gordon, and Mrs. Archibald Coulter of RR 6, St. Thomas. Peter was an elder of the Church of Christ's Disciples. When he became advanced in years, he retired from farming and moved to Orwell in 1920. He died on January 14, 1937. He was survived by two sisters, Mrs. Elizabeth Coates of Uren, Saskatchewan, and Mrs. Amelia Hawes of Three Hills, Alberta.

At the time of Peter's death, Lorne and Peter Hugh lived in South Dorchester. Kenneth later went to Mexico City. Archibald T. took up residence in St. Thomas and later moved to Fort Erie. Alexander Wilfred McNeil became a mining engineer and travelled far and wide, finally taking up residence in Rhodesia. He married Evelyn Eason and had two sons and two daughters: John, William, Jean, and Berna. Jean became Mrs. Dick Hafner of Toronto. Berna became Mrs. Leslie Orton of Brisbane, Australia. Alexander McNeil died on February 19, 1979, at the age of seventy-four. Gordon Leslie McNeil married Leona Kunz. Gordon died on April 5, 1977, at the age of seventy. Archibald T. McNeil lived until he was seventy-seven years of age and died on January 8, 1980. His son, Peter, lived in Fort Erie and his daughter, Helen, became Mrs. Harry Halbert of Vestal, New York. Peter Hugh McNeil became an important farmer in the South Dor-



Ronald K. McNeil, M.P.P.
(Courtesy Ron McNeil)

chester area. He married Mabel Bancroft and had two sons and a daughter: Ronald K., Alexander, and Dora. Dora became Mrs. Frank Wiltsie of RR 5, Aylmer. Hugh, as he was known, left this world on December 29, 1971. He was seventy-eight. Mrs. McNeil died in 1976.

Everyone who has met Ronald McNeil has come away greatly impressed by the sincerity of this man and it is with great pride that we have him as our member of the provincial parliament. Ronald McNeil started out as a farmer. He was also interested in the progress of his township and county and was voted to the South Dorchester council, which he served with interest. Soon he became reeve, an office he held for four years. In 1952, he was made warden of Elgin County. After this Mr. McNeil became interested in federal politics. However, when Fletcher Thomas, the M.P.P. for Elgin County, died suddenly, the Conservatives chose McNeil as their candidate for the by-election. McNeil won over Dr. Monteith by a mere twenty votes. After that Dr. Monteith ran as an independent. Ron McNeil won the by-election in 1958 over the Liberal candidate, Stanley Smith, a well-known farmer. It was a proud moment for Mabel McNeil, Ron's mother.