

MEMORIES OF HALDIMAND

T O W N S H I P



And what a grand and solemn sound proceeded from those glorious woods when the wind blew hard. It was not so considered then, it sounded so like the rush of great waters that it was thought to come from the Upper Lakes and was generally spoken of as "The Lake is roaring, there will be a storm." But the lakes are here, though the forest is not and the grand music of the woods is heard no more.

From *Sketches of the Past* by Susan B. Greeley.



MEMORIES OF HALDIMAND

T O W N S H I P



When the Lakes Roared



H A L D I M A N D ' S H I S T O R Y C O M M I T T E E

TOWNSHIP OF HALDIMAND CREST

Commissioned by the Township of Haldimand in 1988, the municipal crest is the work of Grafton artist Peter Schwarz (1946–1994). Integral to the design is the inverted U-shape which represents the Palladian style windows and the cupola to be found in the municipal administration building, built in 1858, and located in the hamlet of Grafton. This building appears in the right hand corner of the design, framed by the letter “H” (for Haldimand). This inverted U-shape is repeated in the silos and clouds which rise out of the rolling Northumberland hills. The imagery of land, birds, boats, water and sky all portray the rural character of the township, while the farm and administration buildings represent the area’s historically significant architecture. This serendipity of town and country life suggests that though administration is integral to the health of a community, equally important is the context of nature which hems us in on all sides, providing a frame and context for all our endeavours.

Bernadette Murray

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Produced by
Boston Mills Press
132 Main Street
Erin, Ontario N0B 1T0
519-833-2407
www.boston-mills.on.ca

A division of
Stoddart Publishing Company Ltd.
34 Lesmill Road
Toronto, Canada M3B 2T6
Tel 416-445-3333
Fax 416-445-5967

CANADIAN CATALOGUING IN PUBLICATION DATA

Main entry under title:

Memories of Haldimand Township: when the lakes roared

Includes bibliographical references and index
ISBN 1-55046-268-7

1. Haldimand (Ont: Township) – History. I. Haldimand’s History Committee.

FC3095.H3365M45 1997 971.3’36 c97-932506-4
F1059.H26M45 1997

Design by Gillian Stead
Printed in Canada

Chapter titles composed in Bernhard Modern. Text composed in Bembo.

FRONT JACKET *Grafton Public School S.S #2, 1935.*

FRONT ROW (FROM LEFT TO RIGHT): *Marie Chase, Don Clitheroe, Bob Clitheroe, Fred Harnden, Jack Pomeroey, Shirley Johnson (not shown).* SECOND ROW: *John Diamond, Dorothy Clitheroe, Dorothy Gordon, Betty Diamond, Beatrice Purdy, Mildred Purdy, Dorothy Purdy.* THIRD ROW: *Frances Prentice, Grace Snowden, Ivy Lawrence, Pauline Pomeroey, Gertrude Valteau, Elaine McKay, Violet Purdy.* FOURTH ROW: *Shirley Pomeroey, Helen Runyon, Guern Royal, Hubert Purdy, Gladys McKay, Joy Royal.* STANDING: *Walter Royal, Clare Mallory, Cliff Caldwell, Eddie Prentice, Malcolm Mallory, Jack Runyon, (teacher) J. Lloyd Johnston*

BACK JACKET: (TOP LEFT) *John Waite & wife, Wicklow.* (TOP RIGHT) *Vernonville.* (BOTTOM LEFT) *The Michael Taylor home and family, Shelter Valley.* (BOTTOM RIGHT) *Skating on Wilson Pond in 1942.* FROM LEFT TO RIGHT *Parnica Harnden, Doug Johnston, Shirley Harnden, Jack Turpin, Gertrude Lawless, Tom Lawless.*



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Grafton Municipal Hall and Inn, before 1907.

Photo loaned by LACAC



Preface

All history is in essence the expression of experience. In compiling *Memories of Haldimand Township: When the Lakes Roared*, the committee has incorporated as many personal histories and family biographies as were made available to us. These stories illustrate, more vividly than any other text, the experiences of life over the last 200 years. We are very fortunate to have accounts from the pioneer period. The chronicles recounted by Smith Hinman, Betsy Fleming, and Susan Greeley give an incredibly graphic picture of those early days. The later tales about Russ School and school life in general illustrate the affection held for the one-room school houses.

Life was tough at different times for different reasons: wars, the Depression, and disasters brought about by accident, sickness, climate — all gave depth and meaning to residents' stories that will not soon be forgotten. It was never expected that a history of the township would cover events of national significance; yet many events that affected the country were also felt in Haldimand. The famine in Ireland and wars and revolutions in Europe, all sent families fleeing to a new home in search of land, peace and prosperity. Some found it in Haldimand and stayed, others did not and moved on. Some came with money, many came just with dreams; all brought a cultural heritage which gave substance to the various societies and institutions that they founded. In the course of time Haldimand gave back its sons and daughters to defend these ideals, and some of their stories are told too.

Residents are aware that in 1995 preparations began for a new water supply for the hamlet of Grafton. Gordon Dibb of York North Archaeological Services, was asked to assess the site for its possible archaeological significance. Unexpectedly, the "Grafton (Cranberry Lake) Site" was unearthed. We are honoured to be able to publish Mr. Dibb's analysis of the discovery.

Throughout the text those individuals whose written accounts were used, have been acknowledged. The committee thanks them most sincerely for their interest and assistance. Special thanks are extended to Grant Robertson for his contribution of the chapter

on Architecture, to Allan Birney who gave us material from his book *Oak Heights Neighbours*, to James Lumbers who designed our logo, and to Barry King for the drawings he did for the book. We are also grateful to those who graciously loaned photographs. Members of the committee who assembled this book are: Allan Birney, Murial Braham, Alex Broomfield, Joyce Bryant, Louise Cuthbertson, Doug Deviney, Rosemary Dignam, Bob Fenton, Dora Grant, Doug and Shirley Johnston, Pamela Kelly, Denis Lawless, Bob Marshall, Rosemary Moreland, Betty Ruth Porrett, Shirley Robinson, Jean Rogers, Margaret Ryerson, Graham Stratford and Jim Tunney.

In the absence of grant money, the committee gratefully acknowledges the assistance and support provided by the following: the Municipal Council of Haldimand Township for providing a loan to defray half of the cost of printing this book (which the committee expects to repay from sales) and for the use of the copying machine and council chambers; and LACAC for their sponsorship, financial support and use of their photographic archives. The following donors provided financial support at the beginning of the project: Mr. & Mrs. Allan Birney of Cobourg, Mr. & Mrs. R.J. Boxer of Toronto, Mrs. Murial Braham of Grafton, Mrs. Jennifer Darrell of Grafton, Mr. & Mrs. Fred Drehlick of Grafton, Mr. Robert Gowan of Roseneath, Mr. Michael Harding of Baltimore, Mr. & Mrs. Roger Reid of Scarborough, Mr. & Mrs. Gerald Reidt of Baltimore, Mr. & Mrs. Tom Simpson of Newcastle, and the Ontario Secondary School Teachers' Federation. There were also countless silent donors who dropped coins and notes in our "Great Expectations" box, designed by Jane Kelly and located at the township office. The committee thanks everyone who helped to make this book possible.

And last, but not least, the committee extends grateful thanks to Karen Walker, whose advice and expertise were invaluable, who contributed the chapter on Slavery, and who skillfully combined the raw material into this book.



Archaeology

by Gordon Dibb

As settlers began clearing their newly acquired lands along the lakefront of Haldimand Township evidence of past native activities was found in the form of artifacts and burials. A number of pioneer roads or pathways are shown upon Elmore's 1829 map that probably followed the course of earlier native trails. They include routes along (i) the Lake Ontario shoreline, (ii) Danforth Avenue, and (iii) a number of northward trending roads or trails that do not follow the surveyor's grid and likely connect with either Rice Lake or the Trent river. Along the Lake Ontario trail, near Grafton Harbour, a native burial site was investigated by students from Victoria College at Cobourg before the college was moved to Toronto.

On a comparative basis, Haldimand Township has had very little archaeological research conducted within the confines of its boundaries. Of the seven archaeological sites on record with the Ministry of Citizenship, Culture and Tourism in Toronto, three are prehistoric components based upon the recovery of prehistoric native artifacts and the other four sites belong to the historic period.

PALEO-INDIAN PERIOD (9000-7500 B.C.)

The first hunting groups to enter southern Ontario after the retreat of the ice sheet are known as Paleo-Indians. Most of the Paleo-Indian sites that have been investigated are located along the shorelines of glacial lakes and it is hypothesized that these sites represent encampments where multi-family groups gathered on a seasonal basis in order to intercept barren ground herd animals such as caribou. Near these encampments hare, Ptarmigan and other small lake shore fringe species would also have been hunted.

Although Paleo-Indian sites have not been found in Haldimand, a number of encampments have been recorded along both the north and south sides of Rice Lake in Hamilton Township. Artifacts found at the encampments near Rice Lake include a style of fluted-point projectile point similar to those found in Michigan at the Gainey complex which dates to about 10,600 years ago.

ARCHAIC PERIOD (7500-1000 B.C.)

The Archaic evolved from the earlier Paleo-Indian cultural base in response to changing environmental conditions. With the shifting of climatic zones to the north some of the Late Paleo-Indian peoples would have migrated northward in order to continue their traditional tundra boreal forest edge caribou hunting lifestyle. Other groups would have remained in the immediate

area and adapted their lifestyles to the exploitation of the newly colonizing deciduous forest. It is likely that certain new hunting technologies and lifestyle changes would have been imported into the region from Archaic groups living to the south of the Great Lakes. As part of their annual subsistence cycle Archaic groups operated from a microband (extended family) level during the fall and winter, collecting nuts and hunting small animals attracted to the deciduous forest. In the spring and summer, a number of microband groups would congregate and larger settlements would be formed at places where large quantities of aquatic resources could be obtained. It was during these microband gatherings that exotic artifacts and new ideas would be exchanged and external family bonds made.

To date no Archaic encampments have been found in Haldimand Township. There is, however, a very high potential for Archaic period archaeological sites to be found in close proximity to the mouths of a number of streams that flow into Lake Ontario, such as Dean or Shelter Valley creeks.

WOODLAND PERIOD (1000 B.C. -1650 A.D.)

The Woodland consists of three sub-periods. Early (1000 B.C. -0 A.D.), Middle (1 A.D. -900 A.D.), and Late Woodland (900 A.D. -1650 A.D.).

Early Woodland

During the Early Woodland period economic pursuits were similar to the Archaic in that hunting, fishing and gathering were still the primary subsistence activities. It was during the Early Woodland that ceramics were first used in southern Ontario. The archaeological record indicates that mortuary practices became more elaborate.

In Haldimand township an Early Woodland Adena-like projectile point was found at the Gladwin (BaGm-6) site by Laurie Jackson. This site is located about five kilometres to the east of Baltimore, along the west side of Highway 45. Near the mouth of Shelter Valley creek a “skinning stone” or celt was recorded as having been found on the former Mulholland property by Arthur Roberts during a survey of the Lake Ontario shoreline in 1978. Recorded as the Mulholland (BaGm-1) site, this isolated site dates to either the Archaic or Woodland period.

Early Late Woodland (900 -1300 A.D.) Grafton (BaGm-9) Site

In May 1995 a multi-component Pickering site was found during an archaeological assessment of the proposed Grafton Waterworks pumping station, to the south of Cranberry Lake. The block shovel testing of the building site, roadway and parking lot resulted in the excavation of 92 square metres of historically disturbed topsoil. These excavations revealed the existence of midden deposits and post moulds which required further mitigation prior to allowing construction to continue upon the property. Throughout the summer of 1995 and for three weeks in 1996 York North Archaeological Services investigated an area of slightly over 2200 square metres (0.22 hectares). For most of the area a backhoe with a flat blade attached to the bucket was employed to remove the upper 25-30 cm of disturbed topsoil. When stains were encountered the backhoe

operator was moved to other areas of the site while the field crew shovel shinned the top of the exposed stained area in order to determine if they represented natural disturbances such as tree troughs or rodent boroughs or cultural features. All possible cultural features were mapped in relation to the overall site grid, drawn in plan view and cross-sectioned prior to excavation. If artifacts were recovered *in situ* within the features they were mapped and photographed when possible. Soil samples from the features were either screened through 0.25 inch mesh hardware screening, or saved and floated, using a SMAP flotation barrel, in order to collect the minute artifacts and flora or fauna that under normal circumstances would not have been recovered.

Fragments of 110 ceramic vessels were found during the investigations including a sufficiently large portion of one pot, that Doug Beeton, a professional conservator from Parks Canada, is currently in the process of reconstructing. Over 70 ceramic smoking pipe fragments were found in both midden and feature related contexts.

Dr. Stephen Monckton of BioArchaeological Research has identified the cultigens maize (corn) and tobacco that may have been grown either upon or within close proximity to the Grafton site. Black nightshade, chenopod, cleaver or bedstraw, grape, blueberry, elderberry, spikenard and strawberry were also recovered from the various feature fills. Of interest is the cleaver and spikenard seeds which were both likely used for medicinal purposes by prehistoric peoples. Spikenard is a shrub which reaches up to two metres in height and is a member of the ginseng family. Noncultivated plants identified from the flotation samples include 17 types including butternut shell fragments, hickory, beechnut and acorn.

Dr. Stephen Thomas of BioArchaeological Research has analyzed the identifiable fauna recovered from the investigations. Of slightly over 18,000 faunal specimens (including fish scales) recovered from the Grafton site, 1,585 mammal, fish and bird elements have been identified. The most common mammal elements belong to the species: black bear, raccoon, eastern chipmunk, snowshoe hare, red fox, domestic dog, beaver and red squirrel. The most common fish within the assemblage include: yellow perch, pumpkinseed, sucker, brown bullhead, white sucker, sunfish, walleye and lake whitefish. Other fish species present include Atlantic Salmon, lake herring, northern pike or muskellunge, rock bass and American eel. Although only 30 bird bones were found they include: passenger pigeon, ruffed grouse, freshwater diving duck, ringed neck duck and the common loon.

The 21 worked bone specimens include: beaver tooth chisels, a polished bear tooth, a netting needle made from deer bone and a number of other smaller polished bone fragments that may have functioned as components of fishing equipment.

Two metal fragments, including a rolled bead, have been analyzed by the Isotracer Laboratory at the University of Toronto and identified as native copper in origin. Native copper would have been obtained by trade from the Lake Superior basin.

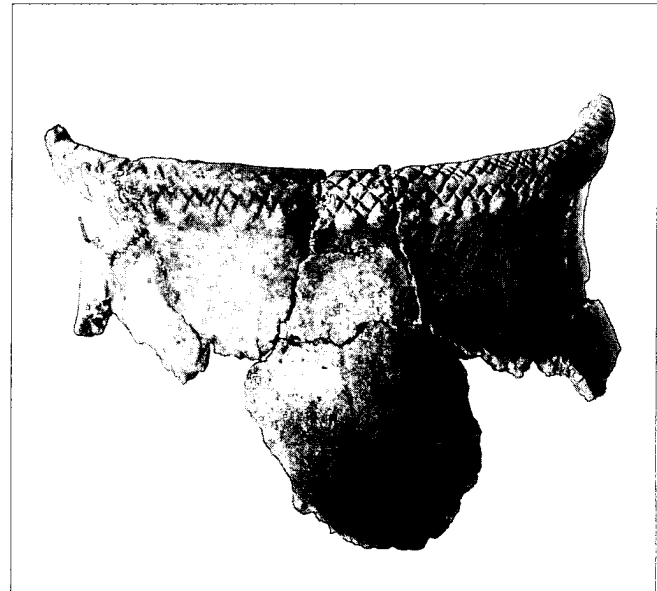


FIGURE 2: Ceramic rim shard from Grafton (BaGm-9) site.
Devmore Archaeological Research - York North Archaeological Services

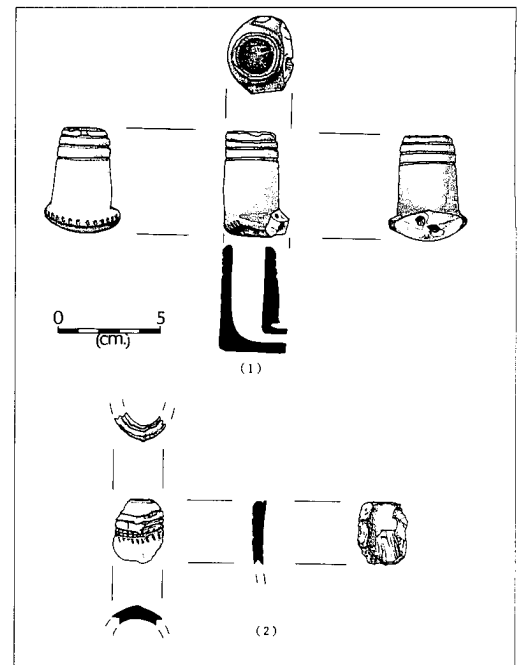


FIGURE 3:
Ceramic pipe bowl fragments from Grafton (BaGm-9) site.
Rita Granda — York North Archaeological Services

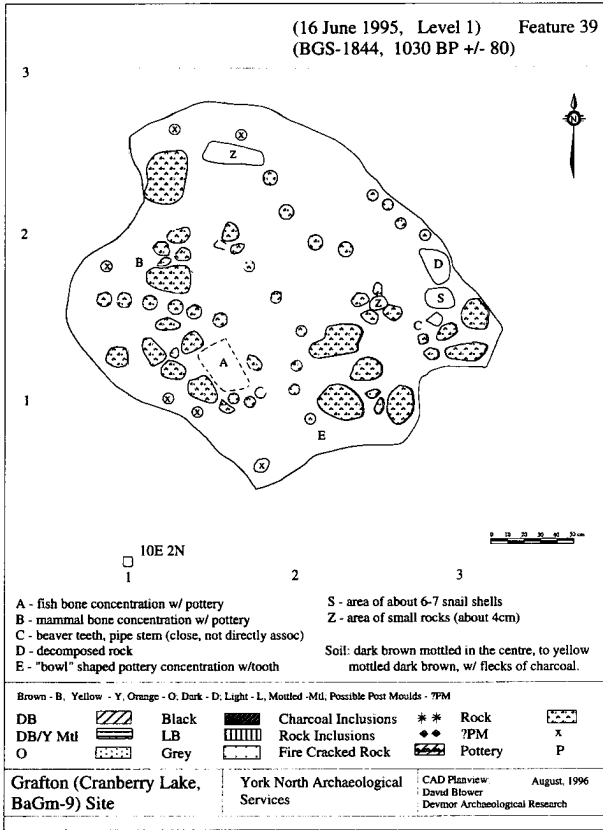


FIGURE 4: Plan view of Feature 39, Level 1 at the Grafton (BaGm-9) site.

Devmor Archaeological Research
York North Archaeological Services

Eighteen calibrated carbon 14 (C14) dates have been obtained from the Grafton site. By far the most common material dated has been wood charcoal followed by charred corn, bramble seeds and human bone. The C14 dates for the wood charcoal range from 790 A.D. to 1285 A.D. These dates group into five clusters of about 60 to 100 years duration. The corn and seed dates were processed using techniques capable of dating very small samples, often of less than 1.0 gram in size, and fall into the range of 500–730 A.D.

A human burial was found during the excavation of a trench, for a water pipeline, adjacent to the main site area in 1996. With the assistance of representatives of the Alderville First Nation community these remains were removed, analysed and subsequently returned to the band for reburial. The osteological analysis by Marion Maar, a doctoral candidate, from the Department of Anthropology at McMaster University, has determined that the burial was that of a male aged 45 to 60 years. This individual has been C14 dated to 1010 A.D.

Although a number of post moulds were recorded, patterns suggesting structures such as dwellings or other forms of buildings were not recognized. At least 55 features have been identified as cultural in origin out of the 108 subsurface stains that were drawn in plan view and cross-sectioned. Some of the most outstanding features are as follows: (i) Feature 39 which consisted of two distinct strata probably representing food preparation areas. Portions of 11 ceramic vessels and seven pipes were found within the two feature levels. There were a number of areas where different foods were prepared including from the upper level a small rock lined cist that contained articulated small fish remains. A

C14 date of 920 A.D. has been obtained from the upper level of this feature; (ii) Feature 63 which contained parts of two ceramic vessels, one pipe fragment and 13 of the 18 tobacco seeds recovered from the site; (iii) Feature 49 is a large cooking hearth that contained part of 13 ceramic vessels, eight pipes and a large quantity of charred corn. The large cooking pot that is currently being reconstructed was recovered from this feature; (iv) Feature 65 — this keyhole shaped feature contained rim fragments from two ceramic vessels, one complete pipe bowl and over 6,000 faunal elements, most of which were small fish; and (v) Feature 105 which consisted of at least 10 strata or layers. Rim shards from 12 ceramic vessels, six smoking pipe fragments, a large piece of red ochre weighing almost .25 kilograms and three dog burials were found within this feature.

On the basis of the archaeological data recovered from the Grafton (BaGm-9) site it is hypothesized that this site was used on a sporadic basis throughout the Pickering period shortly before 900 A.D. and until about 1300 A.D. for communal functions such as feasts or religious ceremonies or both. The ceramic decoration is similar to vessels found at other Pickering sites, such as Auda, Hibou and Miller. The food remains found were likely to some extent harvested from the area around Cranberry Lake but certain fish, such as walleye, Atlantic Salmon, muskellunge or American eel, and plants such as spikenard, cleavers or black nightshade may have been transported from elsewhere for special function. It is possible that both corn and tobacco

could have been grown in small plots locally. The presence of dog burials, which is common on Algonquin sites, suggest that the peoples who inhabited the site may have been Algonquin as opposed to Iroquois.

HISTORIC PERIOD (POST-1800 A.D.)

There are four historic period components on record within the archaeological site data files at the Ministry of Citizenship and Recreation in Toronto. Only the Barnum House (A1Gm-6) site has been investigated through excavations.

Barnum House (A1Gm-6) Site

This site is considered to be one of the finest examples of early 19th century Classic Revival style architecture in the province. In 1982 and 1987, the Ontario Heritage Foundation sponsored exploratory investigations upon the property in order to identify a number of subsurface features associated with the original historic site. The house is used as a community museum.

Barnum Homestead (A1Gm-7) Site

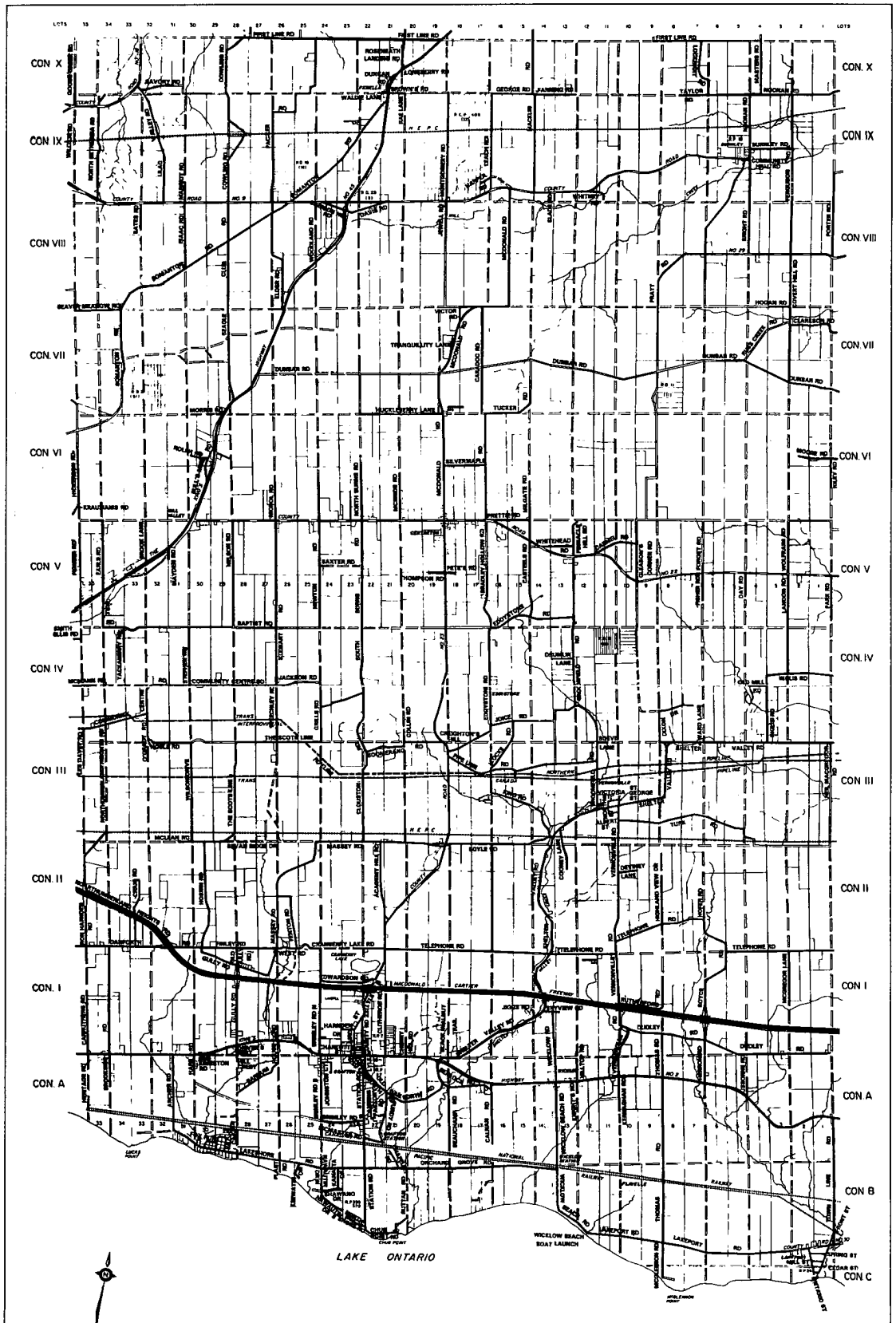
This site is located to the immediate south of the Barnum House (A1Gm-6) site along the east side of a small unnamed creek. Warrick's report shows the location of this site but does not expand upon its historic importance.

Barnum Mill/Distillery (A1Gm-8) Site

This site is located to the northwest of the Barnum House (A1Gm-6) site in Lot 27, Concession 1, Haldimand Township. It was destroyed by a fire in January 1835 but was apparently rebuilt and operated for some time. Eliakim Barnum was in possession of a licence to operate a distillery in Haldimand/Grafton during the years 1817–1827, 1829–1837 and 1839. Barnum is on record as having an innkeeper's licence in 1815.

Purdy Road (A1Gm-11) Site

This isolated historic site was recorded by York North Archaeological Services in 1993 during archaeological investigations associated with the proposed water pipeline right-of-way. The single artifact consists of a decorated large dish or platter fragment that likely dates to the mid 19th century.



Haldimand Township map showing current names of roads.



The Early Settlement and Development of Haldimand Township

Parcels of land were marked following standard surveying procedures in the wilderness. Early surveyors used a primitive transit, a compass, Gunter's chain (the chain was 66 feet long and had 100 links) and wooden stakes to mark lot and road allowances. Blazes were marked on trees to indicate the line between the stakes. A cut stone monument at least three feet six inches long and six inches square at the top was placed at each intersection of a side road (north and south) and a concession road (east and west). The monument indicated "R" for road side as well as lot and concession numbers. Haldimand is comprised of ten concessions plus the broken lake fronts A, B and C and is 35 lots wide.

In 1783, at the close of the American Revolution, many settlers left the new United States and came north to Canada. For the most part, they were men and women who had remained loyal to the British Crown during the war. Some left the United States to escape imprisonment for treason. Others were displaced, having had their possessions confiscated. Numerous immigrants came in search of free land. Whatever their motives or experiences, although they were not all United Empire Loyalists, they were united in their desire to start a new life in this new land.

Due to this large influx of English speaking people, it was decided to divide the vast province of Quebec into two territories. The Canada Act, legislation passed in the Court of St. James on August 24, 1791, created Upper Canada and Lower Canada. This historic legislation became the written constitution of Canada for the next 40 years. Designed to reflect the governing institutions of Great Britain, it designated a Lieutenant-Governor, an Upper House or Legislative Council with no fewer than seven members appointed for life, and a Legislative Assembly with no less than 16 members elected by freeholders. Lord Dorchester, who had previously governed the province of Quebec, remained the Lieutenant-Governor of Lower Canada. Sir John Graves Simcoe was appointed Lieutenant-Governor of Upper Canada, reporting to Lord Dorchester.

John Graves Simcoe had served with the Queen's Rangers during the American Revolution before returning to England due to ill health. He was elected to the British House of Commons in 1790, a year before he was sent to Canada. Simcoe had known Lord Dorchester in America. Relations between the two men had not been amicable there and did not improve in Canada. They often disagreed on priorities and issues relating to the settlement of Canada. Lord Dorchester, who worried about invasion from the United States, wanted to have a strong military force established in Upper Canada. Governor Simcoe's plans for the settlement concentrated more on the practicalities of farming and commerce. He may have hoped that a prosperous Canada would help fill England's economic void left by the loss of the Thirteen Colonies.

During a two year period when Lord Dorchester was away in England, Simcoe took advantage of his absence to begin many settlement projects. Surveys of the land were begun. Schemes were set in motion to bring immigrants north. Simcoe also fostered agriculture, opened roads, established town sites and encouraged the building of saw and grist mills.

Upper Canada's old regions were soon rearranged and renamed. The area that would become Haldimand Township lay in the Nassau Region, which had been created in 1788, before Simcoe had arrived. On July 16, 1792, he divided Upper Canada into nineteen counties, for representational

purposes, and it is at this time that Northumberland and Durham are specifically mentioned and described. In 1798 the two counties became part of the Home District. This marked the beginning of Parliamentary Government in Canada. The counties of Northumberland and Durham were removed from the Home District in 1802 and formed into the District of Newcastle.

In 1791 instructions were issued to survey and mark out the base line for a row of townships and to have the side lines carried back one mile. Augustus Jones, the deputy provincial surveyor, ran this base line. Haldimand Township received its name at this time in honour of Sir Frederick Haldimand. The Swiss-born Haldimand had risen to the rank of general in the British army before serving as Governor-in-Chief of Canada between 1778 and 1786.

On July 18, 1792, A. and H. Spencer and a group of associates petitioned the Lieutenant-Governor in Council for the township of Haldimand. The grant of a township meant that the "leader" or "associate" would receive 1200 acres and the rest of the township would be reserved for them to bring in settlers. At a meeting in October 1792 the Spencers received the township of Haldimand.

History is silent about the results of the settlement schemes of the Spencers, although Abner Spencer's name is on an early roll. The Spencers were military men and perhaps they did help to get some early pioneers settled. Simcoe had hoped that this method of populating Upper Canada would build stable communities of pioneers with similar interests or backgrounds. However the system soon went astray. Many groups who were granted tracts of land were acting more as middlemen and land speculators than as agents settling pioneers. Such profiteering was not what Simcoe had in mind. In April 1793 after 32 townships in Upper Canada had been assigned, these allotments were discontinued when it was discovered that only six had any significant population.

In 1793 pioneers were arriving and there was pressure to get the surveys done so that families could get settled. So far, only the base line which became Concession I had been drawn. Aaron Greeley arrived from the United States with his cousin Zaccheus Burnham about this time. A school teacher by profession, Greeley learned to survey by apprenticeship to William Hambly, another surveyor. Greeley surveyed Haldimand Township and also became a government land agent who brought in settlers to Haldimand. The village of Lakeport and Cramahe Township were also being settled at this time by Joseph Keeler.

Greeley was appointed Deputy Surveyor in York (Toronto) on November 18, 1797. Yet someone's addition to his field notes indicates that the survey was completed prior to October 29, 1796. It is this apparent contradiction that has caused a confusion in the dating of Haldimand's survey. With settlers arriving and winter approaching, Greeley may have felt that it was more expedient to finish the survey of the region and then attend to the formalities in York.

In an effort to ascertain what land was being farmed and what was being held for speculation, Augustus Jones was asked to make a detailed report to the government on the location of each settler and what improvements had been made. On May 1, 1799, he found the following settlers in Haldimand Township: Ebenezer Allen (or Allan), George Baker, Gideon and Stephen Bordman (or Bowerman), Nathan Brady, Allen and John Brown, Asa Burnham, Joel Burns, John, John Jr. and William Carter, William Curtis, Asa Danforth, John Darling, Erasmus and Gaius Deane, Moses

Doolittle, Bays Eddy, Joseph Farrington, Rozel Ferguson, Ferdinand Grout, Aaron Greeley, John Grover, Daniel and Stephen Hare, Arthur Hary, John Haveland, Thomas Hinman, Daniel Honeywell, Peter Irish, Charles Jones, Joseph Keeler, John Kelly, George McCalping, Nathaniel Michael, Patrick Moore, Mathias Morris, Rana Peering, Timothy Pettit, Joseph Philips, Joseph Richmond, Joseph Starks, Abner Spencer, Benjamin, Isaac and Jincks Wait, Samuel Williams, Christopher Winter and David and Peter Wyatt.

This lengthy list of settlers grew quickly. By 1804 there were 356 settlers in Haldimand Township: 173 adults and 183 children. Haldimand was then the second most populous township in the Newcastle District after Hamilton Township to the west.

On January 1, 1800, the townships of Murray, Cramahe, Haldimand, Hamilton, Alnwick, Percy and Seymour and the Peninsula of Newcastle were formed into Northumberland County. Northumberland County administration began in July of that year when David McGregor Rogers of Haldimand became Registrar for the county. Prior to his appointment, all land registrations for the region were made in Newark (Niagara-on-the-Lake). Haldimand's pioneers now had a convenient location in their own area to register title to their property and many now took the opportunity to do so.

Settlers from the United States had been accustomed to a system of town meetings at which all male residents of an area could meet to vote on important questions of general concern. Pioneers looked for this democratic assembly in their new land and asked that it be put into law. Simcoe was, however, against it. A concession was reached whereby each town or township was allowed to hold an annual meeting for the election of local officers such as clerks, treasurers, assessors, collectors, path masters, pound keepers, fence viewers and wardens. But these officers had to account either to district justices of the peace or to magistrates appointed by the legislature and so they had little or no power.

All executive power lay with the Court of General Quarter Sessions. This court consisted of prominent people who were appointed by the Government in Council to oversee local affairs in each district. The body met frequently and had two functions: to serve as a court of law which conducted judicial trials and imposed sentences; and to serve as a municipal governing body which appointed police, issued licenses, established by-laws, levied and collected taxes and looked after the construction and maintenance of roads and bridges. Its chief administrator was the clerk of the peace. His duties were roughly those of the modern municipal clerk, but also included recording trial proceedings.

At a meeting of justices of the peace held at York on January 17, 1801, constables for upcoming town meetings to be held in March were appointed. Robinson Irish and Bays Eddy were named for Haldimand Township. While no records have been found of these early town meetings it is safe to assume that they served as a forum for voicing grievances and concerns, gave officials an opportunity to speak about new laws and statutes and were no doubt also an occasion for some social interchange. In 1803 the population of Haldimand Township was 312.

In 1830 the population of the township was 1,699. Statute labour to develop local roads began in 1831. Every person on the township assessment rolls was responsible for work on roads and

Currency in Upper Canada had been confusing in many ways. Part of the problem originated in the States where Boston rated the dollar at five shillings and New York at eight shillings. The rate from Boston was used in Halifax, so in "Halifax currency" a shilling was worth 20 cents. However, the New York rate came to Upper Canada with the Loyalists and so a shilling here was worth 24 cents. Adding to the confusion was the "York Shilling" which was worth six pence or 12.5 cents. Fortunately, or unfortunately, most settlers did not have much cash, and they used a barter system which worked quite well for the most part. But the need for a stabilized currency and a central banking system was apparent very early. Charles Fothergill, travelling through Upper Canada in 1817 reported in his diary that he saw a shilling cut in half to make change. He wrote that dollar coins were also cut up to make 50 cents and again to make 25 cents. John Mactaggart in his book "Three Years in Canada, 1826 - 1828" stated: "Every sort of copper piece is a half-penny. I have no less than 120 different kinds, the greater part of them old copper coins of Britain, and merchants' tokens from all over the world. If a lot of farthings be taken into a smithery and receive a blow from a sledge-hammer on the anvil they will then be excellent Canadian coppers or half-pennies."

**THE FOLLOWING IS
A LIST OF TOOLS,
BLANKETS AND
LIVESTOCK ISSUED TO
IMMIGRANTS IN 1825:**

Axes, pickaxes, augurs,
cross-cut saws, whip-saws,
adzes, bill hooks, hoes,
wedges and occasionally
a cow.

bridges in proportion to the estimate of his stated real and personal property. Property and goods valued at £125 meant that an individual had to give six days of work that year. The work requirement increased by one day for every £25 of property up to a maximum of 21 days. However, cash could be paid in lieu of labour at a rate of 2/6d. per day for work in excess of eight days.

In 1837 the MacKenzie Rebellion and the constitutional revolts took place in Upper and Lower Canada. It was a divisive period. William IV died and Queen Victoria came to the throne. Her coronation occurred in 1838 and the Victorian era began in Canada with the Patriot Raids.

In 1841 the Act of Union came into force and Upper and Lower Canada ceased to be separate entities. The School Act was passed that year and brought about the first school administration. This act allowed for the formation of district boards of education. It was later amended to provide for the annual election in each township of five common school commissioners. District School Supervisors appeared in 1846. Also in that year townships were divided into school sections.

In 1850 superintendents were appointed to inspect schools. They were not professional educators but usually clergymen or physicians who undertook the supervision of the schools as part-time positions. Each superintendent was to be in charge of not more than 100 teachers and received £1 per year per school. He had to submit a report before March of each year regarding his annual inspection. He reported on such things as the number of pupils, the qualification of the teacher, and the subjects taught. He also had to take note of the general plant and equipment, and the financial status of the school. A school in Wicklow and one in Lakeport were shared by Cramahe and therefore carried the section numbers of each township. Early reports also indicated the year the school first opened, if it was known. The years noted for early schools varied with the superintendents' reports, with the result that the school in Wicklow, Hare's School and S.S. #2 Grafton, all claim to be the earliest in Haldimand, depending on which source is used. Wicklow had the earliest stone school and a superintendent's report from 1852 claims that the house built on the same lot (Lot 14, Concession A) was the oldest house in the district.

Until 1871 schools were financed by fees imposed by local trustees, taxes raised by the township and by provincial grants. After this time education was "free" for local residents. Costs were covered by local taxes and provincial grants. A law was also passed in 1871 stating that every child aged seven to twelve years had the right to attend school or be educated for four months of each year.

An outcome of the MacKenzie rebellion was the District Councils Act which was passed in 1842. It declared that local government was to be administered in each district by an elected group known as the District Council. This form of government continued until the Municipal Act of 1849. This Act completed the reorganization of municipal government and the system that it created continues to this day. As a result of the Baldwin Act of 1849, Northumberland and Durham Counties were united to form a single administrative and judicial unit.

Following the passage of the Baldwin Act on January 1, 1850, the United Townships of Haldimand and Alnwick elected their first council at a meeting held at Arkland's Inn in Grafton. Council agreed that their proceedings would be governed and guided by the rules and regulations of the former Municipal Council of the Newcastle District.

*Passed 5 March 1850,
By-Law to regulate
the running at large
of cattle, horses, etc.:*

*Horned cattle to run at large
from first day of April to the first
day of December, if not known
to be unruly, excepting Bulls
which are not to run at large
under a penalty of 20 shillings.*

From the First Minute Book of Haldimand Township dated January 1850: "21 January. The Councillors of the United Townships of Haldimand and Alnwick met this day for the first time. Members present: Messrs. E.S. Barnum, Campbell, Clark, Rogers and Charles H. Vernon. Reeve James G. Rogers and Deputy Reeve John R. Clark elected by ballot. P.M. Grover was appointed the first Clerk to the Council."

Initially, the seal of S.S. #2 was used as the seal of the United Townships. It wasn't until January 20, 1851, that the Clerk was authorized to procure a seal inscribed "Municipal Council of the Township of Haldimand." In the absence of permanent quarters, the clerk was directed to remain at his place of residence on Saturday in each week for the purpose of "transacting any and all such business in connection with his office."

In January 1852 Alnwick formed its own separate township. At first, apart from the appointment of township officials (treasurer, assessors, collector, auditors, path masters, pound keepers, fence viewers and a superintendent of education) most of council's time was spent receiving petitions to open roads from various residents. If council agreed, a survey was undertaken to identify boundaries, following which the path master would supervise the building of the road with statute labour. In the early 1850s the clerk of the United Counties wrote to the clerk of Haldimand: "In 1810, there was not even a road. The settlers passed from one clearing to another by a path along the lake shore. By 1850, steamers have replaced the canoes or batteaux of 1810 and there are three separate lines of railway intersecting the counties in various directions."

Until the town hall was built, John Arkland of Arkland's Inn furnished a room suitable for holding the division court, council meetings and all other township functions. The cost was set at £6 per annum paid in advance.

In March 1855 the first township library was established and furnished with selections made from an approved list by two of the councillors. The first record of welfare payments appeared that year when council authorized the payment of "board and washing" for a township resident described as being infirm. The year 1855 also marked the highest population figure the township would have for more than a century: 4,634.

From 1850 to 1856 councillors were paid £5 a year. In 1857 the stipend was doubled to £10 a year, during which there were 17 sessions.

The year 1858 was a busy one. In February, council was discussing a combined schoolhouse and council chambers at S.S. #2 (located on Charlotte Street). Councillors agreed to discuss this proposal with their constituents in their several wards. By the time of their March meeting a separate building was agreed on and council as a whole appointed themselves a committee to erect council chambers in Grafton. At a special meeting called on May 22, 1858, council voiced disapproval of the intent of the Provincial Legislative Assembly to separate Durham from the United Counties. In September, council abandoned the sterling standard and adopted the dollar system.

With the completion of the town hall in 1860, council dealt with several requests for use of the new facility for a temperance meeting. A ball was held on January 13, 1860, and the brass band practised there following council's agreement on March 30, 1861, that they could do so. Council

NEWS ITEM FROM
THE AUGUST 21, 1875,
ISSUE OF THE
Cobourg Sentinel:

Grafton: Numerous tramps of both sexes are to be seen almost daily travelling through here with an old and dirty bundle strung on a stick and thrown across their shoulders. They are generally looking for work and praying they may not find it.

began holding meetings outside Grafton for the first time in 1867. Fenella was the first locale with Centreton added in 1870 and Burnley in 1912.

Over the years, council experimented with various forms of organization. Initially there was a reeve and four councillors. In 1870 this was changed to a reeve, two deputy Reeves and two councillors. This form continued until 1899 when council reverted to the original format. The position of a deputy reeve was created in 1907 and this form continues today. In 1910 a two year term for councillors was initiated.

In 1915 H. F. Clark, manager of the Standard Bank, and others approached council regarding the lack of fire protection in Grafton and sought funds for the purchase of a pumper. Council granted them \$25 toward the purchase.

Council received many requests for support during the first world war. It assigned \$5 for supplies to each enlisted man joining the 139th Regiment, \$1,000 to the British Red Cross, \$1,500 to the Canadian Patriotic Fund and the Belgium Relief Fund and \$25 each to women's organizations in Wicklow, Centreton, Lakeport, Fenella and Vernonville to assist them in providing comfort to the soldiers overseas.

After the war, the Reeve was authorized by council to purchase a suitable plaque for the veterans from Haldimand. In 1928 council responded to a request from William Heenan representing the Horticultural Society to have the Honour Roll moved from the Town Hall to the cairn which had been prepared.

A special session of council was held on March 7, 1925, to authorize the Hydro Electric Power Commission of Ontario to erect poles on the highway in Grafton. In October 1925 council agreed to erect eight street lights in Grafton and in December the Women's Institute of Grafton came forward to donate funds for four extra street lights. The W.I. covered the cost of the lighting until the outbreak of the second world war.

E. May Mulholland was the first woman to be elected to council: on January 9, 1928, she took her seat and served a two year term. Ms. Mulholland served on council again in 1939.

In 1928 council responded to the increasing number of wolves in the township by offering a bounty of \$50 for each wolf killed as evidenced by a pelt. The first Monday in August was declared a civic holiday in 1931.

At the height of the Depression in 1934, the first road superintendent, Mr. Alfred Larry, was appointed. He was instructed that road work should be allotted to those residents who requested it, up to an amount of one-third of their taxes, and that their cheques were to be applied against charges. Subsequent superintendents were Norris Gleason, Aylmer Harnden, Tom McBride (who served 42 years) and Donald Sage. In 1935 to facilitate tax collection, arrangements were made for rate payers to pay their taxes at various sites in the township, for example at the Lakeport store, Vernonville store and others. There was also strong objection from council at this time when the Canadian National Railway announced plans to remove their station agent in Grafton.

Mansion House made a petition to serve beer in 1939 but was turned down. In 1940, when Britain was being bombarded, Haldimand residents were advised to let the clerk know if they wished to offer a home to children being evacuated from the British Isles. All road work halted in



Haldimand Township Council & Staff, 1937. BACK ROW (LEFT TO RIGHT): Mac Rutherford, Stan McBride, Alf Larry, Charlie Rutherford, Herb Minor. FRONT ROW: James Deviney, Aylmer Harnden, Alex Stephenson.

Photo loaned by Dora Grant.



Haldimand Township Council elected in 1995. LEFT TO RIGHT: Anthony Beauchamp, Deputy Reeve; William Finley, Reeve; Rev. K. Howlett, Pastor of St. Andrew's United Church, Murial Braham, Dalton McDonald, Jane Kelly.

Photo loaned by Jane Kelly.

in Grafton under the Community Centre Act of 1948; and requested that the United Counties of Northumberland and Durham set up a high school district to include all of the township of Haldimand, the town of Cobourg, and all or part of the township of Hamilton either with, or without, Alnwick. Council also authorized the construction of an arena on the Haldimand Community Memorial Centre property.

In 1951 the population of the township was 2,496. That year the first by-law regulating trailer camps in the township was enacted. The 1950s saw other changes too: washrooms were installed in the township building and street lighting was erected in Centreton, Lakeport and Vernonville in 1954 and Fenella in 1956. The Architectural Conservancy of Ontario offered Barnum House to council which was accepted and the building was rented to the Historical Society. Deer hunting began in 1957, with the season opening for three days during the last week of November. Licenses to use shotguns were sold to residents. A petition to establish a dining lounge in Grafton went to a plebiscite and was defeated. In 1958 a deputation led by Harold Prentice attended council requesting a water supply for the community.

In 1959 preparations began for the visit that Her Majesty the Queen would make on July 25 by driving through the township on Highway #2. Among the dignitaries presented at Trenton Air Force Base were Haldimand's Reeve Doug Johnston and his wife, Shirley.

the township unless specifically authorized by the reeve and two councillors.

As noted earlier, in order to be accessible to as many rate payers as possible, council held frequent sessions outside Grafton, at Centreton, Fenella and Burnley. These were always held in public buildings. The one exception occurred in May 6, 1943, when council, following a disastrous fire which destroyed the Centreton Community Centre, met at the home of Mr. and Mrs. Stanley McBride, a former Reeve. Later that year an unusual event occurred when the Reeve, Aylmer Harnden, resigned to accept the position of road superintendent. In 1948 the streets of Grafton were asphalted.

1949 was a busy year during which council: granted the first license to operate a taxi service in Grafton and vicinity to Mrs. Myrtle Carter; authorized the establishment of a community centre

In 1961 the population was 2,780. The Eagleson dump site began use in 1963 and subsequently four other dump locations operated in Haldimand: on the Brimley Road, north of Highway #2; on Telephone Road, near Vernonville; north of Centreton; and at Fenella. These gradually changed to waste transfer sites. In 1966 preparations began on centennial projects and the following were authorized and completed for 1967: the restoration of the east wing and basement of Barnum House; a centennial gate to be erected at Haldimand Memorial Recreation Centre and playground equipment installed; and the establishment of a park in Centreton.

Over the years access roads to properties had been created and while they usually had a local name known to the users, they were not signposted for the benefit of the travelling public. In 1987 the Township and the Royal Canadian Legion undertook a project to name all the roads and lanes within Haldimand Township. An open meeting was scheduled for June 16, 1988, at which residents were invited to propose names. Those who were unable to attend the meeting were invited to write their recommendations to the township clerk.

Many people wrote in with suggestions of family names referring to past residents who were either early settlers or people who had lived in the area for a long time. Many descendants of these families continue to live in the same area, though names have changed over time. Some offered names commemorating mills or factories no longer in existence.

Councillor Murial Braham undertook the job of choosing names and supervising the installation of signs. She hired four teenaged helpers, Ewen Brown, Tony Martorino, Ken McPherson and Lisa Tollan. One hundred and sixty-six new signposts were installed and the job was completed within budget.

Civic address numbers for 911 emergency response were installed in the summer of 1996. At this time it was found necessary to change the names of a few roads to avoid confusion in an emergency response call. Haldimand now has 223 named roads.

1995 also saw the County of Northumberland taking over responsibility for waste management and the Material Recovery Facility was opened in 1996. The waste transfer sites closed that summer and garbage collection began throughout the township.

Pollution of village wells made town water a necessity for Grafton residents and in 1995 with the assistance of a provincial grant it finally became a reality. With town water, local fire protection was now possible.

In the course of an archaeological assessment by York North Archaeological Services for the proposed site of the water facility north of the village, the Grafton (Cranberry Lake) site was found on May 1, 1995. A full report appears in the chapter on Archaeology.

Rosemarie Robins was elected Warden of Northumberland County in December 1986 when she was the deputy reeve of Alnwick Township. The vote was close, 26-23. It was only the second time in 136 years that a woman has been elected to this post. Brighton's Dorothy Brintnell was the first woman warden in 1975. In 1978 Rosemarie Robins was also the first woman councillor elected to Alnwick Township. Originally from Grafton, Rosemary is Glen Prentice's sister.



Lakeport.

Photo loaned by LACAC.



Hamlets and Communities

Lakeport

The settlement of Lakeport began in 1793, the earliest of all the communities of Haldimand Township. Lakeport occupies Lots 1 and 2 in Concessions B and C in the Township. To the first settlers who came with Joseph Keeler, it was known as Keeler's Creek after the creek that flows through the hamlet. Later, when Joseph Keeler II laid out Colborne, it was known variously as Colborne Harbour and the Port of Cramahe, but to the people who lived there it was always affectionately known as Cat Hollow. This name may have derived from the imagination of sailors as they approached the port. The land forms a hollow at the lake and the two wharves linked by storage sheds, with the hotel and other buildings trailing off to the east up Front Street may have looked like a cat when seen from the entrance of the harbour.

The Haldimand-Cramahe Township line runs through the hamlet, just east of the creek. In its early days Lakeport had a flour mill which was owned by the Sproules. There was also a lumber yard at the foot of Front and Ontario Streets, adjacent to the Keeler wharf. St. Andrew's Presbyterian Church was built in 1830 from stone quarried in Lakeport. Rev. Miller, an early minister, lost his life on the Bay of Quinte when he broke through the ice while travelling on his parish rounds.

The busy settlement also boasted a blacksmith shop, a cooper's shop, a barrel shed, grain offices, weigh scales, a post office, two hotels and four taverns. One of these taverns was Grime's Tavern.

In 1885 the population of Lakeport was 300. J.H. Matthews was then the postmaster. Some family names of that time were Campbell, Cowey, McGlennon, Miles, Redfearn, Scott and Southan.

Lakeport's St. Peter's Anglican Church was erected in 1893. It stood across the street from the Sproule's Flour Mill. When the church was demolished in 1969 its stained glass windows, which were dedicated to an early rector, Canon Davidson, were moved to Trinity Anglican Church in Colborne.

For many years, the hamlet had a large canning factory. It was known as Dominion Canners and later as Canadian Canners. Following a fire, the factory was rebuilt and expanded in 1899. The plant manufactured tin cans and wooden boxes for canning peas, beans, apples, pumpkins and tomatoes. It also made cans for a factory at Trenton. Lakeport's cannery provided steady employment for many local men and women. Mr. Arnold Pettibone, a longtime resident of Lakeport, states that his grandfather, who settled there in 1903, hauled the cartons of tinned goods from the factory to the railway station.

It seems that there once was a huge blue goose egg shaped boulder which sat outside of Grime's Tavern. Regular customers lounging on the tavern's front porch would ask newcomers if they could move the big stone. If they could, their drinks were on the house. If they could not, they had to treat the regulars. This local landmark is said to have been used later as the cornerstone of St. Peter's Anglican Church.



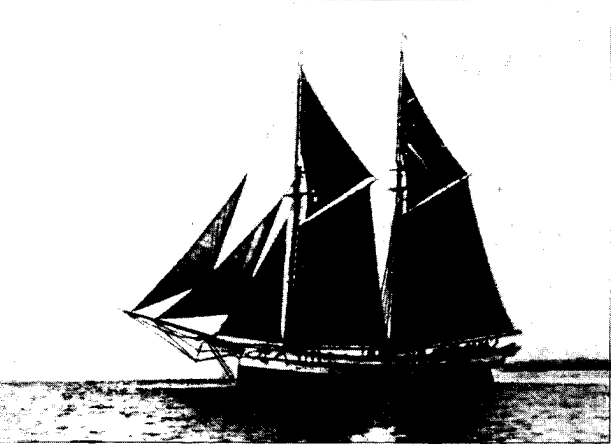
David and Ann Kernaghan (centre) with Captain and Mrs. James Shaw.

Photo loaned by Joe Kernaghan.

Lakeport's children attended a one room school, S.S.# 6 and # 7. (Where a school served two townships, as in the case of Lakeport, it carried the section numbers from each district.) The school stood in the northwest corner of the hamlet beside the home of Captain and Mrs. James Shaw. The Shaws were good friends of Ann and David Kernaghan, parents of Annie, who grew up in Lakeport and still makes her home there. Her husband is Ed Roddy, who served on council from 1951 to 1985. For 25 years he was either the Reeve or Deputy Reeve. He also served as the first Warden of Northumberland County from Haldimand Township after the division of the counties.

The hamlet's early prosperity came primarily from its harbour. Among the ship-related industries were shipbuilding and repair, passenger traffic, imports and exports and fishing. Delbert Peebles, a local historian and Lakeport resident, wrote:

It was seldom that you could look out and not see a boat. Captain Walter Kirk remembers counting 18 at one time. He has seen one boat unloading while two more waited at anchor to be unloaded. They would bring in coal and load out again with grain, lumber or other freight. Several of these schooners were built or rebuilt at Lakeport.



The William Jamieson, sister ship of the Blanche that disappeared May 27, 1888, with all aboard.

Many in Lakeport earned their living from the lake trade. For instance, the customs officer oversaw the local customs house and assigned excise tax. The last person to hold this post was Harry Chapin. There were also harbour masters, the last of whom was John Dougherty. Jim Coyle, author of a collection of papers entitled "Those Sailing Days of Old Cat Hollow", recalled that Lakeport was once home to 42 sailors. These men were usually away during the summer months, leaving wives to raise children, livestock and crops.

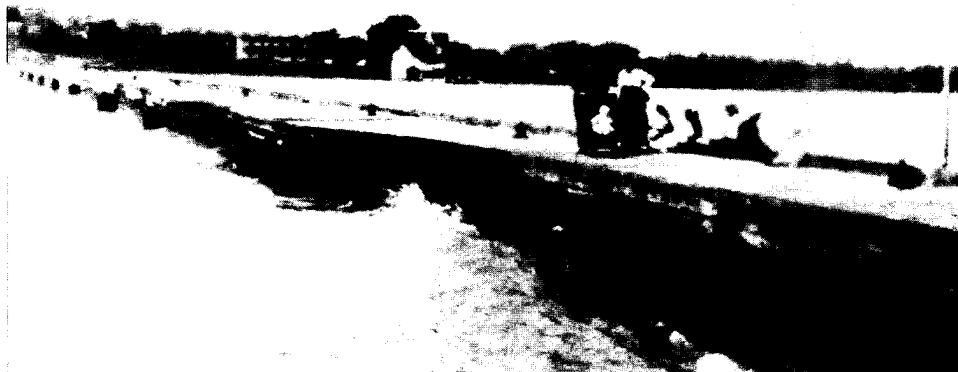
Aiding this sailing hamlet were Lakeport's famous geese. These birds would raise a great noise whenever a storm was approaching. Mr. Coyle mentions that the peacocks owned by the McTavish family would also join the alarm. This was a very helpful aid to the mariners, because Lakeport was not a safe harbour in a storm. With sufficient time, sailors in Lakeport would weigh anchor and head for Brighton Bay because ships were known to founder at Keeler's Wharf.

To accommodate the flow of goods through the port, coal sheds, a seed house and a large elevator were built on a property called The Commons. From the scrapbook of another Lakeport historian, Shirley Irvine, comes a newspaper

Howe

Lakeport wharf in 1919.

Photo loaned by Shirley Johnston.



clipping which reports that The Commons were often covered with lumber, telegraph poles, fence posts and railway ties waiting to be shipped out.

Jim Coyle states: "the pride of Old Cat Hollow was when they rebuilt the two-masted *Paragon* into the three-masted *Keewatin* in 1889 for Archie Campbell. She eventually went to saltwater and sank in the gulf of Mexico in 1917." He further reports that Alex Cuthbert was a shipwright.

Apart from the Peacocks and the Hendersons, the Redfearns were another famous sailing family of Lakeport. At the age of 23, Captain Charles E. Redfearn was already the captain of the biggest windjammer on the Great Lakes, the *Albacore* of Toronto. In his youth he had sailed under his father, Captain James Redfearn. Both were once shipwrecked on Lake Superior and spent three nights marooned on an island. During World War II, Charles Redfearn trained men for the Royal Canadian Navy. He died on March 29, 1949, at the age of 80.

The wharves have gone from Lakeport and with them all the bustling activity from the harbour. Families who live there now either are retired or find their living elsewhere.



*John Frederick Tuck (left), with his father
Thomas William Howard at Lakeport, c. 1910.*

Photo loaned by Barry King.



Lawless store erected about 1835.

Photo loaned by LACAC



King Street, Grafton, c. 1910.

Photo loaned by Doug Deviney

Grafton

The hamlet of Grafton, located on Lots 22, 23 and 24 in Concessions A & I, was known by various names, including Grover's Tavern and Haldimand Post Office, until a Wednesday in March 1832. That day, a few civic minded residents got together and formed a committee for the purpose of formally naming the settlement. In a letter to the *Cobourg Star* dated March 22, 1832, and signed by John Taylor, James G. Rogers and Eliakim Barnum, the new name was announced:

Sir: The improved and flourishing state of the Township of Haldimand has led to the rapid formation of a village about the place which was formerly known as "Grover's Tavern" and in conformity to the usage, several gentlemen of the neighbourhood met by appointment at that place on Wednesday last for the purpose of giving it a name. After considerable discussion, that of Grafton was unanimously agreed upon, as will appear by the resolution herewith sent you.

Benjamin Ewing Esq. in the chair.
John Taylor Esq. was appointed secretary.

Moved by James G. Rogers Esq., seconded
by Eliakim Barnum Esq.

That in consequence of the rapid increase of population and the establishment of a Post Office in this place, it is expedient to give it a name. Carried.

Moved by Mr. Clark Spaulding,
seconded by Robert D. Rogers

That this village be called Grafton.

It was agreed that Messrs. Taylor, Barnum and Rogers be a committee to draft and form a communication founded on the foregoing resolution, to his Excellency Sir John Colborne, respectfully requesting his approbation.

After the business of the day was closed, we were regaled in Mr. Pepper's best style and among the numerous loyal toasts given on the occasion were the following:

The Village of Grafton.

The King and Constitution.

Sir John Colborne and the

Province of Upper Canada.

Mae nae ware be among us.

The Constitution under which we live.

Many others, equally loyal and patriotic were given—the whole affair going off with the greatest cordiality and good feeling.

Benjamin Ewing was one of the earliest settlers of Haldimand Township and made his home at Benlock, off Highway #2 east of Grafton. His wife was Eunice Doolittle, a daughter of Moses Doolittle, an early emigrant from Vermont, who lived in Wicklow. John Taylor was a merchant in the village. James G. Rogers was another very early settler, a United Empire Loyalist, whose family had a long military history in the service of the Crown. The map of patents shows extensive land holdings given to him and his family.

Eliakim Barnum was also an early settler. He and his family arrived in Haldimand about the same time as the Ewings. Because of the friendship of these two families, it was originally thought that the Barnums arrived from Vermont with the Ewings. Recent research has shown, however, that the Barnums came from New York State. Eliakim was married to Hannah Ewing Blanchard, a sister of Benjamin.

Although the committee did not mention the origin of the name they had chosen, Grafton appears to have taken its name from a town in Massachusetts from which John Grover had

Moral Society

On Saturday, June 9, 1832, a number of inhabitants of Grafton and Haldimand Township met at E.H. Pepper's Inn for the purpose of forming a Moral Society at the instigation of Abel Fennell and including E. Ewing, as President, John Taylor, Vice-President, B.F. Ewing, Secretary, W. Litster, James Angus, Alexander Noble, John Munro, Amos Moore and J.C. Hogaboom. History is silent as to the subsequent career of this Society but its stated purpose was to "promote the cause of morality by example, precept, and a strict obedience to civil authority." The Society members agreed to refrain from acts of: intemperance, deception, contention and brawling; speaking disrespectfully or irreverently of the deity, the Christian religion, the King or those in authority under him; drunkenness; and breaking of the Sabbath.

Cobourg World,
 "EIGHTY YEARS
 HISTORY" BY
 P. HINMAN,
 MARCH 15, 1895.

[At] twenty-five places along the front of Haldimand intoxicating liquors have been made and sold, during the past 80 years. Now on the same territory there is only one place legally authorized to dispose of spirituous liquors, that is the Mansion House at Grafton, owned and kept by M. Mulhall, perhaps as well kept as any of its predecessors and still it could comfortably accommodate double its present number of guests."

emigrated. Grafton, Massachusetts had been named in honour of the Duke of Grafton, a grandson of King Charles II.

The hamlet had been settled for quite some time prior to its naming. It may have begun as a convenient half-way stop along the Danforth Road that once led from York (Toronto) to Kingston. Due to its strategic location, many inns were built in the area.

An early inn was run by the Spalding family. As Loyalists, Zebulon and William Spalding were granted land in Haldimand Township in 1792. On their land, they soon built a home and an inn. Spalding's Inn continued in use until at least 1820, when it was converted into a brewery.

In 1817 a traveller named Charles Fothergill passed through Grafton and stayed at an inn that became a local landmark. He described his stay at Grover's Inn as follows:

Found Grover a one-eyed dark complexioned & very shabby & suspicious looking fellow — & drunk withal & very loquacious & very consequential in his own eyes. Settled here 15 years ago when there was not a soul within many miles of him — Showed me a small library of religious books in a cupboard in my bed-room with an air of great triumph — glad to see it tho' doubtful as to the benefit he derived from their perusal for I did not like his manners nor the continual surprize he expressed at my travelling alone in such a country, & his frequent interrogatory whether I was not afraid of being robbed & murdered — in faith I might be both & no one be the wiser — as he lifted my portmanteau into my bedroom, remarked on its weight saying it must be full of money — I did not like his manner of handling & pointing my double-barrelled gun — which was dubious — Bed room however was very comfortable with a cheerful glazing fire on the hearth of maple wood — I fastened the door & committed myself to repose & to the protection of the Divine Deity whom I have so frequently & so heinously offended.

The next day, Fothergill noted a distinct change in Grover's attitude and concluded that, sober he was a much superior man.

Edward H. Pepper took over Grover's Tavern before 1832 and offered it for sale. The following advertisement appeared in the *Cobourg Star* on July 11 of that year:

For sale — all that excellent and well known tavern stand in the Village of Grafton with outhouses, sheds, etc. and 3/4 acre of land, known for many years by the name of Grover's Tavern and now in the occupation of Mr. Pepper.

A notice dated November 30, 1833, in the same newspaper, announced that John McNulty and B. Murray, tailors, had removed to Grover's Old Stand, formerly occupied by Pepper's where they would be ready to wait on those who called.

By 1835 the old Grover's Inn had become Arkland's Tavern. Until the building of the townhall on the east side of the inn in 1859, Arkland's was the regular meeting place for the township council, the district court and for numerous local organizations. It was operated by John Arkland who was married to Belinda Ewing, a sister of Benjamin Ewing and Hannah Barnum.

In late 1842 or early in 1843, Arkland's Tavern was sold. The new owner was William Patterson, a settler who had come to Haldimand in 1822. In February 1843 he informed customers of his new business through the following advertisement in the *Cobourg Star*:

The subscriber, having become proprietor of the house in Grafton, lately occupied by Mr. Arkland, proposes to continue it as a tavern. The situation is most commodious; and the subscriber will keep the Larder and the Bar constantly supplied with the best Viands and liquors he can procure. Every accommodation will be afforded to travellers, and at the most reasonable terms. There is good stabling attached to the house, and attentive hostlers will be engaged.

It is not known how long the Arkland Tavern survived as an inn after the Patterson ownership. In 1921 the old Arkland Tavern building was purchased by George Immel who used it as a repair garage and car sales office. Harvey Bryson took over the garage in the late 1930s and it was then known as White Rose Garage. In time, the building was demolished. The lot is now used by the Grafton Village Inn as a parking facility for guests.

The Patterson family is known to have had another early hotel in Grafton. This business stood on the southeast corner of the Danforth Road and Highway #2. When it was bought by the Patterson family in 1848, it appears that the inn was operated by William Patterson's son Thomas. That inn remained in the Patterson family until it burned in 1890, except for a one year period, when it was owned by Josias Gillard. Thomas Lawless then used the site to erect a store. When he retired in 1895, the shop was sold to George Hutchings. The building was subsequently moved by William Johnston to Lot 24 in Concession A, across from St. George's Anglican Church, where it became the home of Douglas and Barbara Rout. The land was then utilized for a British American service station by Edmund Lawless. It is presently a Shell service station owned and operated by Glen and Patricia Prentice, with assistance from their son, John.

Having given up Arkland's Tavern, Pepper operated a new establishment which became known as "Mansion House." This was built immediately west of Arkland's. Pepper's Mansion House was described by "A Traveller" in November 1833 who wrote to the *Cobourg Star* regarding his visit:

...our respected host, Mr. Pepper, late of Grover's Inn has taken possession of his beautiful new establishment, the Mansion House. A beautiful sign has just been elevated, displaying the British Arms in bold relief under which are emblazoned the national emblems. His table we found well supplied with substantials, not forgetting the luxuries which have ever distinguished it.

An 1851 directory places John Arkland at the Mansion House Hotel & Stage house. On August 18, 1855, it was sold to Benjamin Brown, who continued the hotel business. In 1858 a portion (58 x 58 feet) of the hotel lot was severed by Brown and sold to the Municipal Council of Haldimand on which the township building was erected.



The Hutchings's Store c. 1895.

Photo loaned by Betty Domenico.



*Grafton Village Inn.
Renovated in 1995.*
Photo loaned by Mark Kieffer.

The inn was rented for a short period after Brown's death in 1867 and then sold to William Aird, a farmer, on December 22, 1870. In April 1890, the property changed hands and Ziba Harnden became the new owner. Two years later, Jessie and Michael Mulhall of Cobourg were the new owners. They had 12 children, many of whom were born and grew up at the hotel. During the Mulhall's tenure a small parcel was sold on the west side of the building to the Haldimand Municipal Telephone Systems. Their daughter, May ran the telephone exchange in its early days.

Subsequent owners after the Mulhalls were William Gaffield in 1921; George Wallace Chatterton in 1923; Maude E. Coyle in 1925; James and Agnes Breckenridge in 1927; Frank Harrot in 1936; Alfred Maloney in 1945; Sarah Anne Laury in 1950; Omer and Helen Mackles in 1953; Joseph and Marion Konch in 1955; Kenneth and Lillian Welfare in 1967; Edward and Marg Gould in 1971; Grafton Hotel in 1973; Freeman and Genevieve Cole in 1978. The Coles did some major renovations and opened a tea room and boutiques.

However, the building was in sad need of repair when the Dalglishes purchased the inn in 1988. Renovations began in earnest in 1991 by Mark Kieffer. He took the building apart and found the original doors and windows. His object was to give the building a more open and spacious interior. The main floor plan is much as it was when originally designed, and the inside trim is fairly accurate around doors and windows. During the renovations, which continued over five summers, many interesting items came to light. Old coins, dating from as early as 1814, were found, as were an assortment of tools. Part of an old gravestone, too badly worn to be identified, was found in the basement where it was being used as a support.

In 1996 Pepper was once more a name about town when Corinne Strasman opened the Grafton Village Inn with Pepper's Cafe.

One other tavern mentioned in old records as Widow Brown's Tavern, was located on the Danforth Road between Grafton and Ben Loche (Benlock). It existed from 1830 to 1840.

Attracted by the inns' bustling business, many merchants set up shop in Grafton. One of the first, according to the reminiscences of Susan Greeley, was the store of David McGregor Rogers. A member of a United Empire Loyalist family, Rogers had moved to Grafton by 1810. Here he built a log home at the corner of Brimley Road and Highway #2 on the same property where "Homewood"

later stood. A store bill dated 1810 recovered from a home in Grafton shows that Rogers sold a variety of goods at that time, including leather, sulphur, pepper, mustard and horse rugs.

Grafton's second storekeeper was Henry Ruttan. He had served with the Northumberland Militia during the War of 1812 and was wounded at the Battle of Lundy's Lane. Afterwards, he opened his own store in Grafton. The site of this shop is usually placed on the Heenan property to the south of St. Mary's Roman Catholic Church, along the old Danforth Road.

W.D. Watson and John Taylor operated a store together prior to 1831 before parting company to run their own establishments. There is no record of the Watson establishment after 1833. John Taylor's business continued until his death in 1860.

On the southwest corner of Highway #2 and the Danforth Road stands Calder's Meat Store. This building was erected for James Lawless about 1835 with lumber supplied by William Taylor from a mill in Eddystone. The architectural design of the store was an attempt at Greek Revival and is of a unique construction of plank on plank, which even today is considered to be as fire resistant as cement block.

James, his wife Harriet Augusta Smith and their infant son Thomas moved to Grafton in 1834 from Dundas County. His store was advertised in the Cobourg Star in 1835. Along with his duties as clerk of the Newcastle District Court, his wagon of supplies could be seen making deliveries along the country roads for several years. In 1848 James and two of his young sons died suddenly, leaving his widow with four sons and a daughter. His widow struggled on with the business until about 1860 when the young family lost control of the business. However, the store was repurchased by their descendants. Three succeeding generations were shopkeepers in the village. Sam Domenico owned the store in the late 1960s and Joan Nolasco after that. The Lawless's old building is now home to Calder's Meat Market.

Henry, the fourth son of James, was a Cockshutt Plow Company farm machinery agent in Grafton. He was also Clerk for the 6th Division Court of the United Counties of Northumberland and Durham, Haldimand Township Clerk, Grafton Public School Trustee and a prominent member of the local Masonic Lodge. Henry was appointed a Justice of the Peace in March 1893, a short time before his death.



Rueben Lawless home, Grafton, c. 1895.

FROM LEFT TO RIGHT: *Henry Lawless, Bill Lavery, Frank Lawless, Fred Lawless, Harriet Lawless, Mary Ann Lawless, Irene and Marg Fitzmaurice, Reuben Lawless and Jane Keon.*

Photo loaned by Denis Lawless.



Grafton shops, 1964.

Archives of Ontario R665-35-1, Neg. 129-6-2264.



*James Blacklock (1830-1916) and
Jane Ferguson (1934-1907) with
their youngest child Maggie.*

Photo loaned by Rosemary Moreland.

*William Charles Blacklock
(1875-1949).*

Photo loaned by Rosemary Moreland.



In 1930 Henry's nephew, also Henry Lawless, built a small farm machine shop on Highway #2, across from the Township building, where he sold McCormick-Deering farm machinery and dairy supplies. He died suddenly in 1937 before his sons John, Dan and Denis were old enough to carry on the business.

From information contained in the assessment rolls, it would appear that the structure now known as the 1812 Heritage Building was constructed between 1872 and 1875. It was built for Josias Gillard who was primarily a produce dealer and had warehouses at Grafton Harbour and the railway station. It was originally known as the Gillard Block, a name that denotes a commercial building. There were four stores and each one had its own stove and chimney. The building passed into the hands of the Lawless family who owned it up until 1964. The building was purchased in 1977 by present owner, Pat Poisson,

who has done much to restore it. Today, the three shops housed in the 1812 Heritage Building continue a tradition of commerce stretching back for well over a century. Architectural elements from the past can still be seen in this structure. There are original doors, handmade window panes and, in one shop, dentil work and a fragment of original wainscoting and baseboard. The transom light above one entrance bears a faint etching of a barber pole as a reminder of a previous tenant, James Gordon, who ran a barber shop there for 50 years.

Another Grafton family name that endured for a long time was that of the Blacklocks. John and Jean Moffatt Blacklock came to Grafton in 1835. Here, they opened a tailor's shop in a portion of James Lawless's store and remained in the custom tailoring business for 50 years. One of their sons, James, learned the carriage building business with his brother-in-law, William Sprentall, in Grafton and moved with his wife to Vernonville. Here they operated a business under the name of James Blacklock & Sons and raised a family of seven sons and three daughters.

Two of James' sons returned to Grafton in 1884 and opened a shop that repaired and reupholstered carriage seats and sold furniture. Later, these Blacklocks went into the funeral business. The old store continued as a funeral parlour until it was sold in 1974 to Harold May whose wife, Grace, ran a variety store in the building. In 1987 the variety store was sold to its current proprietors, Anna and Paul Kim.

Grafton's present day Esso station was once the site of an apple storage facility. Operated by Malcolm J. Gillard, son of Josias, the building was used by local fruit farmers to store their crops. This building was destroyed by fire in the early 1930s. On this site was also a blacksmith's shop operated by William Blacklock. In later years it became a welding shop run by Philip Grosjean and later, Clinton Nickerson. Harold May subsequently bought the property adjacent to the welding shop and built a garage and Texaco gas station, which he operated until his death. His wife Grace and son, Roger, continued to run it for a time. When Gary Ford bought the business in June 1985, the gas station became affiliated with Esso. Gary also bought the adjoining site of the welding shop.

The Home Grown Cafe on Highway #2, near the southeast corner of Brimley Road, has had varied uses over the years. Harry Cosens built a service station and snack bar in the 1920s and it soon became a popular place for young people to visit. In the late 1940s William Raymond purchased and renovated it. He operated a television sales and service business there as well. His grandson later took over the television business and moved it elsewhere. In the 1990s the gas pumps were removed and the restaurant was refurbished by Paul and Anna Kim. Today, it is operated by Margaret Jansen.

Also at the west end of town was a tourist facility called City Service Tourist Camp, which consisted of cabins and a refreshment booth that had been built with material recycled from the Adanac poultry farm. Charles Beatty ran this operation from 1930 to 1954. When this facility closed, the cabins were demolished and two homes constructed, again making use of some of the same material. The main house is currently owned by Sian Pritchard and Guy Caton.

The earliest church in the village of Grafton was St. George's Anglican Church. The church's parish began in 1830 when the Reverend Alexander Bethune of St. Peter's Church in Cobourg organized a congregation in Grafton. Regular services were held in a local schoolhouse at 3 p.m. on every second Sunday. By the early 1840s Grafton Anglicans were ready to build a formal church. Construction began in 1843 and was completed in September the following year.

In 1908 this church, said to have been a copy of Trinity Anglican Church in Colborne, burned. A new building was soon erected and was formally opened on February 17, 1909. The church rectory, built in the 1840s by J. C. Hogaboom on the opposite side of Highway #2, still stands today. It is a replica of the main part of the Barnum House Museum.

St. George's Canon Nind Memorial Hall was built next to the church in 1970. In November of that year the hall was dedicated to the memory of Reverend Canon Thomas Arthur Nind, who served St. George's parish for 15 years from 1937 to 1952 and who died in 1962. He was a much loved priest, remembered for his gentle voice, unwavering faith and happy manner.

St. Andrew's Presbyterian Church was erected in 1844, the same year that the Anglican church was completed. St. Andrew's was built on land donated by John Grover. The trustees at the time of



Gary Ford Auto Repair, Grafton, c. 1971. Note the blacksmith shop on extreme left. Photo loaned by Gary Ford.

In the Gary Ford Auto Repair Garage, two huge hand-hewn timbers from the old wooden bridge that once spanned the Shelter Valley Creek can still be seen.

When the bridge was dismantled during the construction of Highway #2, the timbers were reused in the roof structure of what was then May's garage.

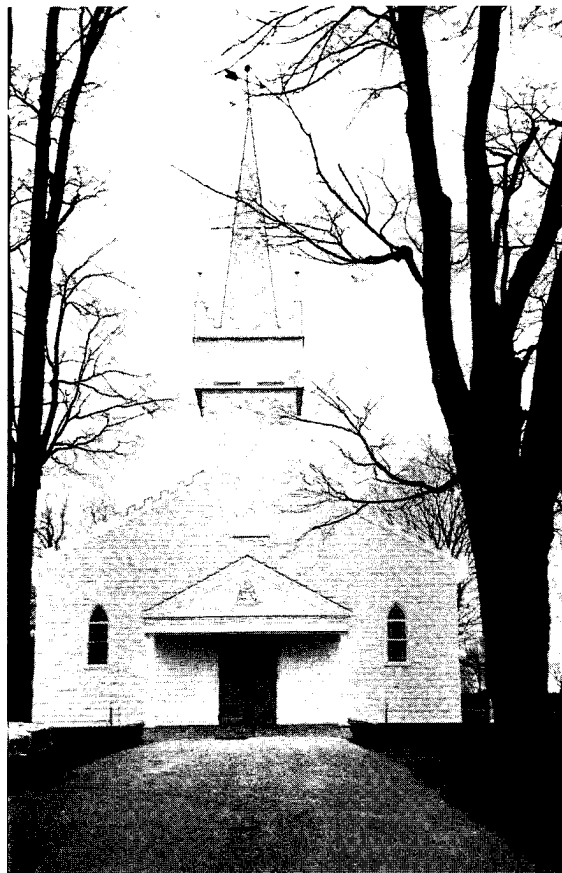


*Rev. Thomas Millman,
Rector of St. George's
Anglican Church, Grafton,
1933 - 1935.*

*The Heenans were a prominent
Roman Catholic family in
Grafton's early years.*

*One of the family, Michael
Heenan, married Harriet Lean,
a staunch Anglican. In 1935
Reverend Thomas Millman,
rector of St. George's Anglican
Church, conducted her funeral
at the Heenan home according
to her wishes. Both Rev.
Millman and St. Mary's priest,
the Reverend P.J. Galvin,
performed the committal service
together in St. Mary's cemetery.*

*Mrs. Heenan's son later
remarked that he was
disappointed that there was
not more ceremony to the
Anglican service!*



St. Andrew's United Church, c. 1990.

Photo loaned by Shirley Johnston



St. Mary's Roman Catholic Church, c. 1990.

Photo loaned by Shirley Johnston

construction were John Munro, William Litster, Robert Johnston Sr. and Jr., William Glover, John Steele, John Taylor and James Johnston. In gratitude for their gift of land to the church, John Grover and his family were given pew #9 and a plot in the cemetery, which was established near the church. Additional land was later acquired for a burial ground and meeting house (currently used as a library).

In 1850 the Ladies Auxiliary raised funds to acquire land for a manse which was erected on Lot 23, Concession I. For many years the church resisted the introduction of instrumental music, but in 1894 an organ was purchased. Fred Mallory was an early organist and Dorita Bryson played at services for many years also.

In 1926 the Presbyterian and Methodists churches were united and Andrew McLaughlin became the first minister of the newly named St. Andrew's United Church. Over the years alterations and renovations have been made to St. Andrew's to accommodate its growing needs. In 1989 St. Andrew's became the first public building in Grafton to have an elevator.

In 1874 Thomas Heenan, an early settler, made a four acre grant of part of his farm for church property. In 1875 Grafton's St. Mary's Roman Catholic Church was built on this land. The architect was Joseph Connolly, well known for church architecture in Ontario. The cornerstone was laid on August 12, 1875. It began as a mission connected to St. Michael's Church in Cobourg. St. Mary's was declared a parish in its own right in 1879. Reverend. M. J. Larkin was appointed its first priest.

In 1851 Grafton's population was about 300. The population remained stable through the 1860s. In 1865 the village was described as having three stores, two wagon shops, two hotels, two shoemakers' shops, three blacksmiths' shops, a foundry, a butcher store, two tailors' shops and a cabinet and carpenter's shop.

Formal education in the Grafton area appears to have begun in 1820 when a schoolhouse was constructed on Lot 25 in Concession I. This school appears to have closed by the time S. S. #1 opened west of Grafton along Highway #2 in 1832. Known as Hare's School, it stood on land donated by the Hare family and was attended by many of their children. The original structure burned on April 4, 1876, and was replaced by a brick building in August of that year. The contract for this second building was given to William Battell for \$995. S.S. #1 was modernized with its first furnace in 1912. Hydro was installed in 1937. After educating many generations, S. S. #1 closed in 1966. The building was purchased by Grafton Legion Branch #580.

S.S.#2 began in the village on the property where St. George's Church was erected. This was the schoolhouse in which the Anglican parish held its services before the church was built. The little structure was, according to church records, dismantled by Robert Litster in 1850. It seems to have been moved to the corner of Lyle and Charlotte Streets where in 1861, a brick building was erected. This remained in use until 1880 when students moved to a new school on property purchased from the Johnstons in 1879. Here, on Station Road, they were then joined by children from S.S. #24, a Grafton Harbour school which had been closed. This building burned in 1914 and was subsequently rebuilt. Electricity came to S.S. #2 in 1936.

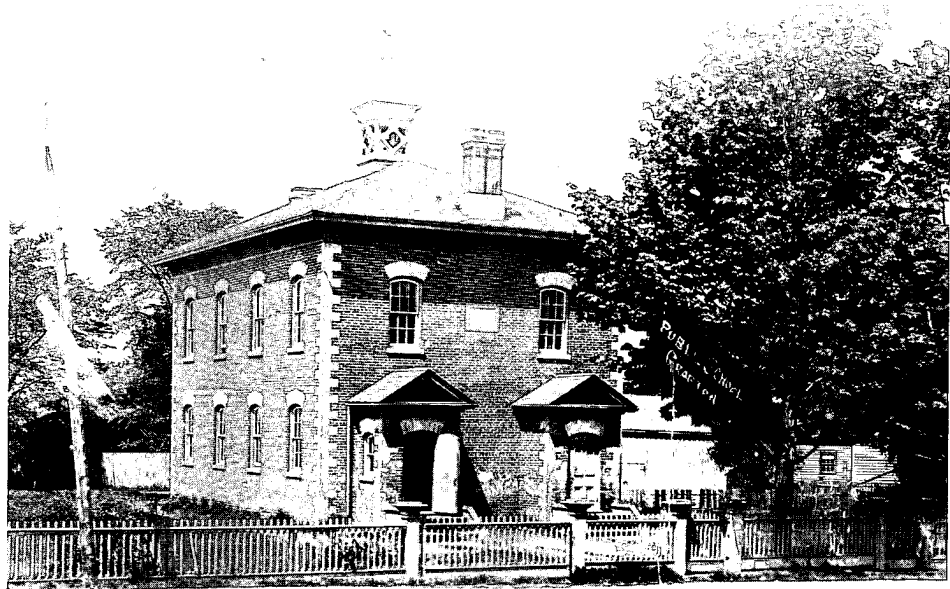
The Charlotte St. property vacated by S.S. #2 was purchased in 1885 by James Blacklock for his home. A title search has revealed that when Blacklock acquired the property, the Northumberland Grange #350 Patrons of Husbandry held the deed. (The Patrons of Husbandry was a secret order that had been founded in 1867 to advance the social and educational needs of farmers in North America.) The Grange had purchased two lots from the Trustees of S.S.#2 in January 1880 and the third immediately prior to the Blacklock purchase in 1885.

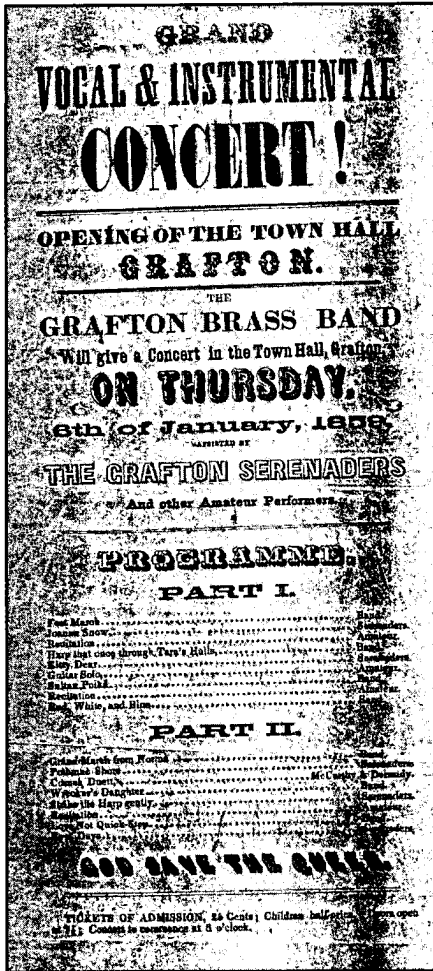
From the Parish Records

During Father Scanlon's pastorate at Grafton (1901-1933), Anthony John Calnan was his first baptism; Anthony J. Calnan and Catherine Kernaghan were married on April 26, 1928; their first child, Philip, was baptized June 2, 1929; and Anthony John Calnan acted as bearer at Father Scanlon's funeral.

S. S. #2, Grafton, before 1914.

Photo loaned by Jane Kelly.





Opening concert
with Grafton Brass Band.
Photo loaned by Rosemary Moreland.

S.S.#2 remained open until 1966 when its students joined an amalgamated public school built further south on Station Road. Left vacant for many years, the schoolhouse was purchased by Haldimand Township in 1995. A group of volunteers are presently endeavouring to raise funds for its conversion into a community centre and home for the Grafton Public Library.

In September 1893 St. Mary's Separate School, a one-room frame school for grades one to eight, was opened immediately north of the church. Over the next 75 years, the number of students in attendance varied from a low of only seven, to as many as 98. A three-room brick structure replaced the original structure in 1965. St. Mary's School then had three teachers. In 1985 a new addition comprised of a gymnasium, a library and a kindergarten room was added. With the purchase of additional land the neighbouring sports fields were enlarged.

Grafton students who wished to attend high school had to travel to Cobourg. By 1910 some made the daily trip from Grafton to Cobourg by train. Before regular school bus service began William Sabins introduced a homemade bus. Constructed of a box on a truck frame, students paid \$1 each week to ride "the chicken coop" as it was called. As bartering was still a common practice, the Johnston children traded milk for a ride into town. Later operators of the school bus were Harry and Myrtle Carter and Gerald Harnden.

As early as 1850 John Arkland suggested that a town hall be built. His petition was not acted upon by the township council for several years. The idea was raised again in 1858 with the proposal that a building be erected to house a council chamber as well as a schoolhouse. This plan was eventually rejected. As designed by architect Thomas F. Nicols, the plan that was finally approved was a Romanesque Revival style building consisting of two rooms and a meeting hall. Local resident Benjamin Brown was paid £25 for a lot next to Arkland's Tavern. Construction of the hall was completed by James Wright for £940. The work was supervised by building inspector Jared Gleason.

Over the years, the Haldimand Municipal Hall has proved to be an important community centre. It has served many purposes beyond those for which it was built. In 1872 a portion of the council chamber was given to Captain Rogers for use as an armoury. The main floor of the building once housed a jail cell. The hall also served a commercial function when a general store was kept in the building. Between 1907 and 1984 banking was carried out in the municipal building. In 1907 The Standard Bank opened a branch on the east side of the building. On November 5, 1928, the bank became a branch of the Canadian Bank of Commerce when the Commerce merged with the Standard Bank. It was designated a sub-branch on August 1, 1929, and then a sub-agency on March 31, 1934. It closed on February 20, 1943, and the business was transferred to the Commerce branch in Colborne. On May 19, 1961, The Royal Bank of Canada ran a sub-branch from Cobourg, which operated until June 30, 1966. On October 21, 1968, the Canadian Imperial Bank of Commerce (formed in 1961 with the merger of the Commerce and the Imperial Bank of Canada) opened a sub-agency which closed December 13, 1984. An old vault built in 1918, a remnant of the Standard Bank, is still to be found in the municipal hall. A door with "Manager" printed on it, opening into Township Clerk Terry Korotki's office, is another souvenir.

The meeting room on the second floor of the hall hosted a great variety of events, including concerts, plays, community meetings and dances. In 1859 a dancing school held lessons upstairs. In 1860 and 1861 the Grafton Brass Band used the space for practices and performances. The St. George's Dramatic Club later made use of the stage and helped with the cost of improvements to the assembly hall in 1925.

The Immel House situated on Highway #2, directly to the east of the Haldimand Municipal Hall was built on land purchased in 1850 from G.S. Boulton by James Aird, a Scottish master carpenter. The house was probably constructed in 1857. The property was sold to the Lawless family in 1880, to the Immel family in the

1920s and to the township in 1992. In a description prepared for the Advisory Board of the Architectural Conservancy of Ontario, Philip H. Carter wrote: "The Immel House is a good example of simple Georgian residential architecture.... Given the location of this house, its age and condition ... a thoughtful program of use and restoration could be an important community endeavour." This property was designated under the Ontario Heritage Act in 1994.

In 1855 Grafton residents Vernon, Barnum and Fisher opened Haldimand Township's first library. Throughout its long life, this library has occupied many places in Grafton. It was first kept in private homes, including that of W. J. Johnston. By 1911 the library had settled into the council chambers in the municipal hall where it opened for two hours every Saturday night. This convenient location proved to be temporary. Grafton's library was asked to leave the hall in the early 1920s because, it was said, councillors were uncomfortable that the library kept the council chamber open after business hours. The library eventually found space in the Gillard Block. While there, patrons were once surprised when a wheel from a transport truck driving by on Highway #2 came loose and smashed through the window. No one was hurt, but books and shelving were damaged. The library moved to its present location in the old Presbyterian church Sunday school building in 1953. Nancy Snowden was librarian for about 50 years. At that time the collection numbered more than 4,000 books. The library has since grown significantly. Known today as the Grafton Branch of the Northumberland Public Library, residents are eagerly awaiting the new home of this popular institution in the community centre.

In the early 1870s a project was begun to supply water for Grafton. Organizing this engineering project was a committee of local men including Messrs. Burnet, Gillard, Hinman,



In Doubt About Daisy, presented by Farm Forum, March, 1952.

LEFT TO RIGHT:

Charles Medhurst, Josie Workman, Keith Gardner, Marge Gardner, Evelyn Greer and Harold Prentice.

Photo loaned by Doug and Shirley Johnston

Flynn, Bingley, Lumley and Standly. An agreement was soon made with the farmers across whose land the pipeline would pass. Tenders for construction were accepted on August 23, 1871, from William Aird, A. Hoyt, George Spence, Denis Connolly, Edwin Gould and William Reid. Spence was the eventual winner with a bid of \$340 for the excavation, placing of the pipe and filling of the trench. The work was to be completed by the middle of October of that year.

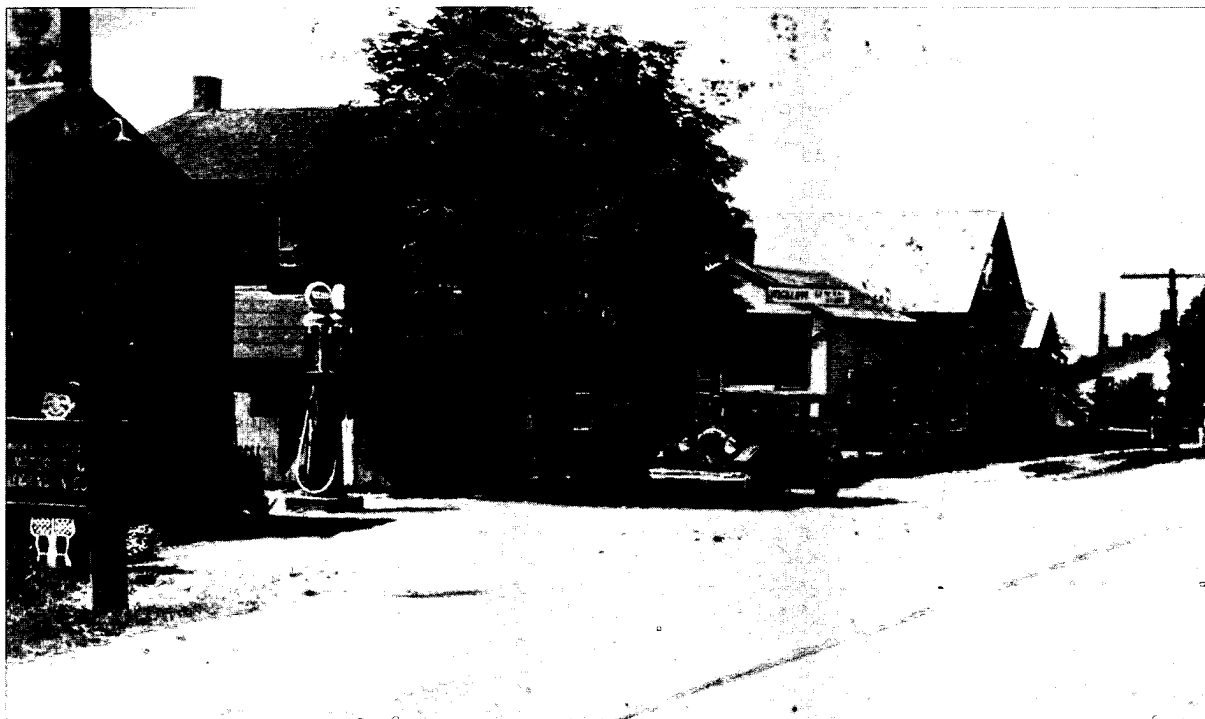
William Reid, J. Munroe and W. Bennet were selected to supply the necessary materials. Unfortunately, problems soon developed when the pipes and other materials did not arrive on time. By October 1871 another agreement was made with William Broomfield to complete the work left undone by the former contractors. The entire project was to be finished by December 1. For one reason or another, the project was never completed. Apparently, there was a cave-in and a worker was killed. After this accident the project was abandoned.

The dream of bringing water to Grafton survived. In the early 1960s Haldimand Township Reeve Doug Johnston dusted the idea off and tried to interest council, but the concept was rejected once more. When pollution of village wells by highway salt and gasoline finally made the project a necessity, town water came to Grafton in 1995 with the assistance of a grant from the provincial government.

Fire protection for the Grafton area started in 1859 with the purchase of a hand pumper. However, the equipment that was seen around the village for many years was a replacement purchased in 1915. Present day residents remember it being used for fires at the United Church manse in 1939, at Harnden's Mill in the late 1930s and at the Clouston house in 1947. In the fall of 1976 vandals struck the pumper and dragged it from its base in front of the Barnum House Museum. Two of the pumper's cast iron wheels were smashed. Pieces of wreckage were scattered for miles around. Gorman Young and Doug Johnston, among others, scoured the countryside and collected the pieces. Gene Grieve spent months restoring Grafton's pumper. When returned to Barnum House, the engine was bolted down firmly against any further abuse. The pumper is currently on loan to the fire museum in Port Hope.

In recent years Grafton has been protected by the Cobourg and Colborne Fire Departments. The hamlet organized its own fire department in 1995, when town water was installed. There are currently two stations in the area, one at Grafton's Highway #401 interchange and the other at Centreton.

After six years of effort, a group of Grafton residents realized their dream when the Haldimand Court Seniors' Residence was opened in 1981. Now township seniors no longer have to leave the area when they give up their homes. A volunteer committee of representatives from the three local churches, secured a loan of \$554,040 under the National Housing Act from Canada Mortgage and Housing Corporation. Land was purchased from Hazel Harnden and Jack and Pat Kernaghan. Rev. Ware of St. George's Anglican Church spoke at the Haldimand Court's official opening in September 1981, saying that this building was "...the first ecumenical undertaking of its kind in Canada where churches have come together for the benefit of senior citizens." The Haldimand Horticulture Society has done much to beautify this residence.



Wicklou, c. 1920.

Archives of Ontario – Acc. 3441, S18018.

Wicklou

One of the older settlements in Haldimand Township, Wicklouw sits on Lots 13 and 14 in Concession A & I. Crofton's *Chronicles* published in the *Cobourgh Star* in 1841 states "...a hamlet know as the Four Corners, now Wicklouw, but from what circumstance it derived that name I know not—as all roads in this country run at right angles; it was, I believe, intended to have made this the chief depot of the Township, but it was soon left behind by the thriving village of Grafton ..." The village is said to have been renamed Wicklouw by resident John Wilson, who came from County Wicklouw in Ireland. He was a carriage and wagon maker.

One of the earliest settlers in Wicklouw was Benjamin James Ewing (1776–1852) who was married to Eunice Doolittle (1782–1866) in 1798 and arrived in Haldimand Township from Kenmount, Vermont the same year. His family became prominent in local affairs and in the organization of one of the first Baptist congregations in Upper Canada. His sister Harriet (Hanna) married Eliakim Barnum, another early Haldimand settler. His eldest son Henry was born in Grafton in 1799. Henry drowned in Lake Scugog in 1841 leaving a widow, Harriet, and a son, Charles Eldon Ewing (1826–1896). Charles, who married Alice Merrill of Wicklouw (1840–1872) was a school teacher and became postmaster at Wicklouw in September 1864. He was a shareholder of stock in the Grafton Harbour Company and was also an inventor. In 1868 Charles patented what he called an improved combined lubricator and axle box fastener. This invention was thought a

The Cobourgh Star of December 22, 1841 reported:

In consequence of the news of the birth of our young Prince of Wales, a few spirited individuals of the Village of Four Corners in Haldimand testified their loyalty on the 18th instant by illuminating their houses and a large store in the centre of the village. The evening was kept up with great glee and several appropriate toasts were given such as the health of our noble Queen, and long live to Young Prince, nor was Prince Albert forgotten. These were drunk with great enthusiasm with three times three, and many others were given, and after several songs were sung, the company broke up highly pleased with the mirth of the evening.

An old temperance handbill distributed around the area said:

More volunteers wanted for the Total Abstinence and Loyal Artillery to assist in carrying on the siege and destroying the city and fortress of Sedrunkopol, situated on the Black Sea of Intemperance in which thousands of Her Majesty's subjects die every year through the cruel treatment inflicted upon them by the Czar of Alcoholians. The fortress of Sedrunkopol has hitherto been considered impregnable.

It is at present commanded by the following generals: The Grand Duke Brandyoff, Porteroff and Beeroff. It is proposed to bombard Port St. Moderation with shells and red hot shot. Fort Drunkard Market is to be stormed and carried at the point of Total Abstinence with bayonet. The storming part will be led by General Patriotism and General Progress.

great innovation and was widely praised. He later became a customs officer in Cobourg. His second wife was Sarah Jane Roblin of Bowmanville.

One of Wicklow's best known features was the Haldimand Baptist Church. Built in 1824, it served a congregation that had been organized decades earlier. Planning for this building had actually started in the late 1790s, but was interrupted by the War of 1812 which called away many church members. When the historic church was finally erected it incorporated material from a chapel in Lakeport that had been damaged by a storm. Side beams were a foot thick. Floor boards of the church were logs with their bark left on three sides. The foundation stones came to the building site by ox cart. The first pastor of the Haldimand Baptist Church was Peleg Card whose family donated the land. Rev. Reuben Crandall is credited with being the founder and is buried in the Fairview Cemetery. In later years before the church was closed in 1943, services were held only once a year in July. The building was declared a historic site in 1957. Tragically, Wicklow lost its famous Baptist church to fire on June 18, 1986. A miniature chapel, one-third the size of the original church, capable of holding about 20 people stands on the site today. A beam from the original structure's roof was salvaged after the fire and is now part of the chapel's lectern.

Just east of the Baptist church was a Sons of Temperance hall. John Wilson became a member and rose to the position of Grand Worthy Patriarch.

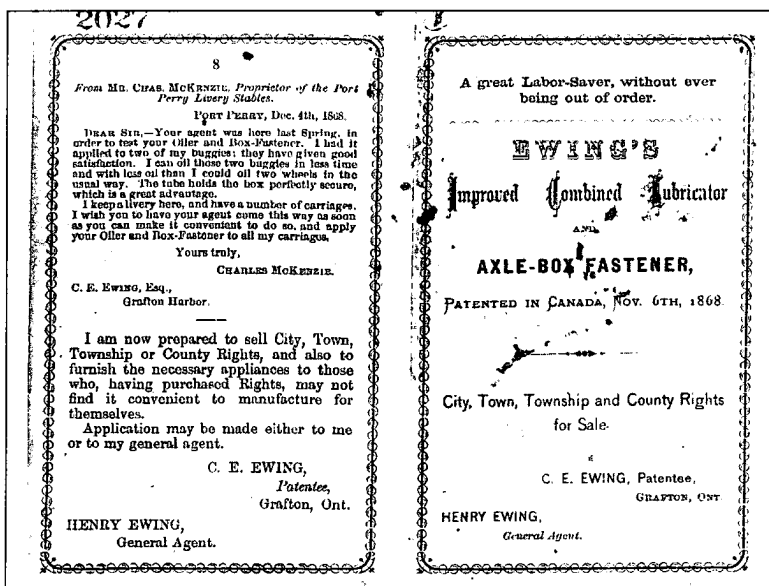
Yet another local organization appeared in 1844. A society calling itself A Canada Literary Manual Labour and Education Society was formed that year and worked to draw up a lengthy constitution. The group also planned a curriculum covering elementary and collegiate subjects as well as instruction in manual labour. Stock was sold to finance the society and its school project. Approximately £12,500 was raised.

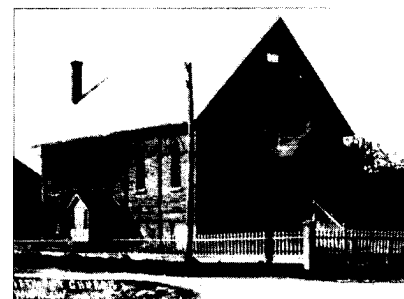
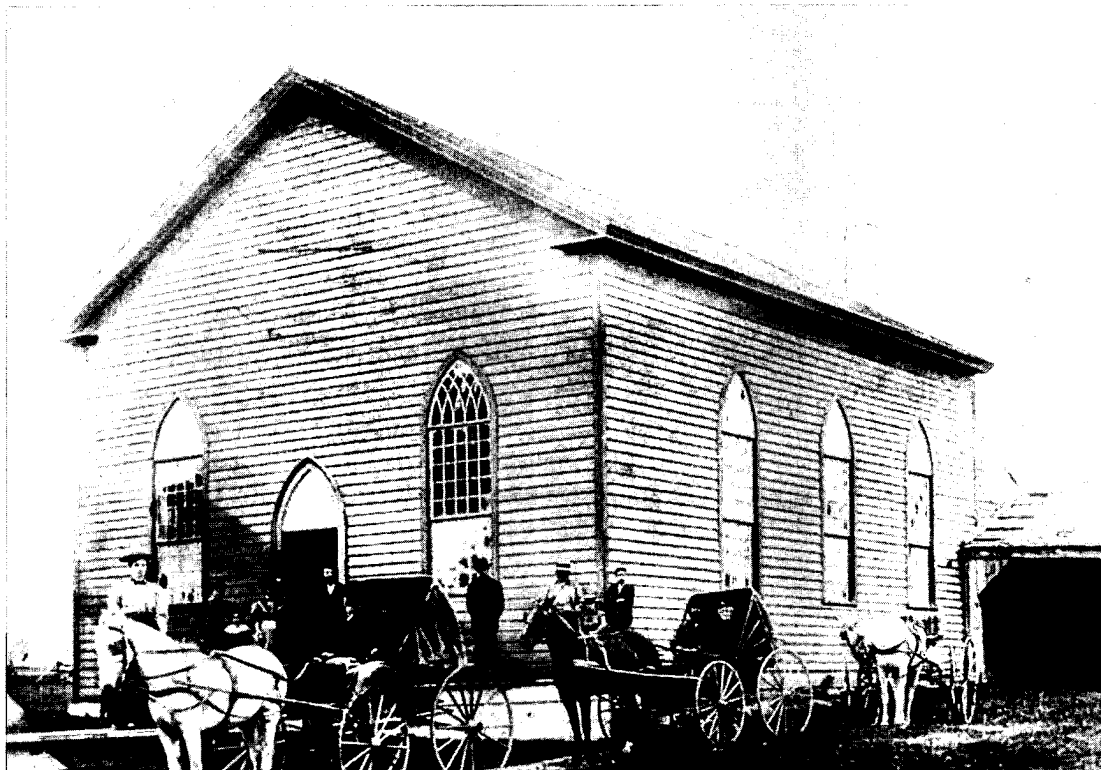
Etta Flynn Gilliland, a former resident of Haldimand, recalled that the chief promoter of the society and the headmaster of its school was an American named Fay. The school had two large dormitories, a dining room, classrooms and an office. In addition to the traditional "Three Rs," boys learned gardening while the girls were taught domestic arts. The venture was a success for two or three years until a fire broke out and destroyed the buildings. The loss put the society in debt and the school was never rebuilt.

In 1865, Wicklow had as many as 100 people. The village had a shoemaker, a blacksmith and a carriage and wagon maker as well as a Justice of the Peace. There was also a post office run by Andrew McCann.

*Copy of pamphlet describing
Ewing's Improved Combined Lubricator and Axle-Box Fastener.*

Archives of Ontario. MU 1000.





ABOVE: *Methodist Church, Wicklow.*
Photo in the collection of the Cobourg Public Library.

LEFT: *Haldimand Baptist Church, Wicklow, 1898.*

Photo loaned by LACAC.

BELOW: *Page from the Account Book of John Davy, 1872.*

An example of the early business life of Wicklow is recorded in an account book kept by John Davy, a local carpenter. He began his accounts in the year 1871. As cash was often scarce accounts at Davy's shop, and probably at most other business, were kept open for as long as a year before finally being settled with the payment of goods. For example in 1873, Thomas Riggs had various repairs done to his buggy in April and July, and then in January 1874 work was done on his bobsleigh, which must have proved futile because in February he received a new pair of bobsleighs for ten dollars. In 1874 during August and September, repairs were made to his wagon. The total amount outstanding of \$19.45 was settled by buckwheat at some point after that. At that time buckwheat sold for 40¢ a bushel, which meant that Mr. Davy received almost 49 bushels of buckwheat. In 1879 pasture and hay valued at \$15 was credited to another outstanding account. Joel Turney once traded lumber, veal, pork, beef, vinegar and ten bushels of turnips for buggy wheels, a wood box, repairs to doors and chairs, various days' work and other sundry jobs. Davy charged \$1.50 for a day's work. Sometimes customers traded goods of a greater value than they owed and on these occasions he found the cash to pay them.

In 1885 Wicklow's two churches, Baptist and Methodist, were flourishing. The local flour mill and woolen mills were busy. Grain and livestock were shipped daily aboard the Grand Trunk Railway which ran just south of the present day Highway #2. J. B. McDonald was a storekeeper and the postmaster, P. Hinman, was the local Justice of the Peace. William Johnston

1871	Sept 3 ^d Hinman 0 ^m to John Davy	\$ 25		
1872	Jan 13	repl. bot. sleigh 2 new beam-blows	1.75	
1872	July 6	to buying ground put in staples	25	
1872	Nov 25	buggy wheels	25	
1872	Aug 11	new buggy axle wheels	1.75	
1872	6	new buggy wheel	1.25	
1872	22	1/2 day about gates	.75	
1872	23	finish gates 1.00 paid 25	1.25	
1872	July 8	one day made gate & built board	1.50	
1872	16	part day made hand saw for sale	.40	
1872	Aug 13	1/2 day to Hill on barn	.75	
1872	Sept 14	new cupbs and	4.00	
1872	17	made new coop for head and horse	1.50	
1872	Oct 7	made 2 double wheels	25	
1872	10	one day about shed to be built	1.95	
1872	25	2 1/2 day	.63	
1872	20	one day	1.25	
1872	27	one day	1.25	
1872	30	part new beam to plough	1.25	
1872	30	one day	1.25	
1872	7	repl. bot. sleigh new beam	1.25	
1872	65	new beam & pins	2.50	
1872	24	made general carp	.62	
1872	27	1/2 day	.50	
1872	29	made 4 double wheels	2.50	
1872	25	July 25 added to Davy 1 st	\$ 28.10	
1872	1872	Nov 22	to John Davy	\$ 25
1872	13	Sept 9 to 11 22 & 13 five days work at 1.00	7.50	
1872	16	one day	1.50	

sold livestock and produce and Lewis McBrien ran a butcher shop. Davy and William Peck were carpenters in the village. William Usher was the blacksmith.

S.S. #3 was a stone school built in 1880 on land given by Platt Hinman. An earlier school had stood on land owned by Keith Wait's grandfather, Mr. Morrison.

Today Wicklow is very different. The village post office, stores and local school are no longer to be seen. Farms still surround Wicklow, but these too are different. Apple production is a big business. Many residents now work outside of the hamlet in nearby towns.

Still, there are familiar names from the past in Wicklow. One is the Finley family. On the north side of Highway #2 is the two storey home of Dorothy Finley. Gordon Finley Sr. built this home in 1923 and moved the old original frame house from the south side of the road to serve as the garage. A nephew, Gordon Jr., resided here with his uncle in 1919 before buying property down the road. Dorothy's daughter Joan Finley Chalovich is today the Mayor of Cobourg. Her brother, William, is presently the Reeve of Haldimand Township.

To the south of the village along the Lake Ontario shoreline is a popular recreation area. Wicklow Beach is a fine picnic site. Many campers enjoy the nearby Jubilee Beach Park Camping Ground. A large conservation area lies east of this park. A boat launch at Wicklow Beach was opened in September 1994 by David Crombie, a former Mayor of Toronto and Member of Parliament, and Haldimand Township Reeve William Finley. This picturesque area is now part of the scenic Waterfront Trail which stretches from Burlington to Trenton. Lying along the "Apple Route," Wicklow itself also welcomes many tourists.

Brookside

submitted by Carroll Mallory, based on his conversations with Sarah Carruthers, Lenore Mutton and his own recollections.

Brookside is another one of Haldimand's older communities. It probably owed its beginning to its strategic location along the historic Kingston Road which ran from Kingston to York (Toronto). Inns sprung up at places like Brookside to serve the stagecoach traffic that began to travel on the Kingston Road during the 1820s. These accommodations were often known as "halfway houses" as they were located mid-way between two larger centres. Blacksmiths, stores and a post office often clustered around important halfway houses. Together, they formed a small hamlet.

One of the first to arrive where the hamlet of Brookside would develop, was a family named Kelly. They opened a



Kelly's Halfway House, Brookside. Photo loaned by LACAC.

halfway house on Lot 35 in Concession I. Kelly's inn flourished during the 1830s when it was used by stagecoach magnate William Weller to change the four horse teams that pulled his coaches. The Masonic Lodge met in the top storey of the halfway house.

By the mid 19th century, the village of Brookside had grown to include a post office and two blacksmith shops as well as Kelly's Inn. There was also a village cemetery known as the Kelly burial ground. In this cemetery is buried Haldimand Kelly, said to be the first white male born in Haldimand Township.

One of the most picturesque homes in Brookside is the Mallory House located on Lot 33 in Concession A. It is a Regency cottage with a square plan. The house, which is surrounded by a verandah, has a total of 13 rooms. In the upper bedrooms hand-hewn boards are still visible. Baseboards in the front rooms are 18 inches high. A room on the northwest corner of the house was once a school room and a small room adjoining it was set aside for the teacher's use.

In the fall of 1861 diphtheria struck the Brookside family of Justus and Rachel Mallory. Four of their young children died within five days. Contagious diseases of this nature were terrifying in the days before antibiotics. The Mallorys quarantined the sick children upstairs to avoid spreading the infection to other family members. When the children died, one by one, their little bodies were taken out of the house through an upstairs window. The Mallory children were buried in the Presbyterian cemetery in Grafton beside what is today St. Andrew's United Church.

When the day of the stagecoach had passed, Kelly's halfway house became the Brookside Inn. The hotel was operated from 1929 to 1936 by Victoria Hall, daughter of Tom Spear. Before hydro came to the township, it was well known for its homemade ice cream. The Inn derived its power in those days from a Delco Remy one-cylinder gas engine generator. Today, the historic old building is only a memory. All that remains are some foundation stones. The property is now owned by Mrs. Hall's nephew Don Carruthers and his wife Betty.



The Mallory family. Justus Friend Mallory stands on the left. Caleb is seated in front.

Photo loaned by Mural (Mallory) Braham.

Justus Friend Mallory and his bride Rachel A. Hare travelled to Newmarket on their wedding trip. They rode aboard a lumber wagon with a spring seat. One of the first in the area, this vehicle was considered a great luxury. On their return, the Mallorys lived in a small log cabin while their home was under construction.

Campbelltown

The area of Campbelltown is located on Lots 19, 20 and 21 in Concession I. The hamlet grew up around a large distillery founded in the days when the production of whiskey and beer was a profitable industry in Haldimand Township.

This distillery was built in 1836 by Alexander MacDonald. Major John Montgomery Campbell purchased it shortly after his arrival from England and by 1844 had repaired and enlarged it. Known as the Haldimand Distillery, the enterprise soon prospered. Its product was sold at local stores, such as John Taylor's in Grafton, as well as being exported from the area. Between February and December 1847 the company shipped 500 casks of whiskey through Grafton Harbour. The toll was 4d. for each cask and the company chartered the steamer *Chief Justice* to carry its whiskey from Grafton to Toronto.

The Beldon Illustrated Historical Atlas of 1878 depicts the Haldimand Distillery as it was at that time. The two main buildings were the brick distillery and the granary, a tall wooden building to the north of the distillery. These two were connected by an overhead passage through which grain was transported to the grinding machines in small cars. To the west were seven cottages for company employees. To the north and south of the complex were large stables and pens which housed 200 head of cattle and 500 pigs. This livestock was fattened upon the "mash and slop," a

Stillbrook, home of J. Montgomery Campbell, owner of Haldimand Distillery, Campbelltown.

Photo loaned by Graham Stratford.



side product of the distilling process. Scattered about the site were 200 cords of wood used to fire the steam engines. A pond, adjacent to the house of Pym, the manager, supplied spring water for the distillery. It was carried to the factory by an underground system of large logs measuring ten to twelve feet in length and containing a three inch bore. Banded with iron hoops to withstand the pressure, these pump logs were manufactured at Taylor's Pump Works along the Shelter Valley Creek.

Major John Campbell, who had attracted such wealth and interest to his community, was an energetic man. Apart from his distillery, Campbell was involved in other local projects, including membership in a group founded for the purpose of constructing "a good and substantial road" between the lakeshore communities.

As time and business began to change during the late 1850s and early 1860s, the fortunes of the Haldimand Distillery and those of its owner declined. Increased competition from whiskey produced elsewhere and then shipped into the area aboard the new Grand Trunk Railway hurt Campbell and other local distillers.

Campbell eventually gave up his business and returned to England. He left his wife, Emily, and a little daughter in St. George's Anglican Church Cemetery in Grafton.

The Haldimand Distillery was idle for a time before it was purchased by William Burnet. He was one of four brothers who had come to Cobourg from Ireland in the 1830s and had done well in the construction business. One of their projects was the building of Victoria Hall in Cobourg. Under Burnet management the distillery flourished again in 1870.

However, the good times at the distillery did not last. Increasingly strict government regulations concerning the ageing of whiskey caused problems for William Burnet. There was a fire for which there was no insurance coverage. The distillery closed in the 1870s.

Today, no trace of the once grand and prosperous distillery that built Campbelltown exists, but one of the distillery worker's cottages is integrated into the home of Russ and Rosemary Dignam on Highway #2. The site of the Haldimand Distillery has reverted to pasture land.

Campbell's home Stillbrook, built in the early 1840s and incorporating the remains of an old country tavern (the community room of which he transformed into a ballroom), and Mr. Pym's spacious home to the west, The Cedars, are two of several large homes built on what is now called Cherry Hill Road.

The Pines was another elegant structure built by Sir Edward Poore and inherited by R. W. Standly, Sir Edward's son-in-law and a partner of John Campbell. This home has recently been demolished.

The principal structure of Blink Bonnie was once the home of John Taylor, a prominent Grafton merchant.

Another fine home was the Paget house. It was built by Sir Charles Paget, on land purchased from Standly in 1857. After the home was destroyed by fire in 1863, the family lived briefly at Stillbrook before moving to a cottage nearby.



The Cedars, built for the Manager of the Haldimand Distillery.

Photo loaned by Joyce Bivant



A tennis tournament at The Pines.

Photo loaned by Bev Reymes

An extract from Memoir of Sir Charles Paget, G.C.H. and Reminiscences by E. C. Paget

My father and Horace had gone to Cobourg to bring home a skiff which the latter had purchased and christened the *Magenta*, after the recent victory of the French over the Austrians. My mother and the rest of us were to meet them on the lake shore, but the wind had risen and considerable waves rolled in on the pebbly beach. Though only about seven years old, I can distinctly remember seeing the little boat appear and then disappear in the trough of the waves and as they passed the head of the rough little wharf, and hearing my father shout some directions to us. In a moment more the catastrophe happened, for the crank little craft capsized with them the moment they had turned inshore. However, they were both swimmers and managed to land in safety and drag up the boat. Both, of course, were drenched to the skin and hurried home and were none the worse for the experience. It was afterwards a great joke with us against my father, that as he was hurrying my brother home he determined to ask at a farm house for a glass of whisky to warm them up. In scrambling hastily over the fence, a rail slipped and he fell over in very undignified fashion, but ran on and knocked at the door. A very prim Canadian woman opened the door to whom he preferred his request. "No," she replied, regarding his dripping and dishevelled condition with a cold grey eye of disfavour, "we keep no spirits in this house."



Sir James Wood's house under construction, 1912.

Photo loaned by Joyce Bryant.

In 1913, a large dwelling of field stone was erected by Sir James Wood to the west of The Pines. This property was noted for its serried ponds and waterfalls and for its extensive and varied gardens. The estate remains to this day, although much modified, the last of the township's fleeting contact with the titled gentry.



*The Michael Taylor home
with family, c. 1900.*

Photo loaned by Carolyn Taylor.

Shelter Valley

The Shelter Valley Creek was a hive of industrial activity during the 19th century. Along its length were more than 20 mills and factories. Water power was generated for the plants by dams built along the creek to hold back its flow.

Beginning at Lake Ontario in the south, the first Shelter Valley mill was situated at Grafton Harbour. It was known as Lumley's Plaster Mill. This plant produced thousands of tons of plaster for shipment and local use. The selling price at the mill was five dollars per ton.

Close to Lumley's Plaster Mill was a salmon hatchery built by David Thompson, a Highland Scotsman. Fish from the Shelter Valley Creek were caught and kept confined in the hatchery to spawn.

At Benlock, where Highway #2 crosses the creek, there was a large grist and flour mill. A mile further north along the creek was Tunney's Comb Factory, where an assortment of combs and other articles were made from cattle horn.

A few rods away was a large mill that manufactured sashes and doors. Still further up the Shelter Valley was the Massey flour and grist mill. It was a well-equipped three-storey mill. This building was later moved to The Gully and operated as a cheese factory. A quarter of a mile to the north of these factories was the Greenwood Brothers' Woolen and Carding Mills. Located on Lot 15 in

Nearly every farm in Haldimand where limestone was found once had a lime kiln. Lime kilns were constructed by digging a hole into an earthen bank. The pit was then lined with stone. When it was filled with limestone, a huge fire was set in the pit using hard maple and beech trees cleared from the land. After many of the impurities had been burned out and the stone cracked into smaller, more manageable pieces, the limestone was removed from the pit and transported to the plaster mill where it was ground into powder. This powder was slacked with water and then mixed with sand. The resulting plaster was used to coat houses and other buildings. The ashes left in the kiln after the stone was fired were placed in a wooden frame called a leach. Water was then poured over them. As this water leached through, lye was formed. When boiled down in the farmer's cast iron pots, a concentrated potash powder was formed. Farmers frequently used the potash as fertilizer.



*Taylor Pump Works,
Shelter Valley, c. 1900.*
Photo loaned by Carolyn Taylor.

Concession I, this operation consisted of two buildings, one of which was three storeys high. The carding and spinning was done in one building and the finishing processes in the other. The Greenwood mill eventually burned down and was replaced by a smaller structure. William Calder operated it for a number of years before William Taylor took it over to make pumps.

On Lot 14 in Concession II once stood the Taylor Pail and Box Factory. Nearby was the Lathrop Tub and Barrel Factory, where barrels for flour, oatmeal, pork and beer were manufactured. A mile upstream of these businesses was the Truman Card Pump Factory and Saw Mill. Wooden well pumps were made in this factory. Card eventually passed the mill to his sons who, by the turn of this century, found business to be slowing as wooden

pumps began to be replaced with iron ones. They sold their family mill to John and Byron Kellogg. These brothers repaired and manufactured parts for the old wooden pumps as well as for wooden wagons, buggies, and farm machinery. This mill was one of the longest running in the Shelter Valley.

Above a fork in the creek and just west of Vernonville was the Gillespie Flour and Oatmeal Mill. Sometimes also known as the Vernonville Flouring Mill, it was built on Lot 13 in Concession III in the early 1830s. Capable of turning out 100 to 125 barrels each day, this operation was the first oatmeal mill west of Cornwall. It was also the first to manufacture pot barley. People came from as far away as Kingston for these products. In later years, the operation took its name from the George Gillespie family who ran it. Peter Gillespie eventually took over production from his father. Tragically, Peter was killed in 1873 when he was caught in the drive wheel of the power shaft. That same year, the plant burned. The cause was said to have been sparks coming from a kiln used to dry oats. The remnants of the old mill were sold to McDougall and Company. It was later rebuilt by Thomas and Robert Chappel and purchased by John Johnston, granduncle of Doug Johnston.

On Lot 12 in Concession III, was Robert Broomfield's Mill, which was eventually destroyed by fire. Above that was the Taylor sawmill, later owned by Terry and then Thomas Fenton. William Harnden had a mill above Taylor's, and then there was Hanford Sargeant's saw mill which was later operated by John Broomfield. This mill did lathe work, making spindles for beds, chairs, tables etc. which were shipped to the States, most probably to Oswego.

On the Eddystone branch of the Shelter Valley Creek there was a cheese factory owned by Thomas Bensley, which later became the Brewster store in Centreton; White's flour and grist mill, later owned in succession by Ed Barker, James Thompson, William Horton and Alfred Larry; and the Gillard Sawmill which not only sawed lumber but also made barrel material and shingles. This sawmill was owned and managed by Amos Honeywell. The last sawmill was operated on a property owned by a Mr. Richardson.

The Gully

by Douglas Hoskin as told to Richard Ebbers.

This hamlet got its interesting name when a heavy rainstorm overflowed a small lake north of the school one stormy night just before the turn of this century. A flash flood roared over the banks of the lake and dug out a deep gully along a stream bed.

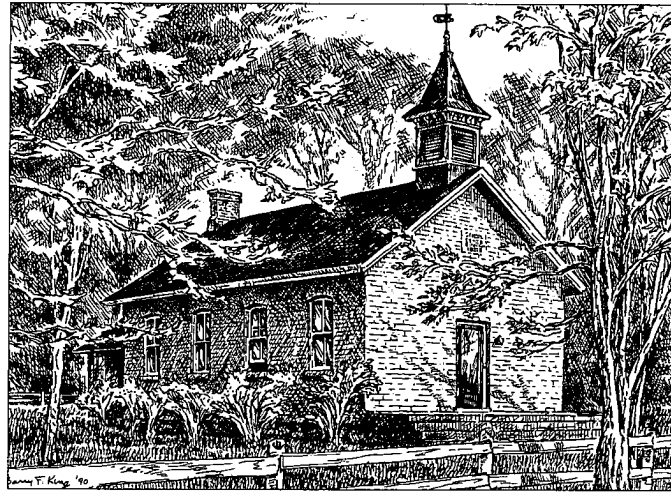
The Gully was once well known for its cheese factory, one of many in Haldimand. The factory was situated on Lot 28 in Concession I at the intersection of The Gully Road, Old Gully Road and Harris Road, now known as Massey Road. The water supply for the operation came from a spring which ran out of the side of the hill above the factory. The first cheese makers here were the Immel family, hired by Thomas Hoskin. They were followed by Curtis Fowler who arrived either in 1915 or 1916. He left about 1930.

Many area farmers such as Sam English, Fred George, William Lapp, James Ross and James Grosjean sold their milk to the factory. They were paid monthly. Each farmer had a milk stand on which he placed his 30 gallon milk cans each day. The milk hauler rolled the cans onto a horse-drawn wagon and later to a company truck for the trip to the plant.

After production, the finished cheese was taken once a week to the Grafton train station and loaded into round wooden boxes for shipment to Belleville. Each cheese wheel weighed 90 pounds. By 1930 most farmers were shipping their milk to Cobourg and Toronto and The Gully Cheese Factory could not operate successfully any longer.

The Gully was served by S.S. #23. The land for it was given by Thomas Hoskin about 1880. Built of brick in 1883 and still standing today, the structure had a belfry. There were high windows to increase the natural lighting inside. The interior of the school had a low platform across the front of the room from which the teacher had a commanding view over the heads of the students. The blackboards, originally located at the back of the room, were later moved to the wall behind the platform. Before the installation of electricity and running water in the early 1940s spring water was carried to the school by hand. Heat was provided by a wood stove. Located at a proper distance from the school were the customary two privies.

Doug Hoskin, the Immels and the Fowlers all attended The Gully School. In 1939 the students planted shrubs and seeded the lawn around the building. Their efforts to beautify their school were rewarded with a first place award in Northumberland and third place in Ontario overall in a school improvement contest. The number of students attending The Gully school ranged from 11 in 1938 to 32 in 1962. Bertram, a son of Thomas Hoskin, remembered the early days when, after the summer farming season was over, grown men would attend the school for the winter months. By the 1960s, increased enrollment led to overcrowding at the school. Grades seven and eight were then moved to Grafton. With the amalgamation of local school boards, S.S. #23 taught its last students in 1966. The historic old school is now a private home.



The Gully School.

By Barry F. King, 1990.

When inspectors first began to visit farms to test the milk for butterfat content, Douglas Hoskin recalled that one farmer was found to be putting water into the milk. This water must have come from a local stream because a fish was found in the milk!



*Ste. Anne's Grafton.
Original home of
Mr. and Mrs. Robert Lee Blaffer.*

Academy Hill

The Masseys, Daniel and Rebecca, with their sons Samuel, Jonathan, and Daniel, came to Haldimand from New York in the early 1800s. The census of 1808 lists the family with three daughters also. No sooner had they begun to prosper here than Daniel and two of his sons had to go to defend their new home against the United States in the War of 1812. Young Daniel remained at home to manage the farm. Sadly, Samuel died in May of that year, perhaps as a result of a war injury. He became the first to be buried in the Massey cemetery on Academy Hill, east of the homestead.

Daniel Massey Sr. died in 1832. His widow Rebecca passed away in 1838. They were buried near their son in the family plot at Academy Hill.

Jonathan, the second oldest of the family, survived his military service. He later married and moved to his own farm. In August 1834 Jonathan died as a result of an accident during a barn-raising when a hand spike fell and struck him in the head. He lived long enough to dictate a will, but was said to have been too weak to sign it with more than an "X." Jonathan's wife was left alone to raise eight children.

Daniel, the youngest son, worked at lumbering before he married Lucina Bradley in January 1820. They took up land south of Academy Hill in Concession II in the area that became known as The Gully. Always seeking ways to make farming less arduous, Daniel developed many labour-saving farming implements. He eventually sold his farm to his son Hart and moved to Bond Head

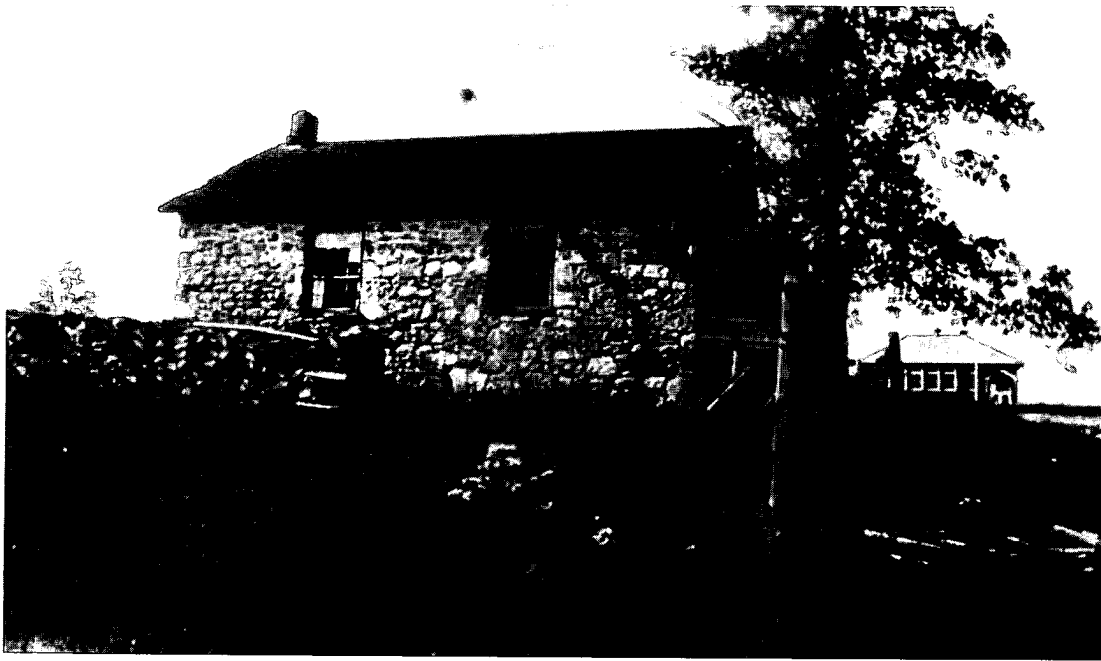
where he opened a blacksmith's shop in 1847. This shop grew into the great Massey Harris Ferguson Company.

Daniel's son Hart sold The Gully farm in 1855 and moved to Newcastle to join his father's growing business. Hart's sister Elvira remained in the Haldimand area and married Orrin Wentworth Powell of Cobourg. Two of their grandsons became notable. One was Sir Edward Beatty, who became President of the Canadian Pacific Railway from 1918 to 1943. The other was Major General Victor Odlum.

One of Hart's children was Chester Daniel. He was born in Haldimand in 1850. In 1886 Chester married Anna Dobbins Vincent. They had two sons, Charles Vincent Massey, who became Governor General of Canada, and Raymond Hart Massey, a well-known actor. Chester and his family were known for their generosity. They donated the funds to build Hart House and Massey College at the University of Toronto.

In 1939 Robert Lee Blaffer of Texas and his wife purchased the old farm that Daniel and Rachel had established long ago. On the property, the Blaffers consolidated part of the old Massey house, that Jonathon's son Samuel had built, into a castle-like structure and named it Ste. Anne's. They fashioned the building after a Catholic girl's school in Gloucester, England where Mrs. Blaffer received her education. Local residents dubbed their home "The Castle."

In 1981 the Corcoran family purchased the property and, following extensive renovations, opened Ste. Anne's Country Inn & Spa. They also bottle water under the company name of Ste. Anne's Pure Spring Water.

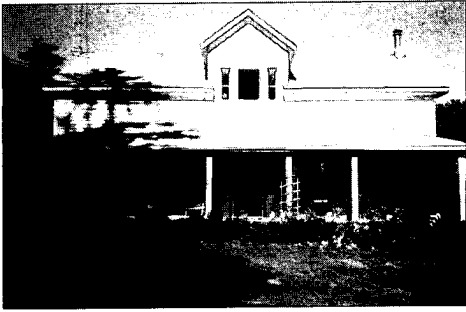


S.S. #8 HALDIMAND

Before 1848 the pioneers built a school on Lot 23, Concession III. It was during the use of this school that the name "Academy Hill" was given to the area. John Halliday, born in Scotland, a brother of Dr. Thomas Halliday, was a teacher at Academy Hill in the early days. Another school was built in 1926 by Martin Jex of Cobourg on land jointly given by John Underwood and Robert Waldie. A Mr. Thompson of Belleville was the architect. It was closed in 1966 and consolidated with the public school in Grafton.

S.S. #8, Academy Hill, showing the original and the 1926 buildings.

Photo loaned by Shirley Johnston.



Vernonville

Extracts from accounts written by Keith Wait and J.T. Robson

ABOVE: *R.F. Blacklock with his Vernonville class in 1893.*

Photo loaned by Rosemary Moreland.

TOP LEFT: *Vernonville Hotel, now the McKenzie home.*

Photo loaned by Shirley Johnston

TOP RIGHT: *Vernonville.*

Photo loaned by LACAC

At the eastern end of Shelter Valley, at the foot of a wooded hill, sits the little village of Vernonville on the southern half of Lot 11 in Concession III. It is 13 miles northeast of Cobourg and six miles northeast of Grafton. The area was settled in 1830 but the village was not surveyed and subdivided until August 1860. The town site was laid out on part of a farm owned by Charles H. Vernon. He had purchased the land seven years earlier from the University of Toronto. According to a plan drawn up by E.C. Caddy of Cobourg, the village contained a total of 60 lots each approximately 1/4 of an acre in size. Early settlers of the area were the Blacklocks, Broomfields, Carruthers, Dicksons, Gillespies, Listers, McAuleys, Millers, Robsons and Thompsons.

Passing through this settlement today no one would believe that between 1860 and 1870 Vernonville boasted not only the very fine church that still stands today but also a school, two stores, a post office, two hotels, three blacksmith shops, a shoemaker's and a carpenter's shop, as well as a Sons of Temperance hall which also served as a community centre. The largest business was probably the Blacklock Carriage Works.

Vernonville's school was S.S. #14. Local students were taught here from 1846–1966. The first teacher was Parthena Benedict who was hired on March 21, 1846, for seven months and was paid £16.12s. 6d. A new schoolhouse, erected in 1863, was located beside St. Andrew's Presbyterian Church. Attendance in the 1860s and 1870s often reached over 100 students. In the winter months it was quite common to have students aged 25 to 30.

In 1862 St. Andrew's Presbyterian Church was built in the village on a one acre lot at the corner of Victoria and St. George Streets. The land was purchased from Charles H. Vernon for £10. The plans were prepared by George Robson and James Kellie. Kellie was a retired lighthouse keeper whose experience is no doubt reflected in the sturdy 100 foot high steeple which still stands today. The church was closed in the 1960s and the congregation transferred to Grafton. The church is opened at least twice a year for a memorial service on the second Sunday in June, and for an anniversary service in July.

Vernonville's hotels were used mostly by farmers and teamsters for overnight accommodation. One was situated at the corner of St. George and King Street and the other was on the northwest corner of Broomfield Road and King Street, now Shelter Valley Road. Farmers from the north end of the township who were travelling with a load of wood or grain, would stop overnight and continue on to Lakeport the next morning to deliver goods for shipment. They would then stay another night on their return. These two overnight stops, with meals, hay for a team and sleeping accommodation, cost \$1.50. Liquor was extra but good whisky was then only 25¢ a gallon or 5¢ for a glass.

Essential to the community were the general stores. From the 1880s to the turn of the century, John Boyd Sr., a retired school teacher, and his daughter Sarah, operated a general store and post office on the northwest corner of King and St. George Streets. The post office gave Boyd's store the competitive edge over the other village store, which sat opposite on the southwest corner. However, this store had a history of failure. When Boyd died the other storekeeper, Andee Todd Wait, purchased the Boyd property and moved the post office to his own store.

Village stores featured a wide array of items such as clothing, boots and shoes, hardware, groceries, drugs (mostly patent medicines) and farm supplies, as well as smoking and chewing tobacco. Many items generally kept in stock have now become obsolete: the ingredients used in making paint; gun powder and shot for the muzzle-loading gun; tallow for the making of soap and candles; and cut nails that have now been replaced by wire nails.

Flour and feed were good lines in the country store in the early 1900s. These were delivered by Balls Mill of Baltimore in lots of about three ton loads. Frank Clapperton who worked for the mill for years made many trips to Vernonville.

In the early days of the Wait store and up to the 1920s when the truck began to drive the roads, all merchandise was delivered to Colborne or Grafton by train and hauled to the store on a one-horse wagon. Practically all the goods were bought in bulk and most liquids came in hardwood barrels of various sizes. These included coal oil, vinegar, linseed oil, turpentine, molasses and harness and machine oils. Most of these were in 25 or 40 gallon barrels which were returnable.

In 1910, when the first phone was installed at the store, it was the only telephone within a radius of six miles. It was the nerve centre of the community and a meeting place for friends. Gossip and general information were exchanged while picking up mail or a few groceries. There were no mail boxes or rural routes in the early 1900s. Mail was delivered six days a week and nearly every household took a daily or weekly paper.



The Andrew Robson family, c. 1889.

Photo loaned by Alex Broomfield.

In 1827 Samuel and Rachel Wait received a Crown patent on Lot 9, Concession III in return for military duties Samuel had performed. The Waits farmed but soon tired of pioneering life. One day Samuel met John Robson, a recent immigrant from Scotland, who was wearing a fine pair of long-legged boots. "How would you like to trade your boots for my farm?" he asked the Scotsman. It just happened that the new arrival was in search of such a property and the deal was soon made. This farm, 140 acres, later grew the first field of wheat in the area.

The following prices are from an old account book of Andee Todd Wait from the years 1897-1906:

HABERDASHERY:

factory cotton -5¢ a yard; shaker flannel -10¢; shirting -12¢; cotton aide -20¢; thread -4¢ a spool; linen thread -10¢; cotton print for aprons and dresses -10¢ a yard; darning needles -1¢ each or 10¢ for a package of 12; men's work boots -\$1 a pair; dress boots -\$2.50; shoe rubbers -60¢; men's heavy rubbers with Mackinaw socks -\$1.80; ladies boots -\$1 to \$2 a pair; ladies stockings -10¢ a pair; cashmere stockings -25¢ a pair.

HARDWARE:

coal oil lamps -50¢ and 75¢ each; lanterns -75¢; lamp chimneys -5¢ and 10¢, depending on size; a lantern chimney -15¢; nails -3¢ a pound; pails 1¢ per quart; matches -5¢ a box; a pen and holder -1¢;

GROCERY ITEMS:

red salmon -25¢ per 1 lb can; pink salmon -15¢; eggs -8 and 10¢ a dozen; raisins -5¢ a pound; currants -7¢; butter -10-14¢ a pound; bread flour - \$1.90 a cwt. with pastry flour -53¢ for 25 pounds; soda biscuits came in 50 lb barrels and sold for 10¢ a pound or 3 lbs for 25¢; soda -4¢ a pound; rice -10¢; a clay pipe -1¢; briar pipes sold for 15¢ to 50¢ each; tobacco was 5¢ and 10¢ a plug.

Postage for a letter was 2¢ and a post card 1¢.



The Vernonville Presbyterian Church Choir, c. 1903.

BACK ROW (LEFT TO RIGHT): *George Robson, Alice Robson, James Deviney, Grace Deviney (?), William Tait.* FRONT ROW (LEFT TO RIGHT): *George Tait, Agnes Robson, William F. Broomfield, Bertha Deviney, Mary Robson.*

Photo loaned by Alex Broomfield.

Another event that created a lot of excitement around the country store was an election - municipal, provincial or federal. The results came to the store on the telephone. There was always a crowd on hand to receive the cigars and treats given by the winning candidates. Usually, there would be someone to entertain with a song, mouth organ or violin.

Wait's store and post office was sold to C.B. Turk in 1918. He and his wife carried on a successful business until his death in 1943. A short time later the store was sold to the McMurray brothers, Robert and Stanley. In the early 1960s, the store was sold and Clarence Fitchett became the new owner. The store still stands at the corner of Shelter Valley and Vernonville roads.

Eddystone

Eddystone is the name of an area around Lot 17 in Concession IV. It was originally known as Bradley Hollow after its first settler William Bradley. The current name was given to the village by Rev. Thomas Garbutt in honour of the Eddystone Lighthouse near Plymouth Sound in England.

The Beldon Illustrated Historical Atlas of 1878 described Eddystone as a thriving community with a church, school, a post office and three saw mills, all within a two mile radius. There were stage connections from Eddystone to Centreton, Castleton and Grafton. In 1885 the population of the village was 40. The Eddystone post office was then in the home of Maitland Bradley. On the same property, there was a blacksmith's shop operated by Leander Roblin.

Eddystone's church was called the Haldimand Christian Church. First organized in 1826, its congregation held services in a log school on the Sargeant farm before the church was erected. The Sargeant property was subsequently owned by Otto Berger and is today the home of John and Jane Kelly. Early leaders of the church included Elder J. T. Bradley, William Noble, Mary Dubois, Lovicia Allan and Araminta Bradley. The present church is a frame building constructed between 1852 and 1857 by William Chapple of Centreton. Its ornate ceiling was installed by William Dixon of Vernonville. The pastor during this era was William Noble, who is said to have conducted 33 weddings between 1858 and 1863. Thomas Garbutt, a beloved pastor, published a monthly magazine entitled *The Christian Magazine* from May 1866 to September 1871. The church's brick parsonage, across the road from the church, was built in 1884 by Mr. Hoyt. The Haldimand Christian Church was one of the larger branches of its denomination in Ontario. In 1885 it had more than 80 members and was second in size only to the Oshawa church. In 1924 the congregation was disbanded and reorganized under the Baptist Convention of Ontario and Quebec.



Ploughing c. 1938.

Photo loaned by Phyllis McKenzie.



Bringing in the hay, Eddystone, c. 1922.

Photo loaned by Phyllis McKenzie.

The following letter found among the Ewing papers at the Archives of Ontario, shows the subjects taught in Haldimand's schools at that time, and the efforts made by teachers to share their knowledge.

School Section No. 11 Haldimand
Monday September 22, 1862.

Mr. C.E. Ewing

Dear Sir

A few of the teachers of this township met a short time ago and resolved to have a Teachers Association in a central part of the township, Bradley Hollow (where Mr. Troumpour teaches) was selected as the place of meeting, the first meeting to take place the first Saturday in October at the above place; the meeting to commence at 10 o'clock. Teachers are selected to spend an hour at each of the four subjects, viz:-Algebra (simple equations) Mathematical Geography, Vulgar Fractions (Arithmetic) and Analyzing & Parsing (English Grammar)-Could you favour us by being there? I would be glad if you could let Miss Gleason or Mr. Peterson know, or both.

Sir,

Your Obedt. Servt.

William Meredith.

P.S. We want you for president please don't fail to be present.

W.M.

A.J. Johnson of Oshawa, a one-time resident of this area, remembers an early school in the village. S.S. #13 was a brick school built about 1880 on Lot 16 in Concession IV which replaced an earlier log structure. The brick school had three windows facing east, three facing west and one on the south side. Educational equipment for the 30 students consisted of maps and a globe. Later improvements to the school included a bell, a flagpole, slate blackboards and bookcases. A library was begun in 1920. Water was carried by boys from a nearby farm until 1924 when a pump was installed. A piano and cupboard for household science equipment was purchased in 1935. Music was started under Margaret Atkinson's supervision in the fall of 1938 and a phonograph purchased. The teaching of agriculture also began in that year when the first school garden was planted on the parsonage property.

Among the early families of Eddystone who still live in the area are the Harndens, Turks, Broomfields, Lockes and McKenzies. Among those buried in the Eddystone Cemetery are: Thomas Garbutt; the parents of actor Burgess Meredith; and several residents of the community, including Arthur Harnden who was killed in action in Italy in 1944.



ABOVE: *Centreton school.*
Photo loaned by Margaret Ryerson.



LEFT: *Centreton store with proprietor John Brewster and Lucy Moore, 1918.*
Photo loaned by Margaret Ryerson.

Centreton

Centreton, which lies on Lots 18 and 19 in Concessions V and VI ten miles northeast of Cobourg and seven miles north of Grafton, was settled in the early 1820s. One of the village's early pioneers was Thomas Henderson McAuley. An emigrant from Scotland, McAuley opened the community's first general store and later became a reeve of Haldimand Township. He was also a school teacher. Other early settlers included James Stuart, who came in 1830, as well as the Richardsons, Hollands, Nichols, Blodgetts, Honeywells and Taylors.

S.S. #18 was built in 1857 on the northeast corner of the crossroads in Centreton. Back in those days the students had to buy all their school supplies, such as scribblers, paper and books. It was the home school to many families of the area, such as the McBrides and Ivatts.

Centreton was a thriving village. At one time there were three general stores, two churches, two blacksmith shops, a cheese factory, carpenters' shops, a temperance hall, an Orangemen's hall, a steam-operated saw mill and an apple evaporator. Joe Holland had the latter business. At the post office, which was opened in 1861, village mail was delivered three times a week by stagecoach.

In 1885 the population of Centreton was 50. Thomas McAuley's wife was the postmistress, John Davy and John Wolfreim had blacksmith shops and John Garland was a carriage maker. A general store, begun in the 1870s by John Brewster, continued in the Brewster family until the business was sold to Alvin Tucker in 1939. This old store burned in 1943 but was subsequently rebuilt. It is the only store in the hamlet today.

The Thomas brothers lived southwest of Centreton on the Stewart farm. One Saturday a bear came prowling around the homestead and stole a pig out of the yard. Picking up his muzzle-loading shot gun, one of the Thomas brothers went off in search of the beast. He eventually found the bear and shot it. Wounded, the angry bear then charged. Thomas struggled to defend himself, clubbing the bear with the gun before falling to the ground and wrestling with the animal. Finally exhausted and feeling that he was losing the battle, Thomas fell to the ground and pretended to be dead. Miraculously, the bear was fooled and Thomas survived to tell the tale. He often showed friends and neighbours the gun scarred with teeth and claw marks.



Mulholland School.

STANDING, (LEFT TO RIGHT): *Vera Massey, Dorene Davidson, Isabel Ellis, Betty Smith, Thomas Massey, Lorne Calnan, Norma Powell, Jack Calnan, Lloyd West, Leonard Ellis, Allynn Davidson.* SITTING, (LEFT TO RIGHT): *Marie Calnan, Jean Massey, Virginia Courtemanche, Helen Massey, Audrey Massey, Ed Bull, Ernest Smith, Gordon West, Douglas Smith.*

Photo loaned by Norma (Nichol) Powell.

At a meeting held on May 25, 1884, it was decided that an Anglican church should be built in Centreton. The congregation had been meeting for some time for services held by Rev. E.J. Harper of Grafton. The committee organizing this project gratefully accepted an offer by Mr. Holland of a site on the west side of the village road. Construction soon began and St. John's Anglican Church was opened on November 1, 1885. The total cost of construction was \$2,852. The altar was made of butternut wood and was the pride of the congregation.

On September 15, 1935, more than 100 people gathered for the harvest Thanksgiving and 50th anniversary of the founding of the church. Reverend Thomas Millman was the officiator and Reverend T.S. Boyle preached the sermon. The last service in the church was conducted by Reverend Thomas Nind on July 9, 1944, and was attended by four people. St. John's Church was dismantled shortly after this.

Centreton's local Methodists, who had been meeting in the village school and in private homes since 1842, had their church constructed in 1864. Now closed, the former Methodist Episcopal church is presently being used as a library and recreation centre.

The Haldimand Centennial Park, west of Centreton on County Road #23, was built in 1966 and dedicated during the centennial celebrations with an ecumenical service in 1967. Members of its first board were Ed Miller, Nelson Harvey, Glen McBride, Alan Ivatt and Leigh Chapple. This park has been the site of ball games, pork barbecues and various farming demonstrations over the years, particularly in 1984 at the township's bicentennial celebration of the settlement of Ontario.

This ball park is the home of Mill Valley Girls' Ball Team, who have been "A" champions on more than one occasion at the Grafton Ball Tournament. The park continues to operate for the enjoyment of Centreton and area residents.

Peter's Woods Provincial Park is located on County Road 23 north of Centreton and south of Macklin Settlement. It is one of the few natural woodlots remaining. To preserve a part of the

In 1858 Napoleon Bonaparte Irish, who was born in Haldimand Township in 1838, married Margaret Brewster. She was born in Centreton in 1837. They lived for many years on a farm southwest of Centreton. Around 1900 the Irish sold their farm and moved to Orillia. In 1933 they celebrated their 75th wedding anniversary and were declared the oldest married couple in Canada at that time.

WHEN THE CENTRETON CHEESE FACTORY BURNED DOWN, IT WAS NECESSARY FOR DAIRY FARMERS TO SHIP MILK NORTH TO THE SPRING VALLEY FACTORY, WHICH WAS LOCATED ACROSS THE ROAD FROM MACKLIN'S CHURCH. WILLIAM HENRY DAVEY, IN SPITE OF BEING DISABLED AS A THE RESULT OF A STROKE, WOULD PICK UP MILK FROM THE FARMS BELONGING TO THE EDDYS, MCBRIDES, MACKLINS, TUCKERS, WARNERS AND COUCHES. IT WAS USUALLY A RACE WITH ELDRIDGE SHERWIN, WHO COLLECTED MILK FROM FARMERS ON THE NORTH, BACK TO THE FACTORY. MORE THAN ONE CAN OF MILK FELL FROM THE WAGONS AS THE HORSES WERE WHIPPED AROUND THE FINAL CORNER LEADING TO THE FACTORY.



*United Church, Centreton,
converted to community hall.*

Photo loaned by LACAC.

original hardwood forest, the Willow Beach Field Naturalists, a private conservation group, and the Ontario Ministry of Natural Resources set aside 55 hectares of land as a provincial nature reserve. The reserve is named after A.B. "Peter" Schultz, a leading member of the Willow Beach group.

The park protects a variety of environments including an upland woodlot, a cedar swamp, an open field and a grass meadowland. This diverse landscape provides animals, birds and vegetation with a variety of habitats.

Carmel (Gleason's Corners)

The area of Carmel or Gleason's Corners is located approximately two miles east of Centreton in Concession V. Gleason's Corners took its name from Samuel Gleason, a Dutch farmer who came to Haldimand from the United States before 1825. He lived in Grafton Harbour before settling in Concession V. Other early settlers included the Broomfields, Bays, Bowens, Eddys, Hoskins, Pappins, Pinks, Shands, Shaws and Tait.

Carmel children attended the one-room S.S. #19. It was known as Wait's School, because the land upon which the original log school was built was leased from Benjamin Wait. This first school had a porch on the south side of the building. The teacher's desk stood just inside the door. The structure had six windows, a box stove and wooden blackboards. The parents of the students were expected to supply wood for the stove during the winter.

In 1896 the log school was destroyed by fire. Classes were temporarily held in a vacant house nearby until a brick building was erected during the summer holidays. The teacher at this time was Harry Stinson.

EXCERPTS FROM THE MEMOIRS OF ARCHIE BIRNEY

My brother Len and I took a job cutting wood in the dirty thirties for FJ. Slade who owned the bush north of Gleason's Corners. It was too far to walk night and morning so, as we had no lumber and no money, we dug into a steep bank facing south and used lots of rails out of an old fence. We put rails on the top and piled about two feet of dirt on top. It was warm as we had a small box stove in it. Well we got along fine until the snow started to melt near spring. We went up one night to get our supper on. Everything was floating, the fry pan just couldn't get to the stove. We had a bunk on each side - they were wet, so we walked home and was hungry when we got there. We cut cord wood for 90 cents a cord (that would be a full cord) and my brother Bruce drew it out and piled it in one pile four feet high for 25 cents a cord.

Much local excitement was created on a fall day in 1942 when a plane landed on the farm of Gordon Broomfield (Lot 12, Concession V). The two pilots-in-training had lost their way from their base in Ottawa. They were not allowed to leave and enjoyed a hearty farm dinner while awaiting their superiors who arrived in a second plane. Both planes took off without mishap although the second one didn't get its landing gear up fast enough and it lifted several panels from a rail fence approximately 20 feet off the ground before the fencing fell from the plane.

Over the years, new subjects were taught at S.S. #19. In 1938 Margaret Atkinson came to the school to give a weekly lesson in vocal music. A piano was purchased the next year. Manual training equipment was later added.

In the 1940s Wait's school was enrolled as a junior branch of the Canadian Red Cross Society. Hot lunches were provided to students during the winter.

In April 1946 the local school board purchased an acre of land from Godfrey Leeman for the use of the school. Students planted half of the property with Scotch pine trees and used the other half as a playground. S.S. #19 then entered a provincial forestry contest and was awarded a prize of \$500 for their beautification efforts. Students decided to spend the money on picnic supplies. The grand picnic was held in June 1947. Mr. Leeman later donated land to further expand the school grounds.

The site of Wait's school was purchased from Albert Rusk and the Wait estate in 1947. The school survived until 1966. Today the building is the home of David Pelly, a lecturer and writer about the Canadian Arctic. He calls his home "Beauly" after the area in the Scottish highlands where his ancestors made their home.

The Carmel post office closed in 1930. The Christian Church was also closed and relocated to Castleton in the 1930s.

Bomanton

Bomanton lies in the northwest part of the township in Concession VIII between Lots 29 and 33. Bomanton Road divides the settlement. It was officially named in 1857 when a post office was opened. William Campbell was the first postmaster. One of the first settlers in the area was a George Bowman who rented a clergy reserve lot in Concession VIII. In 1854 he and Alexander Bowman received the patent for Lot 32 which they sold two years later.

According to Catherine Milne, historical researcher for Hamilton Township LACAC, the name has been written as Bowman, Berman and Bowerman. In an article written for the *Cobourg Star* in 1989, she wrote: "From 1860 to 1884 the postmaster was Richard Knight, who lived in the centre of the hamlet on Lot 30. Then Lewis E. Day took over the premises and post office, which was for many years referred to as the Knight and Day house." More recently, Bessie Down remembers the Post Office being located in the Sampson Lukey residence.

The Beldon Illustrated Historical Atlas of 1878 shows a church on the north side of Lot 27, Concession VIII, just south of present day County Road 9. It was a Methodist church. There was also a Wesleyan Methodist Church on Lot 30, Concession 8, northeast of the four corners.

There is a cemetery on Lot 32, Concession VIII. According to Mrs. Milne's article, the earliest grave there, dated 1847, belongs to Robert Henry Smith, aged four. The cemetery formed part of the land belonging to Christopher Smith. Because it predates both of the churches in the area, this