

Municipality of Cardinal



JUNE, 1967

In 1964 Mr. Fred Byers was appointed Centennial Committee Chairman by his colleagues on Council. Under his able leadership and with co-operation of Council, Cardinal Council decided on two projects for their Centennial year, namely a new Public Library and secondly an edition of Cardinal's history. At the end of 1964 Mr. Byers decided to retire from Council; however, Council were successful in persuading him to remain on as Chairman of a Committee responsible for editing the History Book of Cardinal.

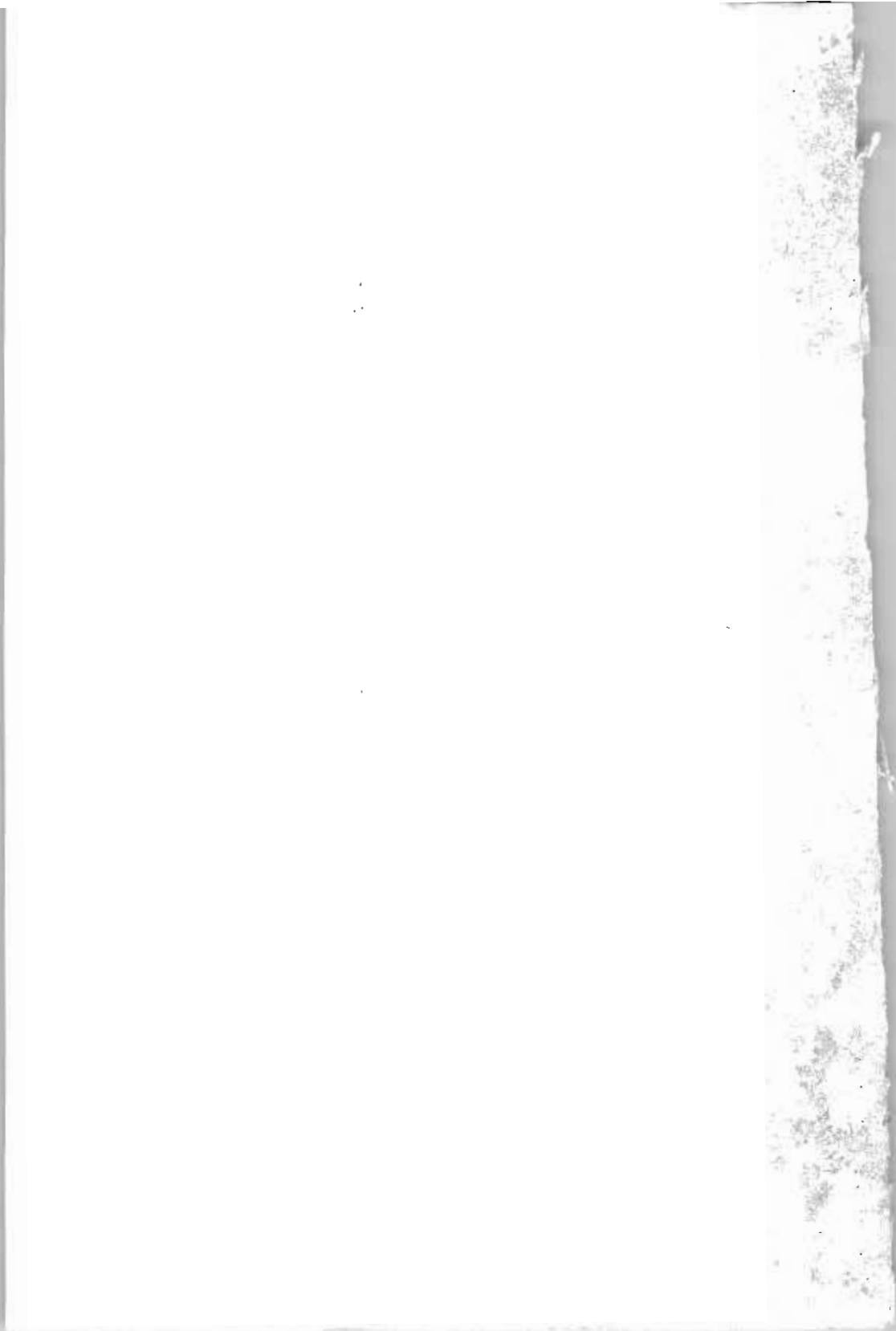
Mr. Byers appointed Miss Myrtle Corley, Mrs. Kathleen Leacy Freeman, Mrs. Maurice Baillargeon and Mr. William McIlveen as a committee. For the past two years these people have worked strenuously to secure all pertinent data, pictures and details which have contributed to the success of this history.

To Mr. Byers, Chairman, and Committee Members, Miss M. Corley, Mrs. K. L. Freeman, Mrs. M. Baillargeon and Mr. Wm. McIlveen, I offer my heartfelt and sincere thanks for their strenuous efforts and long hours put into accomplishing this elaborate history. On behalf of the people of Cardinal I congratulate each member so responsible in this edition and offer my humble thanks to any other person who may have supplied pertinent details and pictures for the history.

Respectfully yours,

GEORGE R. BROWN,
Reeve.

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Foreword

This "History of Cardinal" was commissioned by the Council of Cardinal to acquaint the residents with the background and history of this Village.

The help of residents and others, who have provided material in the form of pictures, papers, letters, and other documents is gratefully acknowledged.

The registry office in Prescott, and the town clerk's office in Spencerville gave a background of the original settlers and those who came later.

The origin of the material on Capt. Hugh Munro began with a thesis on "Jessup's Rangers as a factor in Loyalist Settlement". This, in turn, led to letters in the Public Archives in Ottawa, which had been written by Hugh Munro to Governor Haldimand. It was from the Archives in Ottawa and the Provincial Archives in Toronto, that most of the information came. Our thanks are due to Col. W. Boss for assistance on the military history of Col. Hugh Munro Jr.

Thanks are due to Professor J. Irwin Cooper of McGill University for material and pictures from the Canadian Illustrated News, to T. Barnard of Spencerville for the extensive use of copies of Leavitt's history of Leeds and Grenville counties and Carter's History of Dundas, and to Miss Anna Armstrong for the use of her late mother's (Mrs. W. D. Armstrong) informative scrap books.

George T. Benson's History of The Canada Starch Company was used extensively, and information was taken from Gourlay's "Upper Canada", and from the "Summary of County Council Meeting of Leeds and Grenville Counties".

The untiring and zealous work done by members of the committee, Miss Myrtle Corley, Mrs. Kathleen Leacy Freeman and Mr. Wm. McIlveen, in the research for this "History of Cardinal" is gratefully acknowledged.

The help of Mrs. Alma Baillargeon has been invaluable, as much of the researching and of the writing of this "history" has been her responsibility.

To the committee as a whole, I would express my sincere appreciation.

F. B. BYERS, Chairman.

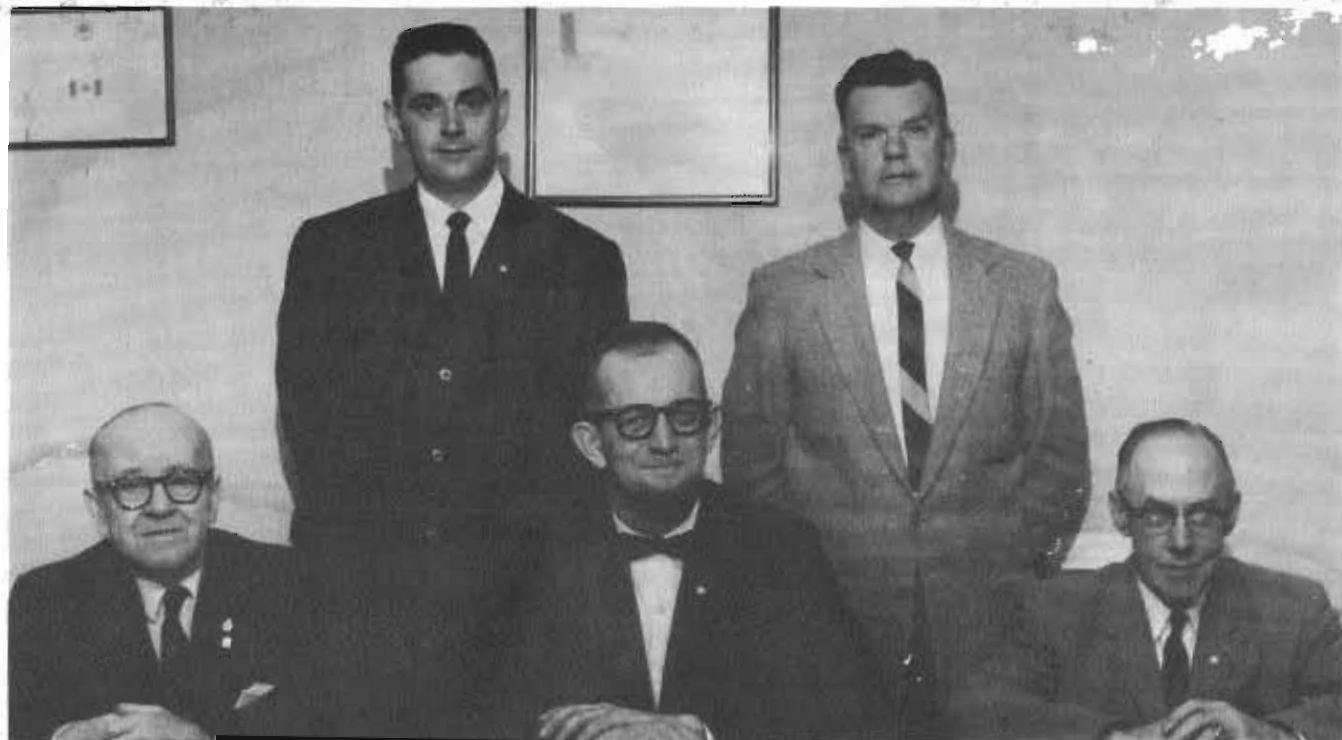
Cardinal Ontario.
May 1967

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Cardinal Council In Centennial Year

Seated, left to right: W. L. VanCamp Reeve George Brown, Donald McIntosh;
standing: Norman Gaylord and Raymond Wells



Cardinal Council In 1966

Seated, left to right: W. L. VanCamp, Reeve George Brown, Fred T. VanCamp;
James Murray, Donald McIntosh

The Founder of Cardinal

After the American Revolution, troops loyal to the King (U.E.L's.), gathered in Lower Canada in an attempt to stage a counter revolution. In the year 1777 they fought with Burgoyne at Ticonderoga and were later defeated at Saratoga. Returning to Canada it became apparent that something must be done to recompense the men who had given up so much for their loyalty to the King.

It was decided to survey the Upper St. Lawrence Valley and the Bay of Quinte areas with a view to settlement, while some of the Loyalists turned to the east and took up residence in Nova Scotia.

The north shore of the St. Lawrence River was divided into townships, Edwardsburg being No. 6, and to this township in 1784 came men of the King's Loyal Americans. These men had fought under Captain William Fraser, Captain Thomas Fraser, and Captain Hugh Munro.

The survey of the township divided the land into lots of 200 acres. Some of the lots were re-subdivided into lots of 100 acres. The Village of Cardinal now covers lots 3 to 8. The grants were held by the following men: Hugh Munro, Wm. Snyder, Duncan McAlpine, David Hunter, Frederick Lewis, Charles Doyle, Duncan Cameron, Thomas Fraser, Thomas McIlmoyle, and Joel Adams.

Hugh Munro seeing the possibilities of water power inherent in the Galops rapids, had by 1790 settled on Point Cardinal, and for some time this was known as Munro's Point. Here on lot five he built the first saw and grist mill.

Captain Hugh Munro was of Scottish descent, and had fought under General Montgomery against the French from 1758 to 1760. According to the Haldimand papers he was a trader of good estate, and in 1777 he joined with the Loyalists, gathering in Lower Canada, for the assault under Burgoyne on Ticonderoga. He brought with him fifteen men who formed a batteaux corps. Their's was the dangerous job of ferrying supplies on the shallow Hudson River.

Hugh Munro, was a victim of circumstance. He had fought with Major Ebenezer Jessup, and had then been transferred to Major McAlpine's corp. After Major McAlpine's death he found that he himself was saddled with the debts he had incurred in order to supply his men with necessities. He was wounded at Saratoga, where he had provisioned his corp, and upon his return to Quebec was faced with the bill. He was

unable to collect the amount from McAlpine's estate, and spent many of his years in Lower Canada petitioning the Governor for compensation. This may have been why he was given the rights to land on the Galops rapids, which might be used for mill purposes. In 1782 he writes that he was sixty-six years old, and was expecting to visit his son in New York, whom he earlier describes as an "orphan left homeless in New York to the mercy of a stranger".

Munro received some 3,000 acres of land in Edwardsburg and Oxford Townships, but it was at Cardinal that he concentrated his efforts. According to Governor Simcoe's papers it would appear that he was operating a grist and saw mill as early as 1794. The market for timber was wide open and rafts of lumber were floated down the river to Montreal for use in that area and for shipment overseas.

Because of a lack of records, Captain Munro, and his son, Col. Hugh Munro, have assumed one identity. The homeless orphan referred to previously is assumed to be the Hugh Munro buried in the Presbyterian Cemetery in Cardinal, and is the Colonel who won his "spurs" in the war of 1812. He belonged to the First Regiment of the Grenville Militia, was commissioned Major on the 21st of January, 1822. He was then raised to Lieutenant-Colonel on the 5th of June, 1826, and reached the rank of Colonel on the 7th of August, 1830, when he assumed command of the Regiment, and served in this capacity until succeeded by Lieutenant-Colonel Philip Dulmage on the 26th of July, 1841. He died December 5th, 1855, at the age of 90.

The stone house, which passed through various owners until it became the Benson Homestead, and finally the Cardinal High School, was built by the Munro's around 1800. In his Memoirs, George Benson says that the home was much like a fort with narrow windows and walls two feet thick, which his father found necessary to modernize. This fort like structure was probably built with the idea in mind, that the Americans might cross the river at any time to harass the Loyalists, which, in fact, they did in 1812.

Captain Richard Duncan Fraser, son of Captain Thomas Fraser, another Loyalist, deserves recognition in this history, because of his thoughtfulness to the inhabitants of the Village. He donated the land for the first Anglican Church (River Road East), and for the cemetery. His house, standing well back from the Highway (now the McNairn apartments, on the hill 1½ miles east of Cardinal), was originally known as Fraserfield. Thomas Fraser, a timber man, at one time owned the land on which the parliament buildings in Ottawa now stand.

The Deeding of Point Cardinal

The following letters were written from Point Cardinal in 1798 to His Excellency John Graves Simcoe regarding deeds to the property granted to Hugh Munro the Elder by orders in council in 1790, thereby proving that Point Cardinal had been in his possession for some time and was among the first areas on the St. Lawrence river to be settled by United Empire Loyalists.

These two extracts have been transcribed into type and can be found in the subsequent pages.

Dear Sir:

Had I the pleasure of seeing you on your way to your destination, I would not have occasion to give you the present trouble, as I had all my papers ready to be delivered to you, which I afterwards entrusted to Captain Thomas Fraser, with a power of attorney to act for me, but have not as yet received any title for my proportion of land excepting the eight hundred acres in this township; will you therefore have the goodness to endeavour to procure me His Majesty's letters, patent for the other twenty-two hundred acres of land granted me by different orders of Council, and whatever trouble you'll be at, in accomplishing the same, draw upon me, in favor of Mr. Lewiz Grant and your order shall be truly honored, I have annexed an extract of my petition by Capt. Fraser and a copy of the last order of Council for your guide and I remain Dear Sir,

your most obedient and humble servant,

HUGH MUNRO

Point Cardinal,
April 12th, 1798

An extract of a petition sent by Thomas Fraser Esquire in 1796
Viz. To His Excellency John Graves Simcoe Esquire, yea
The petition of Hugh Munro Esquire, yea

	Acres
Sheweth that your petitioner have received and (under the instruction of 1783) Lots numbers, twenty-two and twenty-three (first and second concession in the Township of Edwardsburg) containing -----	800
That in consequence of an order of the Governor in Council (of the late Province of Quebec, dated Jan. 20th, 1790, your petitioner drew in the Township of Oxfords, lots num. twenty three, first and second concession, lots number ten in the sixth, seventh and eighth concession, and lot number six in the ninth concession, containing -----	1200
That by virtue of a resolution of the Governor (in Council) of the Province of Upper Canada dated June 29th, 1793 your	

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A popular Means of Transportation in the Early 1900's a Tug with barges

petitioner, located in Township D on the river Rideau, lot number twenty-one, first and second Concession, and in Township C lot number ten, first concession, and lots number twenty-three, first and second concession, containing ----- 1000
Total Acres 3000

Therefore your petitioner most humbly prays that the above lots may be confirmed to him, his heirs and assigns by His Majesty's letters patent yea.

(Signed) HUGH MUNRO

Copy of the order of Council viz Council Chamber, Navy Hall in the County of Lincoln, Saturday, June 29th, 1793.

present

- Lots No. 21 - 22—The Honble. Wm. Osgoode Chief Justice
- Lots No. 21 - 22—The Honble. Alexander Grant
- Lots No. 20 - 21—The Honble. James Baby
- Lots No. 20 - 21—The Honble. Peter Russell

Hugh Munro Esquire

Petition, praying for one thousand acres of land, in addition to two thousand already received, ordered that the prayer of the petition be granted, upon a specification being presented. Extract from the minutes.

(Signed) JOHN SMALL C.E.C.

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Military History of Cardinal

According to the Ontario Archives, Hugh Munro Jr. had been made officer commanding the flank of the 1st Grenville Militia in the year 1800 at the age of 35. When the war of 1812 broke out, men of the Militia, and of the area, rallied around him to defend their homes against invasion by the Americans. Serving with him in the flank company were Lieutenants Andrew Adams and Solomon Snyder.

Numerous skirmishes took place along the river with men of the Grenville militia holding their own. Leavitt's History of Leeds and Grenville counties describes some of the action on the morning of September 16, 1812. Five hundred Americans attacked a brigade of batteaux a short distance from Point Iroquois. Two companies of the Grenville Militia under Capt. Hugh Munro, and Capt. Dulmage, arrived to support the brigade, bringing with them a nine pounder, taken from the French at Chimney Island some fifty years before in 1760. This one gun battery compelled the Americans to evacuate the island and depart to the south shore of the river. (It is interesting to speculate just how Hugh Munro and his compatriots came to have a fifty year old cannon in their possession).

In February 1814, sleighs were assembled at Edwardsburg (Cardinal) to take part in an expedition to harass the remnants of Wilkinson's army. They were to cross the river at Cardinal and proceed to Malone and Salmon River where they were to destroy the enemies' stores, barracks, and a number of boats. An aftermath of this campaign was that, mission completed, the booty seized was to be brought back to headquarters at Cornwall. Part of this booty consisted of a hogshead of whiskey. Carter's History of Dundas describes how during the homeward journey one of the soldiers approached the sleigh unobserved and boring a hole with his bayonet would fill his jug and return to his comrades. The hogshead was



An Old Paddle Wheeler (Circa 1880)

empty upon arrival in Canada. So ends an episode recorded in history, which actually began in Cardinal when it was no more than a group of settlers dwellings on the bank of the river surrounded by forest.

Cardinal's first postmaster played a role worth noting in the war of 1812. Major Duncan Clarke had been sent to Cole's Ferry, above Brockville, to watch the movement of American troops. "As the enemy approached we took possession of a farmer's horse and in a few minutes rode into Brockville on his foam covered steed and announced "the enemy are on hand". Then he dashed away to Prescott to report to his commanding officer, thus becoming the Canadian Paul Revere with a reverse twist, announcing to the British that the Americans were coming. The same Duncan Clarke is reported to have seen action at Lundy's Lane, Fort Erie, and Black Rock.

One day of each year was given over to the training of the militia. This was usually held on the King's birthday, and the custom was carried on into this century until it became necessary for the militia to train for periods of two to three weeks during the summer at Barriefield.

FENIAN RAIDS

The Fenian Raids which did much to unite Canada in the 1860's, affected the village to the extent that the militia was called up and it was rumoured that an invasion would take place at Cardinal, because of the large amount of corn in storage at the factory, which could be used for food. The Counties Council offered an extra 25c a day to each man called up during the crisis. W. G. Robinson and Daniel Armstrong were members of the militia called up at this time.

RIEL REBELLION

In 1870 the Metis of the western plains arose under Louis Riel and rebelled against the expropriation of their land by the railways. Daniel Armstrong of Cardinal joined the expeditionary force known as the North West Mounted Police, who were later to become famous as the Royal Mounted Police. This group of men, under adverse conditions, travelled west in an effort to quell the unrest.

BOER WAR

As Queen Victoria's reign came to a close, the Boer war erupted and a call to arms was issued to the Empire for volunteers. Herb Brindle joined the expeditionary force and sailed to South Africa to fight for British justice in that land. J. R. Fraser (who settled in Cardinal in the early 1900's) also fought in the Boer War.

WORLD WAR I

World War I was initially brought to the forefront at Cardinal with the guarding of the old lock south of the factory, and the new lock a little above the Village. A detachment of the 56th Regiment from Prescott was detailed to undertake this duty and many of the local boys joined up through this media. The soldiers at the Head Locks were billeted in some old cottages which had been left over from the building of the "North Channel" by the Cleveland Contracting Co. Soldiers guarding the



The Old Lock which was built in the 1840's showing the lock house, the bridge. This lock was situated almost directly South of what now is known as the solvent oil extraction plant.

lock south of the Village were initially billeted in tents and later in the old Customs house, which has long since disappeared. The European conflict took dearly of Cardinal's man power as attested by the attached list.

WORLD WAR 2

The beginning of World War 2 saw the swing bridge under guard with similar precautions at both locks. These precautions, however, lasted only briefly, and the guards were soon withdrawn. In this war, also, Cardinal paid dearly in loss of life and the Village is justly proud of the numbers of its enlisted personnel.

KOREAN CONFLICT

With the United Nations police action in Korea in 1950 the western world was called upon to fight again, and once more Cardinal men joined with these forces.

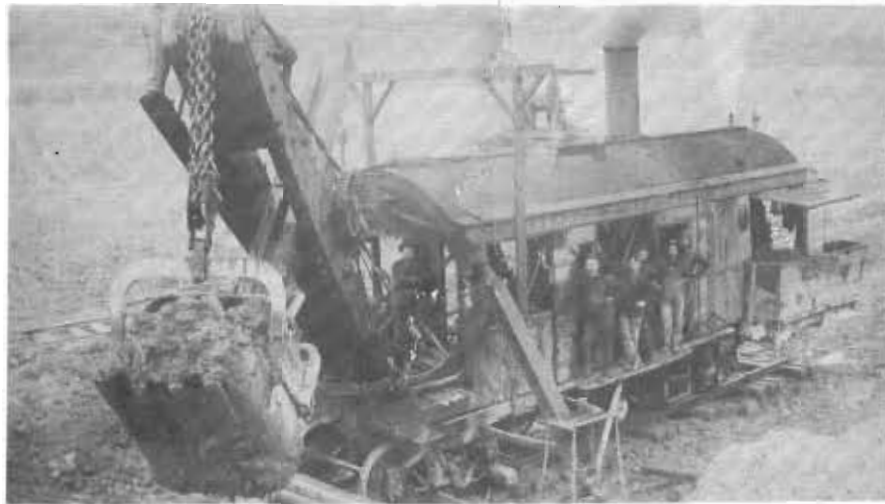
NORTH-WEST REBELLION — Danny Armstrong

BOER WAR — Herbert Brindle, J. R. Fraser

1st WORLD WAR — 1914-18 — *George Led Amell, Henry Amell, William Amell, *Percy Amer, *Wm. Armstrong, John Arthurs, Dr. Elmer Baker, William Barkley, Gerald Barkley, Wm. Barker, *Percy Barton, *Freeman Barton, *Clinton Blecum, Edward Blair, Robert Brewer, Harold Brown, Jason Brown, Leo Brennan, C. Bridges, Earl Byers, Frank Covington, Wm. Covington, *Cameron Coyle, L. Coyle, Robert Craig, Arnold Cross, R. C. Carkner, Alex English, H. Farmer, A. S. Fraser, Vic Flynn, Jas. Flynn, Charles Gaylord, Walter E. Gilbert, Freeman Gill, James Gill, William Gill, Edward Gillard, James Gow, Chas. Gamble, Michael Gilligan, *Charles Hanophy, Albert Holiday, *John Hughes, *William Hughes, Harv. Hunter, *David Ingram, Russell Jackson, Walter Jarram, Dub Kennedy, Dudley Kelley, Lawrence Kavanaugh, Walter Lambert, Miss Catherine Leacy, John M. Leacy, *Gordon Levere, *James Levere, James E. Lytell, Herbert Levere, Walter Livings, R. Magee, Geo. McIlveen, Wm. McIlveen, Robert Mulr, *Neil Munro, A. Myers, John Moore, Mike Maloney, Geo. McNutt, C. V. Nesbitt,

Wm. Neddow, Geo. Poaps, Oscar Poaps, Wm. Poaps, Ed. Pullford, Fred Reid, *Paul Reid, Roy Reid, A. W. Scott, *Walter Scott, Edward Serviss, H. E. Sturgeon, Fred Serviss, Harper Swift, David Steele, Anson Smail, Ernest Todd, Leonard Todd, *John Tyo, Thomas Townsend, Wilfred Van Camp, William Van Camp, W. Vandussen, Archie Watson, *Charles Watts, Dr. Charles Williams, Dr. Oliver Williams, Jas. Walters, Allan Armstrong, John Bradley, Bern Comstock, Sam Dillon, Joseph Hughes, Hubert Knight, Ed. Williams, Robert Hutt, Levi Coir, George McGee, Harold Knudson, Gordon Bristow.

2nd WORLD WAR — 1939-45 — N. A. Aaron, W. W. Aaron, Cecil Abrams, Miss C. H. Aitken, *R. B. Aitken, E. R. Alberry, R. E. Algate, C. A. Alguire, C. B. Amell, S. B. Amell, T. E. Amell, C. W. Anderson, M. R. Anderson, Wm. Alink, S. S. Baldwin, W. L. Barnhardt, H. E. Bass, Miss I. Beckstead, J. D. Bennett, W. T. Bennett, Willbert Blair, W. A. Blair, A. F. Botlan, A. I. Bottan, R. J. Brayne, G. E. Brennan, G. C. Brennan, J. W. I. Brennan, S. J. Brennan, A. K. Browning, D. Browning, W. A. Bruce, Richard Bryan, James Buckley, F. B. Byers, Fred Bray, Mrs. S. Bernaski, M. K. Baillargeon, C. G. Caldwell, D. J. Caldwell, W. Caldwell, B. R. Cameron, D. Cameron, Miss C. M. Cameron, Archie Campbell, Jas. Caldwell, Harold Cameron Jr., *F. J. Causaubon, J. M. Casaubon, *R. N. Casaubon, P. E. Claxton, J. R. Coffey, J. S. Colligan, S. Collison, W. E. Comstock, C. Cook, C. E. Coons, C. R. Covington, W. G. Covington, G. K. Cowie, H. W. Cowie, J. M. Crawford, J. F. Crawford, B. R. Croft, A. J. Crawley, J. P. Crawley, E. J. Cromwell, F. A. Cross, W. A. Cross, G. Dalglish, J. A. Daoust, J. J. Daoust, Miss Grace Darling, J. H. Darling, D. Davy, L. Davy, D. C. Daw, W. A. Deschamps, A. Deschutter, E. S. Devaul, S. L. Durant, Thos. M. Duffy, Erwell Douglas, J. E. Eastman, Dalton Earl, H. C. Fairbairn, E. H. Fairfield, G. E. Fairfield, Charles Farmer, R. J. Farmer, J. R. Fitzsimmons, A. P. Flett, Robert Farmer, Reg. Farmer, F. L. Gailbraith, G. A. Gailbraith Wm. Gamble, Charles Gaylord, A. M. Gibson, Michael Gilligan, F. L. Gill, G. Gill, T. R. Gill, G. J. Gilligan, J. A. Gilligan, W. G. Gilligan, G. W. Goodrich, G. A. Harper, H. L. Harper, M. R. Harper, F. C. Hitsman, *A. Holliday, H. Q. Hope, J. H. Huggard, Jas. Hughes, J. S. Hughes, H. B. Hunter, R. M. Hunter, C. H. Hutt, P. M. Hutt, R. G. Hutt, John D. R. Holmes, C. H. Irving, Arthur Irwin, D. Jackson, L. Johnston, F. J. Jones, H. A. Kain, G. E. Kavanaugh, *J. G. Kavanaugh, D. W. Keeler, H. J. Kennedy, Joe Labelle, W. Loughridge, E. A. Leizert, D. Lemery, C. B. Levere, C. E. Levere, H. Levere, R. W. Levere, I. Lewis, K. W. Linnen, W. J. Little, W. W. Livings, D. G. MacIntosh, R. Malcolm, A. N. Marin, J. A.



The type of steam shovel used in digging the new canal 1897-1901.

Marin, J. E. Marin, N. L. Marla, T. R. Maunsell, W. McCurrie, R. F. Mc Donald,
 *H. M. McKeon, R. McLaughlin, C. McNutt, R. G. P. McNutt, S. McElville,
 Miss M. J. Millar, George Milliken, W. S. Murdock, Miss A. J. Murray, L. M.
 Murphy, J. C. Murray, G. S. Nesbitt, Wm. J. Nesbitt, F. D. O'Brien, J. O'Brien,
 R. W. O'Brien, B. L. Owers, D. Owers, B. T. Patrick, C. S. Patterson, F. S.
 Patterson, Miss Anne E. Pearce, P. D. Pearce, R. J. Pearce Jr., Perry C.
 J. Perry, G. R. Peters, H. M. Peters, Walter Peters, G. A. Poape, Poape
 J. P. Pontbriand, T. M. Pope, E. A. Pratt, K. S. Prosser, E. Pulford, Redde.
 Taylor Redden, T. W. Reade, G. F. Reid, J. C. L. Reid, L. J. Reid, Reid.
 Relyea, R. Rice, R. E. Richards, G. M. Riddell, C. A. Robinson, L. Robinson,
 Alex Roy, S. L. Saunders, H. B. Savor, J. Savor, C. M. Sayeau, Sayeau,
 G. H. Sayeau, H. E. Sayeau, J. W. Sayeau, D. E. Scott, R. A. Scott, Seeley,
 G. B. Seeley, Harry Seeley, *D. Serviss, T. Sexton, M. A. Sibley, Lloyd
 Sherman, John Sherman, B. F. Shortt, T. H. Simpson, T. H. Sistrup, W. C.
 Smail, C. H. Smith, C. D. Smith, M. Smith, L. R. Smith, R. W. Snyder, L. C.
 Steinberg, H. J. Stevens, K. J. Stock, W. H. Stocks, D. E. Strader, Harold Strader,
 G. D. F. Shaver, David Steele, B. Thompson, R. T. Thompson, K. J. Todd,
 C. E. Towsley, H. E. Toye, D. A. Ufford, C. A. Ufford, C. E. VanCamp, D. Van-
 Camp, M. W. VanCamp, Tunis VanCamp, L. A. Wallace, R. H. Wallace, *W. M.
 Wallace, J. W. R. Walter, W. C. Walter, G. D. Warren, *C. H. Wilson, *H. J.
 Wilson, H. J. Wood, C. M. Wright, H. W. Wright, J. H. Wright, K. O. Weldon,
 Mrs. W. T. Bennett, Duane Murray, Jas. O'Malley, John O'Malley, C. C. Wilson,
 Dr. Oliver Williams, Dr. Charles Williams, John Byers, Wm. Irving, Mrs. W. R.
 O'Brien, Mrs. M. W. VanCamp, Jas. E. Quinn, *Otha Bass, Garry Arnott, F. H.
 Kavanaugh.

KOREAN CONFLICT — Keith Toye, Carl Rooke, J. Hutchcroft, E. Hutchcroft,
 Howard Sayeau, Jerome Galligan, George Richardson, Wm. Richardson, C. G.
 Caldwell, Bernard VanCamp, C. D. Algate.

FENIAN RAIDS 1870—W. G. Robinson, Daniel Armstrong.



A scene showing racing on the Old Canal, a popular sport in
 the gone by days.

The Village

the face of Cardinal has changed. Some of the stores still have their false fronts, reminiscent of a frontier town, and with names as prominent as Dillon and Dodge, outsiders tend to identify Cardinal with a western.

New shops and buildings have appeared in the passing years, but many of the older ones still remain. The Dillon Hotel still retains its veranda, evoking the Victorian style of architecture, and only needs a few rocking chairs to take us back a hundred years.

An article in the Canadian Illustrated News of 1878 describes the mud of Cardinal as "awful, but has the redeeming quality of drying quickly, and, is happily sandy and not sticky". Two years later, when Cardinal was incorporated, the Village Council passed a by-law to gravel the road from the Village to the Grand Trunk station, and to lay six foot plank crossings at the heads of Henry, William and Lewis streets on Dundas. These were to replace cedar walks, laid in corduroy style to enable the pedestrians to cross the muddy streets. Thus, corduroy walks gave way to plank, and finally to concrete and asphalt.

By an agreement with the Edwardsburg Starch Company in 1891, the Cardinal Electric Light Company was organized to supply street lights for the villagers and their homes. The service was only in use during the evening hours. It was not until 1929 that the Cardinal Electric Light Company was disposed of to the town and Ontario Hydro took over the supply of power to the village.

It was in 1895 when the original water system was first laid in the Village. Some years ago, when the system was enlarged, it was discovered that the original water pipes were all made of lead, a material long since out of use for such purposes. When the canal was built in 1897, the water pipes were laid under the canal to the northerly section of the town. Because of contamination in the river water being pumped to the Village and the plant, it was necessary to install a chlorination system in 1924. The share paid by the Village at that time was \$1,275.00.

Sanitary conditions being what they were, it became necessary to



Taken from the top of the Dillon House about 1890, showing the Presbyterian Church with its spire, the new Leacy Building.



A Parade on Dundas Street East, 1920's



Cardinal Swimming Pool 1949

install a sewage system and the reign of outdoor plumbing came to an end. Even though the depression of the thirties was at its depth the Village was gratified to see the completion of this venture in 1934. The sewers on the north side of the canal were installed in 1956.

The paving of the streets on the south side of the Canal was commenced in 1927 and was completed after the installation of the sewers in 1934. The paving of the streets in the Canadian Corps Sub-division was completed in 1957.

For sportsmen, one of the biggest events of the twenty's was the building of the Cardinal Memorial Arena. The villagers gathered together to raise money by collection and the selling of shares. The fund raising committee was under the administration of A. S. Fraser, Ernest McLatchie, Aeneas Brown, James Gill, W. P. Walker, Frank Dodge, Wilfred Dillon, George McIlveen, Earl Comstock, assisted by many others. This quonset type of building, with its heated dressing rooms and ice hockey sheet, was completed in 1929, and has provided many hours of entertainment for both young and old.

With the river on all sides, most youngsters learned to swim during the long, hot days of summer. Because of the swift river current, the favourite swimming "hole" was the canal but this, because of its depth, was dangerous. After World War Two, the Red Cross became interested in water safety on a national scale, and part of the old canal, near the Legion, was utilized as a swimming pool.

It was divided into sections for non-swimmers and swimmers and instructions were given in swimming and life saving. The Seaway was to block off the canal, which would stop the flow of water through the pool, and once more the villagers grouped together to raise enough money to build an inland pool. With the building of the swimming pool in Benson Park, New Street was widened as far as the swimming pool and later paved. Since 1960 the pool has been well patronized by both adults and children, and it is a favourable comment that Cardinal youth, under the guidance of their instructors, have become so proficient that they are in demand in the surrounding area to act as lifeguards and instructors during the summer holidays. The committee under whose guidance this pool was built was T. W. Reade, Jack Dodge Jr., Eugene Moreau, D. C. Turner, Fred Byers, John Pontbriand, John Sprigings, Wilbert Deschaps, Douglas Seeley, Fred Emmons, James Hughes and others.

Shortly after the Second World War, the men of the Canadian Legion remodelled a club house on the bank of the river to the west of the Village, reached by a circuitous route, down New Street, through what is now plant property, and over a small bridge at the old lock. Strange to say, no one seems to have lost their life, or even fallen into the canal on dark nights when they returned from meetings at the hall.

With the deepening of the St. Lawrence for the Seaway, the association, along with a grant from the Seaway Authority, raised enough money to build a new Legion Hall, at the west end of the Village on the river bank. This hall serves as a centre for much of the social life of the community, with groups using it for banquets, dances, bingos and euchre parties. Along with the hall, the Legion has acquired the land along the river bank as a Memorial Park. This land is the major remaining portion

of the original canal that was man's first attempt to circumvent the rapids and it is hoped that the people, taking an interest in their history, will use it and appreciate its beautiful situation.

Because of the housing shortage after the First World War, the Canada Starch Company opened Benson Avenue, and by 1922, had built a number of cottages in which to house employees.

Before 1955, the land at the north end of Benson Avenue was a baseball field and a small race track. With the market for real-estate opening up, the Benson sub-division came into being, stretching from the new Canal to the government land on the river.

The desire of people to build their own homes was fulfilled by the opening of land on the north side of town, known as the Canadian Corps sub-division. This sub-division was opened after 1945. By 1966 the Village had expanded so much that it was necessary to put in a larger sewage and water system.

Since the 1930's new buildings have arisen on the main streets of the Village. In 1936, the Dodge Office Building was erected, to replace a small building, insufficient for the company's needs. The building, now occupied by Dalton Earl's I.G.A. Store, was built in 1939.

In 1953 the W. B. Sweet Building was demolished and Alex English built a modern store where for some six or seven years he operated a dry goods business. This building was taken over in 1960 by Matthew VanCamp and became the Red and White Supermarket.

A new, modern bakery was built by Bruce Melville in 1951, on the south side of Dundas Street, to serve the needs of the community. Finding that his quarters were too crowded, Dave Baker, in 1961, built a modern drug store, adjacent to the Red and White Supermarket.



The old locks which were about a mile above Cardinal and were designated Locks 26 and 27 in the Williamsburg Canal System.



Lewis Street South showing Thompson's and other buildings prior to the fire in 1893.



Looking South-east the building at the lower right, Birks, was destroyed by fire in 1893.



Dundas West. Note the stores just east of the old school, the lack of houses between the school and the Byers house. In the distance can be seen Wells' house prior to its removal to the North side of the canal.

The original Dillon Hotel, on the south side of Dundas street, which for many years had been condemned, and had housed the library, barber shop and many various concerns, came under the hammer and was demolished in 1963. On this spot, Jack Savor built a modern clothing store, known as Jack's of Cardinal.

The Toronto-Dominion Bank, originally the Bank of Toronto, took over its present building from the Leacy family and opened its doors for business in 1930. With the succeeding decades it has been enlarged and modernized to its present status.

The Cardinal Construction Company, an affiliate of the Dodge Company, took over the lumber yard on the Shanly road, as a storage and repair depot for their construction equipment in 1940. A new structure was later built for office purposes, and the handling of their huge equipment.

At the time of writing, Cardinal's Centennial Library has just been completed. It stands on land once occupied by an unused store, but with the demolition of the old Post Office, will hold an impressive position on the south west corner of Lewis and Dundas Streets. The widening of this corner will do much to alay the traffic congestion in this area.

1965-66 saw the demolition of some of Cardinal's oldest houses (opposite the plant) to make way for a parking lot.

There was a gala day in 1902 when Cardinal crashed into the headlines of the nations' newspapers. The Duke and Duchess of York, who were later to become King George and Queen Mary, were on a state visit to Canada and on a specially built siding east of Cardinal the regal couple spent an evening in October. The Royal train was shunted off the main line into the quietness of a field north of Saw Mill Creek and there remained the night.

In the morning the villagers were allowed to view the train and the school children were marched two by two, from the village to participate in a ceremonial presentation to Their Highnesses. The reeve and councillors presented an address to the Duke's representative and later the Duke and Duchess appeared on the platform of the royal car. Misses Bessie Logan and Grace Henderson had the honour of presenting flowers to Her Highness. Prime Minister Sir Wilfred and Lady Laurier were also in the entourage.

In 1958, when the Seaway was opened, the people of Cardinal crowded the river bank to watch the progress of the Royal Yacht Britannia as it carried Her Majesty Queen Elizabeth II up river. This centennial year she will again make the trip, and it is presumed that Cardinal will be there to wave and cheer again.



Old Methodist Church

Dundas St. Cardinal

185_ - 19_

As described by Dr. W. O. Williams
Prescott, Ont.

**Old Methodist Church, Dundas St., Cardinal, as described by Dr. W. O.
Williams, Prescott, Ont.**



4. OLD EPISCOPAL CHURCH.

Artist's conception of original St. Paul's Anglican Church (east of village).

Transportation

The traveller of yesteryear going westward from Montreal had two choices. He could take a boat to Lake St. Louis then travel by stagecoach to Prescott, thus avoiding the dangerous rapids of the St. Lawrence River, or he could travel by batteaux, Durham boat, or sail up the mighty River.

A road, barely a trail, ran from Quebec City to Sandwich (Windsor), and was surveyed under the direction of Sir John Graves Simcoe, who named it in honour of Henry Dundas, then Home Secretary, who held the fate of the colonies in his hands. Before the canal divided the village into an island in 1901, this road ran through the village and to this day has retained the name of Dundas Street. The journey by stage was dirty, dusty, and uncomfortable and at times during the year the road was impassable.

It was along Dundas Street that the hotels and stage houses sprang up in order to revive the spirits of the traveller, who had endured the the bone-jolting journey from Montreal or York (Toronto). A map, printed in 1840, places a stage house where Bridge Street now opens onto Dundas.

After the opening of the canals in the 1840's, travellers took to the passenger boats for travel on the River, but with the advent of the horseless carriage, roads had to be improved, and the Province took over the responsibility of planning and maintenance, thus the River Road became Highway No. 2. Grading, levelling, and straightening of No. 2 Highway (in this vicinity) was done in 1919-20, and gravelling was completed the next year. It was not until 1927 that the first asphalt was laid. In 1961 the Shanly Road overpass and entrances to Highway 401 were completed with two lanes of the road open. Four lanes were opened in 1964, and the Shanly Road was widened and paved for the convenience of Cardinal drivers.

Toward the end of the last century Cardinal had a stage line of its own. This coach ran daily between Prescott and Cardinal carrying pass-



The SS Rapids King shooting the Rapids

**The Rapids Prince entering
The Galops Rapids.**



**The diesel locomotive purchased
by The Canada Starch about
1947**



**The last steam locomotive of
The Canada Starch showing
Lloyd Steinburg as brakeman,
Earl Byers as engineer and Ross
Humphrey as fireman.**



Trucks that are used in 1966.

engers and light freight. Drawn by a team of horses, it was a box-like structure, with side curtains to protect its eight or nine passengers from rain and snow. The owner was Dan Elbare, and the stage loaded for its daily journey at his home on Dundas Street. Leaving about nine in the morning it travelled along the sandy road, which was to become Highway No. 2, and arrived at the Daniels Hotel in Prescott, where horses were changed. After allowing the travellers a few hours stay, the stage was reloaded by four P.M., for its return journey to the Village.

The livery stablemen were the first to introduce the horseless carriages to the village. Tom Dillon had an early car in which he would take passengers to Iroquois and back for the sum of one dollar. Older citizens may remember a steam car owned by Babe Stewart.

The Montreal-Toronto portion of the Grand Trunk Railway was built in the 1850's, and on October 27th, 1856, the first passenger train made its maiden run between Montreal and Toronto, carrying innumerable dignitaries, highlighted by a luncheon stop at the city of Kingston. The first station agent at Cardinal was Silas Shaver, who, according to Leavitt, was an United Empire Loyalist, and whose descendants still live in Cardinal. The policy of the railroad was to name its stations after the township, and so the name of Edwardsburg was given to this stopping point, and the name was later adopted by the town.

The first trains were wood burners, and Mick McDonald was manager of the woodyard from which the Grand Trunk purchased their supply. It was McDonald who built the railroad hotel and tavern in 1870. This is now the residence of Mr. William McIlveen.

After the opening of the Grand Trunk station on the Shanly Road, all passenger trains were met by a horse-drawn bus, which travelled between the Dillon Hotel and the station. The upholstered seats in this vehicle were along the sides and the twelve or so passengers that it held sat facing each other. This "jitney" picked up the mail and brought in the daily editions of the city papers from the "Moccasin". Special mention should be made of this 'famous' train. Its run, Brockville to Montreal and return, lasted almost 100 years, terminating in 1958. It left Brockville at 6 a.m., stopping at each and every station, arriving at Montreal around 10:30 a.m. The return trip left Montreal in the late afternoon around supertime, arriving back in Brockville around 9 p.m. Its name, or 'nickname' was derived from the fact that in the early years of its run many moccasin footed Indians from the Cornwall reservation rode the train.

Gill's Bus Line was started by James Gill, Sr., in 1922. It was an interesting looking bus, equipped with side curtains and a row of seats ran along either side of the bus.

The first bus trip was made on Easter Sunday, 1922, taking a load of visitors to the Brockville Hospital. At this time the predecessor of No. 2 Highway was a dirt and gravel road. The ensuing dust made it part of the service on the first trip to have each passenger dusted off with a whisk by the driver at the conclusion of the trip to Brockville.

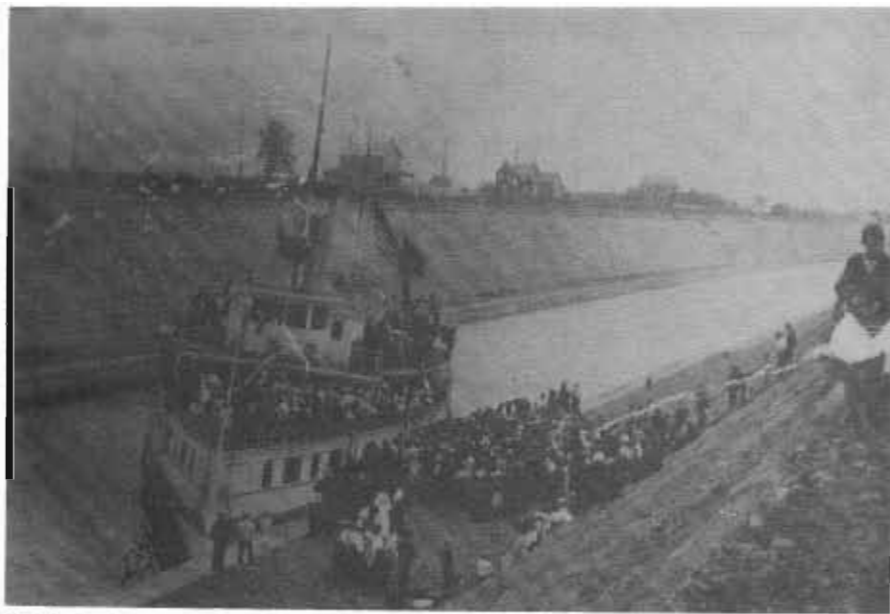
The first regular service was from Cardinal to Prescott and return. Service in those days was quite unique, as the bus would pick up a person at his respective home and deliver him to his destination. Errands were



Gill's First Bus, 1922



**First truck to take a load out of
The Canada Starch, 1926.**



**Getting aboard an excursion boat in the early 1900's. A popular pastime to
Ogdensburg, Watertown, The Thousand Islands, etc.**

part of the service, delivering messages and picking up small articles not available in town.

By 1925 a twice daily service was in existence between Cardinal, Morrisburg, Iroquois, and Prescott, and about 1927 a franchise was acquired and the bus service was extended to Cornwall.

It is interesting to note that during the winter time, as there were no snow plows, the road was broken for the bus by driving a large Studebaker touring car ahead of the bus to break down the snow banks.

Mr. Gill sold the bus line in 1929 to the Colonial Coach Lines, thus ending a very interesting chapter in transportation.

The article on Transportation would not be complete if we did not mention something on how freight has been handled over the past number of years.

While no mention of the movement of freight out of Cardinal exists in either Mr. Benson's book (other than by the 'S/S Holcomb' and the 'S.S. Casco'), or other documents, undoubtedly some freight moved by boat, both to Toronto and to Montreal. With the opening up of the Grand Trunk Railway, the products of The Canada Starch were conveyed to the station by drays owned by private individuals, and were loaded in box cars for trans-shipment to destination.

An agreement was reached between the Grand Trunk Railway and the Canada Starch Co., to install a siding from the station into the plant sometime in the late 1890's. This coincided with the building of the new canal, and, therefore this siding was put in two sections, the first from the station to north of the present canal, and the second phase, of course, from that point over the bridge and into the plant after the opening of the canal. It is quite interesting to look back and see how products were shipped or handled in those days. For example, Syrup was shipped in kegs, half barrels, and barrels, as was Glucose. Starch, both edible and laundry, was shipped in wooden boxes and wooden barrels.

The evolution of packaging took place between the two World Wars and saw the gradual deletion of Syrup from kegs, half barrels, and barrels, into tins and then into bottles.

The first truck shipping took place out of Cardinal about 1926, and consisted of about a ton of freight from here to Brockville.

Shipping by boat to the Head of the Lakes, directly from Cardinal started after the First World War. This method is still used, although the shipping is done from the National Harbours Board shed at Johnstown on the Canada Steamship Line freighters.

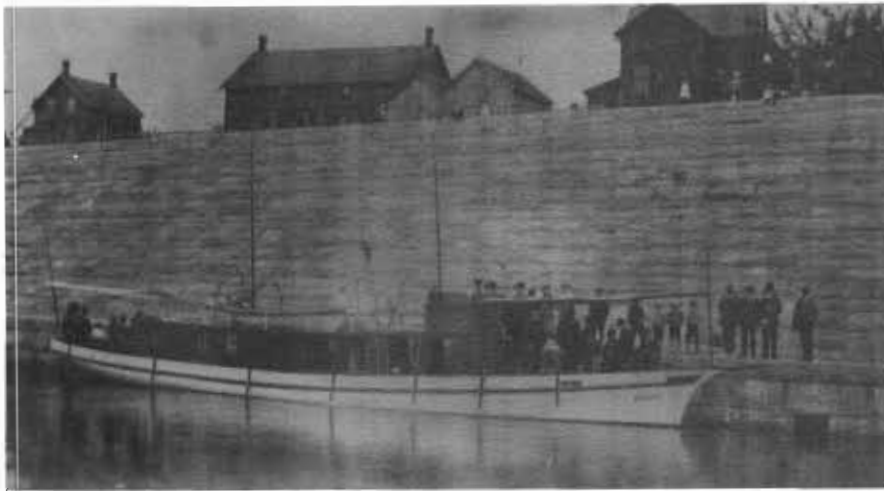
Navigation On The St. Lawrence

An interesting story can be written dealing with the development of navigation on the St. Lawrence, the history of which would extend back to the days of the Indian canoes, the canoes of the French voyageurs laden with furs, those of the great French explorers and missionaries, and later when the British military authorities were seeking to settle the veterans of European wars, with their families, on the forest-covered land of Canada.

Doubtlessly the settlers' first mode of transportation was the birch bark canoe, but this gave way, as the settlement developed, to small timber rafts, which were used to convey produce, principally grain and potash, to Montreal.

The real timber rafts that passed down the river were of great length. They were made up of a series of smaller rafts called draws, generally about 50 feet wide. Each had its own sleeping and cooking quarters for a crew of about 20 men. The complete raft was handled by a tug until it reached the rapids. Then they split into smaller units where the crews took them down the rapids using oars about 30 feet in length fastened at the bow and stern for steering purposes. After shooting the rapids they were made up into a large raft again, taken in tow, and when the next rapids were reached the same process was repeated.

The batteaux were the successor to the raft and birch bark canoe, and these were flat bottom boats about 30 feet long with a sail and a moveable mast. It was propelled by means of iron-shod poles used by the members of the crew. It was customary for several batteaux to go together, and if a very strong current was met men would go ashore and by means of ropes would assist in pulling the boats along, while the Captain of each remained in the stern of the batteau and by means of a large paddle would pilot the craft.



A boat owned by Pat Leacy and George Reid



**Caldwell's Livery Stable that was located somewhere
around Cardinal Motor Sales garage on John St.
(G. H. Caldwell, driver).**

The Durham boat was the follower to the batteaux and these had rounded bows and square sterns. They were larger than batteaux and were steered with a rudder. On each side of the boat was a cleated gangway so that the men could pole the boat along as in the case of the batteaux. The manner in which this was done is quite interesting—the boatman would sink his pole on the river bottom and then walk from stem to stern pushing the craft.

It was in 1817 that the first steamboat, the old "Ontario", made its appearance and plied between Prescott and Dickinson's Landing, a distance of thirty-five miles. The trip from Prescott to Ogdensburg and Lewiston occupied ten days.

Next came the "Iroquois", a roomy old craft, but so lacking in power that she couldn't be brought through the Rapid du Plat, between Morrisburg and Iroquois. There were no canals in those days and posts were sunk along the Canadian shore, the boat chugging her way from one post to another, tying up at one long enough to acquire sufficient steam to carry her to the next one. In these days of tremendous power and speed it is difficult to visualize the conditions under which the old time mariner operated. Then came the "Dolphin" and the "Jack Downing", the latter having been wrecked on her maiden trip.

The first side-wheelers were the stately "St. Helen", "Corinthian", "Alexandria", and "Coriscan", operated under command of the veteran Captain Smith. Then came the propeller sister ships, the "Persia", and the "Ocean", ornate and speedy beyond the dreams of the river habitues.

Much has already been said about river transportation, and the story would not be complete if mention was not made of the passenger boat runs between Prescott and Montreal.

Before the turn of the century, the steamships plying this route were owned by the Richelieu and Ontario Navigation Company. This company subsequently became Canada Steamship Lines, and many Cardinalites enjoyed the romantic and scenic trip from Prescott to Montreal aboard the "S.S. Rapids Prince", and its predecessors. These boats were capable of shooting most of the rapids between Prescott and Montreal—the downward trip being made in daylight, arriving in Montreal in the evening.

The popular excursion was to go down by boat and back on the midnight train. This service ceased in 1949, and with it closed a chapter in history of river traffic which is remembered with nostalgia by the many residents of Cardinal and surrounding area.



The R. T. Holcomb, a wooden freighter owned by The Canada Starch, 1911.



The Casco (a steel canaller) owned by The Canada Starch, late 1920's.

Rivers and Canals

The St. Lawrence River has been the life blood of the Village of Cardinal, and three times in its history the population has stood by and watched men and machines try to overcome the waters of the mighty river. In 1844 the government built a canal, with a 9 foot draft, around the outside of the Village. During the 1890's they watched again as machines were brought in to dig a "ditch" which would make the Village an island. The most popular pastime of the 1950's was watching the bulldozers and earth-movers as they stripped away trees, chewed away islands and turned over the river bottom to make a channel for ocean-going vessels.

The Galops Rapids were the first barrier to transportation on the St. Lawrence below the Great Lakes. The Indians had a name for the rapids, which translated meant "where the canoe must be pushed up stream by pole". The French explorers found it necessary to use the same method of poling canoes and batteaux through the turbulent waters, and they gave the rapids their original name—Galoop—meaning galloping waters. During, and after the French period of exploration, the "couer du bois" plied the river from Montreal to Fort Frontenac, their bateaux returning laden with furs, and it was they who christened the point—Pointe au Cardinale. No appreciable effort was made by the French to settle the land on the upper reaches of the river.

When the French defences collapsed at Quebec, the last stand against the British was made in 1760, at Chimney Island, up river from



The start of the Upper Causeway, new canal.



The building of the canal. Note the bridge abutments, new canal.



The building of the new canal in the early days. Note the earthen banks and the installation of the first part of the crib work.



The building of the new canal at the Western end of the village.

Cardinal. It is presumed that the point at Cardinal was used as an outpost for the artillery, as it commanded a clear view of the downstream approaches.

The United Empire Loyalists, who came to the area after 1775, cleared the land and began to cultivate the soil. It was suggested in a letter to Governor Haldimand that the Galops Rapids would be the best site for the erection of grist and saw mills. Capt. Hugh Munro of Jessup's Rangers was granted Lot 5 in the Township of Edwardsburg, taking in the eastern half of what is now Cardinal. On this land he built a grist mill, and later a carding and spinning mill, using the head of water from the Galops Rapids as a source of power. This was the beginning of the Village.

The volume of river trade became greater as farmers shipped their produce and timber down river to Montreal and thence overseas. River travel was dangerous and small canals were built around the Rapids at Lachine about 1800, and until 1840 these were the only canals on the river.

As had been noted before, it was necessary to pole the boats around the Point at Cardinal because of the swift water. Henry Lewis, one of the first settlers, started a hauling business and established what was known as a hauling point. It was a profitable business and sometimes took three or four yoke of oxen to haul the heavily laden Durham boats through the swift waters around the point. At times he made as much as \$20.00 a day.

As early as 1812 the legislature of the Province realized the necessity of internal navigation and a bill was passed, the essence of which was to appoint "five commissioners for the purpose of exploring, surveying and levelling of the most practicable routes for opening a communication by canals and locks between Lake Erie and the eastern boundary of the province". It took twenty years for the preliminary work to be accomplished, and in 1844 construction began on the Cardinal portion of the canal, and the canal was completed in 1846.

This canal cut through the land on the outer edge of the point. It was a mile and a half in length, starting at the head of the Galops Rapids and terminating at what was known as the old lock, just west of The Canada Starch Company property.

The contractor was a lowland Scotsman, Andrew Elliott. The work on the canal was done without the benefit of machinery. Carts, horses, picks, axes, wheel barrows and shovels were used to dig this nine foot excavation. The labourers' hours were long, lasting from 5:00 a.m. until 7:00 p.m. with an hour off for breakfast and one for lunch, and this for the princely sum of 50 cents a day.

The lift lock, built simultaneously with the canal, was constructed by George Crawford of Brockville. This system of canals became known as the Williamsburg canals.

The original locks on the Galop Canal were 100 feet long by 25 feet wide, with a depth of 9 feet.

The old Cardinal lock was quite a gay spot on Saturday afternoons at five o'clock when the old propeller driven Persia, and later the Oceanic, passed through the locks. Many of the passengers were making the round trip to St. Catherines and back, through the Canadian Channel of the Thousand Islands.



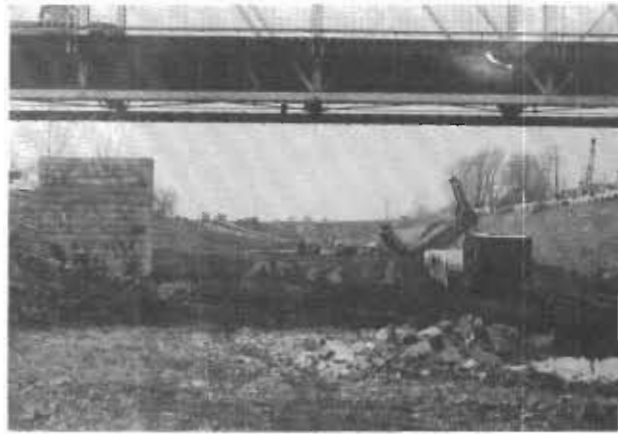
The bridge across the new canal from Victoria St., and the partial digging of the canal.



The new canal almost completed, the installation of the new bridge with the bridge that had been across the canal from Victoria Street.



The water coming into the new canal.



Filling in the new canal 1966-67, looking West from under the bridge. Tile are to be placed at the line, just to the right of the crane to link up with the sluice -way underneath the West causeway.



Filling in the new canal 1966-67. Showing the tile which are to go in at the bottom.

The upper lock (done away with by construction of Locks 27 and 28, at the turn of the century) was located near the head of the Galops Rapids. The old lock road is still in existence, at the foot of the hill, west of the Roger Adams residence.

Among the first lock masters were Joel Adams, Byron VanCamp, Samuel Adams, George Anderson and John Burns. "Squire" McMillan was appointed to the position of paymaster, and as the currency changed in

mid-century, had the honour of being the first man to pay the workers in dollars and cents, rather than pounds, shillings and pence. His jurisdiction extended from the Galop's guard lock to Farran's Point.

In 1846 James Jessup sold to the Crown two acres of land for the sum of 137 pounds, 10 shillings. This was part of the land used for the purpose of building the junction canal to join the Cardinal and Iroquois canals, which was accomplished between 1849 and 1851.

While these canals improved transportation, its effect on the water power was such that at times it was impossible to grind corn at the starch company because of the water depth.

The invention of the steam engine made it possible to design larger and faster ships. Paddlewheelers captured most of the trade because these sturdy boats, with a good head of steam, could beat the current by keeping to the lee of the islands. By mid-century Lawrence Byrne had a lumber yard, centered at the foot of Henry Street and extending down to the river front. With this he supplied the "wood burners" with fuel and also held a concession to supply pine masts to the British Admiralty.

With larger vessels plying the river, it became necessary to enlarge the canals at the beginning of the century. Two schools of thought were entertained. It was possible to deepen the existing facilities, or to build an entirely new canal. With the prospect of land appropriation for a new canal, the issue became a political football, one party supporting a new canal and the other the excavation of the old one. The results are there for



Filling in the canal (from upper causeway) 1966.

all to see, and the canal virtually made the community an island, accessible only by a swing bridge.

While construction of the first canal had been accomplished by hand and with horses, the building of the "new" canal was aided by steam shovel, donkey engines and cranes. The earth was loaded by a steam-operated shovel into small dump carts, which were drawn by steam locomotives to the edge of the outer canal and dumped into the river. On part of this land the Legion now stands, and at the eastern end of the Village the fill was dumped into the river to widen the canal bank.

After opening the "ditching", cranes and donkey engines were used to raise the stones into place to line the canal bank. Davis of Ottawa was the contractor.

This canal was, for the times, a masterpiece, with its limestone blocked walls and a draft of 14 feet. It would only allow the passage of what were known as "canallers", and all goods had to be trans-shipped either above or below the canals. The work on the canal was started in 1897 and completed in 1901.

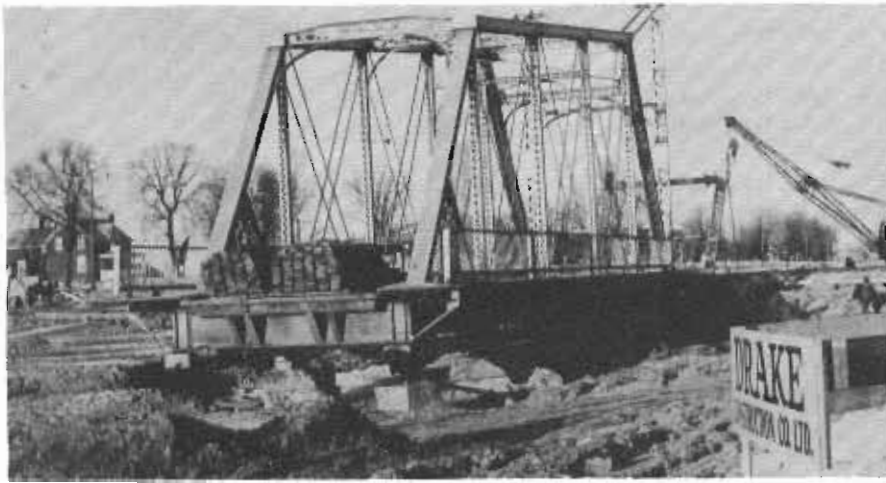
Inland cities on the Great Lakes had, for many years, been agitating for a chance to become ocean ports and, therefore, the governments of Canada and the United States entered into an agreement for the building of the St. Lawrence Seaway. This meant that ocean-going ships could pass along the river unhindered and the inconvenience of trans-shipment above and below the rapid section of the river would be obsolete.

It is impossible to describe here the stupendous amount of work and planning that went into the building of the St. Lawrence Seaway. Not only did whole islands have to be moved and dams built, but whole Villages had to be moved to new sites.

The increased depth of water made it necessary to erect a dyke around the lower portion of The Canada Starch Company, and today a large part of the plant is situated below river level. The community was no longer an island. The causeway across the canal was built, and by 1966 plans were completed for the filling in of the "ditch" by the Seaway Authority. This would reclaim a certain portion of the land, once appropriated and removed to make way for shipping, giving Cardinal a chance to be something other than an island, cut off from the main flow of traffic.

Although The Canada Starch Company has no public docking facilities, the company has a jetty and marine equipment for the handling of grain shipments brought in by boat from the Great Lakes.

The general public barely notices today the ships which come from all over the world to pass along what was once an impossible part of the river.



Canal almost completely filled, bridge swung and being dismantled,
January, 1967.

Schools

The Ontario public school system seems to have originated in 1816 when an act was passed for the organization and support of "common schools" throughout the Province. By it "the inhabitants were to meet and appoint three fit and discreet persons as trustees and these trustees were to collect subscriptions, build school houses, to examine the moral character and capacity of any person willing to become a teacher of such schools".

The first public school in Cardinal stood on the corner of First and Henry Street with Mr. Alex Smith, and Miss Dulmage as teachers. It was a two storey frame structure, and was later moved to the northwest corner of New and James Street. The Canada Starch Company first used it as a store house, but with a shortage of housing it was turned into a duplex by 1891, and still stands in this location.

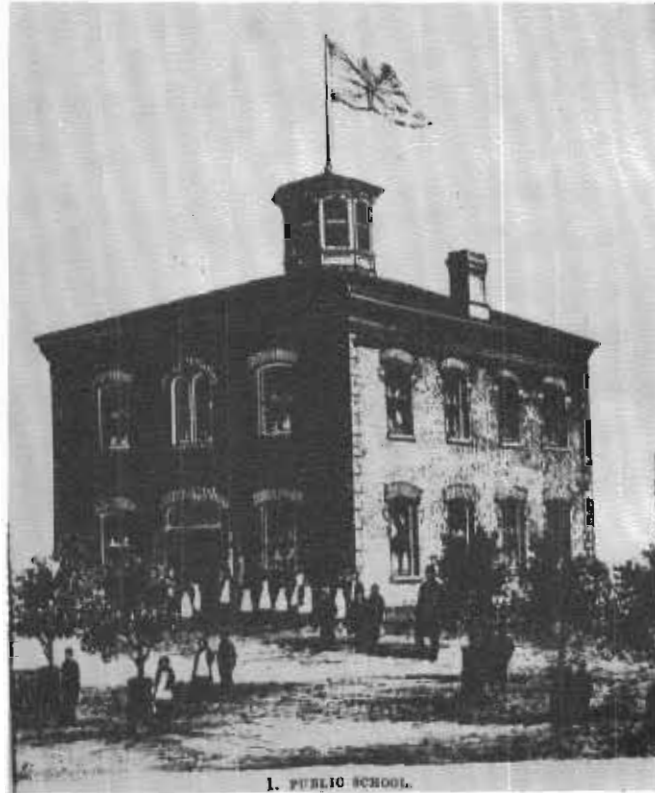
There were also two other small wooden one room schools in the area about this time — one stood where John Wright's house now is, on Highway 2 west, the other in the vicinity of Hector Smith's house — about 1½ miles east on Highway 2.

In 1872 a "new" public school was built on Dundas St. west, the contractor being a William Dillon. The lot was purchased for \$300.00. There were only two rooms in this school when it opened, and after several years a small frame school 50 feet to the west was opened for the younger pupils taught by a Miss Agnes Thompson. This school was not in existence for long because the brick school was enlarged in 1890-91. The building still stands, and is now used as an apartment house.

In those early days Joseph Irvine (a trustee) was a leading authority on school affairs. The same Mr. Irvine was at one time reeve of Edwards-



The new Benson Public School.



Public School (before the addition).

burg (which included Cardinal), and was a prominent merchant of the Village. Through the influence of the late W. T. Benson, M.P., he was appointed the first postmaster of Regina, Saskatchewan.

Rev. George Blair of Prescott a Presbyterian clergyman, was the



The Cardinal Continuation School.

first Inspector. His customary visits were very much appreciated for invariably he granted to the pupils of that time a half-holiday. Subsequent inspectors were: T. A. Craig, Gordon Young, W. H. Carleton, R. A. A. McConnell, H. W. Knight, C. A. Holmes, W. H. Knisley.

Changing times, and increased needs of the population explosion, made it necessary to build the present public school, named in honour of the Benson Family. It was opened in September 1949 by the Hon. Leslie Frost, Premier of Ontario, with Mr. G. F. Benson, Sr., turning the first sod, and Mr. G. F. Benson, Jr., laying the cornerstone. A further addition was made in the late 1950's. The trustees for 1947-48 were: Chairman R. H. Wallace, H. K. Byers. Members, W. A. Dillon, C. G. McKenzie, A. G. Muxfeldt, G. R. Brown, C. Brown, J. Armstrong.

Higher education has always been a problem in Cardinal. Prior to 1911 continuation classes were held in the Dundas St. Public School, but it became necessary to find other quarters for the older students when the school became crowded. A stable was taken from the J. W. Leacy Estate and moved to the Kavanaugh property on First St. West, and made

over into a school. It has become a permanent part of the architecture of the town, and now houses a laundromat. This school was opened around 1911, and one of its well respected teachers was Miss Eva Ransom.

In 1921 the Benson Home, which had been built by Col. Hugh Munro in the early 1800's, was sold to the town, and it was turned over to the school board for use as a continuation school. The school staff consisted of a principal and one teacher until the early 1930's, when it expanded to a principal and two teachers, and eventually at time of closing a principal and four teachers.

Due to the pressure of higher learning it became apparent in the fifties that a district school was a necessity. After much contention Prescott was chosen as the site for a secondary school, and the local high school was closed. Boarded up and left to the elements, youngsters playing with fire crackers set it on fire and within a few hours it became a shell. Thus ended higher learning in the Village, as students now commute to Prescott by bus.

But there were other efforts at advanced learning. Mr. George Hughes, a former public school principal, started a business college and trained would-be secretaries in typing and other business accomplishments. The school, of short duration, was held in a building since demolished and replaced by the modern structure housing the Red and White Store on Dundas Street.

Night school classes were held in the Dundas St. Public School in the early 1900's, and it was necessary for students to bring their own coal oil lamps as there was no electricity for lighting purposes. Mr. George Weidmark was the principal at that time.

Mr. A. C. Casselman has been Public School Principal since September 1944. Some former principals were: R. E. Keck, Jas. E. Schlichter, C. C. E. Thomson, Duncan McKenzie, George E. Scott, George Hughes, George Weidmark, Alexander Smith, G. W. Conley, Obadiah McCullough, Samuel Atcheson, John D. Coulton.

Known school board secretaries are: Matthew Kavanaugh, P. J. Buswell, John Bennett, Sr., Jas. C. McQuade, and at time of writing George McLean.

Known High School Principals were: Miss Bessie Clothier, Miss Eva Ransom, Miss Bessie Ellsworth, Miss Olive Clarke, Chris Summers, Luther Harte, Miss Smith, H. T. Pammett, Miss Adelaide McMahan, R. A. Cousins, Warren Collings, Mr. Braithwaite, Alfred Crutcher, W. E. Etherington, H. McCullough, A. C. Reid, Roy Switzer.



The second Cardinal Public School prior to its renovation into apartments.



The first Public School after its transfer to its present location to the corner of New and James Streets, and its renovation into a duplex.

Businesses and Shop Keepers

Cardinal's oldest known businesses were the carding and grist mills of Hugh Munro, the small general store of Duncan Clark, the ship hauling operations of Henry Lewis, the timber business of Lawrence Byrne and the saw mill of Henry Armstrong.

Munro's mills provided some of the basic necessities of the day. Farmers brought their grain, mostly wheat, corn and buckwheat to the grist mills to be ground into flour for the making of bread, cakes etc., and the carding mill was kept carding the wool into rolls, whence it was converted by hand into yarn and cloth.

The Duncan Clark store was located near the site of the present post office, and was surrounded by a deep ditch and a seven foot fence to prevent thievery. He also had Cardinal's first post office in this store.

The Lewis business of ship hauling was fairly common on the river prior to the advent of canals and locks. Wherever there were rapids or water too swift for the poling of the Durham boats or batteaux, a "hauling point" was established. Henry Lewis established his hauling point at Point Cardinal, and made a very comfortable living with his yokes of oxen pulling the boats around the point.

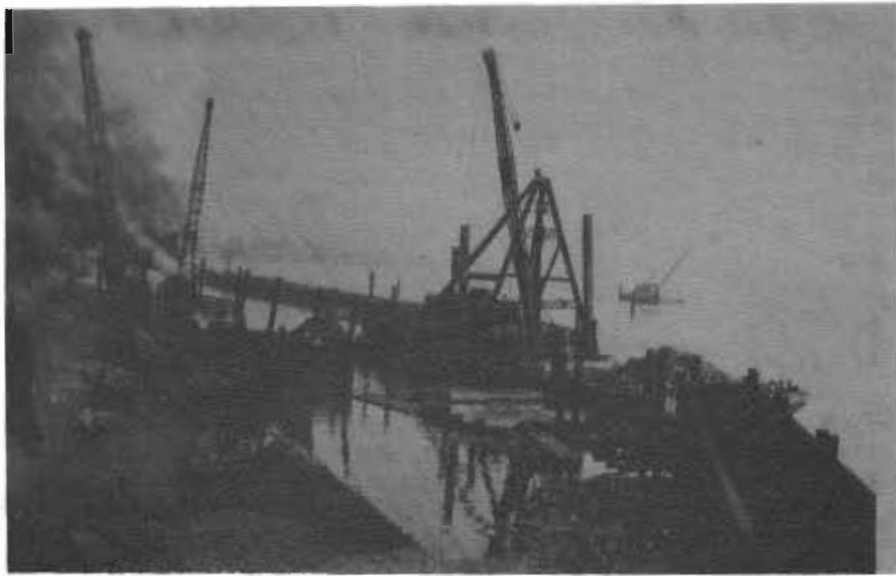
The timber business of Lawrence Byrne was a flourishing one. This was established at the foot of Henry Street, and consisted of a prominent dock and a woodyard on the river bank. From here timber rafts were dispatched to Montreal and cord wood was supplied to the steam boats. He also had a wood yard at the station to supply the locomotives of the Grand Trunk Railway. Later he had a coal business on the north side of John Street, and a general store on the corner of First and Lewis. When renovating this stone building a few years ago, an account book was found listing all transactions in British currency. The most interesting of which was an item quoting a quart of whiskey at one shilling.

Armstrong's saw mill was located near the head of the Galops rapids, and using water power to saw the logs. It was from this mill that the first lumber was supplied for district homes.

Later a saw mill was established below the Village at the "Saw Mill" creek, but its ownership is unknown.

Many of the small industries which kept a village alive in the 1800's have disappeared and our way of merchandizing and purchasing is entirely different.

The James McLatchie business was very diversified—built in the 1860's and consisting of a carriage shop, a machine shop and a blacksmith shop. The buildings stretched from Lewis Street to Henry Street. Mr. McLatchie made wagons, buggies, hay rakes, tooth cutting machines for circular saws, saw setting sledges for setting saw teeth and other items of farm machinery used in those days. This enterprise was destroyed by fire, the exact date is not known but it is thought to have been in the 1880's. The new building consisted of a machine shop only, and remained as such until it closed down in 1931. This building is now the Redden Apart-



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The livery stable served those who did not possess their own car-
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When fancy hand-made hats were in vogue Mrs. G. G. Serviss owned the building where the Maridee Shop is located. Here she sold her handicraft as well as knick-knacks and candy. Miss Hannah Gibbons had a millinery shop in the old Dillon Hotel, since demolished, to make way for "Jack's of Cardinal" building. Miss Margaret McGarrell kept shop in a small store in the Kavanaugh block, and later moved to the old building torn down for the new Library.

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October 2, 1955—Junction Old Canal and New Canal looking East from Elevator.

HOTELS

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The building occupied by Tunis Van Camp was once a grog shop and hostelry owned by William Stitt, who was succeeded in ownership by Sylvester Mahoney, and later Mr. Montroy. But local option took over and it became known as Temperance Hall. It was at this hotel that the proprietor at one time kept a bear for the entertainment of his guests. When, at one time, the animal got loose it created havoc among the citizens.

In this day of fuel oil and natural gas one tends to forget that wood and coal had at one time been the main fuel for heating the home and industry. With the preponderance of forests in the area, wood was the natural fuel, and was utilized in the early days by the locomotives on the railroads, the steam boats on the river, the Canada Starch Company, and, of course, for providing heat for homes.

The gradual replacement of wood by coal took place at the turn of the century, and it was transported by both rail and boat.

In 1908 E. V. Dodge and Sons went into the coal business in a big way. The M. P. Davis Company, who had the contract for the Cardinal section of the new canal (1897-1901), had constructed sheds on the dock at the western extremity of the Village to house some of their equipment. These sheds were purchased by E. V. Dodge and Sons in 1908 for the storing of coal, and so initiated a new era in coal handling.

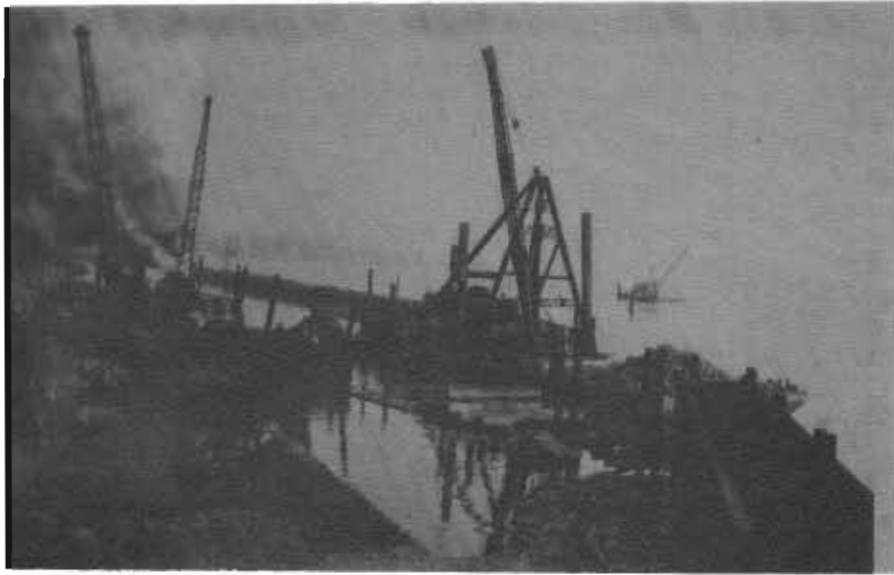
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W. H. Law—Electrical Equipment and Burglar Alarms	
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K. Macpherson—Dry Goods	Dundas St.
J. J. Barber—Grocer	Lewis St. (Old Post Office)
J. W. Leacy—Dry Goods	Dundas St. (Bank now)
Jack Carr—Skate Sharpener	
W. Houston—Drayman	Station Road
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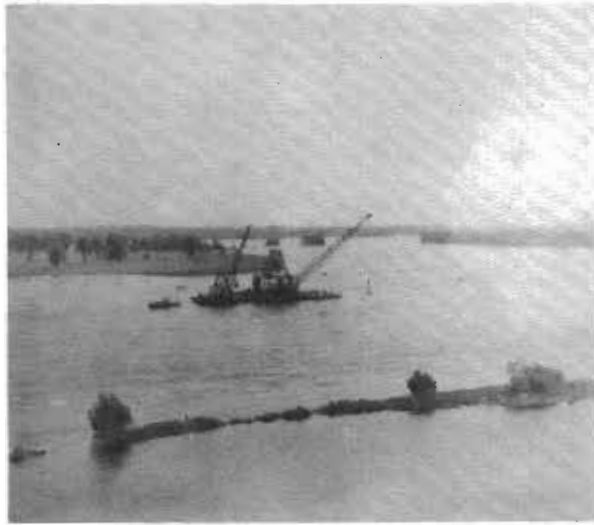
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In a day when people walked instead of using automobiles, shoes were a sturdy item which had to last through rain and snow. This kept the cobbler busy repairing shoes, and the early cobblers were in fact nearly all boot makers. In 1851 Wm. Brennan was listed as a boot maker. He is remembered as an itinerant shoemaker, who would stay with the family while making shoes for all of them. The Canada Directory of 1851 lists Thomas Bell as a cobbler. Later W. J. Fletcher had a small shoe repair shop on the south side of Dundas St. in a building between the homes of Frank Murray and Amelia Grant. Wm. Spotswood mended shoes at his place on Waddell Street where Henry Poy now resides, and later moved to the late George McIlveen's residence on Dundas St.

The carpentry business was in the hands of G. P. Anderson and John McArthur, who built many of the homes in Cardinal before the turn of the century. The best remembered carpenter, however, is James Covell and for the following amusing anecdote. During the construction of the Town Hall, Covell was sawing a roof rafter—but he was on the wrong end of the rafter—sawed himself off the roof, and uttered those immortal words—"Look out below", as he fell to the ground.

Electricity brought with it the refrigerator. Before this modern invention, most of the villagers cut their own ice on the river and canals for storage in their own ice houses. This was indeed quite an operation, as before the advent of the mechanical saw, the ice was cut by a hand saw, drawn up out of the water on a wooden slip, then onto sleighs. Packing the ice in the ice houses was a laborious task, entailing much manual labour. The ice was packed in sawdust. In later years, as society became more affluent, ice was delivered in the Village by Ward Bros. and Paul Curry, of Prescott. This era came to an end after the 2nd World War as



Another view of the dredging of the Seaway when the islands were still in existence.

electric refrigerators came into general use, doing away with the sawdust covered cakes of ice.

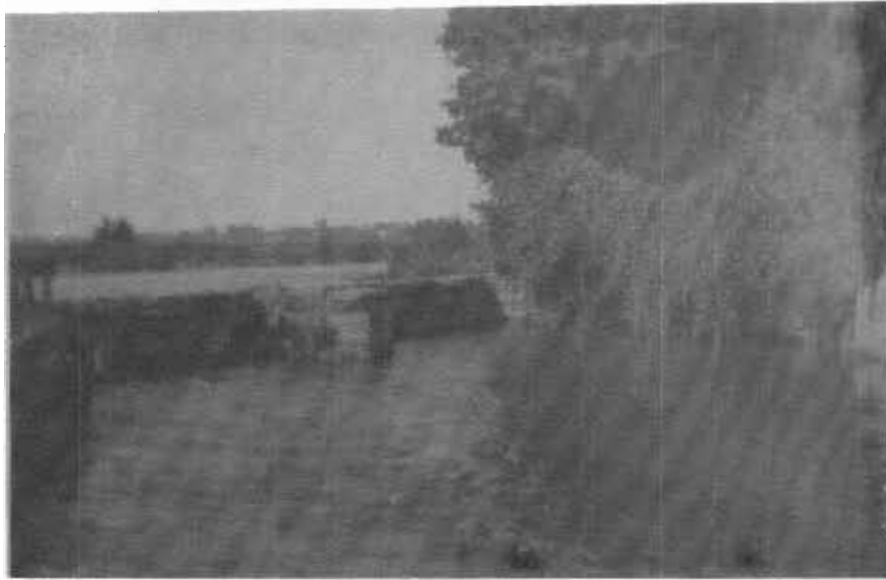
From a Cardinal Tribune of 1901 published by Edmund Whitney, some of the following advertisements have been taken. Although it is considered unethical nowadays for a doctor of medicine to advertise, it was not so sixty years ago and both Dr. Gow and Dr. J. A. Locke offered their services. Dr. Gow owned the residence now occupied by Jack Dodge Sr., and there he had his offices and waiting room, while Dr. Locke had an office in the Roger's block on Lewis St. and resided above Sweets' Store where the Red and White Store now stands.

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John Kavanaugh's grocery was in the stone building, at the corner of First and Lewis Sts. He also owned a coal and wood business operated from a building in the vicinity of where the Cardinal Motors is now.

The building owned and operated as a dry goods store by W. B. Sweet was later demolished and a new structure built now housing the Red and White Store. What is now Dodge's warehouse and was previously a feed store, held the premises of R. C. Rankin, dealer in furniture and also the local undertaker. W. H. Law advertised his electrical business and E.



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Two advertisers in the Cardinal Tribune operated under box numbers. The first — E. V. Dodge Insurance, Box 121, has grown into a large diversified business. The second—Wylic Bros. Meat, Box 127, were possibly connected with the Farmers Co-op. on the Shanly Road where Cardinal Construction now has yards and buildings.



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It is interesting to note the method of unloading the boats in the first 4 or 5 years of business. Huge buckets were used and the coal was shovelled by hand into the buckets from the hold of the boat. These buckets were then drawn up out of the hold by horses, and the buckets were dumped into a hopper on the coal dock. From here, the coal dropped into small coal cars, which ran on a track that was about 15 feet off the ground. These self unloading cars were manually shoved into the coal shed.

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The dredging and the removal of some of the islands and the making of the channel for the Seaway.



An aerial view of the completed Seaway showing the channel, the joining up of the islands and the Prescott bridge in the distance.

W. L. Jackson—Tailor Dundas St.
G. S. Bouck—Men's Wear

LIST OF BUSINESS—JANUARY 1st, 1967

LEWIS STREET—Edgar Adams—Barber, Mrs. Ella Grant—Clothing, Jas. Arthurs—Hardware and Appliances, Wm. Morris—Barber, Julien Casau-

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bon—Bowling Alley, Wm. Bennett—Tobacco and Candy, John Mathieu Jr.—Restaurant, Henry Poy Yee—Television Sales, Gene Pilon—Restaurant, Cecil Cook—Grocery, Cardinal Co-op.—Grocery, Dr. A. S. Allen—Medical Doctor, Dr. H. A. Mustard—Medical Doctor, Tunis Van Camp—Grocery, Mr. and Mrs. Rod McConnell—Hair Dressing, Jerry Cipra—Barber.

FIRST STREET WEST — Herman Leizert—Coin Wash, Donald Bass—Aluminum Siding, Fred Thompson—Television Sales.

BRIDGE STREET — Carl Donaldson—Esso Service Station, Dalton Earl—Grocer, E. V. Dodge and Sons—Fuel, Insurance, and Lumber.

JOHN STREET — Cardinal Motor Sales—Garage, George McLean—Accountant.

NEW STREET — Wm. Alink—Plumbing and Heating, L.C.B.O.—Spirits.

HIGHWAY No. 2 — Jas. Ward—Shell Garage and Car Sales.

SHANLY ROAD — Cardinal Construction—General Contractors, W. Sayeau—Lumber, George Forrester—Contractor and Blocks, Denzil Daw—Groceries.

WALKER STREET—Bell Telephone, W. J. Typhair—Garage, Mrs. Joan Linnen—Hair Dressing, Marshall Cook—Taxi.

WALTER STREET — Carman Brown—Dairy.

ADELAIDE ST—Wm. Sherman—Garage.

WADDELL STREET—Hershel Robichaud—Taxi.

HENRY STREET—Mrs. W. Peterson—Hairdressing.

WILLIAM STREET—Miss I. Ferguson—Hairdressing.

DUNDAS STREET—Toronto Dominion Bank, David Baker—Drug Store, Matthew Van Camp—Grocery, John Armstrong—Meat Market, Wilfrid Dillon—Prop. Dillon House, Mrs. Wilfrid Dillon—Jewellery Shop, Mrs. J. McNeilly—Hairdressing, Bruce Melville—Bakery, John Savor—General Clothing Store, Francis O'Brien—Grocery, Cecil Dugan—Furniture, James McLaughlin—Hardware, Wm. Hooke—Jewellery, Byron Saver—Variety Store, Fred Emmons—Undertaker and Furniture.

DUNDAS STREET EAST—H. I. Moore—Marina.

JAMES STREET—Kenneth Turner and Son—Plumbing and Heating, Canada Starch Company—Food Processors.