may have been a family burial site that later came into village use. Today the area is deserted although it is under the protection of the abandoned cemetery board. The Bomanton Public School S.S. # 17 was on the south half of Lot 30, Concession IX.

The Atlas makes mention of a number of English farmers from Cornwall as well as immigrants from Scotland who farmed in this area. Because the land was too poor for agriculture, cattle farming predominated although some barley was also grown. In the 1950s tobacco farmers from western Ontario arrived and tried to grow tobacco crops in Bomanton and Centreton. Although the demand has lessened, there is still some tobacco grown in the northern part of the township.

Bethesda North United Church was built in 1882. It is located northwest of Bomanton on North Bethesda Road near County Road 18. It is used on Decoration Day each year, a day set aside in the summer to decorate the graves of family members and loved ones. The Catholic Church currently uses the church for Sunday services. Haldimand's LACAC has undertaken some much needed repairs to the building.

Fenella and Macklin Settlement

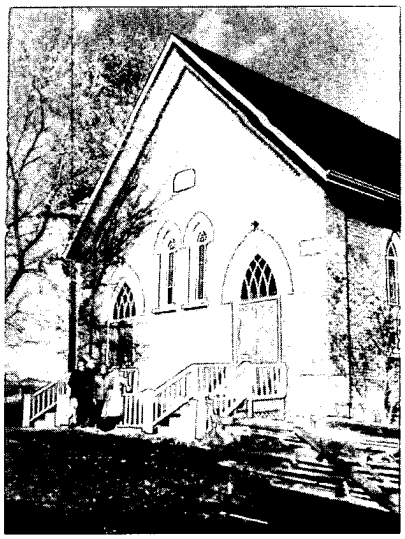
The village of Fenella is situated in Concessions IX and X in Haldimand Township 16 miles northeast of Cobourg. The community was known as Franktown in its earliest days. Fenella consisted of a hotel, a post office and two general stores. One of these was owned and operated by the Harpers. The other, which was built in 1880, was run by George Kemp and his descendants until it burned in 1952. A grist mill and blacksmith shop were located across Highway #45.

By 1874 there were also two taverns in the area. These were owned by P. Coon and James Weir. Some early family names in Fenella include Brenton, Brook, Cross, Curvin and Doxtator.

On January 23, 1880, a local resident wrote to the *Cobourg World*:

> Fenella sits on the Grand Trunk Gravel Road leading from Cobourg to Roseneath about 14 miles from Cobourg. It lies in a hollow and is bound on the north by Henry Metcalfe's lime kiln and a red gate, on the east by Thomas Adam's new brick house, on the south by a new fence around the Methodist churchyard and C.F. Smith's new driving shed and auctioneer's stand, and on the west by a high, steep hill. A Methodist church, a Temperance Hall, two carpenters' shops, two blacksmiths, a post office, two general stores, an Orange Hall, about 20 dwellings and 10 barns and one tavern constitute the village. Four secret societies — the Temperance, Grangers, Orange and Orange Young Britons Lodges — hold their meetings in the village. The first is prosperous, Grangers at a standstill, and latter two make a great display yearly with white shirts, tin spears, etc.

Fenella General Store, c. 1910.
Photo loaned by Ken Waldie.



TOP: *Former Fenella United Church, now a private home, 1983.*
Photo loaned by Gord & Ella Chapman

The Fenella Methodist Church was built in the fall of 1885 at a cost of $1,800. Before this structure, the congregation had met for nearly 30 years in other buildings in the area. Opening services for this long awaited church were held in 1886. The Fenella Methodist Church became a United church in 1925 when the Methodist and Presbyterian churches merged. Fenella's church closed in June of 1968. In October 1971 the church trustees sold the building. The building had four different owners during the next ten years before present owners Gordon and Ella Chapman purchased it in 1991 and converted it into their home.

During its lifetime the Fenella United Church assisted with raising funds for the Fenella Community Hall. Local people also helped with donations of money, labour and materials. Fred Ferguson's sawmill supplied the lumber. The hall was constructed in 1952 under the leadership of carpenter Herman Davis. It opened on July 3, 1953, with a musical concert. An addition was put on in 1987. Bessie Down, a long-time resident and a member of the United church for more than 40 years, remembers that a building across Highway #45 from the Fenella Community Hall was once a Baptist church. It was later used as a storage facility for grain.

In 1845 a group of settlers moved to Macklin's Settlement about three miles east of Fenella. In 1850 a log school was built on Lot 16 in which church services were held. In time a cemetery was needed and it is believed that the first burial there was of James Macklin, a child. Many Fenella families are buried in Macklin's cemetery. An acre of land was donated by Joseph George and a small church was built. An addition was added and this served until 1888 when the present brick church was built. This church still stands although it is in very poor repair. A unique feature of this building was the main entrance which opened directly into the sanctuary, which must have promoted irreproachable punctuality. The church's Golden Jubilee was celebrated on November 6, 1938, with a morning and evening service.

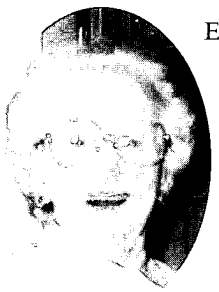
Montgomery School, Fenella, 1960.
BACK ROW (LEFT TO RIGHT): *Jen Dillworth Montgomery (teacher), Mary Wolfe, Jeanie Parkinson, Richard Forget, Marie Macklin, Elizabeth Duncan.* SECOND ROW: *Terry Davis, Ralph George, unknown, Lois Brown, Trevor Macklin, Graham Harper, Bobbie Parkinson.* THIRD ROW: *Neil Macklin, Percy Parker, Jean Harper, Peter Ferguson, Lynn George. Front row: Warren Harder, Everitt Davis, Gary Jewel.* Photo loaned by Mrs May Ferguson

Fenella's children attended S.S. #22. It was known as Montgomery's School, because it was located on the corner of the Montgomery's farm. Children living in the village walked three miles to the school. The original school was a frame structure built in 1859. A wood shed was located along its east side. Inside the school, seats were placed in four rows. The teacher taught from a small platform about a foot high along the north wall and wrote upon blackboards made of lumber painted black. The room was heated with a large box stove which stood on two huge blocks of wood. During the winter months there could be as many as 100 students crowded inside. A brick building replaced the wooden schoolhouse when it burned in 1896. Fenella's S.S. #22 closed in 1967. Myrla Ferguson was its last teacher.

Burnley Creek, also known as Mill Creek, runs south of this area. The Ferguson Mill on Lot 13 in Concession VIII was one of Mill Creek's busiest. It was owned by E.P. Macklin and on his death passed to his daughter Elma, the wife of Fred Slade. The Slades added a grist mill in 1927 but the mill ceased production in 1940 when the plant was sold to Fred Ferguson. In 1951 Ferguson rebuilt the mill. He rented land upstream so that the dam could be made higher. There were eight stop logs, seven of which were lowered by old fashioned chains manually. Water behind Ferguson's dam now reached a depth of 18 feet. Water power for the mill was obtained by use of an antique wooden wheel with wooden paddles which often had to be replaced by descending a manhole into the penstock where debris from beavers working upstream often clogged the works. The penstock was opened only when a unique left-hand saw was running on the carriage. During the spring flood season there was always great activity to get the sawing completed while the power was at its best.

Bob Macklin and the Devineys also had mills at Burnley Creek during the late 1800s to early 1900s.

Edward Macklin was the first farmer to bring Holstein cattle to Northumberland county in 1884. He obtained a bull and two cows from Smiths and Powell of New York State and began breeding these highly prized milk producers. He did very well with his herd and became quite prosperous. He was also a lay preacher.



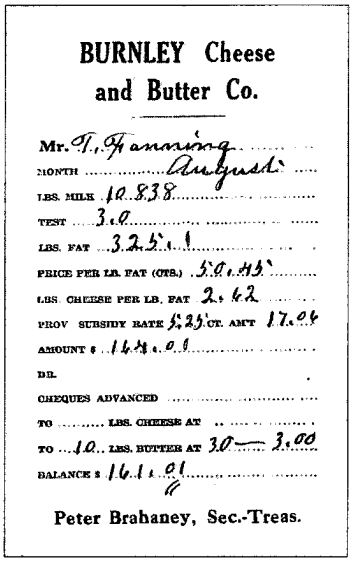
Eric Childs of Fenella remembers the late Retta Waldie as a very special person. She always had popsicles for all the children at any time of the year. In 1951 the Waldies became the first family in Fenella to own a television set. The set was a 19 inch black-and-white Admiral. Every Sunday evening, villagers would gather at their home to watch the Ed Sullivan Show. Everyone was always welcome.

On April 10, 1854, triplets were born to Edward Macklin and his wife Dorcas Staples, who farmed on Lot 16 in Concession VIII. They received the Queen's bounty of £3. The sons were named John, Thomas and William after Mrs. Macklin's brothers. Their arrival was a great surprise to their parents. In the days before incubators and all the usual medical assistance required for multiple births, their survival was nothing short of remarkable. Later, six younger children were also born to the Macklin family. John and Thomas lived to be 66. William died when he was 81.

Burnley

Situated in the northeast corner of Haldimand Township along Mill Creek, the village of Burnley was first settled by a wealthy English Roman Catholic, R.H. Grimshaw. Grimshaw built sawmills, shingle mills, asheries, a store and a tavern. He brought to the area a number of Irish Catholic families. In 1860 R. Pringle created a plan for the village by subdividing his property into lots. By 1885 Burnley had 33 residents. At the turn of the century, Burnley had 125 people and a stage coach operated three times a week to Colborne.

In 1882 James Grosjean deeded two acres from the south half of Lot 4 in Concession IX to the Roman Catholic Church and a brick church was built that summer. It operated as a mission



BURNLEY Cheese and Butter Co.

Mr. T. Fanning

MONTH August

LBS. MILK 10.838

TEST 3.0

LBS. FAT 325.1

PRICE PER LB. FAT (CTS.) 50.45

LBS. CHEESE PER LB. FAT 2.62

PROV SUBSIDY RATE 5.25 CT. AM'T 17.06

AMOUNT $ 164.01

DR.

CHEQUES ADVANCED

TO ..... LBS. CHEESE AT ..

TO 10.. LBS. BUTTER AT 30 — 3.00

BALANCE $ 164.01

Peter Brahaney, Sec.-Treas.

ABOVE LEFT: *Albert Davis (1871-1957) and Lydia Freemen (1886–1960), Burnley residents who were married in 1902.*
Photo loaned by Maureen (Roddy) O'Grady

ABOVE RIGHT: *Receipt from Burnley Cheese Factory.*
Loaned by Tom Fanning

BELOW: *The John Fanning family, c. 1896.*
LEFT TO RIGHT: *Charlie, Annie Dillon, Ambrose, Tom, Leo, John and Mary.*
Photo loaned by Tom Fanning.

from Cobourg until 1884 when it became a Brighton mission. It was raised to parish status in 1887 with Harwood established as a mission. Father James Sweeney was the first pastor. That year also saw the erection of a rectory. In 1894 the mission of Warkworth was attached.

When the congregation in Burnley began diminishing, the priest changed his residence to Warkworth. In 1917 Father Joseph Ferguson, pastor at Warkworth, arranged for the construction of a church shed capable of accommodating 20 teams, which was built from the timbers of the abandoned separate school. In 1921 a parish hall was built at a total cost of $200, half of which was donated by Samuel Clark, Member of Parliament for west Northumberland. A site was purchased from John Dillon and St. Peter's hall opened that winter with entertainment from Toronto and a box social. The function raised $700.

Sunday mass continued to be celebrated at Burnley until 1948 at which time the church and rectory were torn down. The headstones from the cemetery were moved to Warkworth.

The community had a hotel run by John Donahue and a cheese factory operated by Alexander MacDonald. Deviney's and E. P. Macklin's sawmills were busy. At this time, Patrick Donahue was the local wagon maker. Lettie Thompson worked in the village as a dressmaker. John Donohue had a tavern. A Catholic school run by nuns was the first educational institute in the village. It was amalgamated with S.S. #21, Burnley's other school, about 1908.

William Lawler was a vital member of the community for a long time. He was a merchant and the postmaster from 1871 until 1910. An old photograph shows the Lawler general store with post office and telephone signs over the entrance. A resident remembers the store being long and narrow with a potbellied stove and benches on the east side. Stock was displayed on wooden shelves along the walls. A showcase and serving area stood beside the west wall. The post office wicket was at the back of the store. Lawler's featured a wide variety of goods and groceries as well as an assortment of farm supplies and equipment. Gasoline was sold at an outside pump near the northeast corner of the store. A hand pump forced the gas up into a big glass bowl where gravity fed it into a vehicle or drum. As with most local stores, it was a gathering place for members of the community who would visit and swap stories while making their purchases.

In 1871 when Lawler opened his store, the census for that year recorded Patrick Doyle as a sawyer employing three people and cutting 2,500 logs to produce 200,000 feet of lumber and 100,000 shingles.

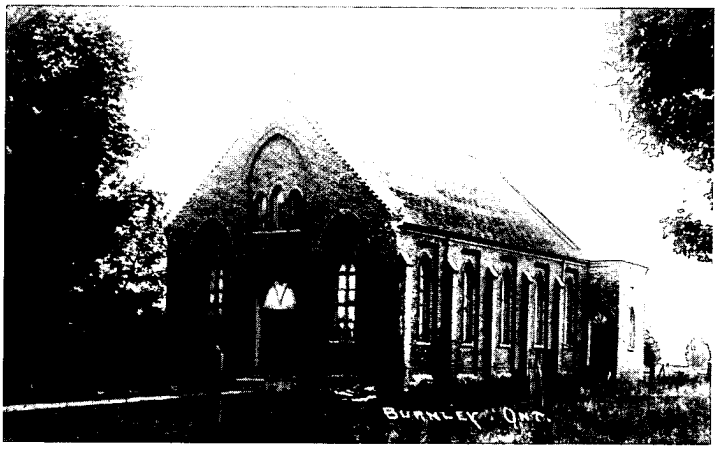
An early cheese factory was located northeast of the village on Lot 3 in Concession X. George Oitment, Howard and Walter Andrews and Len Hampson were early cheese makers at this factory. Hampson eventually closed this business and opened a new plant in the village in 1939. In the 1940s Farmer's Advocate magazine described the Burnley factory as one of the most modern in Ontario. Harold Sexsmith, Ivan Sine and Alex Johnston were also cheese makers at the new factory. Gerald Pratt worked there in the summer of 1946. He received $60 per month, plus board and lodging. Output was as much as 23 100-pound cylinders of cheese per day. He recalls the modernization of the new factory with its mechanical agitators, hot water and steam and the curing room. The boiler was coal-fired.

The narrow concrete bridge over Russ Creek to the south of the village was constructed in the early 1930s. The road overseer, Alf Larry, employed Leonard Birney and Sid Crisp to work on this project. Herb Minor hauled the timbers and lumber to the site from the Slade Mill. The wooden pilings to hold the forms were driven by hand.

Between 1910 and 1930 village life at Burnley declined due to changes in the agricultural economy. Grain and cheese had long been the area's major commodities. When other centres began to produce and ship these products more economically, local facilities suffered. By 1940 only nine buildings remained in the hamlet. The community hall, which had been built in 1920, was closed and sold. The old cheese factory became a private residence. S.S. #21 closed in 1967 when the few remaining students transferred to Roseneath. Lawler's general store survived until the 1960s. Leslie and Averta Tucker and then Fred Hall were its last proprietors. In 1980 the shop burned to the ground leaving only charred logs and the hand pump. Today Burnley is a peaceful community of a few houses nestled along the banks of Russ Creek, which first gave it life.

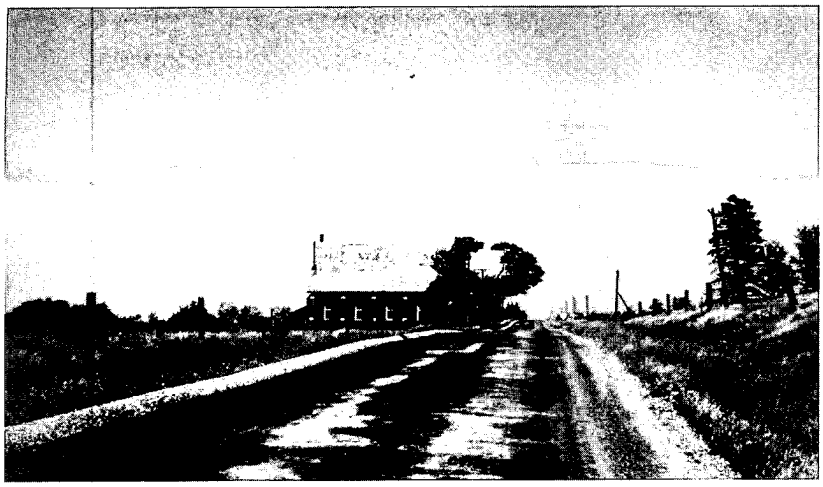
FROM ARCHIE BIRNEY'S MEMOIRS

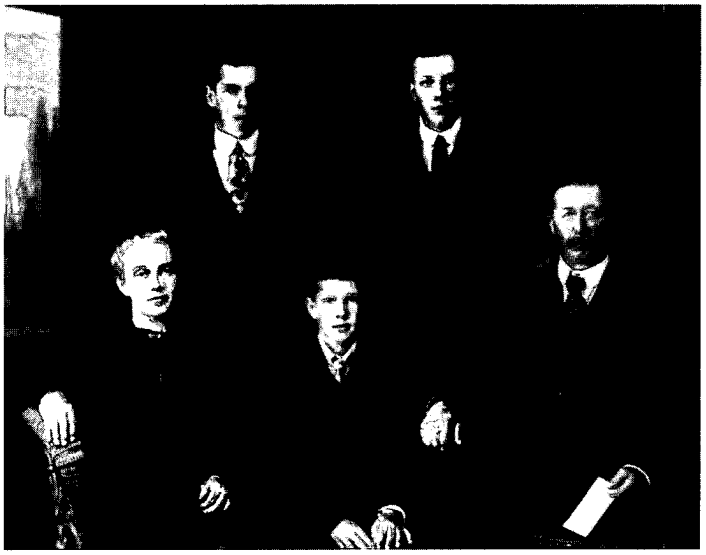
Election was always an interesting topic. It sometimes caused hard feeling among neighbours. The Harndens were good Grits. The Birneys and Beattys were Tory. The elections were often in the fall. The threshing bees were quite heated at times. After a month or so they would get back to speaking to each other. I made up my mind that friends were too hard to get to lose them that way.



ABOVE RIGHT: ***Church of St. Peter, Roman Catholic Church, Burnley. Built in 1882, razed c. 1953.***
Photo loaned by Maureen (Roddy) O'Grady.

RIGHT: ***Burnley General Store.***
Photo loaned by Maureen (Roddy) O'Grady.





ABOVE: *Oak Heights United Church, 1959.*
Photo loaned by Allan Birney.

RIGHT: *The John Ferguson family, farmers on Lot 2, Concession VIII.* LEFT TO RIGHT: *Henrietta Sherwin, Edgar, Allan, Archie, and John.*
Photo loaned by Jessie (Bull) Ferguson

Oak Heights

Much of the hamlet of Oak Heights sits on the top of a high ridge along the eastern portion of Concession VIII in Haldimand. The area is comprised of heavy clay loam with many stones. Pockets of lighter loam exist in the valleys. There were many pine and oak trees, and some weather beaten pines remain along Ferguson Road. The area offers tremendous views to the north and south from many vantage points year-round.

Oak Heights was established by farmers. Some of the older family names that still appear in the community are Covert, Mitchell, Sayles, Pratt and Ferguson. The Ferguson farm has been in the family since November of 1886. The hub of local activity was at the intersection of County Road #29 and Ferguson/Covert Hill Roads. The Methodist church was located on the northeast corner of the intersection. On the corner west of the United church, the White family and later the White's son-in-law Frank Minor operated a blacksmith's shop. The village post office was in the White house between 1900 and 1912. There was no school in the Haldimand Township portion of Oak Heights. Local Haldimand children attended Russ Creek or Burnley School.

Nearby Burnley provided basic services for local residents. Warkworth and Castleton served as retail and business centres. Farmers regularly hauled their grist by horse and wagon to mills in those two villages. Some used Slade's mill, which was located west of Burnley, for their sawing needs.

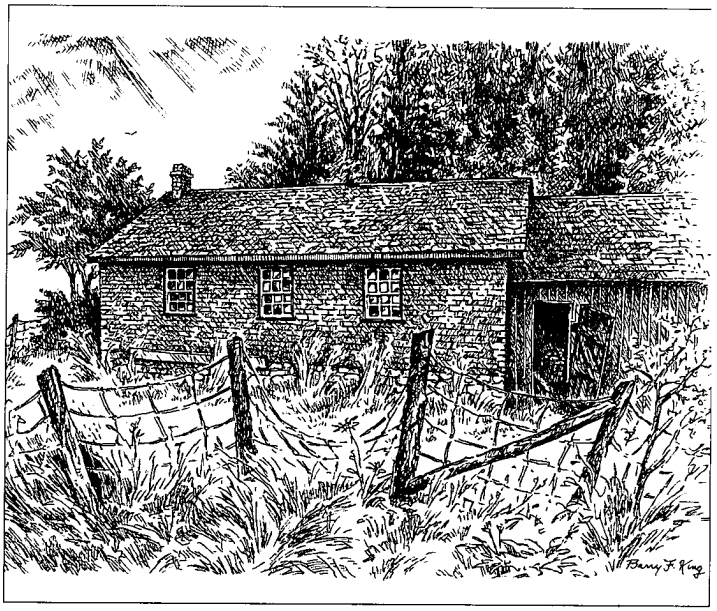
Hydro came to Oak Heights in 1940. Land registry records show hydro easements were obtained that year. The hydro lines ran across fields. In the winter the roads were not open so if service was required, sleigh trails through the fields provided access.

There were no cemeteries in Oak Heights. Local residents were buried in the Russ Creek Cemetery or in Warkworth, Centreton or Castleton.

The area is now dotted with restored or new homes occupied by retirees and people who have escaped city life.

Russ Creek

by Mary (Bird) Birney in 1937, and Archie Birney.



The Russ School.
Drawing by Barry King.

The community of Russ Creek sits in a valley south of Oak Heights along the creek of the same name, which was also called Cold Creek or Salt Creek. Most of the community is in Concession VII. A Crown Land Inspection report prepared by T.J. Dennehy dated September 1840 shows the area to be a plain with light sandy loam. Oak and pine forests are thinly scattered throughout the region. Among the pioneers who settled Russ Creek are John Thurston, Adam Miller, John Perks, George Porter, James Glenny, John Finley, Robert Polley and William Prout.

The namesake of the village and its creek was Jonathan Russ. He lived first in the Grafton area before moving north to the village site and establishing the settlement in the early 1840s. Russ purchased land on the southwest quadrant of Lot 2 in Concession VIII in 1841. He then sold the property to Eliphalet Porter in May 1846.

According to local tradition, there was once a small general store in the village on the southwest corner of the junction of Russ Creek Road and Covert Hill Road. The shop was adjacent to an old gravel pit. There is no evidence of the existence of a church in Russ Creek. Mail for this hamlet was brought from Colborne station by stagecoach. Russ Creek also had a blacksmith's shop and a cemetery.

The Russ Creek school was S.S. #20. It stood on Lot 4 in Concession VII. Built in 1845, the original school was of frame construction. The first school trustees were men named Prout, Thurston and Hubble. The secretary-treasurer was Jonathan Russ. Early teachers were hired for an eight month teaching period and were paid in sterling. Board was included as part of the salary. This first school burned and was rebuilt with brick in 1878. In 1929 a small library was added and the curriculum was expanded to include public speaking and agricultural instruction. Musical instruction began in 1938, as did home economics.

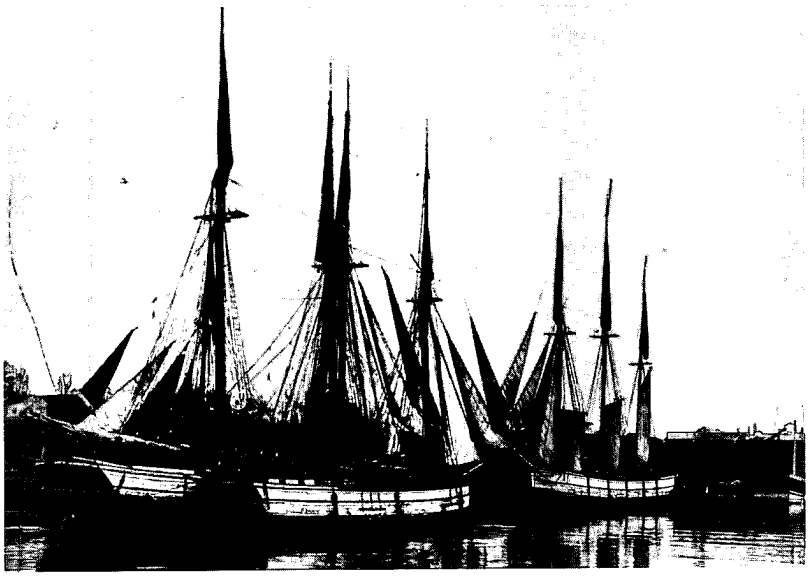
Former pupils of the Russ school include John Miller, a Justice of the Peace in Castleton, Wesley Gaffield, a Justice of the Peace in Michigan, and Joe and A.R. Miller who both became medical doctors in Toronto. The community school closed in June 1947 when only five students were attending. Vandals later burned the empty building.

Russ Creek was founded as an agricultural hamlet, but the soil eventually proved too sandy. Most of the area farms were abandoned by the 1930s. Homes and barns rotted or were destroyed. By the 1950s the area was deserted. Russ Creek has since returned to life with a few homes tucked away on large forested lots.

In 1984 during Ontario's bicentennial year, Haldimand Township held a homecoming with many events. One of the most successful was the Russ Creek reunion picnic. Held on August 5, about 150 people attended.

IV

Transportation



Sailing schooners, Keewatin at left foreground, c. 1900.
Archives of Ontario C59#65

WATER TRANSPORT & HARBOURS

For the pioneers, efficient transportation along the north shore of Lake Ontario meant travelling by canoes, bateaux and Durham boats. Haldimand's earliest settlers from the United States arrived either via Montreal from major ports on the American east coast or overland by oxcart to the south shore of Lake Ontario and from there by ship to their destination.

European settlers bound for Haldimand Township travelled up the St. Lawrence River aboard bateaux. These boats had a capacity of three to five tons. They were later replaced by the larger Durham boats which measured 90 feet long and 10 feet wide. Although these could carry ten times as much cargo as the bateaux, their great size meant that they were awkward to manoeuver in the rapids on the St. Lawrence River. Passengers were forced to come ashore whenever rapids were encountered. If there was no other transportation available, pioneers walked along portage roads until they could reboard their boats beyond the rapids. Where rapids were less swift, boats were towed by teams of horses.

In 1817 steamboats appeared on Lake Ontario. On the Canadian side of the lake, the *Frontenac* was the first. Built at Bath (near Kingston), it made three trips a month between Kingston and Niagara. The *Queen Charlotte*, built the next year, was the second steamboat built in Ontario. It had a paddle wheel located in front of the smokestacks. Early steamboats were fuelled by wood and later they burned coal imported from Pennsylvania.

James Lawless, who became a storekeeper in Grafton, wrote to his sister about the difficulties of travelling in Canada:

> Matilda, Upper Canada.
> August 22, 1831
>
> Dear Jane-The Friday following the date of my last letter we left Montreal for this place in a Durham boat loaded with goods and Emigrants and arrived same day at Lachine where we were detained by contrary wind and want of Steam Bt. to tow until Monday afternoon when we left there, crossed Lake St. Louis and came to the Cascades that evening about 10 o'clock — on Tuesday we travelled to the Cedars a distance of six miles. The day was stormy and wet, to which we were exposed in an open boat. No language can convey

an idea to you of the Cedar rapids up which we were towed by seven and eight span of horses. It was about 5 o'clock p.m. when we got to the Cedar Village where we stayed that night and next day Wednesday proceeded as far as the Steam Wharf at Coteau du Lac a distance of ten miles and stayed all night. Next day, Thursday at noon the Steam Boat towed us up to Cornwall across Lake St. Francis 42 miles, where we slept. Early on Friday morning we left Cornwall and made 2 miles head of the Long Sous (Sault) a rapid still more tremendous than the Cedars, up which we were towed by eleven horses. We then had to make our lodging on board the Durham Boat as we could find no other accommodation. On Saturday we arrived here 2 o'clock p.m. landed our goods in a field adjoining and had them drawn up to the store, a distance of about 4 acres, being nine days from Montreal having only travelled 122 miles....

Lawless had arrived near what is now Morrisburg, approximately halfway between Cornwall and Brockville. Lawless moved on to Haldimand in 1834.

In 1836 the Grafton Harbour Company was formed. The directors of this company were Richard Hare, John Grover, Malcolm McNeil, J. Warren, John Clark, Thomas M. Spalding, James G. Rogers, Edward H. Pepper, Thomas Spencer, Donald Hare, John Spencer, Roderick McKenzie, William Carroll and Jacob Van Alstine.

Schooners and steamers known to have called at Grafton Harbour include the *Nightingale*, *Ontario*, *Minerva*, *Trafalgar*, *Hannah*, *Chief Justice*, *Trenton*, *Nelly Hunter* and *Hibernia*.

In 1842, an admirer of Grafton Harbour reported that "for beauty of position and stability of workmanship, it stands second to none in the Province." In 1847 the steamer *America* began calling three times a week for passengers. There was a regular service between Rochester and Toronto which stopped at other ports along the north shore of Lake Ontario.

Grafton Harbour appeared to be more important for transportation of grain, flour and whiskey than the shipbuilding harbour of Lakeport nearby. Grafton Harbour once boasted a flour mill, cooper shop, blacksmith shop, three lodging houses, a store, school, customs office and several houses. Thomas Bingley, a long time township clerk, ran a mill near the creek for the manufacture of gypsum rock into floury land plaster. The mill was working in the 1870s but no trace of it remains today.

Items shipped through Grafton Harbour included whiskey (Campbell's distillery alone shipped 500 casks in 1847), flour, lumber, peas, fish, corn, oxen, mill stones, castings, hops, furniture, boilers, wine, pork, apples, plaster and cord wood.

Haldimand once enjoyed a flourishing barley trade and fleets numbering 15 or 16 ships would queue up to ship the township's barley across the lake. But the McKinley tariff of 1890 placed a prohibitive duty on the exportation of barley to the United States, and the harbour soon died. The last vessel called at Grafton Harbour in 1890.

At Keeler's Creek (Lakeport) settlers arrived as early as 1793. Wharves were constructed, a harbour developed and it became a shipbuilding site for many small ships. Don Connagher built the 82 foot schooner *Thistle*; John Shaw built the *Jura*; the *Octavia* was built in 1866 for Major Joseph Keeler, M.P.; and John Tait built the *Sibylla*, a 97 foot ship, also for Major Keeler. The *Keewatin* was rebuilt in 1889 for Archibald Campbell.

The advent of steam boats brought increased water traffic. Lakeport harbour was a twice weekly port of call for steamers such as the *Magnet* taking passengers and freight from Toronto to

Cobourg World Friday February 15, 1918:

When car ferry *Ontario No. 1* left Rochester on Friday evening about 6.30 o'clock, Capt. McCaig and crew did not expect to be held up for the night a few miles from shore by an ice jam, but such was their unpleasant experience. About three miles off shore the ferry ran into what seemed to be almost a solid field of ice, which could not be seen from the surface and they were forced to remain in that position until seven o'clock on Saturday night, the wind and ice taking them practically where they would.

The ice, it is stated, could be seen a long way down beyond the bottom of the boat. At one time during the night the ferry was taken twelve miles off its course. The large two ton anchor was dropped from the bow of the boat upon the ice in order to break it, but without effect. The ferry finally got clear of the jam by running the cars towards the stern and thus allowing the boat to slip off backwards. It was an experience which they will not care to have repeated.

Captain Samuel Herbert McCaig was a resident of Lakeport.

FROM ARCHIE BIRNEY'S MEMOIRS

The Samis couple used to go to Burnley to shop sometimes. One day they met a car on a piece of narrow road and the horse became frightened. Now Otis was a mild, quiet spoken man. His wife was the other way — blow her top at the drop of a hat. Anyhow she got out of the buggy sputtering at the motorist and Otis. The motorist asked Otis if he could help with the horse. "Just lead my wife by, I can handle the horse" said Otis.

Kingston and Oswego, New York. For over a century steamers carrying both passengers and railway coal cars ran between Rochester and Cobourg. The coal and coke were delivered by rail to points such as Cobourg, Grafton and Colborne. In the 1930s Henry Lawless operated a coal shed from the railway siding at Grafton station. The coal was off-loaded from the box cars to the shed and then transported by horse and wagon to customers in the township. A truck replaced the horse and wagon in 1934.

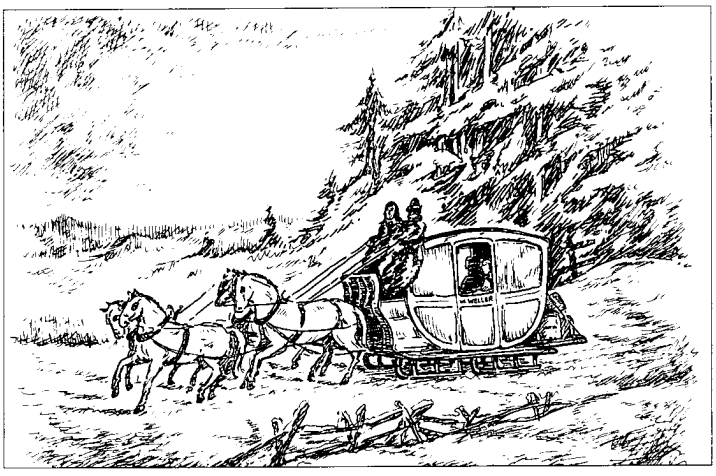
There were two such steamers, *Ontario No. 1* and *Ontario No. 2*, operating from Cobourg. They were operated by Canadian National Railways and were capable of carrying about 800 passengers. Several Haldimand men found employment on these ships over the years. In 1909 one such was James Cuthbert who in 1909 was appointed to the position of second mate on the steamer *Ontario No. 2*. For many years local residents travelled to Rochester on holiday excursions. Eventually in the 1940s with the introduction of diesel powered trains, it was more economical to haul coal around Lake Ontario than to operate the car ferries. In 1949 the ferries ceased operations. With their passing the world of the pioneer faded further into history.

ROADS & VEHICLES

Native North Americans' trails served as Haldimand's earliest roads. One of these was expanded and improved in 1799 by the American surveyor Asa Danforth, who was commissioned by Governor Simcoe to construct a highway from Kingston to York (Toronto). It was built to improve travel for both settlers and the military patrolling the Canadian frontier. The Danforth Road follows the Haldimand portion of this early highway.

Danforth's road was primitive. Many natural obstacles were encountered and he did his best to overcome or at least modify them. Corduroy roads, which were lengths of logs laid side by side, were set over swamps and uneven ground. Pioneer roads improved in the winter when snow made travel smoother. However boats on Lake Ontario were preferred by travellers during the summer months when roads became ravaged from frost and rot or became dusty and overgrown.

Wellers Four Horse Coach.
By Barry King, 1997
After a drawing by Charles D. Shanly, 1843



Succeeding the Danforth Road was the Kingston Road. Built in 1816, this highway survives today as County Road #2. Its path is generally closer to Lake Ontario than the old Danforth trail.

The portion of the Kingston Road between Grafton and Cobourg was once privately owned. In 1847 this stretch was "paved" with wooden planks by a company that then set up toll booths to charge travellers for the privilege of using this improved route. The maintenance of plank roads proved to be an on-going problem. In 1849 residents gathered at Grafton's Grover's Inn to complain to the road's owners about the poor condition of the trail. The plank experiment was eventually abandoned and the road was covered with gravel.

The toll booths that appeared on the Kingston Road during the 1840s remained in the area for nearly a century. The last toll gates disappeared from County Road #2 near Grafton and Brookside in the 1920s.

Perhaps the best known and most romanticized early mode of road transport was the great stagecoach. Regular service started along the Kingston Road in 1817 when Samuel Purdy's rigs took bravely to the highway. They carried people, mail and small parcels. Purdy's line was soon purchased and expanded by William Weller of Carrying Place. Weller's Royal Mail Line, which featured four horse teams pulling brightly coloured vehicles with the King's coat of arms emblazoned in gold on the doors, became the most famous coaches in Ontario. The horses were exchanged at intervals of about 15 miles at conveniently located stables along the route. To alert stable hands and villagers of his approach, the driver would sound his horn as he drew near. The arrival of the coach was an eagerly awaited event.

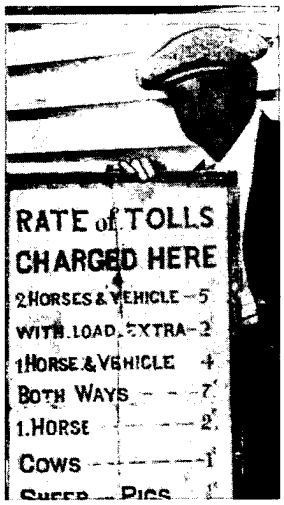
Travellers aboard Weller's coaches and those of other companies could expect a bumpy ride. There were broken wheels, uncontrollable horses, deep ruts, thick mud, the occasional drunken driver and lost luggage that fell off somewhere along the way. Coaches could be cold and draughty or hot and smelly. Overcrowding was common.

In 1842 an editor and proprietor of a local newspaper provided a vivid picture of the realities of stagecoach travel. He stated: "I had as disagreeable a journey as can well be imagined. In the first place, I had to wait an hour and a half for the stage, expecting it at every moment. When it came it was full. I had to cram in pretty tightly on a seat next to a very stout woman. She was polite and so was I, but we mutually annoyed each other."

In addition to the lumbering stagecoach, elegant private carriages, buggies, rugged wagons and speedy sleighs were familiar sights in Haldimand. Later residents sometimes also saw ox carts similar to those upon which the first settlers had depended before horses became common.

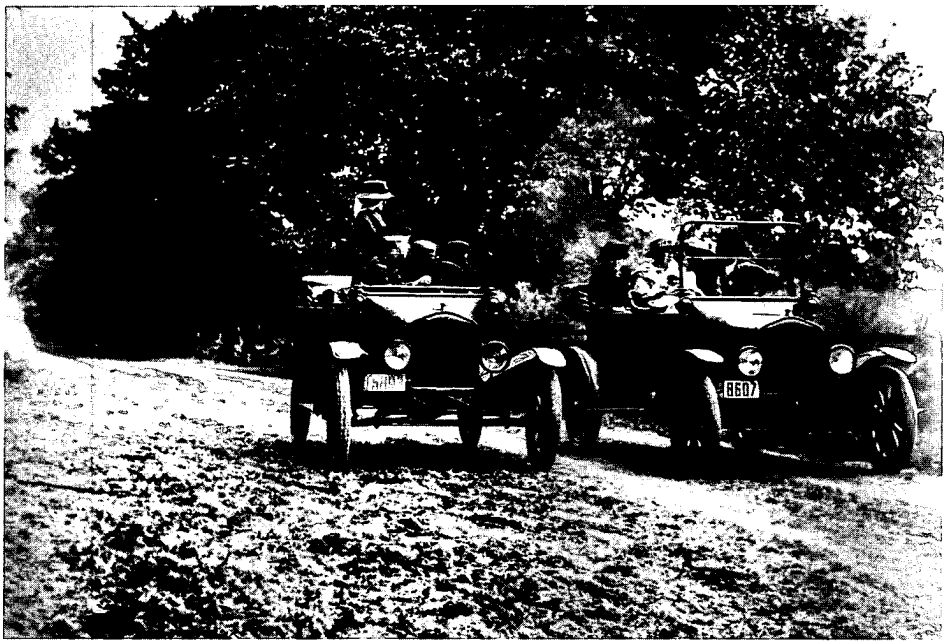
The days of the horse were definitely numbered in Haldimand when Robert Hillier McBride appeared with one of the first cars ever seen in the area. As the proud new owner of a 1903 "curved dash" Oldsmobile, McBride made the trip from Toronto to Grafton at the top speed of 22 mph. Mileage around the township was poor. The Oldsmobile probably managed only about ten miles to the gallon.

Toll Gate, west of Grafton.
Photo loaned by Grafton's Women's Institute.



Charles Dalby with old toll board, c. 1919.
Photo loaned by Grafton's Women's Institute.

CHARLES DALBY AND HIS WIFE CAME TO CANADA IN 1906 AND SOON AFTER MOVED TO GRAFTON. DALBY WENT TO WORK FOR COLONEL ROGERS, WHO DALBY CALLED A GREAT GUN IN HIS DAY. MRS. DALBY MINDED THE TOLL-GATES AT GRAFTON FOR 13 YEARS UNTIL THE END OF THE FIRST WORLD WAR WHEN COLONEL W. MASSEY SOLD THEM TO THE GOVERNMENT.



Motoring, c. 1917.
Archives of Ontario C7, #15091

Carriage makers and blacksmiths now began to reevaluate their skills and businesses in order to survive. One of those who took up the challenge was an Oshawa blacksmith named R.S. McLaughlin, who had made wagons, sleighs and buggies for decades. In 1908 the company went into the automobile business. One of the Blacklocks of Vernonville went to work for this new factory when his own family's wagon shop closed. In 1918 the McLaughlin Motor Car Company merged with the Chevrolet Car Company to form General Motors.

In the early 1900s, Henry Ford's Model B, Model C, Model T and Model A cars were roaming Haldimand's roads much to the alarm of horses and some local residents. Later cars including the Essex, Hudson, Dodge, Plymouth and DeSoto were popular before the Second World War.

Many of the old blacksmith shops which dotted the countryside were converted into gasoline outlets and general service stations. Early gasoline pumps were known as gasoline fountains. The price in 1914 was 19¢ per gallon.

In 1915 the Ontario government enacted the Provincial Highway Act, which provided for the creation of a hard-surfaced highway from Windsor to the Quebec border with connecting links to important communities north and south. This highway, which followed the general route of the pioneer's Kingston Road, became the King's Highway # 2. Work on this project was postponed until the end of the First World War. It was completed in 1926. In the 1960s Highway 401 was completed north of Grafton, by-passing the village and relieving traffic congestion on Highway #2.

From the 1930s to the 1950s Haldimand Township residents rode White buses. These vehicles were built in 1929 and 1930 and served the area through the 1950s. White buses were operated by the Collacut Coach Lines and ran westward from Gananoque. Travellers to and from the township could board or depart the buses at regular scheduled stops in Grafton and Wicklow or hail them en route at any point along Highway #2. For those who could not afford a car during the 1930s, these buses offered a flexible, low cost means of travel. They also permitted the same day delivery of Toronto newspapers to Haldimand. Colonial Coach Lines acquired the right to carry local passengers from Collacut in 1952.

Smith Transport, Martin Transport and the Cunningham & Wells Trucking Company had numerous tractor trailers on Highway #2 during the early 1930s. In winter they often slid off the icy roads and had to be hauled out of the ditch by tow trucks. Following the Second World War, two veterans, Jack Kernaghan and Dana Gillespie of Grafton, formed the K. & G. Trucking Company and carried on a general haulage business for several years.

FROM ARCHIE BIRNEY'S MEMOIRS

When cars first came on the scene, some of the older men had a little trouble getting used to them. One neighbour bought a model T Ford and kept it on the barn floor for a while. It was in the early summer and the barn yard wasn't cleaned out yet, which was lucky for him. This day he drove into the barn, as luck would have it the back doors were open. He jammed on the brakes, so he thought, instead he hit low gear and out it went and dropped about eight feet into the manure pile.

RAILWAYS

On July 21,1836, Canada's first locomotive, the *Dorchester*, puffed her way from Laprarie to St. Jean, Quebec to open the first Canadian railroad and signal the coming of a new era in transportation. Haldimand had its first sight of a train 20 years later when the Grand Trunk Railway was put through this region in 1856. Due to its speed, the railway soon became the main mode of transport for both passengers and freight. Cities like Montreal and Toronto and all their attractions were now just hours away. A Grand Trunk Railway ticket from September 1858 shows that the First Class fare from Toronto to Grafton was $2.55.

Early railways were quite different from those of today. The first railway tracks were constructed of wood with long strips of iron spiked along the top of the rails. Heat and cold made the iron expand and contract and often caused the metal strips to come loose and curl up at the ends. When a train passed over such "snake rails" as they were called, the ends sometimes tore the undersides of the cars and made holes in the water tanks behind the locomotives. Wooden rails were eventually replaced by iron and then by steel. Until coal began to be used during the 1880s, locomotives burned wood to generate the steam that powered them. These engines had a tall, flared smokestack to prevent large sparks from flying into the air. The wood burned quickly which meant that trains had to stop every 50 miles to pick up another load of fuel and empty the ashes from the fire box. Watering stations were also built along the route. Early locomotives were frequently blamed for setting fire to barns and other structures near the tracks. Many animals were killed by trains before fences were installed along the railway right-of-way.

ABOVE: *Original G.T.R. milk loading station, Wicklow, c. 1860.*
Photo loaned by W. Finley

TOP: *C.P.R. Station, Grafton*
Photo loaned by LACAC

Apart from the ease of transporting goods, railways contributed to the economy of Haldimand Township by employing many local men. Some were hired to construct and then maintain the lines and the stations, while others worked cutting and transporting wood to fuel the first locomotives. About 1890 the Cobourg, Northumberland and Pacific Railway Company came into being. It built and operated a line which ran from Cobourg's harbour northeast to the mining region of Marmora and Belmont Townships north of Belleville. Haldimand was anxious to promote this venture and invested $10,000 in the company in return for debentures.

Another local railway, begun in 1912, was the Campbellford, Lake Ontario and Western Railway Company. Land for this railway to the south of the old Grand Trunk line was expropriated from John Usher, Denis Calnan, Frederick Lawless and other farmers in the area. This line was leased to the

Train wreck at Grafton, 1911.
Photo loaned by Denis Lawless

The Canadian Northern Railway was built during the first decade of the 1900s, and was completed in 1911. The grand opening in that year took place on a beautiful summer day with a passenger train making its first run from Montreal to Toronto. The president and board members as well as many important politicians and business notables were on board this first run.

Two ten year old boys used to walk the right of way as a short cut to school. There was a siding and switch just east of Station Road south of Grafton. The boys began to play with the lever that opened and closed the switch. They got the switch half-way open and then could not get it either fully opened or closed. When they saw the train approaching they ran away from the scene. The train came into the half-opened switch and derailed, ending up on its side in a muddy swamp. Two railway police saw the boys running and after a chase caught up to them.

Charges were laid and the boys appeared in court in Cobourg. After a one day trial the judge ruled that the Railway Company was negligent in not keeping the switch lever safe from schoolboy interference and the charges were dismissed.

Canadian Pacific Railway in 1913 and was completed from Toronto to a point west of the town of Perth in 1914. It later became the main line from Toronto to Montreal for Canadian Pacific.

The Canadian Northern Railway, which was started in 1895 by William Mackenzie, Donald Mann, James Russ and H.S. Holt, combined numerous small railways from Toronto to Napanee to Ottawa. The Northern line through Haldimand was a half mile south of Highway #2. For all its size, the Canadian Northern was known as the Farmer's Railroad.

Absorbed into the Canadian National railways in 1923, the Northern lines were eventually abandoned. The amalgamation of all the Canadian government railways into the Canadian National left only two rail lines running through Haldimand in the mid 1920s. These were the Canadian Pacific and the Canadian National.

Of all the old railway stations in Haldimand, Grafton's stations were the largest and busiest. These eventually declined and grew quiet as fewer and fewer trains called during the 1930s and 1940s. Two frame houses, which had housed station masters and track maintenance supervisors, were removed at the Canadian National station. One became the home of Tom Johnston. The other was sold and moved into Grafton in a huge undertaking that was long remembered. To move the house, it was necessary to haul it up the long hill of the Station Road to Grafton. The building inched its way up the hill on rollers pulled by trucks and a series of pulleys on a journey that took several days. The house became the home of Bruce Harnden, Haldimand's rural mailman.

Trains now race past Grafton and through the township. Local residents must travel to Cobourg to catch the VIA Rail passenger trains.

One last train inadvertently stopped near Grafton in the 1960s as the result of a derailment. Residents woke to find the train, which had been bound for Toronto, laying just west of the Canadian National station. The train's cargo of frozen fish had spilled out. There was many a fish dinner in Haldimand that night!

Agriculture

Most of the early settlers of Haldimand Township were farmers. From England, Scotland, Ireland and the United States (and later from other nations), they brought with them agricultural skills and a knowledge of the earth. Supporting the first farmers were tradesmen and merchants who sold farming equipment, processed raw grains and transported produce.

The settler's first task was to clear his land of its forests in order to plant staples such as wheat, rye, barley, buckwheat and corn.

The township of Haldimand occupies an area of more than 80,000 acres. By 1817 there were 6,258 acres under cultivation. The total reached 7,000 acres in 1825. Farmers were served by at least three local grist mills.

The implement primarily responsible for the fortune of Haldimand was the plough. In the early 19th century, pioneers used the one-handled or bull plough. One man held the handle of this tool while another man drove the oxen or horses. A third person turned the sod. Later the cast iron plough was used. This device, which had a share and a moldboard cast in one piece, required only one man with a team. By 1813 the cast iron plough was redesigned and manufactured in separate pieces. It was considered the most useful until the arrival of the steel plough in the 1840s. Later there were the Canadian, Scotch and Boy's ploughs.

Gordon Finley Sr. with prize cow, c. 1914.
Photo loaned by W. Finley.

FROM CHARLES FOTHERGILL'S DIARY

Both bears and wolves are common in this neighbourhood. Bears are considered pretty much as harmless animals unless wantonly provoked but wolves do a great deal of mischief. My landlord shewed me a spot in his fold yard close to his house where he had had a favourite sheep killed & eaten entirely up but a few nights ago — Two years ago he had 25 sheep — he has now but two - notwithstanding all the pains he could take to preserve them — the rest being devoured by wolves.

When the harvest came, pioneers brought in their crops with a number of implements. One of these was the grain cradle. Developed around 1800, it was a heavy scythe with a series of wooden fingers parallel to the blade which would hold the cut grain. This device allowed only one man to do the work of seven men armed with sickles. The horse drawn reaper of the 1840s again made harvesting quicker. Later, the horse drawn mower and the twine binder further improved farming efficiency.

A small group of major land owners soon emerged among the growing number of farmers in Haldimand. One of these was an American immigrant named Eliakim Barnum. He had accumulated 900 acres by 1820. Thomas Heenan, at one time an employee of Barnum, went on to own more than 1,000 acres. Records indicate that Dr. Thomas Halliday also had 1,000 acres of farm land near Academy Hill.

At the other end of Haldimand's agricultural society were the countless number of farmers with limited means. Their lives were filled with little prosperity and much drudgery. Thousands faced the challenge of physical and economic hardships to settle Haldimand and raise their families. Individually, they may have left little mark, but together they wrote much of the history of this township.

To assist the local farmer, The Northumberland County Agricultural Society was founded in 1836. It first met in Arkland's Tavern in Grafton. Within five years, the society boasted 60 members working to improve farming in the countryside. The society promoted improved agricultural methods and encouraged the breeding of better strains of livestock. One member introduced Durham Shorthorn bulls into local herds. The Durham remained a favourite breed among Ontario farmers until the Holstein was introduced into the province some 50 years later.

The society also held fairs and competitions. Ideas, gossip and sometimes even blows were exchanged. At the end of the exhibition, there was a dinner which featured much toasting to the Queen and to the success of all concerned. The prizewinners were then announced.

Another agricultural organization in Haldimand was the short-lived Northumberland Grange #350 of the Patrons of Husbandry. They were active from the mid 1870s to the early 1880s.

A typical small Haldimand farm of the 1840s, when farming in the township was in its heyday, totalled about 100 acres of land with a house and at least one barn. On average there were two horses, a yoke of oxen, three steers, five cows and 23 sheep. The annual crop was about 10 acres of wheat, 2 of barley, 10 of oats, 12 of peas, 2 of potatoes, 4 of corn and 15 of hay. The balance of the farm's acreage was usually woodland and pasture.

Store pay, a common practice at the time, was a system of barter by which farm produce was used to pay wages or purchase store goods. The *Cobourg Star* of the 1840s, for example, offered subscriptions in exchange for wood or wheat. Barter developed due to the scarcity of cash and from a general confusion regarding the several forms of currency then in use. Some people used American style dollars and cents while others insisted upon British pounds, shillings and pence. Currency confusion reigned until 1858 when the Canadian dollar became legal tender.

As always, pioneer agriculture was weather dependent. Some years were long remembered for their favourable or cruel conditions. The year 1816 was the year of the snow. Spring seemed

promising, but there was snow in June and then many weeks of frost. Crops failed. Among the worst winters ever recorded was the winter of 1842-43 when approximately half of the horned cattle in the area died of starvation.

Many early farmers followed no consistent system of crop rotation. With limited cleared land, little knowledge of agronomy and apparently unlimited forests, they simply sowed year after year on the same ground until it was exhausted. Tired soil was then abandoned and the same practice begun over again in a new clearing. This quickly caused problems. In some areas such as the northwestern sections of the township, the land became increasingly unproductive.

By the 1840s some farmers started leaving fields fallow. Those with large tracts of land could afford to seed their exhausted fields with grasses and then leave them wild for five or six years. Other farmers did not have the acreage and the time to spare. They were forced to put what land they had into crops again and again.

Bemersyde Farms, Telephone Road, Lot 3 Concession II. Horse-drawn single furrow plough and cultivator, used up until World War II.
Photo loaned by Mackenzie Haig

In place of crop rotation pioneers restored soil fertility with fertilizers such as potash, manure and plaster.

The development of agriculture in Haldimand gave rise to more than just produce. Many farmers became entrepreneurs who invented, experimented with and manufactured farming implements. Some were even able to supplement their farming income by selling their inventions and improvements.

One local man went further and was able to parlay his mechanical and agricultural knowledge into a business empire. Daniel Massey of Academy Hill began by repairing farm machinery in a workshop on his land. He eventually moved to Bond Head near Newcastle, Ontario, where he set up a shop to produce ploughs and scufflers and to repair threshers. Massey later opened a foundry and manufactured flour mill equipment and farm equipment. In 1847 Daniel Massey and his son Hart built a new factory which was named H. A. Massey and Company. This firm was the first in Canada to produce the Burrell reaper and the Ketchum mower. Later models of these machines won gold medals at the Paris Exposition of 1867. The Masseys' company eventually merged with a competitor, the Harris Company of Brantford. By 1920 the mighty Massey-Harris was selling its machinery worldwide.

In 1848 when Daniel Massey was just starting his corporation, families held approximately 40,000 acres of land in the township. There were 9,500 acres under cultivation, more than 7,000 acres were being used as pasture and about 22,000 acres were wooded or still wild. About 1,300 acres were thought unfit for cultivation. At this time oats were the township's largest crop. The 1,700 acres of oats in Haldimand produced more than 41,000 bushels. Corn, wheat, barley, rye, potatoes and buckwheat were also commonly grown on area farms. Other important products included butter, maple sugar and wool. In 1848 Haldimand farmers kept 2,814 cattle and 2,283 hogs. There were nearly 900 horses and about 4,000 sheep.

As dairy production increased during the mid 19th century, cheese factories became a familiar sight in Haldimand. Factories at Burnley, Centreton, The Gully and Wicklow together produced about 4,000 pounds of cheese in 1848 alone.

Farming in Haldimand had changed by 1871. The agricultural census of the township from that year showed that less was being produced and fewer livestock were being raised. There were now only about 500 horses, 1,400 sheep, 600 cattle and 900 swine. Three hundred head of cattle and just over 1,000 of sheep and swine each were killed or sold. Local factories produced only 800 pounds of cheese that year. The only products that had increased since the 1840s were butter and honey. In the 1880's there was a shift from spring to fall wheat. However with the opening of the west the emphasis for local farmers moved from wheat to dairy and mixed farming.

Farm machinery agents were beginning to set up shop in the late 19th century. In 1883 Henry Lawless was an agent for the Cockshutt Plow Company of Brantford and his correspondence and Illustrated Price List of 1883 showed a variety of single furrow plows ranging in price from $7 to $18, gang plows from $26 to $30 and single horse cultivators at $14. In 1885 William McGlennan sold agricultural implements in the village of Lakeport and William McDonald sold them in Grafton.

Holstein cattle first came to Northumberland county in 1884 when Edward Macklin of Fenella obtained a bull and two cows from Smiths and Powell of New York State and began breeding these highly-prized milk producers.

As the new century began, Holsteins became very popular with local farmers such as Bertram Hoskin and Denis Calnan of Grafton, and John Usher of Wicklow. Hoskin got his first purebred cattle about 1900 and in 1917 had the distinction of owning one of the first cows in Northumberland County to produce 20,000 lbs. of milk in one year. That was an outstanding record in its time. The cow was named Flora Dekol Maid and her record output was 21,334 lbs. of milk and 790 lbs. of butter.

The Hoskins have farmed continuously in Haldimand since 1845. Over the past 152 years, they have increased their land holdings and farm buildings to accommodate their Holsteins. Bertram's grandsons, Doug and Gaye now own 672 acres of land. In addition to their dairy herds, they grow 400 acres of corn, 200 acres of alfalfa and 70 acres of oats and barley. In 1996 they built one of the largest dairy facilities in the county.

By the end of the 19th century, many large two-storey barns were to be seen on Haldimand farms. Some structures were as large as 36 to 40 feet wide. The size of the barn was determined by

the number of animals it housed and tended. Inside the average well-designed barn were two rows of stanchions with three walkways, two feed alleys and one alley for gutter cleaning. The upper storey of the barn held hay and other forage feed as well as straw for bedding. These were passed down to the first or basement floor where the cattle and other livestock were kept. Barns differed in size, shape and internal construction to accommodate the topography of the site and the type of farming practised. In later years, old barns were remodelled to allow modern conveniences and equipment.

At the turn of the 20th century, the average Haldimand Township farm family was still largely self-sufficient. The family provided most of the labour required to run their farm except during the harvest when a crew might be hired or neighbours might volunteer to help. Machinery like the plow, harrow, harvester and mower were still relatively simple and were often repaired and maintained by the farmer himself.

It was impossible without refrigeration to store fresh meats during the summer. In the early 1900s a co-operative system known as "beef rings" was organized to meet the need for regular supplies of meat. Many beef rings developed in Haldimand.

One of the longest running beef rings in the area was centred in Vernonville. It was managed by the Calnan family. Each of the approximately 20 member families took turns supplying a beef cow to the ring each week between the months of May and October. The donated animal, which had to dress at a minimum of 400 pounds, was delivered to the Calnan farm on a Thursday night. The animal was placed in the starving pen until it was slaughtered by Dan Calnan and his son Joe the next night. The carcass was skinned and its entrails removed. On Saturday the animal was butchered and the different cuts of meat placed on hooks belonging to each family in the ring. These hooks were shifted along each week so that every family received every cut by the end of the season. The liver, heart and tongue went to the donor of the week.

For many years the butcher received his cut of meat as well as the hide of the animal. Later he also received a $3 payment. The butcher was responsible not only for the preparation of the meat but also for ensuring the quality of the animal supplied to the ring. While occasionally a member tried to send an inferior animal, most farmers were proud to contribute their best.

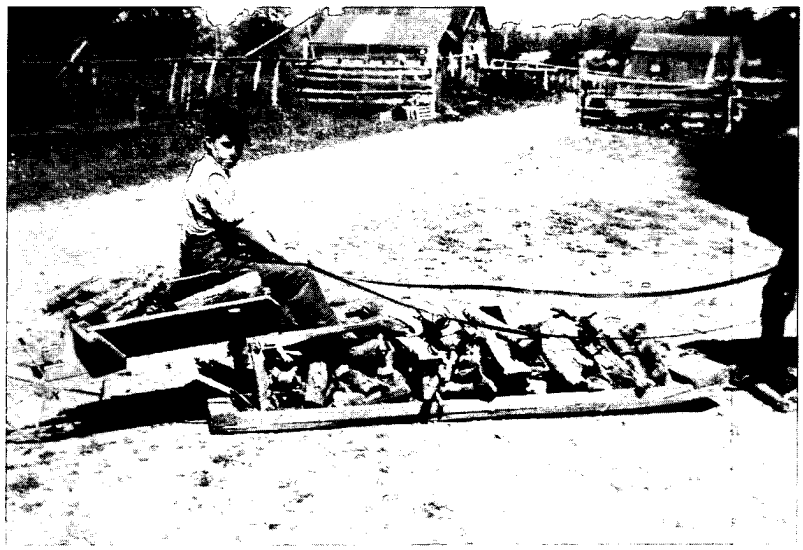
The arrival of electricity and private refrigeration brought about the end of the Haldimand beef rings. The Vernonville ring disbanded in 1947. Another group in Centreton ended during the 1950s.

From the 1930s until the 1950s many farmers grew crops like tomatoes, corn and peas for the canning industry. They signed contracts with such companies as Canadian Canners, Stokely Van Camp and Campbell's Soup. Although these crops were labour intensive they were good cash crops which helped many a local farm through lean times.

From *Northumberland in Black and White*

Consignment sales used to be held in Belleville. The story is told that after one of these sales Bert Hoskin and J.B. McKague of Castleton (his cousin) were returning home in their car when two men tried to hold them up by firing shots over their heads. They evidently wanted the proceeds of the sales of their animals that day. Hoskin and McKague crouched down and speeded up and managed to outdistance the other vehicle and no damage was done. Bert Hoskin was instrumental in starting consignment sales in Cobourg.

Bringing in wood. Doug Johnston, c. 1940.
Photo loaned Doug Johnston.



A TOAST

Success to the hoof and the horn,

Success to the flock and the fleece;

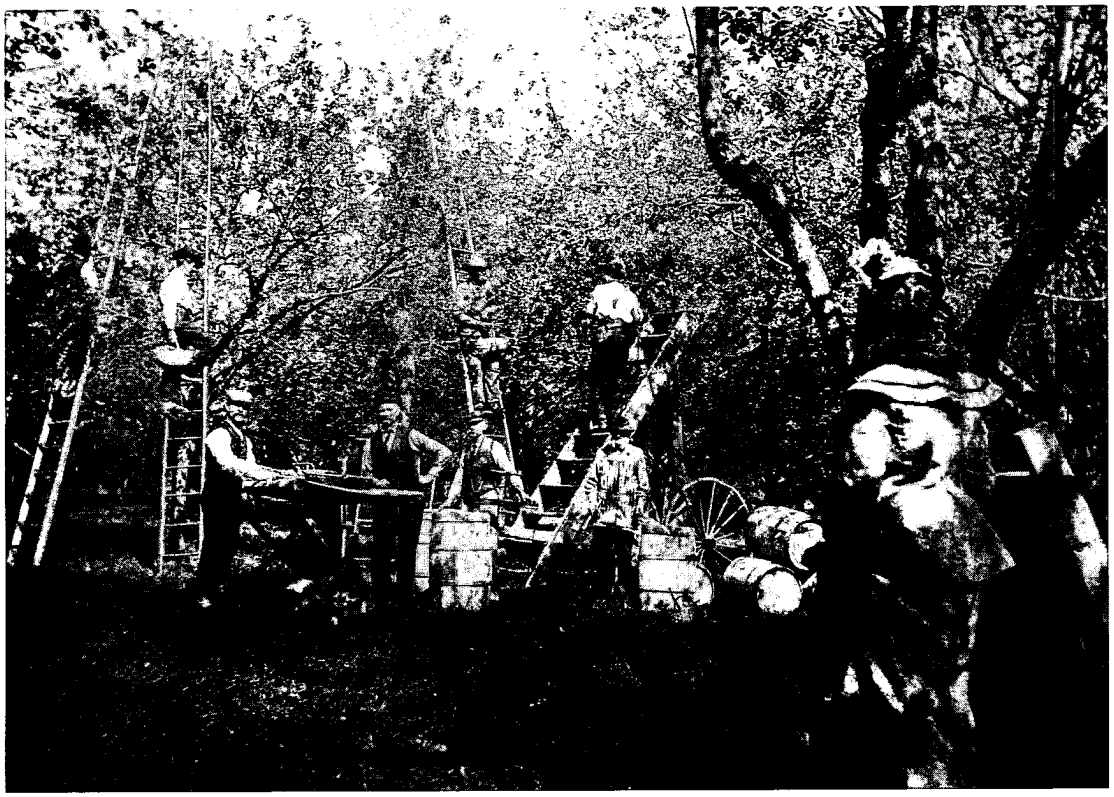
Here's to the growers of corn,

With the blessings of plenty and peace.

Farmers growing tomatoes were responsible for harvesting and delivering their produce to the canning factory for grading and canning. There was one such plant near the railway tracks south of Grafton and another in Lakeport. Many women from the area worked at these factories peeling and processing the tomatoes. The crop destined for Campbell's Soup was delivered to a pick-up area and then transported away.

Corn was handled in much the same way as tomatoes. A farmer signed a contract for the number of acres he thought he could handle and was then given the seed, the price of which was deducted from his earnings at the end of the season. Corn was planted with an old-fashioned one-man corn planter in a check row pattern so that a man with one horse and a scuffler could cultivate the corn on both sides during the growing season. Hand-hoeing was necessary to eliminate weeds. The corn was harvested in September or October by hand and trucked to a canning factory in Cobourg or in Trenton. Corn picking was often done with the assistance of neighbours in order to have the crop harvested in peak condition.

With peas, the canning factory would decide how many acres of early and late varieties of peas a farmer could grow. The pea crop, which was not as labour intensive as corn or tomatoes, was sown with a seed drill. In good growing conditions, it was usually ready for harvest in late June or early July. When the field man from the canning factory inspected the crop and declared that it was ready to be cut, neighbours would gather to help. A horse drawn mower was used to cut the peas. Men



Apple picking at Rogers' orchard, Grafton.
Photo loaned by Carolyn Taylor

then followed behind to throw the vines out of the way so they would not be trampled when the horses made the next pass. These vines were then hauled to a pea viner, a large cylinder with a wooden frame and canvas sides. Rotating baffles beat the vines to open the pods and release the peas. The peas were then collected in boxes for shipment to the plant. Pea viners were placed throughout the countryside to accommodate farmers and avoid unnecessary delays in the harvest.

Gradually horses gave way to tractors and trucks. Labour practices also changed as part-time help became more difficult to find at the required time. Advanced harvesting technology eventually spelled the end of Haldimand's method of producing canning crops. Canneries in the township closed and the local farmer lost this important source of income.

Today companies marketing vegetables do not depend on the small producer, but either rent or own their own land and grow these crops on a large scale. Peas and corn are cut and threshed by a harvester. The produce is then loaded into trucks and driven from the field directly to the factory. Certain varieties of tomatoes are also mechanically harvested.

The Carstairs Gate at the Northumberland Forest, honouring the family who donated the original land.
Photo loaned by Doug Johnston.

From 1950 to 1980 local farm output doubled although the actual number of farms decreased. The successful modern farm today is a highly specialized business based on the production of one or two crops. Speciality crops new to Haldimand since the Second World War were tobacco, which was first grown in 1947 by Jack Watson on the old Walton farm just south of Centreton, and apples. Tobacco farming did not last, and although apple trees were grown in Haldimand for more than a century, large orchards are a relatively recent development.

The Knights' orchards, known as Redlands Fruit Farms, consist of about 300 acres and are located in Wicklow. Ron Knight and his brother Roger are third generation apple producers. They grow about 12 varieties of apples on dwarf and semi-dwarf trees. They also own a packing and cold storage facility, called Knight's Appleden Fruit Ltd., that serves more than 100 growers from Quebec and Ontario. Some 300,000 bushels of apples are shipped annually from Wicklow via Montreal to markets in Europe and other parts of the world.

Large-scale poultry and egg production, elk farming and greenhouse horticulture are also carried out in Haldimand.

Within the last few decades, the forest that pioneer farmers worked so hard and so long to eradicate has become important in its own right. After decades of uprooting untold numbers of trees, Haldimand is restoring a part of its forest. The Northumberland County Reserve, which straddles Highway #45 between Baltimore and Fenella, was established in 1924. Scientific planting of red and white pine and dedicated fire protection have resulted in a healthy forest that encompasses more than 5,000 acres. In recent years the forest has started to repay the effort made to conserve it by supporting a modest logging operation to thin the forest's growth. The reserve has also helped to raise the water table in the area.

VI

Communications

Excerpt from a letter written to James Johnston of Haldimand Township from his brother Rev. George Johnston, Edinburgh, Scotland, May 14, 1854.

My Dear Brother,

I take shame to myself for not answering the (welcome) letter which I received from Ester [James's wife] some time ago. It is not my inclination to be singular in our correspondence. It is not that I forget any of you or am indifferent, I remember you every day and scarcely ever forget day by day to pray for your welfare both here and hereafter. I am quite an old man. My head is almost as white as the paper on which I write and I will be 54 years old if spared till August. I would like that we should meet again in this world. But I trust if not we will be in that better world where there is no separation. We enjoy good health. My congregation is a very flourishing one, they added £50 to my stipend this year.

I would have sent one [copy of his sermon at the Synod in Glasgow] to each of you but the postage would have been heavy.

May God be the Covenant God of you all is the one earnest wish of your affectionate brother,

George Johnston.

Haldimand's first settlers received and exchanged news by way of family letters, often many months after the event. As villages developed, the store was often 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.

A wider world opened up when newspapers began to appear. Many publications printed works of fiction and non-fiction for recreational reading. They also contained notices of local interest, such as forthcoming community meetings. Before the *Cobourg Star* began publication in 1831, the *Kingston Whig* was the closest newspaper to Haldimand Township. During the 1840s and 1850s *The Reformer*, the *Newcastle Farmer*, the *Cobourg Sentinel* and the *Cobourg World*, all of which were printed in Cobourg, were widely read in the township. For news and views from the region east of Haldimand, there was the *Colborne Transcript*, which began publication in 1856. Other early journals such as the *Family Herald*, the *British American Cultivator*, and the *Farmers' Almanac* were read in many local homes. When railway service began, the *Globe* and the *Mail and Empire* were the two most popular dailies.

Telegraph service arrived in Haldimand Township with the train. The first recorded use of the telegraph for train dispatching occurred in New York State in 1851. Canadian railroads used this technology from their inception. As railroads were constructed, telegraph lines were strung along poles beside railway right-of-ways.

Apart from railway company business, these lines eventually began relaying other communications, including private and public messages and general news. In the 1860s telegraph dispatches were of such interest and importance to the general public that they were regularly printed in the *Cobourg Sentinel*.

In 1871 Haldimand was served by a telegraph office in Grafton. The office, run by the Montreal Telegraph Company, employed Charles Craig as the operator. Competition appeared in 1885 when the Great Northwestern Company set up its own office in the village.

Young Sydney Lawless, a Grafton resident, found a career with the railway telegraph. In 1900 he began as an operator for the Grand Trunk Railway. He was then transferred to the Newtonville station where he worked as a night operator before being sent on to the busy Cobourg station. The *Cobourg World* of March 2, 1916, reported on his later success:

> Mr. S. A. Lawless, son of Mrs. William Lawless, Grafton, has been appointed Train Dispatcher of the Canadian Government railway at Winnipeg. This is a responsible position for this young man, but one which we feel sure he is qualified to fill. We congratulate him upon his rapid advancement.

Sydney Lawless was then promoted to the position of train dispatcher in Quebec City. He later rose to Chief Dispatcher at the Montreal Central Station for the Canadian National Railways.

Invented by Alexander Graham Bell in 1876, the telephone system spread rapidly throughout the United States and Canada. By 1885 telephone service had come to Colborne and to Cobourg. Lakeport and Grafton became the first Haldimand communities to have telephone communications.

In 1906 the creation of a local company signalled the arrival of telephone service in Haldimand. This company began when local resident Bertram Hoskin moved out of his father's house to take over a farm of his own a short distance away. Father and son thought it would be useful to build their own telephone line between the two farms. Before their plans had progressed very far, a number of neighbours heard of the project and asked to be provided with the service too. Letters patent were issued dated June 13, 1906, and The Haldimand Rural Telephone Company started with authorized capital consisting of 300 shares valued at $10 each. The board of directors elected at the first shareholders' meeting included Thomas Hoskin, James Ross, John D. Craig, Charles Macklin and Thomas Spear. The company's first switchboard was installed in the home of John L. Grosjean, who lived on Highway #2. As new subscribers were added, it became necessary to move the exchange. Stephen Burwash's house in the village of Baltimore was selected. Eventually the exchange was moved into a building owned by the company.

Following upon the success of Rural Telephone another system was organized in Vernonville. It was begun in 1910 by storekeeper Andee Todd Wait and his partner Robert Dawson. The switchboard was located in Wait's store in the village of Vernonville. Wait eventually bought Dawson's interest in the business before selling the 36 telephone system to the new Haldimand Municipal Telephone Company in 1916 for about $1,175.

Municipal Telephone absorbed other small systems. It also purchased a part of the Mount Pleasant Telephone Company from Robert Dawson. He was paid $1,525. Both Rural Telephone and Municipal Telephone grew steadily and at approximately the same rate. In 1921 each reported approximately 200 telephones. There were more than 300 subscribers in each system by 1959.

In 1959 a group of shareholders of Rural Telephone circulated a petition calling for the sale of the system to the Bell Telephone Company. The board of directors were authorized to begin negotiations with Bell. The first offer of $5,780 for the whole system was rejected but a year later when the price was increased to $18,000 a deal was struck and approved by the Ontario Telephone Service Commission in September 1961.

The management of Municipal Telephone had hoped some day to merge with Rural Telephone to form a larger unit capable of financing a rural dial system but they now realized their network would soon be completely surrounded by Bell exchanges. They too had no choice but to merge with Bell. A deal was made for the sale of the system for $17,000. The offer was approved by subscribers on November 12, 1962. Both systems continued to operate until November 15, 1964, when Bell was ready to take them over. At that time, the Baltimore exchange was abolished. Most area customers were transferred to Bell's Cobourg exchange. A few subscribers in the northwest were transferred to the Coldsprings exchange and the remainder to Grafton. The next year the Grafton exchange was converted to dial.

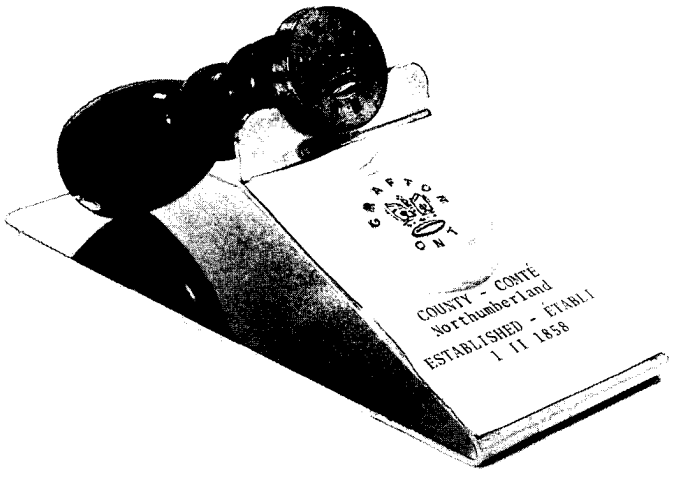
One other independent telephone system operating in Haldimand was the Fenella Rural Telephone Company. It was established in 1911 by subscribers who bought blocks of ten shares at $5 each and then benefited from reduced rates. Fred Slade was the first president of the company. The first line in the village went directly from the general store, where the switchboard was located, to the doctor's office in Roseneath. When this store burned, Fenella's telephone exchange was then operated by Retta Waldie out of her home. It survived until 1970, when it too was absorbed by Bell Canada.

May Mulhall ran the exchange in Grafton in the early days of Municipal Telephone. The office was adjacent to the Inn. Party lines were the norm and subscribers identified their calls and those of their neighbours by a combination of short and long rings.

Operators often went above and beyond the call of duty in giving assistance in time of need, as the following story demonstrates. During the Second World War a young airman was to meet his fiancée in Grafton at the Johnston farm. However, when the young nurse found out that she would not be allowed time off from her duties in Toronto, she placed a frantic call to the Grafton Telephone Office to have her fiancé put back on the bus for Toronto. The telephone operator, Edna Cameron, ran outside, stopped the bus and told the driver to wait for that airman who had left the bus at the eastern end of the village. Thanks to a very caring local telephone operator, the young couple met in Toronto after all.

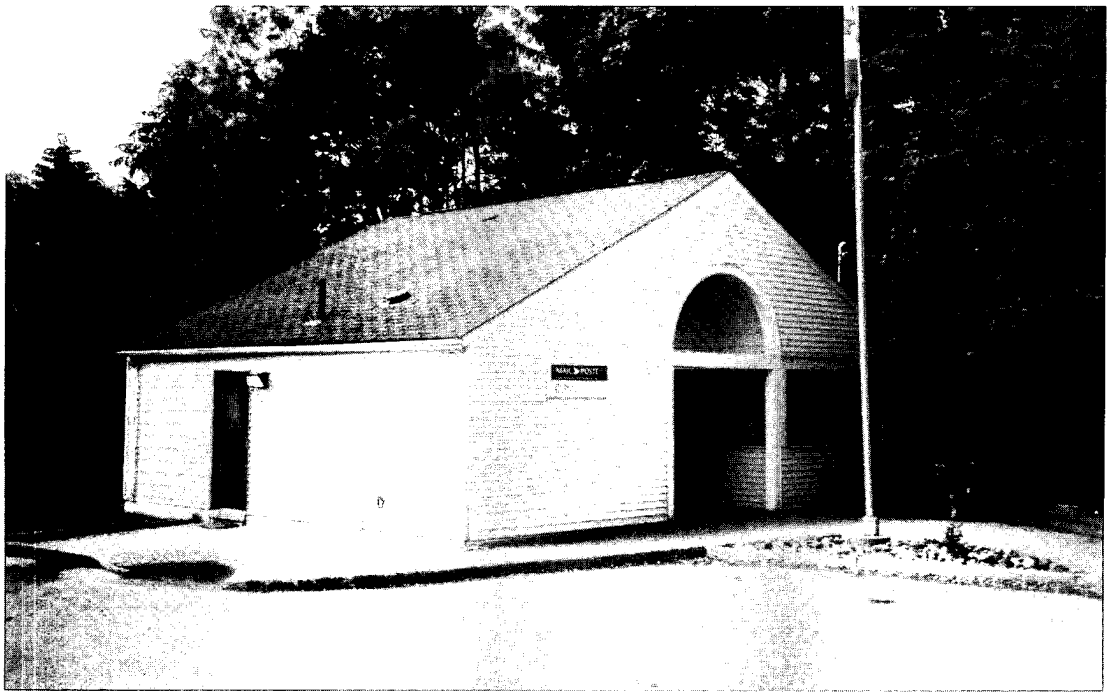
POST OFFICES

Stamps have not always been used. At first, letters could be prepaid by the sender but more often recipients paid the postage and only cash was accepted. The story is told of a wily settler asking to have his letter read to him so he could be sure it was really intended for him before he paid for it. After listening to the contents twice, he announced that the matter had nothing to do with him at all. In 1821 a letter from England to Halifax cost one shilling and eight pence, and from Halifax to York, two shillings and nine pence. In 1851 the post office was taken over by the province and stamps became common, but people were reluctant to accept the notion of paying to send a letter.



First Grafton Post Office stamp.
Photo loaned by Shirley Johnston

Grafton's original name, Haldimand Post Office, indicates that there was a postal service here as early as 1832. For many years the Grafton Post Office was in Lawless's store (now Calder Meats). In 1971 it was moved to the south end of the Gillard Block (now St. John's Books) where it remained until 1982, when a new post office was built west of the meat store. With the urging of local citizens and LACAC, the Post Office was designed to harmonize with the local surroundings.

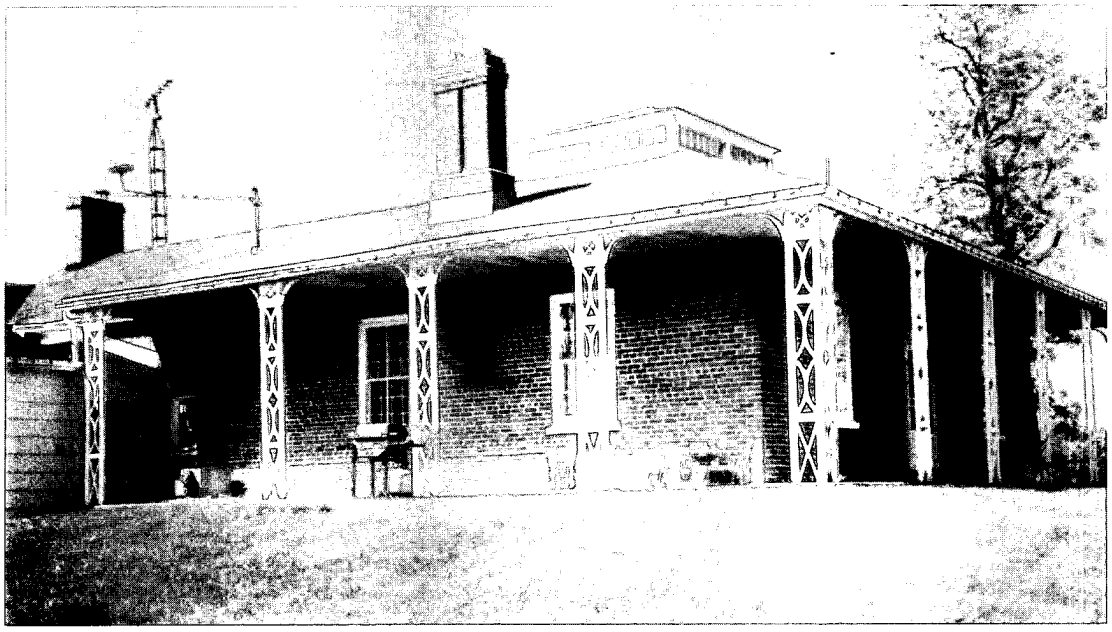


Grafton Post Office.
Photo by Shirley Johnston.

As roads improved, mail was delivered two or three times a week to the hamlets in Haldimand from Grafton. For example, W. Taylor delivered mail from Grafton via Wicklow, to Vernonville. By the 1900s mail was delivered six times a week to the community post office, usually at the village store.

In the 1907 voters list of Haldimand Township, there were 12 post offices listed: Bomanton, Brookside, Burnley, Carmel, Centreton, Eddystone, Fenella, Grafton, Lakeport, The Gully, Vernonville and Wicklow.

Georgian Residence —
Spalding House, Grafton.
Photo loaned by LACAC



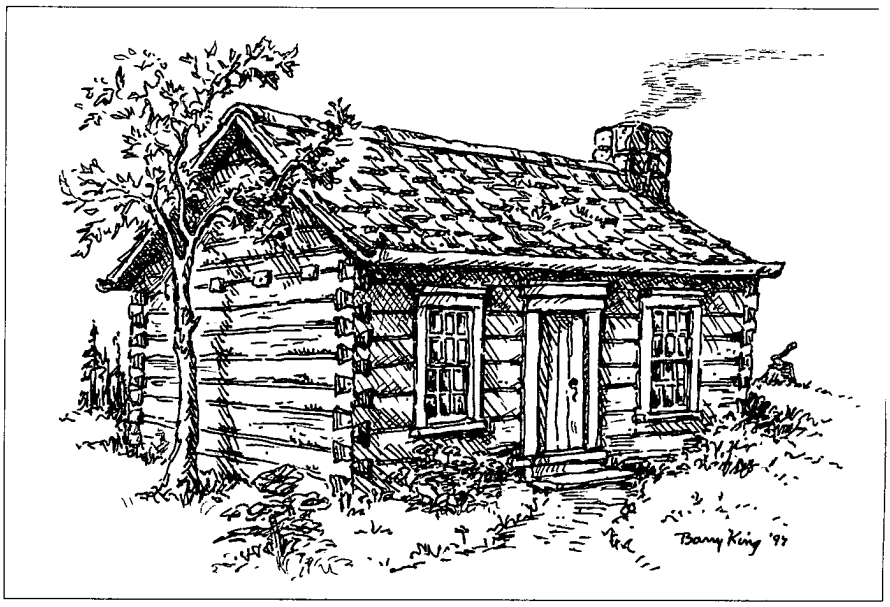
Regency Cottage —
Prospect Cottage, Brookside.
Built for Justus Mallory, c. 1830.
Photo loaned by Shirley Johnston

VII

Architecture

by Grant Robertson, B.Arch., OAA

Log Cabins



A pioneer log cabin.
Drawing by Barry King.

The early settlers of necessity built log cabins or shanties as soon as they were allowed on their lands. Log construction was not a craft common to the majority of new settlers. It was a Swedish tradition born of the Baltic pine forests. Indications are that construction techniques were borrowed from Scandinavian settlers in Delaware.

The architectural style that arrived in Canada with the United Empire Loyalists was Georgian. Its earliest expression was to be found in the temporary residences of log construction. Most cabins were either 18 by 20 feet, or 20 by 30 feet. Homes were usually about nine logs high. In its elementary form, the log cabin contained a single room with an overhead loft. Walls were of planked or squared logs with dove-tailed corners. On the front facade, two small double-hung windows were located symmetrically each side of a solid entry door.

All were built with tenon corners of various styles. Round logs were square-notched into flat tongues and held together by the sheer weight of the logs. If the logs were squared, a dove-tail connection forming an ingenious corner interlock that could not be pulled out was used. Log constructed residences were always considered as temporary shelter until such time as a permanent residence could be afforded and constructed. This small cramped home was often used as a storage or animal shed when a more suitable home could be built.

Loyalist Residences - American Classicism

The immigrants who moved to Canada after the American Revolution were mostly second and third generation British stock, and were predominantly from Vermont and western Pennsylvania. Arriving with them were small numbers of German, Dutch and Swiss mercenaries, as well as a few Scottish artisans. The loyalist home was most often constructed from memory and based on the owner's previous traditional Georgian home.

Residences in the American Classicism style are to be found throughout New England. This temple-derived house with its two symmetrical wings, resulted from use of the classic Greek temple facade of columns supporting a triangular pediment complete with historic details.

Barnum House, located just west of Grafton on the north side of County Road #2, has been justifiably called one of the finest examples of American Classicism architecture in Canada. This neoclassic home was constructed in 1819 by Eliakim Barnum. Barnum called his new home "The Poplars." In this residence, the portico, consisting of an overhanging pediment supported by free-standing columns, has been abbreviated into a flat wood pilaster arcade. Even to the untrained eye, the craftsmanship of this facade created in wood is recognized to be of the highest order. The unity of the design, the proportions and the overall massing confirm its place as an architectural gem.

Georgian Residences

The Georgian style was the cumulative result of the styles of British residences in the reigns of the first three Georges. This style was used extensively by the early settlers of the Thirteen Colonies.

The predominant feature of this style was the long, rectangular, two-storied frame with a gable roof. A generous centre hall included the stairways to the second floor and the basement. Two principal rooms led from each side of the hallway on the ground floor. The one on the left was the parlour with access to a small bedroom in back. The one on the right was the dining room with access to a kitchen in back. Fireplaces were located in each end, providing heat to the two front rooms on both the ground and the second floors.

The front facade was made up of two symmetrically located windows one on each side of the entrance door. Matching windows were located on the second floor, with a hall window centered over the door below. Early entry doors were in a style sometimes called the Cross and Bible, due to the door panel layout. Later, transoms were added to these doors and this came to be known as the "Loyalist door." Double-hung windows, which were of Dutch origin and came to Upper Canada via England, were used throughout. Before 1835 four panes were necessary to complete the width of a window, resulting in the well-known term "12 over 12." After 1835 with the introduction of larger panes, double hung windows were often only 3 panes wide and known as "6 over 6."

A pair of homes recognized as among the finest examples of brick-faced Georgian residences in the province are the Spalding Inn and the Steele home constructed in the 1830s. These homes are located immediately west of the village of Grafton on the south side of Highway #2. In addition to exceptional proportions and locally manufactured brick laid up in Flemish Bond of alternating headers and stretchers, they possess all the elements to confirm their Georgian heritage.

Regency Cottage

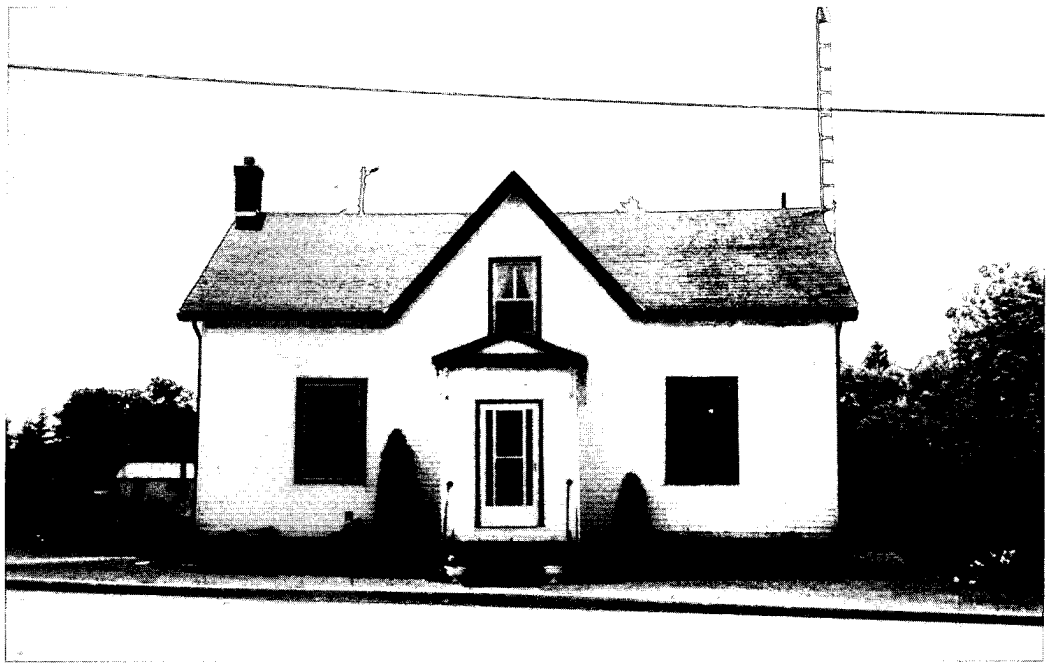
The term Regency Cottage was first used in England to refer to rural residences of small and humble appearance occupied by persons of refined manner and habits. This cottage style seems to

have been borrowed from British military buildings found throughout the colonies. The style developed after 1811 when the Prince of Wales was appointed Regent for the incapacitated George III. The staid symmetry and balance of the Georgian age was replaced by the lightness and elegance characterized by the Regency style. Appearing in residential architecture as the Regency Cottage, it was square or rectangular in form consisting of one and a half stories with a gentle-sloped, hipped (cottage) roof extending over an encircling verandah which further accentuated the low profile of the building. After 1830 the hipped roof became steeper and the belvedere became a fashionable and indeed practical addition to the roof line, adding light and ventilation to the upper bedrooms and hall. The encircling verandahs were supported by trellis work, often very decorative in character. The front facade was symmetrical with a central entrance door and windows on each side. These light and vista windows tended to be small prior to 1830. Decorative chimneys were often a predominant visual feature of the roof line.

An excellent example possessing all the genre of the Regency cottage is the Mallory residence located on the hillside south of Highway #2 midway between Grafton and Cobourg. This residence, named Prospect Cottage, was built in the 1830s by either Caleb Mallory or his son Justus.

Ontario Vernacular Residences

The Ontario Vernacular farm house was a one and a half storey gable house. This style, unique to Ontario and common only throughout the southern section of the province, had its modest beginnings in the early 1800s. It was a unique style in response to many conditions: environment, cultural heritage, building practice and tax legislation. Derived from the log cabin and the Georgian influences of a centre hall plan and symmetrical placement of windows, the style was modified to include a Loyalist entrance consisting of sidelights and transoms. Later a gable and window were added over the front door. The gable aided in keeping the entry clear of snow, not an inconsequential consideration in Canadian winters; the window provided more light and some ventilation to the upper hallway. After 1840 a chimney located over the central gable indicated the presence of a hall stove. The form, which was invariably the same, can be found with various exterior facings, often in clapboard, but also in brick and occasionally local stone.



Ontario Vernacular — The Ross Beatty home, Grafton.
Photo loaned by Shirley Johnston.

VIII

Barnum House and Family

The most important building in the Township is Barnum House Museum, built by Eliakim Barnum in 1819. The Barnham (Barnum) family has been traced by the Lakeshore Genealogy Society to Stephen Barnham who was born in 1480 and was a member of the Privy Council of Henry VIII. Thomas Barnham, Stephen's great-great-grandson, was born in Kent about 1624 and went to Connecticut in the mid-1600s. Thomas's grandson, Joshua Barnum was born 1748 and was an officer in the American Revolutionary Army, as were his four brothers. Joshua's son Eliakim was born in 1784 in Franklin, New York and came to Kingston about 1807 or 1808 and from there proceeded to Haldimand Township.

James Norris, the husband of Eliakim's sister May, was living on Lot 26, Concession I, the location of present day Barnum House. On January 7, 1812, Eliakim married a young widow, Hannah Ewing Blanchard, a sister of Benjamin Ewing. They were married by James Merriman, a Justice of the Peace, who wrote "there being no Parson or Minister of the Church of England living within 18 miles of them or either of them, they have applyed to me for that purpose." The Barnums lived south of County Road #2 and their first log house was near a flour mill and mill pond that he built. The mill operated into the early 1840s. A distillery was also on the site. He received a license for a second still in 1815 and a tavern license in 1816. In 1812 he bought the Norris's lot and the present house was erected in 1819 after a fire destroyed the original dwelling.

Barnum was a prominent member of the community: in 1820 he helped to secure a school for Grafton; he was a Justice of the Peace from 1829 until 1858; he was listed as one of the owners of the Grafton Harbour Company in 1836; in the same year he was the first Chairman of the Haldimand Constitutional Society which was opposed to the reform politics of William

From the *Toronto Daily Star*, February 26, 1921:

Miss Barnum Passes, Head of "Blink Bonnie"

Miss M.H. Barnum, one of Toronto's best know social workers, and superintendent of the "Blink Bonnie" boys' home, was buried at her old home, Grafton today. For years each summer she had taken hundreds of children to her home at Grafton. During the summer months her stately and dignified figure was a familiar sight at the Union Station where she had in charge scores of poor little boys and girls whom she was taking to her home in Grafton for a two weeks' summer outing. When summer was over and the school bells rang again, she closed the home and returned to the home on Victoria Street where she had many boys whom she was caring for and training herself. Miss Barnum belonged to a fine old family of Grafton. Her father was the late E.S. Barnum, and her brother, E.S. Barnum is on the staff of the city engineering department. A sister, Mrs. Henry Ruttan Jones lives off Avenue Road.

American Classicism — Barnum House.
From the collection of the Cobourg Library

Lyon MacKenzie; he was a colonel of the local militia and eventually became Lieutenant Colonel of the 3rd Northumberland Battalion; and he took part in the founding of St. George's Anglican Church in Grafton.

Barnum was remembered as being tall with black hair and eyes, and always wearing a tall silk hat. The Barnums had five children, four of whom survived to an old age: Eliakim Smith, born in 1818; Harriet Ewing, born in 1820; Sarah Norris, born in 1823; and James, born in 1825. Hanna died in 1845 and Eliakim lived until 1877. They are buried in St. George's Cemetery in Grafton. Their son, James, married Edith Lyon and lived on the homestead. Son Eliakim Smith lived on Lots 24, 25 and 26, Concession II. Eliakim Barnum's architecturally outstanding home remained in the family until about 1917 when it was sold to Harry Prentice. In 1940, the Architectural Conservancy of Ontario bought the house from the Prentice family and opened it as a period house museum. The Township of Haldimand operated the Museum from 1958 until 1982, when it was transferred to the Ontario Heritage Foundation. From 1989 to 1991, extensive restoration was undertaken by the Foundation and the house is again open as a period house museum.

IX

Slavery

Tom by Karen Walker

In the spring of the year 1824, when Eliakim Barnum's fine frame house was new, a Haldimand Township boy was sold for $75 in what was one of the very last slave sales in Canada.

This child, a 14 year old named Tom, stood at the end of the 200 year history of slavery in Canada. The first African slave in the colony was probably a man from Madagascar who was sold at Quebec City in 1628. For more than 150 years after him, slaves remained relatively rare. Demand for slaves began in earnest only after the British conquest of New France. Slaves accompanied the forces of General James Wolfe to Quebec in 1759 and many more were later imported from the human markets of Boston and Newport by British soldiers stationed in Lower Canada.

Slavery arrived in Upper Canada in the 1780s with the United Empire Loyalists. Finding themselves on the wrong end of the American Revolution, thousands who had remained loyal to the Crown throughout the war immigrated to Canada once all was lost. Among the valuables that they brought were their slaves. Some slaves kept by Loyalists in the United States had escaped or been confiscated during the rebellion. Others were lost to the American army and to the British forces, both of which promised freedom to any slave who joined. Those wishing to import the slaves that they had managed to keep paid a tax of 40 shillings per person at the border because, like furniture or china, slaves were classified as household goods.

Those who did not arrive in Canada with slaves often acquired them here once the family had settled and prospered. After the end of the American Revolution in 1783, drovers came north with cattle, horses and slaves to sell and trade to homesteaders.

The slave trade grew freely in Upper Canada until 1793. In July of that year, the Legislative Assembly in Newark (present day Niagara-on-the-Lake) enacted legislation that was the first official step towards abolition in this province. John Graves Simcoe, Upper Canada's first Lieutenant-Governor, spearheaded a strong anti-slavery bill, but in the face of stiff opposition from prominent slaveholders, this legislation soon became compromised. Among those slave masters present in parliament that term was Hazleton Spencer. He represented Lennox, Hastings, and Northumberland Counties and kept at his home near Kingston a slave and her daughter.

The law that Spencer and fellow legislators passed did not emancipate the slaves of Upper Canada but it did prohibit their further importation. It also directed that all slave children born in this country be freed upon their 25th birthday. For the guarantee of their eventual freedom, Canadian slaves now had to give to the master their most productive working years and the many children likely to be born to women under the age of 25.

Some masters were unhappy with these limitations. In 1798 legislator Christopher Robinson spoke for them when he proposed that settlers be allowed once again to freely import slaves. Robinson's bill was, in the end, easily defeated. Leading the vote against it was Northumberland's representative David McGregor Rogers of Haldimand Township.

Although the compromise of 1793 assured them of the right, most sons and daughters of Loyalists proved to have little interest in slavery. Over the next two decades society came to disapprove of the old institution. By 1820 slavery had become rare in Canada.

Young Tom's place in this long history is known from a document, one of only a very few of its kind in existence. To record the sale of Tom in March 1824, his master in Haldimand Township drew up an agreement known as an "assignment." The seller kept one copy and gave a second to the boy's new owner. It was this

purchaser's copy that survived. Placed among family papers, the assignment passed in 1859 into the possession of Dr. William Canniff of Belleville, a noted early Canadian historian. Canniff briefly mentioned the document in his 1869 landmark book *The Settlement of Upper Canada.* The agreement of sale was then forgotten for 40 years until it was willed to the Lennox and Addington Historical Society in Napanee in 1909 and published for posterity in the Society's journal the following year.

The assignment of Tom tells that he was born in Upper Canada in 1809. His exact birthplace was not recorded, but it may well have been in the Quinte–Kingston area where the largest number of slaves were found during the early 19th century.

Tom likely belonged to a wealthy household. In early Canada, slaves were status symbols kept mainly for housework and personal service. The earliest slaves to arrive in this rough new land may have helped to build the master's cabin or clear his first few acres, but, in general, they were considered too valuable for farm labour.

To work the relatively short planting and harvesting seasons of the north, Canadian slaveholders found it more economical to hire immigrants. Indentured servants from Europe were also available in growing numbers. Somewhere between the hired hand and the slave, indentured servants could be secured for a known period of time before being released from their contracts.

Tom's mother, her name unknown, was a slave who arrived in Upper Canada before Simcoe's 1793 law declared that no more could enter. She may have been one of the more than 50,000 people kidnapped from West Africa and sent across the Atlantic in chains every year or she may have been born in the United States into a slave population that was approaching 1 million in the late 18th century. Under American and British law, it was her status as a slave that determined the fate of her son. Tom's mother probably lived as a cook, a nanny or as a lady's maid.

According to the assignment, the boy was a mulatto. Tom was one of the many sons and daughters of a slave woman and her master. Despite their paternity, mulatto children generally had as hard a life as any slave, if not harder. They were rarely acknowledged by the master as his own children and often resented by the mistress who saw them as painful, embarrassing reminders of a husband's infidelity.

Tom's first master was Eli Keeler of Haldimand. Even less can be gathered about him than about his young slave.

As a Keeler, Eli belonged to a large and prosperous Loyalist clan scattered throughout New York and New England. Their patriarch in Canada was Joseph Keeler of the town of Rutland in south central Vermont. In the late 1780s, Joseph made several journeys to Upper Canada before leading a group of forty settlers north in 1793 to the woods where Haldimand and Cramahe Townships would grow. Among this party were many of the region's founding families, names like Burnham, Greeley, Lovekin and Merriman. There was also Joseph Keeler's own wife and young children as well as two of his brothers or cousins, Martin and Eli. Together, they began farms and mills and established the villages of Lakeport and Colborne.

Eli himself appears in township assessment rolls in 1814. At this time, when Tom was five years old, Eli Keeler's very modest Haldimand farm consisted of two oxen, three milk cows and two horned cows on 50 cleared acres and 50 more uncleared. He later acquired more land to bring his total to 160 acres. Unfortunately, no lot or concession numbers nor any details about the household were recorded for the Keeler farm.

Tom was probably the last slave in the Keeler family. Joseph Keeler had once kept servants in Vermont and lost them when slavery was abolished in that state during the American Revolution. He apparently acquired others in New York State while passing through on one of his treks to Canada. Keeler is said to have emancipated some of these people soon after arrival.

In 1824 as local Baptists began a new church at Wicklow, and Haldimand mourned the passing of the distinguished David McGregor Rogers, Tom passed from Eli Keeler to a distinguished old gentleman in Hastings County. He was William Bell. Bell was born in County Tyrone, Ireland in 1758. As a young man, he immigrated to New York State where he remained loyal and fought for the Crown during the rebellion. In 1789 Bell left the now United States, settling first in Kingston and then in the Belleville area. He opened a store in Quinte, taught school and later held several municipal offices.

William Bell was 66 in 1824. His wife Rachel Hare was 52. Growing older and with their children married and gone, they may have sought a young slave to work around the home. The Bells in Belleville may have learned that there was a servant for sale

in Haldimand through their daughter Amelia who, with her husband John Hogaboom, was keeping an inn in Grafton.

The price paid for Tom was $75. At a time when a modest log house could be built for $40 and the fare for the three day bone-rattling stagecoach trip from Kingston to York (Toronto) was $18, Tom was indeed expensive.

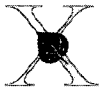
Slaves were of such value because so few remained. Apart from Tom, there were in the 1820s only a few aging servants on Thomas Dorland's farm near Picton and one or two slave children just born at Niagara-on-the-Lake. They were the last.

The Bells likely regarded Tom as an investment as he had been learning a trade under Keeler. His new masters may have planned to rent out the skills that Tom had acquired to supplement their income through the ten years that he would remain their possession.

If history and circumstance had not intervened, Tom would have been emancipated in 1834 when he reached 25 years of age. However slavery did not last even that long. It was abolished throughout the British Empire on August 1, 1833. During that same year, William Bell died. His death would likely have entitled Tom to freedom if the law had not already.

Although some chose to remain with their masters, most former slaves took their liberty to towns and counties far away from where they had been held. Tom apparently went too. Like any newly arrived immigrant, Tom would have plied his trade for himself, founded his own home and started a family and contributed to the building of this country.

The original 1824 assignment document survived for about a century after Tom was emancipated. Sometime between 1910, when the historic document was published in the Lennox and Addington Historical Society Papers and Records, and 1959, when the William Bell Papers were deposited in the Archives of Ontario in Toronto, the assignment disappeared from the Bell collection. It may have been lost, traded away or simply discarded. It has never been found.



Pioneer Entertainment

from an account by J.T. Robson

Early settlers, due to their limited financial resources, found many forms of amusement and entertainment in their communities.

Games were considered a great pastime. Much of the equipment used for these were handmade. Board games such as checkers, chess and crokinole were popular, as were sedate card games like whist. Lawn games included quoits, which was similar to horseshoes, and croquet.

Some tasks such as maple sugaring, quilting, logging and stumping, corn husking and barn raising brought neighbouring men and women together and were called "bees." At the end of the day, the women would prepare a meal for the hungry crew. Music and dancing would then follow.

Much social life revolved around Haldimand's village churches. There were socials, garden parties and picnics in the summer, harvest suppers in the fall and concerts for young and old at Christmas and Easter.

As time went on and roads and modes of transport improved, a greater variety of community events occurred in Haldimand. By the mid 19th century, agricultural exhibitions as well as the Orangemen's Parade on the 12th of July always attracted large crowds. Team sports were another popular pastime.

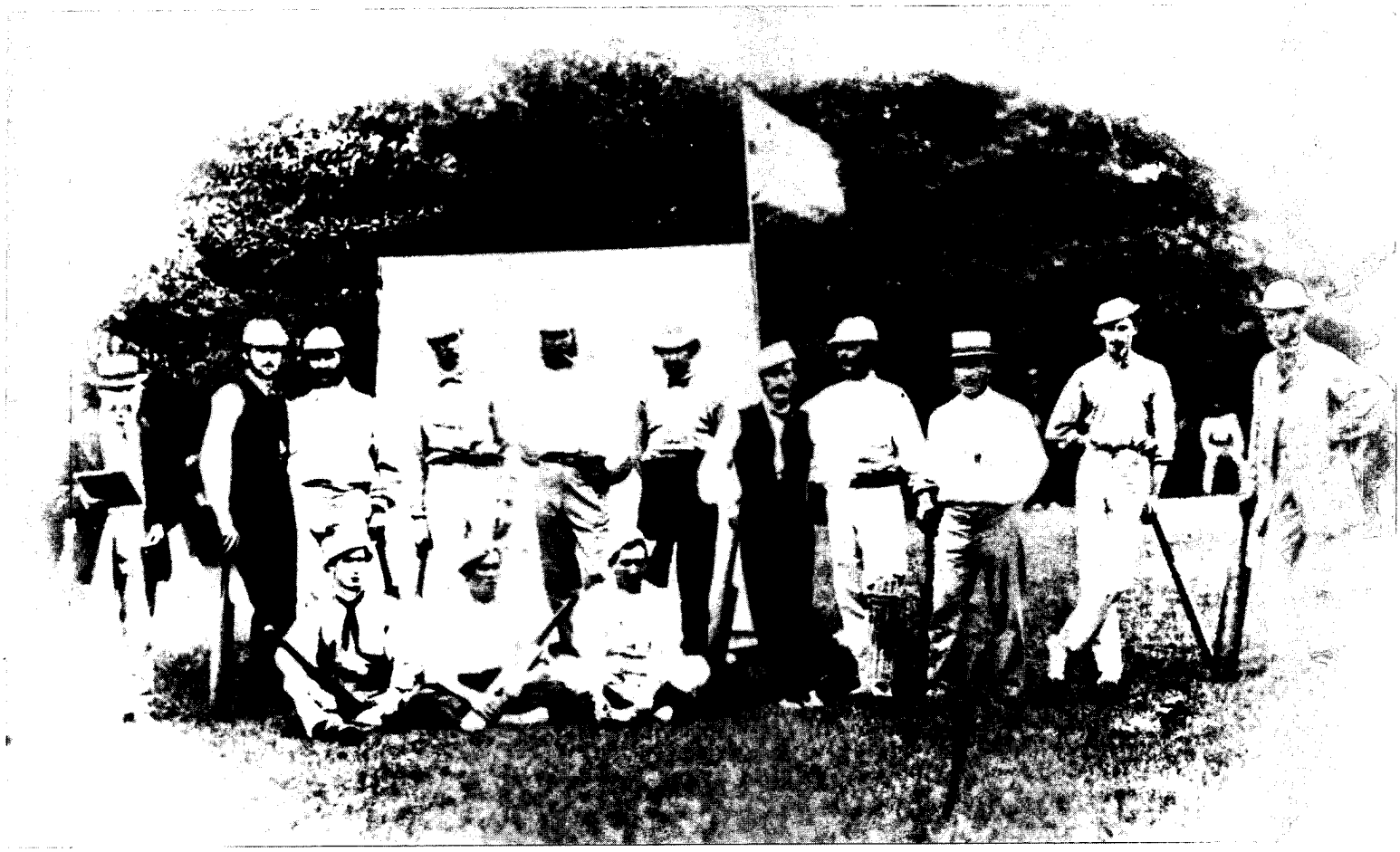
Everyone in Haldimand once looked forward to the arrival of the travelling medicine shows. These shows made their appearance in the area during the 1870s. In community halls, including the converted Blacklock Mill, small companies of actors and salesmen would present shows each night over a one week period.

One of the early medicine shows was billed as The Kickapoos, a group of three men who posed as Natives. They had a very entertaining show, which featured jokes and sleight of hand tricks, all of which was intended to help sell their magic potion. It was said to be a cure-all for every ailment from toothaches to in-grown toenails. They also sold an elixir that, the company claimed, would add years to one's life. It was through the sale of these spurious potions that the entertaining medicine shows were kept on the road.

Travelling shows frequently tricked the unwary and the naive into buying products that did not live up to their claims. One such product was a blue liquid that was once advertised as a cure for smoking kerosene lamps and lanterns. Sold in four and eight ounce bottles, it was promised that a few drops added to a gallon of oil would eliminate the cleaning of lamp shades. As cleaning the smoke film was always a very unpleasant job, the product was welcomed by all. Sadly, the wondrous blue liquid turned out to be water with some laundry bluing added to it.

Another travelling show that made periodic visits was the variety show. The Jubilee Singers, a troupe of seven black musicians and singers, visited Haldimand nearly every year during the 1880s and 1890s. They entertained with spirituals and favourite Stephen Foster tunes. They played mostly in the rural churches in the townships. Other regular shows including the very popular Swiss Bell Ringers and various stagings of the drama *Uncle Tom's Cabin*.

In the early 1900s many community organizations produced their own three act plays. Interspersed between the acts were musical numbers. Vernonville had a number of good actors, singers and musicians, who travelled around the area putting on shows in different centres.



The Grafton Cricket Team.

BACK ROW (LEFT TO RIGHT): *Alex Godard, Jock Willoughby, D. Willoughby, unknown, unknown, Bingley, John Johnston Jr., Col. R.J. Rogers, Bob Standly, unknown, James Barnum.* FRONT ROW: *all unknown.*

Photo loaned by Bev Reymes.

XI

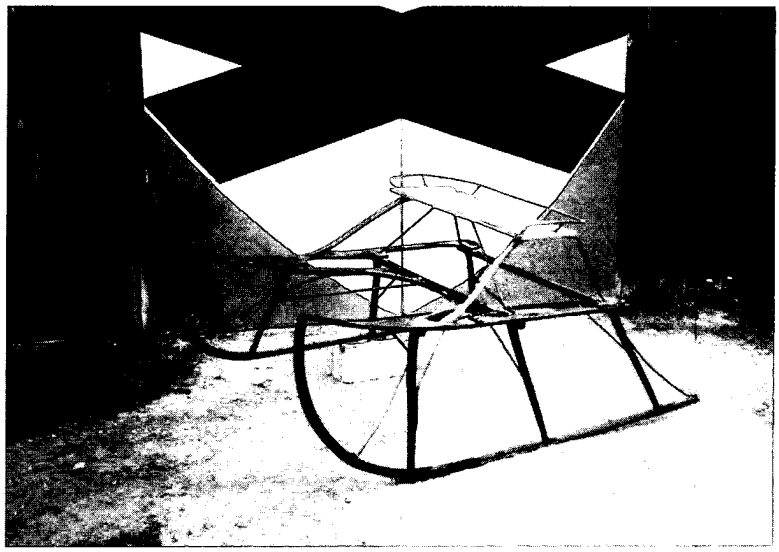
Sports

Cricket was an early game played in this area. It was introduced by immigrants from Great Britain and from the 1840s onward was a popular team sport. One of the earliest references to a Grafton team occurs in 1867 when the Cobourg World reported a match between Grafton and the Brighton Cricket Club. In 1868 the Grafton Team consisted of A.H. Goddard, Score; John Willoughby, Spare; Dr. William Willoughby, Short Stop; E.G. Tremain and J. Charles Rogers, Long Slip; F.J. Bingley, Mid Field; John Johnston, Point; Robert Z. Rogers, Short Leg; R. W. Standly, Long Stop; A.W.C. Bruce, Point Cover; James Barnum, Umpire; F. Burnett, Long Off; S.W. Cummings, Long Leg; Alex Patterson, Bowler. Other residents who played included Messrs. Lawless, Campbell, Page and Simcox. Local matches were played on the Roger's field west of Grafton's Anglican church where the Haldimand arena stands today.

For a few years during the mid 1840s, the Cobourg Hunt Club was a popular sporting venture. Some Haldimand residents were members of the club. There were a number of kennels which supplied hounds for the hunt which met occasionally in Haldimand.

In 1848, on the last day of the Agricultural Exhibitions, a Grand Provincial Steeple Chase was advertised to take place. The ground selected was near the dividing line of Hamilton and Haldimand Townships. There were seven entries but the two favourites were Henry Covert's Royal and Sir Edward Poore's Diana. The latter won the race and Sir Edward's riding was much admired. A local writer observed, "It was no wonder that Royal lost the race in these Republican times or that Diana was, as ever, beautifully chased."

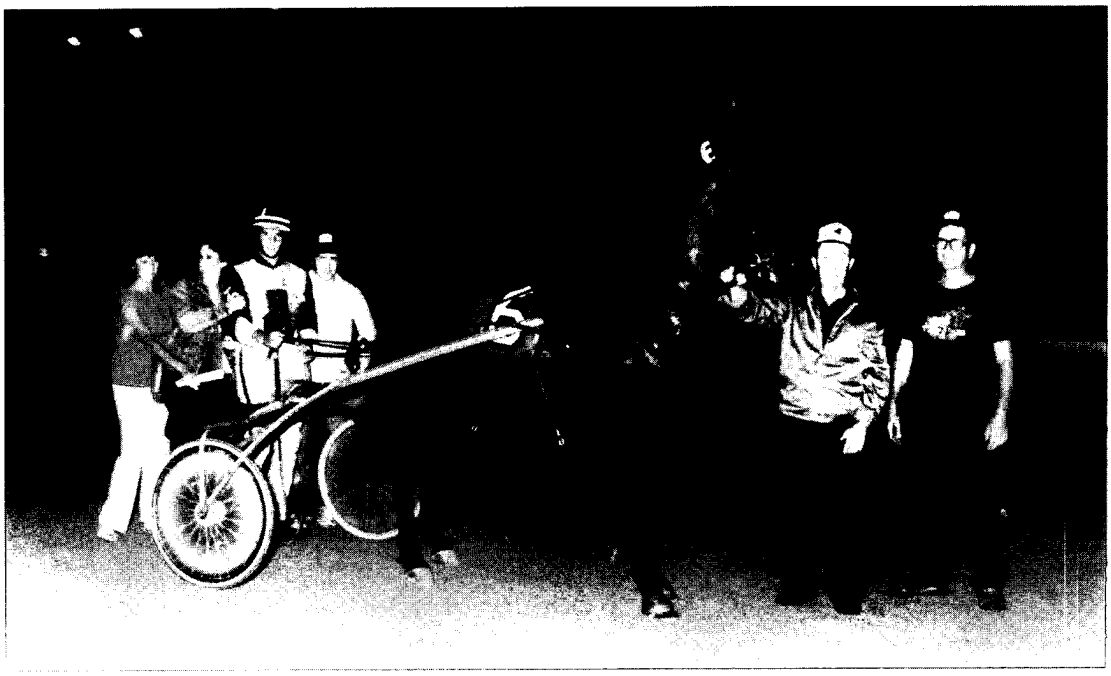
Original sleigh used for horse racing on Wilson's Pond (Cranberry Lake) in the mid 1800s.
Photo loaned by Shirley Johnston.



Sir Edward Poore made his home in Campbelltown, and was a relative of the Standlys. He built the lovely old homestead The Pines.

Winter horse racing on the ice was another popular sport. There were two tracks in Haldimand Township — Wilson's Pond (Cranberry Lake) and a bay in Lake Ontario, south of Lakeport, off the Cuthbert Farm. During the winter months, farmers had more time to train and drive their horses. No purse money was involved, but there were always side bets to add to the interest of spectators.

Before the First World War summer race meets were only held at local fairs on holidays such as Victoria Day and Dominion Day. Horses were mostly owned by district farmers and purses were small. In the early 1900s, the bicycle wheel sulky made its appearance. Tracks were not generally good because they were used only twice a year and the maintenance machinery was not



"Easy Fleet." *First Lifetime Start and Win, Kawartha Downs, August 4, 1981.*
Photo loaned by Jean & Don Gillespie.

adequate. Races were classified as "Farmers' Class," "Green Class," "2.40," "2.30" and "Free-For-All." Green referred to young horses not yet rated; "2.40" and "2.30" referred to the time required to complete a one mile race. There were rarely more than five horses and often only three or four in a race. If there weren't enough horses to fill all classes, some races would have to be cancelled and the horses placed in another class. This did not always meet with the approval of the horsemen involved. The "Farmers' Class" race usually had a purse of $25 while the "Free-For-All" race might have a stake as high as $100.

Harness racing is still a popular sport, but races are no longer held in Haldimand. Today residents have to travel to the Belleville Quinte Raceway to attend races, which also used to be held at the Kawartha Downs and the Kingston Park Raceway. In 1970, Don Gillespie purchased a horse named Sheba Cee (Cindy). From this horse has come a stable of winners, but no meet will ever eclipse that held on August 4, 1981, the day two rookies stole the show: Don's 20 year old son, Tim, drove to his first official win with his pacer, Easy Fleet, then just a three year old colt. It was also Easy Fleet's first lifetime start and win. It was a memorable day for horse and driver, and a proud one for Don and his family. After that fantastic debut, Easy Fleet, with Tim as the driver, has gone on to win some 49 races.

Baseball and curling were other early organized sports. Both were being played in the township by the 1870s.

"Rough and tumble football" was played in Haldimand around the turn of the 20th century. In 1896 Grafton had a team whose members included William Mulholland, Hugh Ross, J. Blacklock, T. Lawless, E. Carswell, C. Mallory and R.F. Blacklock.

No one knows who first introduced skating to the township, but by 1895 the sport had become so popular and local ponds so crowded, that the Township Council gave the Drill Shed, a building 80 by 60 feet which was located on property that is now the Catholic cemetery, to be used as a covered rink. Thomas Patterson, W.H. Johnston, Jack Webster, J. Johnston, Tom Lawless, Fred Standly and William Heenan were involved in this project. The rink inside the shed was created by flooding the floor with water pumped from a nearby stream. When the hoses froze, as they often did, the work had to be finished with a bucket brigade. Grafton's covered rink was such a success that its expenses were covered in one year. The attraction continued for about five years until it was closed and dismantled. The building's timbers were sold to Thomas Riggs, who used them in a barn now owned by Mrs. Gordon Finley.

With the demise of the first covered rink, skaters returned to the area's frozen ponds and streams. Cedar fences once more came under attack as skaters made big bonfires for light and warmth. At the turn of the 20th century, old spring skates were replaced with "automobile skates" riveted to special boots.

Rough and Tumble Football, 1896.
Photo loaned by Rosemary Sweet.

Reverend A.J. Stewart, minister of St. Andrew's Presbyterian Church, promoted the building of a new rink in Grafton village. Local residents, like the Johnstons and the Spears, worked to level the lawn in front of the manse as a site for the rink. A storage tank capable of holding several hundred gallons of water was placed in the roof of the manse. This rink existed for a few winters.

Another churchman, Reverend F. Heffler of St. George's Anglican Church in Grafton, is credited with bringing organized hockey to the area just after the end of the First World War.

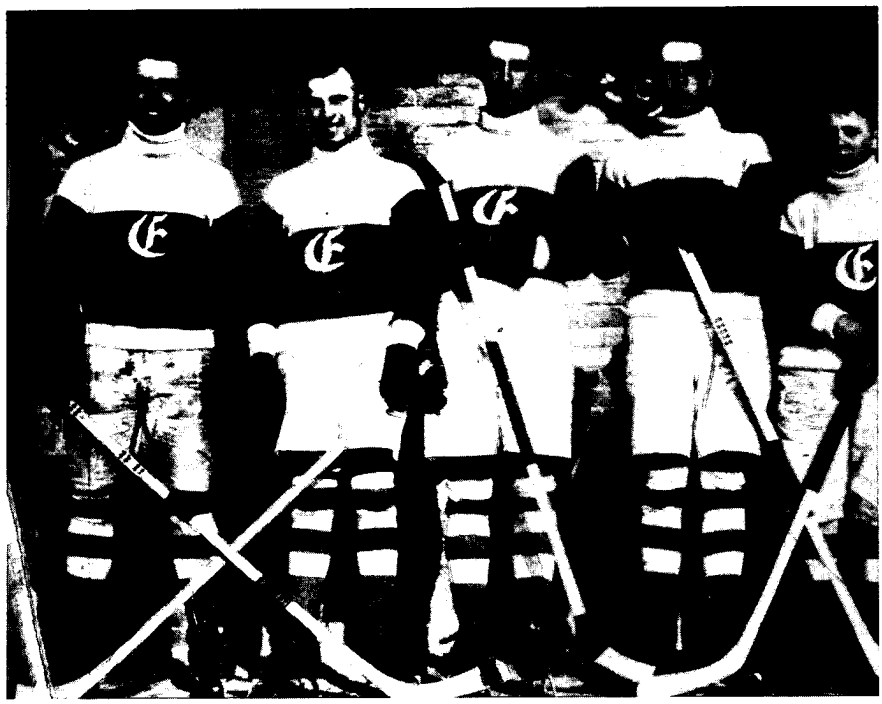
The sport came into its own during the 1920s, when many hockey-minded men arrived. Andrew Harnden, for one, had just brought his family of five sons to Eddystone. James McMahon returned to Haldimand from Toronto where he had learned the game. Another enthusiast was Ralph Stutt, the new manager of Grafton's canning factory. Harvey Bryson moved to the area as did fellow hockey player Holly Dawson, the new manager of Grafton's bank. Their interest in the sport resulted in the founding of the Harnden Hockey Team (known as the " Unbeatables") in Eddystone and another team in Grafton under the management of Ralph Stutt. Tube skates were now in vogue. The Dutch method of skating was introduced about this time by Cornelius Lensvelt, a new arrival from Holland. He and Bob Kreuse, a native of the Dutch East Indies, brought in the old wooden type of skates and everyone had a try.

There were two other rinks in and around Grafton during the 1930s and one was behind the Imperial service centre operated by H.O. Cosens. However both were gone by the outbreak of war. The idea of a covered rink was resurrected in the years before the Second World War. The old sheds of the St. Andrew's United Church were converted and flooded. During the 1940s the girls formed a team. They played against Cobourg and Roseneath, but Colborne always seemed to be their real opponent. Shirley and Pat Harnden did much in organizing the games.

One year, two prominent citizens offered trophies for the most valued player on each of the women's and men's hockey teams. Trophies were awarded to Blanche Lawless and Jack Kernaghan.

With the recent return of many veterans and the memory of the supreme sacrifice of others so current, the township decided to erect a new community facility in their honour. In June 1946 a meeting was called at the Haldimand Municipal Hall to draw up plans for a community arena. After some stormy debate, a site west and north of St. George's Anglican Church in Grafton was selected and purchased for $2,500. Fundraising then began for the building and necessary equipment. The Women's Institute played an important part in this facet of the project. The group not only bought playground equipment for the arena, but also formed the core of those committees that organized fund raising banquets and parties. Nearly $7,000 was donated by local businesses and residents. A provincial grant of $5,000 was also received.

The facility that many put so much effort into was completed in 1949 and officially opened the next year. In 1967 new memorial gates were built and dedicated. Special guests at that event were Joseph Behan, Mayor of Peterborough, Jack Heenan, Mayor of Cobourg and Father John Lawless, all Haldimand natives. In 1989 a cenotaph was dedicated to veterans in front of the arena. This project was undertaken by Grafton Legion Branch #580, the Haldimand Horticultural Society and the Haldimand Municipal Arena Park Board.



ABOVE LEFT: *Grafton Hockey Team, 1940.*
BACK ROW (LEFT TO RIGHT):
Joe Behan, Pete Harnden, Tommy Walsh.
MIDDLE ROW: *George Heenan, Tommy Hogan, Doug Johnston.*
FRONT ROW: *Frances Behn, Micke Heenan.*
Photo loaned by Doug & Shirley Johnston.

LEFT: *Harnden Hockey Team, c. 1920.*
LEFT TO RIGHT: *Cameron, Vernon, George, Aylmer and Floyd.*

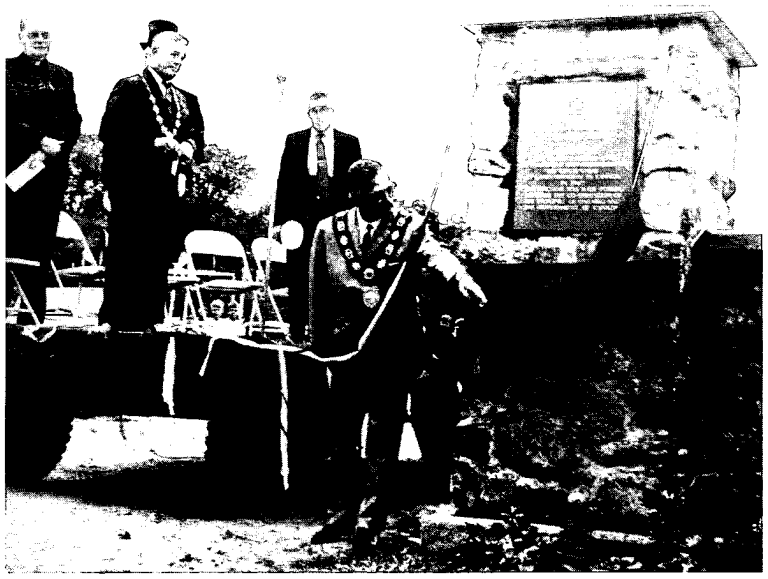
The Haldimand Memorial Community Arena is 90 by 192 feet. The ice surface measures 70 by 170 feet. The arena, which seats about 1,500 people, has four heated dressing rooms and a snack bar. Over the years equipment has been updated and additions made to improve the facility, including the installation of artificial ice-making equipment.

From October to May each year, the facility is busy with skating and hockey for seniors, youth, men and women. During the summer, events such as dog shows, shuffleboard, flea markets, dances and the annual Canada Day celebrations take over.

In recent decades, the park's ball diamonds have become as popular as the sports held inside the arena. League games for youth, men and women begin in May and continue until September. Haldimand has produced many fine teams and players, including the Grafton Junior Fastball Team who became Ontario champions in 1977. One of the members of this team, Marty Kernaghan, went on to play International Fast Ball throughout North America and New Zealand.

A highlight of each baseball season in the township is a tournament for small town teams. Having begun with only eight teams, more than 50 groups currently travel to Grafton from across Ontario and the United States for this event. Local residents will long remember the 1985 competition when the Grafton Maintenance Jays played in the "A" championship final. The game lasted 13 long innings and ended at about 1 a.m. when Neil Frances hit the game's only home run. This tournament has over the years been spearheaded by Dick and Ann Raymond and Jack and Pat Kernaghan, among many others.

A women's team sponsored by Eagleson Sand & Gravel (1973-1991) were also great contenders at the Grafton Ball Tournament in 1976–1977. Some of these women still play for the team now sponsored by Calder's Meat.



Dedication of Memorial Gates, Haldimand Memorial Park, 1967.
LEFT TO RIGHT: *Father John Lawless, Joseph Behan, Mayor of Peterborough, Doug Johnston, Reeve of Haldimand Township, and Jack Heenan, Mayor of Cobourg — all Haldimand born.*
Photo loaned by Doug & Shirley Johnston.

XII

Societies

Masonic Lodge of Grafton

Soldiers from British regiments who fought in the Seven Years War introduced freemasonry to Canada and the organization subsequently accepted civilians as members. St. John's Lodge #19 of the Township of Haldimand was one of the first and longest surviving lodges of the district. The original warrant was dated October 4, 1801. Worshipful Brother Aaron Greeley was named Worshipful Master, Brother John Grover, Senior Warden, and Brother Chester Eddy, Junior Warden. In 1806 a revival took place with the Craftsmen of the Township of Cramahe joining the Brethren of Haldimand and a new warrant was issued. By-laws for this Lodge were submitted on April 4, 1811. Meetings were generally held in Grover's Inn, Grafton, although some meetings were held at the home of Caleb Mallory, Brookside.

From 1818 to 1819, the Lodge met regularly at the home of John Kelly on Kelly's Hill at Brookside. Meetings were held regularly from 1822 to 1826. After this records were few until 1844, when the Lodge next appeared on the roll of the Provincial Grand Lodge. The Masonic Lodge met in the upper storey of the Halfway House.

From these beginnings the present Lodge, St. John's #17 in Cobourg was formed.

Northumberland Agricultural Society

A meeting was held at John Grover's Inn on May 18, 1829, to form the Northumberland Agricultural Society. At this meeting Benjamin Whitney was elected president, Capt. Spilsbury, R.N. and Charles Powers, vice-presidents, Joseph A. Keeler, treasurer and John Steele, secretary. The directors were: William Falkner, Henry Ruttan, Zaccheus Burnham, John Burnham, Archibald MacDonald, James J. Bethune, John Fraser, Charles Rubidge, Benjamin Cumming, Jason Lyons, M.P., Benjamin Ewing, M.P., Shelden Hawley, John Grover, John Kelly, Ephraim Doolittle, Ozen Strong, Jason D. Goslee, David Brodie, Levi Loomis and Isaac Proctor. The directors each contributed three dollars toward prizes and other subscriptions were solicited. The first cattle show of the society was held in the public square of the village of Colborne on October 19, 1829, and prizes in the amount of $77 were paid.

In 1830 the society offered premiums for the best managed farms in the County. Sisson Waite of Haldimand was one of five winners out of 12 entries.

Over the years most subscribers were reimbursed through awards. Government assistance was given in 1831 when legislation was passed to encourage the establishment of agricultural societies. It specified that when £50 was raised in a district, the government would, on petition,

give £100 to be divided among all such societies within that district.

On November 13, 1831, a letter addressed to the association signed by "T.S." chastised members for "making a flourish in the newspapers about cattle shows, premiums, great dinners, long speeches" and urged the society to produce tracts to educate farmers, many of whom were very inexperienced. He suggested that experienced farmers should present a topic on rural affairs to the monthly meeting and, if found worthy, it should be published.

The society seems to have disbanded for a few years, and then on December 21, 1836, an announcement appeared in the *Cobourg Star* inviting "Gentlemen Farmers and others interested in agriculture to attend a meeting at Arkland's Tavern, Grafton." At this meeting George Manners was president and Donald McTavish, secretary. Among those who attended were: Messrs. Mason, Steele, Barnum, Cooke, Warren, Mellis, Gillard, McNeil, Ewing, Grover, Rogers, Hammond, Innes, Jack, Hare, Taylor, MacDonald and Halliday.

On October 1, 1839, Sheriff Henry Ruttan announced that Letters Patent had been issued under the Great Seal of the Province authorizing a fair or mart to be held on the third Wednesday and Thursday in April and October of each year. The fairground used was the Roger's field, west of the Anglican Church.

The reorganized agricultural society renamed the Northumberland County Agricultural Society held a one day exhibition and ploughing match at Grafton, the first since 1831, in October 1839. Messrs. Manners and McTavish were praised for their efforts to make it a success. The long list of prizes included the following residents of Haldimand: Dr. Thompson for the best brood mare; Truman Hinman for the best yearling bull; Barnum for the best yoke of oxen and Spalding for the best yoke of steers. Two top prizes went to George Manners for the best labour saving machine, a corn sheller, and for the best servant, Thomas Heenan. Chester Card of Four Corners (Wicklow)

Horse-drawn wagons, 1904. Ploughing match.
Archives of Ontario. F1075-9-0-16, S9846.

exhibited noteworthy Rohan potatoes. He grew three and a half bushels of potatoes from a single plant. Interestingly, no women were mentioned in this exhibition although there were items of domestic industry such as "woolen cloth and flannel" (won by Grover) and "best six pairs of socks" (Truman Hinman). After the exhibition some "60 gentlemen sat down to dinner at Mr. Arklands and spent a very jovial evening during which many excellent toasts were given and some good songs sung." The country had just come through the rebellion of 1837 and some troubled times leading someone to report "such things do far more good than political assemblies and disputations."

George Manners, the president of the society, had been for some years the British Consul at Boston and lived for a short time in "Haldimand Hall" north of Grafton. Donald MacTavish was well known in Grafton as a retired Hudson Bay factor and mill owner. He signed his correspondence from Ness-side Mills, Grafton.

In 1844 George Manners relinquished the office of president having brought the society back to life. Sheriff Henry Ruttan succeeded him as president.

In 1865 the society had become the Township of Haldimand Agricultural Society. In that year John Fisher was president, Benjamin Jackson, vice-president and Joseph Gillard, secretary and treasurer. The directors were: Platt Hinman, Jason Barnum, George Robson, A.F. Hare, William Beatty, J.F. Mallory, Dennis Pettit, George Kennedy and Almond Richardson. Fairs were held in and around the drill shed that had been erected in 1867 near the Roman Catholic Cemetery.

The ploughing match of November 6, 1869, held at the field of the late James Thomas, included two types of ploughs: the iron plough and the Hubbard Plough.

At the exhibition of October 1877 James Blacklock won a prize for the best single and the best double buggy. John Davy won for the best lumber wagon. After this date the fairs seemed to have moved away from the township.

The Women's Institute "Nimble Thimbles" Sewing Class, at the home of their leader, Mrs. Olive Deviney in 1944.
Photo loaned by Ruth Haig.

The Women's Institute.

The earliest Women's Institute in Haldimand Township was formed in Fenella in 1906. Branches in Grafton (1906), Centreton (1912) and Wicklow (1914) followed. In 1917 Vernonville was added to Wicklow.

Among the many endeavours of the Women's Institute were the Tweedsmuir History Books which Lady Tweedsmuir, the wife of a former Governor-General of Canada, urged the Federated Women's Institutes to organize with a view to recording the history of their communities. The Haldimand branches kept books which cover topics such as families, schools, churches, industries, libraries, municipal government, recreation and war records. In Grafton the first curator was Hazel Harnden and her family.

In both world wars, Institutes in the area sent boxes and knitting overseas to the soldiers. For 25 years the Women's Institute contributed to the cost of street lighting in Grafton.

In the late 1930s 4-H Clubs were organized by the Women's Institute. Among the longtime leaders of these clubs were Sarah Carruthers, a life member, and Olive Deviney. In 1966 the Olive Deviney Scholarship Award was created to commemorate her work of 25 years as a 4-H Club leader. The award ensured the future training of 4-H members. She was also a life member and a board member of the Federated Women's Institute of Ontario (FWIO), as were Mrs. Clifford Gillespie and Mrs. A.J. Calnan. Other 4-H Club leaders were Hazel Harnden, Marguerite Williamson, Shirley Johnston, Phyllis McKenzie and Doreen Payne. These dedicated women taught young women homemaking and public speaking skills which proved to be the start of many careers.

The first Heritage Day celebrated in Haldimand was put on by the Grafton Women's Institute. Grafton was the last remaining branch and it closed its books in 1996, having celebrated ninety years.

Women's Institute members made this quilt for a raffle during the winter of 1940. $90 was raised from this raffle which was won by Mrs. E. Ferguson of The Gully.

Loyal Orange Lodge

Irish Protestants introduced the Orange Order to Ontario. Members of the Loyal Orange Lodge, having received a warrant from the Grand Lodge, built a hall at Vernonville between 1912 and 1913. The Lodge, however, was short-lived and the building was sold in 1920 and moved to Castleton.

Earlier there had been an active lodge in Fenella. In 1880 a resident wrote that they "make a great display yearly with white shirts, tin spears, etc."

Guides

by Sandra Hayward

The First Grafton Guide Company was established between 1916 and 1918, under the leadership of Captain F. Slandle. The Company was later re-established in 1957, with Dorothy Gendron as its leader. The First Grafton Brownie Pack was also formed that same year. Barbara Gillespie was its leader.

Guides have met over the years at St. Andrew's United Church hall and at the Grafton Public School. Brownies gathered for their meetings at St. Mary's church hall and later at St. Andrew's, as well as the Canon Nind Hall.

In 1979 a unit for older girls was organized and named the Pathfinders. Alice Merriam was its leader. Pathfinder meetings were conducted at the Canon Nind Hall and at Grafton Public School.

Haldimand's youngest girls were not forgotten and in 1995 were invited to join a new group, the Sparks. Intended for girls five and six years of age, the Sparks was organized by Lauren Carlson. This group meets at the Canon Nind Hall.

Through the decades, local Sparks, Pathfinders, Brownies, and Girl Guides have been sponsored by the Catholic Women's League, the Grafton Legion and by Haldimand Township. The aim of the Girl Guides of Canada is to help girls and young women become responsible citizens, ready and able to give leadership and service to their community and to their country.

Scouts

First Grafton Scouts had its official charter (number 611) issued on January 15, 1927, making it one of the oldest groups in the Cobourg District. Like many charters, it became inactive during the Second World War. After the war Dr. Waldo Smith, the pastor at St. Andrew's United Church, was instrumental in getting the scouting movement going again. Cubs and Scouts of that era have happy memories of the two-week camps he used to hold at his cottage on the lake.

Other than during the war the group has been continuously active in the form of Beavers, Cubs, Scouts and Venturers. The Township of Haldimand is their sponsor. Through the years they have met in a variety of places, but perhaps the best known is the old Grafton School house soon to become the Haldimand Community Centre. Scouting groups began meeting there in 1976 and stayed there for almost 20 years. Apart from their training, the groups have collaborated for many years in collecting used toys each Christmas for distribution to a number of agencies, such as Women in Crisis, Salvation Army, the Children's Aid Society and the Cobourg Hospital.

Haldimand Horticultural Society

As early as March 1845 a meeting was called at Arkland's to form the Newcastle Horticulture Society, in connection with the Northumberland Agricultural Society. Subsequent fairs distinguished between agricultural products, grains and horticultural products, vegetables.

The South Haldimand Horticultural Society was formed by a group of gardening enthusiasts at a meeting held on April 9, 1925. The charter had been received on April 8th, and the first flower show was held in the Grafton Town Hall on August 29, 1925.

In 1927 the Society decided to take over a small plot of land in the centre of the village. This plot was eventually cleaned up and a stone wall built along with a cairn of field stone to hold a plaque inscribed with the names of men from the township who had served in the First World War. The cairn was built by William Munroe, Luella Young's father. The inscription on the plaque was subsequently moved to the memorial gates.

The 50th anniversary of the society was held in April 1975. Joan Findley Chalovich chaired the meeting. The society is still thriving with a flower show held every year in August, and a rose show in June. It was renamed the Haldimand Horticultural Society in 1996.

Grafton Legion Branch #580

The branch received its charter in December 1959, under its first president, Joe Konch. In 1983 the Grafton Legion was renamed in honour of Lieutenant-Colonel John W. Foote, V.C., C.D. Lt. Col. Foote was born in Madoc and later became the minister of the Presbyterian Church in Port Hope. During the Second World War Reverend Foote served as Chaplain with the Royal Highland Light Infantry. He became the first Canadian Chaplain to be awarded the Victoria Cross. Lt. Col. Foote later served as a Member of Provincial Parliament for Durham and Minister of Reform Institutions in the 1950s. Upon his retirement from the legislature, John Foote moved to Cobourg and was appointed the Sheriff of the United Counties.

L.A.C.A.C. written by Jane Kelly.

Haldimand Township is well known for the representative early architecture within its boundaries. The Local Architectural Conservation Advisory Committee was formed in 1948 as a committee of Council to ensure the preservation of historically and architecturally important buildings in Haldimand. Since its inception, three churches, four cemeteries, two municipal buildings, one commercial building and five private homes have been designated under the Ontario Heritage Act.

The scope of the committee broadened in the 1990s to include the preservation of historic streetscapes and significant rural landscapes. Efforts have been made to revive the majestic tree canopies which once graced our rural roads and village streets. In 1994 a photographic archive was created to document early buildings, their settings and their inhabitants for future generations.

L.A.C.A.C. has worked tirelessly for the preservation of history within our township. The idea of writing this book originated at a L.A.C.A.C. meeting in the summer of 1993, and four current members have participated in its preparation.

XIII

Haldimand's Board of Health

The earliest board of health established in the old Newcastle District was organized in Cobourg in 1832 when a great cholera epidemic threatened. The region also saw its first hospital open that year at Kingston.

Many boards of health were first formed in counties and towns across Upper Canada in times of crisis. The spark was often an epidemic, such as the spread of cholera throughout eastern Canada in 1832 and 1834 and of typhus in 1846, 1847 and 1849. These epidemics usually began in Europe and came to the New World with immigrants. In the confines of the great ocean sailing ships, sickness festered. Travellers became ill in a matter of days or even hours. Upon arrival in Canada, diseases were carried across the land by newcomers.

Coping with such disasters and with the many pioneer health problems were Canada's first doctors. They were often army surgeons, either active or retired. Following in their footsteps were civil doctors trained in Great Britain and the United States. Many quacks were also to be found.

Haldimand did not have its own board of health until 1884 when the Haldimand Board of Public Health was formed in response to the Ontario Health Act. The Municipal Council of the Township of Haldimand appointed John Brewster, William Mulholland, William Macklin, Reeve R. J. Rutherford and Township Clerk Thomas Lawless to act as the township's first board. This group met for the first time on June 9, 1884. After electing John Brewster chairman for one year, the board adjourned until its next meeting two weeks later. At this and all subsequent meetings the township clerk acted as the recording clerk.

At the second meeting Mr. Macklin reported attending to two nuisances. The board's third meeting was held in December 1894. At this session, a report from Dr. W.W. Boyce was read concerning the sanitary condition of the township. Another report from the sanitary inspector was also read.

The nuisances with which the Board of Health was concerned were any unsanitary or potentially unsanitary situations. These trouble spots ranged from pools of stagnant water and choked drains to the keeping of pigs too near a dwelling and the accumulation of manure. There was also the improper construction of privies and poor sanitation in butcher shops, cheese factories and slaughter houses to worry about.

In February 1885 the board members of the previous year were again appointed. J. Grimson was the only new member. As scarlet fever had been reported in Fenella, the sanitary inspector was dispatched to that village to instruct residents on how to prevent the spread of the disease. During the February 1885 meeting and subsequent meetings, the board also dealt with questions regarding the extent of their authority to inspect premises and reprimand or order citizens to remove all

Many advertisements appeared in local papers for Warner's Safe Cure. This recipe, found in John Davy's account book, was written by someone other than him:

WARNER'S SAFE CURE

1 once Feverwort
2" Alchole
1" Glysreen
1/4" saltpeter
40 drops wintergreen

Put thy Feverwort in a pint of hot water for two hours, then strain and add other ingradients. Take one tablespooneful every tow or three hours.

nuisances. Such powers had been granted them by the Ontario Health Act of 1884.

The medical health officer now appeared on the scene. He attended board meetings, inspected schools and offered smallpox vaccinations. He reported to the sanitary inspector who read his report at the board of health meetings. These reports were then forwarded to the provincial board of health. Board members received an annual stipend from the township. The chairman received $4.50 while other board members were paid $2.00 each. Sanitary inspectors received $8 to $10 and the medical health officer $10. These wages rose slowly over the decades until, in 1940, the chairman was paid $95 each year, the sanitary inspector $52, and the medical health officer $150.

In 1888 the board turned its attention to the lowlands south of Grafton and recommended that these be drained as a health measure. Other activities included inspection of the sanitary state of schools and their closure when necessary, the inspection of wells, streams, ponds and water closets, inspection visits to summer and tourist camps and the preparation of information posters. Public health hazards found included the discovery of unburied animal carcasses, for which the sanitary inspector and medical health officers were both paid $7 for disposal, and a case of frozen potatoes in the Lawless store basement. Concern was also expressed when whey was found running into a nearby creek from the Wicklow Cheese Factory.

By 1892, 500 copies of public health by-laws had been printed and posted around the township. Most of the board's activities now revolved around exhortations to the sanitary inspector to attend to various local nuisances. He had a lot to do. There were pigs and a pigpen on a public highway, school children with skin diseases, compensation to be paid to landlords whose boarders developed scarlet fever and the posting of signs warning the public of premises where infectious diseases had been diagnosed.

In 1901 Dr. James Henderson moved that each member of the Board of Health be authorized to act as a sanitary inspector. The group apparently needed all the manpower it could muster because of a local outbreak of smallpox. This prompted the board to suggest ordering all adults and school children to be vaccinated and to propose that a tent be erected to isolate cases. Dr. Alyea and Dr. Mallory, who are recorded as submitting accounts for services rendered, may have worked in the vaccination program. Shortly after this crisis, an outbreak of typhoid fever occurred in Centreton. This trouble was reported by Dr. T.C. Lapp of Roseneath and attended to by Dr. Edgar William Hayden, a well known Cobourg practitioner.

The board soon saw some changes. Reuben Lawless replaced the longstanding clerk Thomas Lawless in 1903. Three years later, the incumbent medical health officer Dr. James Henderson was killed in a railway crossing accident between Cobourg and Grafton. His replacement was Dr. J.C. Hutchison, who remained as medical health officer for the next 26 years until his death in 1929.

In 1904 Haldimand's Board of Health agreed to pay for disinfecting houses where contagious diseases had been found. It also funded the cost of anti-toxins for members of the public who were unable to pay for this measure of protection. Board meetings now increasingly became a forum for reading reports, assigning duties and paying bills. Special meetings were occasionally called to discuss matters such as the placement of cemeteries, filling stagnant water holes or the appointment of a new chairman.

Haldimand's health was generally good but there were always a few troubles to be investigated. The 1916 annual report of the medical health officer revealed two cases of measles, 18 of whooping cough and three of typhoid fever. The year 1919 proved to be a sickly time with two cases of scarlet fever being recorded, 50 of whooping cough, and 82 of diphtheria. In 1924 tuberculosis is mentioned for the first time. The first case of infantile paralysis was found in 1930. Most annual reports, however, declared the past year to be "healthy."

From the state of their minutes, the township's board of health was calm and stoic whatever the problem. The only instance of apparent alarm in their deliberations occurred when the board received unexpected bills for services rendered by two Cobourg doctors, Dr. Warren Edward Wilkins and Dr. A.R. Richards, in 1940. These bills were paid but a motion was then passed that no bills be paid unless authorized in advance. In 1942 when the medical health officer presented a proposal to inoculate all school children against scarlet fever, diphtheria and smallpox at a cost of $1,200, the board asked Dr. Peacock to explain this expense.

By the mid 1940s the board found its role in the community waning. There were fewer and fewer complaints to investigate. The board met for the last time in December 1945.

Haldimand's Medical Practioners

Grafton may have been the first community in Haldimand Township to have its own resident physician. A very early physician was Dr. Elam Burr Ives, from whom Paula (Ives) Deviney is descended. Her family history indicates that Dr. Ives was born in Cheshire, Connecticut on November 23, 1778, died on June 8, 1848, and is buried at Salem, Ontario. He received a grant of land in Haldimand Township and at one time lived in Grafton on Lot 23, Concession A, on the northeast corner. He rode on horseback to visit his patients and may have been the first doctor in Ontario between Kingston and York.

Dr. Thomas Halliday was resident in the township from 1835 on. He accepted no remuneration for his service and asked only that a horse be provided to take him to and from farm patients who could not themselves call on him.

Another early doctor on record in the village was Dr. Hamlet Vernon, who was living in Grafton by 1839. In the 1850s Dr. Charles Cameron, son of John D. Cameron (a Hudson Bay factor who had retired to Grafton), advertised his services in the Cobourg paper. By 1857 he had been joined by Dr. Charles Choate. Another physician of this period was Dr. Zaccheus Burnham of Cobourg. After studying medicine in Port Hope with Dr. McSpadden, Burnham married Grafton resident Adeline Spalding. During the terrible typhus epidemic of 1847, Dr. Burnham was among those who volunteered to treat the sick immigrants landing in this area.

By the 1870s physicians were to be found elsewhere in Haldimand. Dr. Aleson Jamieson, reported to be one of the first female graduates from an Ontario medical school, resided here when her family settled in the area in 1878. Her sister, Mrs. Isabell Anderson, who lived for many years in a house on Wicklow Beach Road, was the godmother of Mrs. G. Finley. Dr. Jamieson practiced