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Famous Plank Rd. Linked Ingersoll And Port Burwell

Travellers accustomed today to the smooth surface of asphalt roads would wince in pain at the discomfort often suffered by those travelling the famous Plank Road from Port Burwell to Ingersoll in the past century.

The road went from Ingersoll through Salford, Mount Elgin and Tillsonburg to Port Burwell, a distance of 32 miles. With timber in abundance in the area, the road was surfaced with planks or "corduroy".

It is said that often the sound of the horses' hoofs could be

heard long before they could be seen and the innkeeper along the way speeded preparation of refreshments for his approaching guests.

Occasionally the driver of the coach might take too much liquid refreshment, adding to the hazards and discomfort of the bumpy ride.

It is interesting to note that the freight wagon had priority over the stage. Business was brisk along this important route, with the movement of a large volume of goods from Port Burwell.

A sidelight on this transportation is that the driver sat on the left side of his wagon because the brake was on that side. It was this detail that resulted in the tradition of driving on the right-hand side of the road and passing on the left. The driver of the stage, however, clung to the British custom of passing on the right.

Ingersoll - Burwell Plank Road Boon To Early Lumber Operators

By Mabel Burkholder
TO travel rapidly and smoothly by bus between points on the, Ingersoll-Tillsonburg-Port Burwell road cannot fail to recall memories of other days, when another kind of stage-coach connected these towns, under circumstances more picturesque if not quite so efficient.

Port Burwell in the early days enjoyed several booms. It was inevitable that the mouth of the Big Otter Creek should attract the eye of those seeking a safe harbor, when roads were almost non-existent and travel was by the lake.

The country was a noble hunting ground. The Otter Creek was just what its name implied, a creek full of fine otters. Beech and maple, oak, ash and stately elm stood interspersed with vast patches of pine, spruce, tamarack and all the evergreens that favor sandy soil. The historian Gallinee called the region "the terrestrial paradise of Canada."

Axes of the U.E. Loyalists broke the silence. Hollowood, Hutchinson and Edison were the first names around Port Burwell and they were settled on the tract by Col. Talbot. Hutchinson and Edison both fought in the War of 1812, but otherwise we hear of little stir in the new colony until 1830 when Col. Mahlon Burwell and Col. Thomas Talbot surveyed the townsite that was to bear the former's name. In order to encourage settlers Col. Burwell made gifts of free lots to those who promised to erect dwellings thereon. Col. Burwell proved a staunch friend and patron of his port, where he built an Episcopal church and endowed it with 600 acres of land. He also developed the harbor and organized a Harbor Company. By 1836 the population at the mouth of the Otter had swelled to 200 inhabitants.

Now came the first boom along the Creek and, of course, it had to do with the magnificent timber on its banks. Oak trees fell as first victims and the business was staving. Bayham became one of the busiest townships in the settlement. Shipments to the Quebec market were about 100,000 pipe and 400,000 to 600,000 West India staves in a year. In 1845 the exact number was 109,658 pipe and 624,707 West India staves. Much timber was also cut and floated down the stream and shipped from the port across to busy Lake Erie towns on the American side. Much was sent uncut in rafts as large as two miles long. Millions of feet of the finest grade of lumber could be seen at any time piled high along the banks of the Big Otter Creek. In 1849 there was 29 saw-mills in the township.

All this activity in the lumber business necessitated improvements in the roads, especially following the Otter Creek inland to Tillsonburg, sixteen miles north and an equal distance from there to Ingersoll, which by this time had become an important point on the Governor's road, cut through by the first governor's men from the head of the Lake to the River Thames. Hence in 1850 the plank road came into existence. There have been many plank roads in the southern part of the province but none about which fonder memories cling.

The plank road between Ingersoll and Port Burwell instantly proved a great boon to the lumber trade and the long line of lumber teams was a familiar sight in those days. Not only did the port receive this lumber for export by water but large quantities were teamed to Ingersoll, where it was shipped by rail. It soon became a famous stage route, too, and an old four-horse stage, which lay for years on the roadside at Eden, reminded the passerby of the merry days of old when the coach was an important factor in the daily lives of the people. It was much grander in appearance than the stages of a later period and aura of romance clung to this pioneer way of travelling.

In 1850 the valley of the Otter Creek enjoyed its greatest boom. An American company from Tonawanda commenced the pine lumbering business. They were wealthy and employed a large number of men. They bought the pine, floated it down the Otter and rafted it across the lake to be manufactured on the other side. The large sums of money they distributed during a period of ten years gave great impetus to the growth of the villages, but when they retired from business nearly all the magnificent white pine had disappeared from the banks of the river.

George Tillson, founder of the town of Tillsonburg, cut the road from Ronson's Corners (Courtland), as his family came along in 1826. He was a road-builder, as most pioneers had to be, and often expressed a desire to live to hear the stage-horn blow on the hill on entering Tillsonburg from Ingersoll. His wish was granted, but how amazed he would have been if he could have come back forty years later and seen the railroads, banks, large buildings and extensive facilities for trade. The tree was religiously preserved under which George Tillson spent his first night in the open in this district, a conspicuous landmark on the Vienna road, a tall towering fir, overlooking Big Otter Creek.

The road was constructed of heavy planks cut at the sawmill of E. D. Tillson, son of George Tillson. Toll-gates were established at certain points and it was a very serious offence to run a toll-gate in those days. It was a cheerful, noisy road, with many curves winding among hills, following the Otter's tortuous course. The stage barns were destroyed in the big fire about 1920 and the site was later occupied by the Tillsonburg Gray Iron Foundry.

The stage ran north in the morning and returned in the evening, carrying passengers and mail. The horses travelling over the planks made a deep, resounding noise and residents went to the post-office for the mail where they heard the stage coming which was an event of no mean importance in that day. Tavern located at nearly every cross road between Port Burwell and Tillsonburg, with as high as sixteen on the old plank road and six in Tillsonburg.

But the plank roads, though an improvement over corduro did not last forever. Some planks sank low in the mud and other had a nasty way of sticking straight up on end during the spring break-up. This route became a gravel road and later county road. The iron hors stalked through the countryside and the winding horn of the r mantic old stage coach fell silent. Staging in plank days was nothing but a memory.

Prior to 1906 all main roads but one leading to Ingersoll had at least one toll gate.

The County of Oxford was surveyed where settlements existed, and prominent roads lead to marketing places. It became necessary to maintain such roads in a manner that goods could be hauled over them during all seasons of the year by horses. Since money was not available by local taxation for road maintenance, groups of settlers or capitalists formed companies and secured the roads.

RAISING FUNDS

In order to raise funds to keep these roads in passable condition and make a profit, the companies had toll gates erected at strategic points along the roads. These toll gates were usually three to five miles apart. One of the early companies in Oxford County was organized in September 1849 and known as the Ingersoll and Point Burwell Plank and Gravel Road Company. This company owned the road from Ingersoll to Point Burwell. They levelled the roadbed in many places and drained it by open ditches along each side. Graveling cost 275 pounds per mile and planking the low places, 300 pounds per mile.

The planks were three inch pine and placed at an angle across heavy timbers. Sharp shod horses and vehicles wore through the planks in time. In repairing the planked portions, the worn off ends, usually three feet long, were thrown aside in piles as discarded material. Teamsters, returning home with empty sleighs or wagons picked up this material and filled their woodsheds. It made good fuel.

5 CENTS A HORSE

The full length of the road from Ingersoll to Point Burwell was 31 miles, of which 16½ miles were in Oxford. In 1849 the first officers of the company were President, Benj Van Norman, Tillsonburg; Directors Thomas Brown, Ingersoll; Andrew Bodwell, Dereham; Martin Hubbard, Bayham; and Mr. Francisco, Vienna; R. H. Campbell was secretary treasurer (Ingersoll). Eight toll gates were erected on the road, four being in Oxford. Charges were as follows - single horses, on way 5 cents, returning the same day 8 cents; Teams, 10 cents or 16 cents return; cattle 2 cents, sheep 1 cent. There were some exemptions from toll - pedestrians, minister, funerals, and people attending their own church. There was a rule that the gates were to be left open at and after 10 p.m. but if the gate keeper wished to collect tolls after this hour, he could put the collections in his own pocket.

Teamsters, who hauled logs or lumber from Tillsonburg to Ingersoll daily during the winter months and passed toll road; at the north entrance to Salford; at the 6th County Line of Dereham township and just north of the junction of two roads about a quarter of a mile south of the 9th line of Dereham township. Nearly all the main roads leading to Woodstock, Ingersoll, Tillsonburg and Norwich were toll roads. Toll gates seemed to be all over the county.

The road between Ingersoll and Woodstock was called the Ingersoll and Brantford Plank and Gravel Road. The road between Woodstock and Tavistock was known as the Woodstock and Huron Plank Road. The road between Woodstock and Norwich was the Woodstock and Norwich Gravel Road and the road from Ingersoll to Corinth was called the Calloden Road.

Gradually, and beginning around 1900, the county council bought these toll roads and dispensed with the gates. The roads became county roads and were maintained by the county until some were taken over by the province and made provincial highways.

THE TOLLGATE HOUSE

The tollgate keepers house was a small building with a porch at the front that extended to the side of the track. The gate was in most cases a cedar pole, much like a small telephone pole which was well balanced on a post near the entrance to the porch. The short heavy end balancing the long end which extended across the road and rested in a crotched post at the opposite side. The pole was easy to swing either way, and this was convenient, as usually a woman attended the gate during the daytime. At most tollgates the pole was left in the open position.

PRANKS

Tricks were sometimes played on the gatekeeper. Men, riding horses, would have the horse jump the gate or slip around the end and miss the fee. Young men going out for the evening would pay one way. The gatekeeper expecting a return fee after 10 p.m. would remain up to collect, not knowing the young man intended to return by another road. Most of the time however, it was beneficial for the gate keeper to stay up past ten o'clock and make some pocket money. At that time a loaf of bread could be had for five cents, and six loafs sold for a quarter. Twenty-five cents would buy two pounds of steak, two pounds of ham or five pounds of spare ribs.

The toll roads and toll gates were beneficial in their time but as the population increased better roads were essential.

INGERSOLL TIMES
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There Were Eight Toll-Gates Located Between Ingersoll And Port Burwell

By GEORGE F. JANES

Present day parking meters with which town and city streets are studded are reminders of the toll-gates that once existed on a number of the main roads in Oxford county.

Despite the convenience and added assurance of uninterrupted progress which the "toll" roads afforded there were murmurings of dissatisfaction just as there has been at the present time following the installation of parking meters. However, they served an important purpose with their beginning in the pioneer era. They gave an impetus to travel and in the saving of time, with added comfort and safety, were a tremendous factor in bringing the more important centres seemingly closer together.

Not a few of the older residents of the county will have intimate knowledge of the toll-gates and the manner in which they were operated, despite the fact many years have elapsed since their abolition.

EIGHT TOLL-GATES

Statistics reveal that there were eight toll-gates between Ingersoll and Port Burwell on the Ingersoll and Port Burwell Plank and Gravel road. This company was formed in September, 1849, with the following officers, president, Benjamin VanNorman, directors, Thomas Brown, Ingersoll; Andrew Bodwell, Dereham; Martin Hubbard, Bayham. Up to 1852 no change in the directors had been made according to records. R. H. as secretary-treasurer he was succeeded by R. Ingersoll, whose tenure of office was for 1850 and 1851. The appointment of J. M. Chapman as secretary-treasurer was made for 1852. The office of the company was in the "village" of Ingersoll.

The whole distance of the Ingersoll and Port Burwell plank and gravel road, it has been recorded, was 31 miles, of which sixteen and one half miles, was within the county of Oxford. The road at that time had been completed as far as Vienna, a distance of 28 miles, and the remaining distance of three miles was under contract to be completed in the fall of 1852.

AVERAGE COST

The average cost per mile of the portion of the road that was gravelled was given as £275, and of which was planked was £360 per mile.

The number of toll-gates that had been erected up to 1852 was seven but the erection of another was then contemplated by the company.

A financial statement of the company for the month of July, 1852, showed that the toll collected from the seven toll-gates would be sufficient to pay for the construction of eight and three-quarter miles of the road.

The fact was established that the eighth toll-gate was erected on the road.

OTHER GATES

In addition to those on the Ingersoll and Port Burwell plank and gravel road, there were other toll-gates in the vicinity of Ingersoll. On the Ingersoll and Port Burwell plank and gravel road a toll-gate was located at the Harris corner, one mile south of Ingersoll, and one at the entrance to the village of Salford. On the Culloden gravel road there was one just south of the P. M. Dewan farm, and another at the village of Verschoyle. There were also two toll-gates in the vicinity of Beachville, one at the western approach, and another some distance to the east of the village.

The toll-gate or bar as it was frequently called consisted of a swivel pole with the heavy end close to the keeper's residence which could be readily swung so that it dropped in the crotch of a post at the opposite side of the road. Windows of the house were so located that the keeper had a full view of approaching traffic, and as it neared the house the bar was swung across the road.

It has been related that there were times when someone riding a horse, either to evade payment of toll or as prank, had the horse make the jump over the bar, but

this was not a frequent occurrence.

GATE KEEPERS

The gate keepers not only had a wide acquaintance in the district but they got to know horses, buggies and wagons so well that they knew almost instantly at a distance who was approaching the gate.

The toll schedule was said to be as follows: single horse one way five cents, if returning same day eight cents; team of horses one way ten cents, if returning same day 15 cents; driving cattle two cents a head; sheep one cent a head. People going to their regular church, funerals, and ministers were not required to pay toll.

The gatekeeper was only required to collect toll up to 10 o'clock at night, and if it was collected after that hour it was a matter of personal enterprise and ended there.

Observant Wayfarer's Horseback and Buggy Tour of 1856 Revealed Bad Highways and Scant Comfort For Travelers

By Elsie Graham Sumner

TWO letters to the editor of *The Ingersoll Chronicle*, written in October and November 1856, describe a tour "of the tract of country formerly known as the Huron District." Part of the trip was made in a carriage and part on horseback.

The "Traveler" started off on his journey from London and commented that you "cannot avoid noticing the fine roads (in dry weather), the comfortable and in many cases tasteful farm residences and farms, apparently under thorough cultivation, stocked with well-fed cattle and horses." His first stop of importance was at Carlisle, a village of about 200 inhabitants, "and although in the woods and only boasting an existence of about four years, it will no doubt sometime be a smart village." Next he traveled four miles west to the village of Nairn, "though not much of a place, nor likely to be soon, it sports a business in rhyme, which, you will admit of course, is ahead of our time."

He found this Township of Williams, though not newly settled, backward in development. Such was explained by the poverty of its inhabitants, "mostly Highlanders from the Islands of West on the coast of Scotland."

In the next township, McGillivray, an "improvement" was noticeable, although "this township has nothing in the shape of a village except Ireland, formerly 'Flannigan's Corners,' situated on the town line between Bid-

dolph and McGillivray." The name of the township was Scotch, but most of the people were of Irish origin. East of McGillivray was Biddulph, "presenting no object of interest, excepting its fine soil, and the smoking and drinking of its people." Usborne, to the north, he found to be quite a new settlement, for there were "no roads comfortably passable after going eastward of the Goderich road three miles." The road on which he was traveling was probably very rough, for he commented, "The land in this township must be good, for it makes excellent mud."

The next point of interest was Exeter, 10 miles north of New Ireland. "It is the most attractive we have yet met with, being very neatly built up with brick and painted frame buildings." Continuing northwards from Exeter, he called at Francetown, Rogersville and Brucefield. His comment on Brucefield is applicable to them all, "There is nothing worthy of note here, the village consisting of the usual small shops, uncomfortable taverns, etc., characteristic of this part of the country."

Turning west, he drove 10 miles through good farm district to Bayfield, and came in sight of Lake Huron, which "lay enshrouded in a bluish mist peculiar to our mildest Indian summers, which confines the view to a few rods of the shore." Here was a busy scene—a caravan of farmers' wagons, laden with wheat, the staple of this part of Canada, stood awaiting their turn

for unloading into the already crammed warehouses." He added that "Bayfield is only a small place, but owing to its better harbor does more business by water than any of the ports north of it, not excepting Goderich."

Twelve miles to the north was Goderich, "which while much older is not quite as large as Ingersoll, but having some good public buildings and being laid out in a somewhat hexagonal form with the streets all centering on the Court House Square and said streets being very wide, presents a rather pleasing appearance." He found, however, that its prosperity had been retarded "by the grasping and illiberal spirit of that incubus, the Canada Company, which owning the harbour has neither made it a safe one or allowed others to do so."

The journey as far as Goderich had been made in a carriage "but northward we must travel on horseback as the roads are quite impassable with a vehicle." He found the soil poor, and only dwarf specimens of beech and hemlock. "One road lies through the woods, 20 miles unbroken except here and there by a small clearing containing the log houses of the pioneer and somewhere along here lies the town of Annapolis, that is to be, but it would puzzle a prophet upon its location from the appearance of the country." The road consisted only of a track "cut not so much through as among the trees which stand in the way, making the traveler turn out for them." There were

many corduroy bridges, and in some places the mud has given way and the logs have sunken and slipped out of place, leaving the road a mixture or cross between a crossway and a mud-hole."

He described Pine River as "one of the most dreary places imaginable, consisting of a small store with two grog shops planted on a waste of fine grey sand, studded with scattering pines." According to local reports there were good farms in from the lake shore. "Our road now lies along the beach, eight miles to Kincardine." He found Kincardine "a place of considerable importance." His journey ended, he closes with a graphic description of the hotels en route. "Pine River sports the 'Climax Hotel' which certainly is the climax in that line. Fancy a log house 16x20 feet, roofed with boards guiltless of chinking or plaster, papered with old bed quilts and sheets, only imaginary partitions between kitchen, dining-room, parlor, bedroom and bar room, no out-houses, the sign painted on a rough board and placed leaning against the house, and etceteras to match, and you have a picture of the whole establishment." South of Pine River, three miles, he found another public house "that does not afford refreshment for man or beast" but has for a sign painted on the door (not by Bullard) the imitation which I here give verbatim et literatim as follows. "Come in I told you!"

LONDON FREE PRESS
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ROADS

Traffic Problems Caused Concern In Good Old Days ¹⁹⁵⁷

By GEORGE JANES

It is a notable as well as a memorable fact that during the years that vehicular traffic was exclusively confined to buggies and wagons of various types for different purposes, and cutters and sleighs in the wintermonths, accidents a small proportion of them serious, were not uncommon on the streets of the cities, towns and villages, as well as on the rural roads.

There were some traffic problems in that era, but they consisted mainly of bad conditions on the roads during the rainy season in the fall and again during the break-up in the spring when there were also heavy rains and the "bottom" dropped out of country roads when the frost was leaving the ground. The roads in those days did not have the heavy foundations upon which they were improved in later years. As a consequence when the break-ups came in the fall and again in the spring there were boggy conditions to contend with that in places made them practically impassable. Detours around these spots had to be made and it was not uncommon to see a vehicle, the wheels of which would hardly turn because of the heavy amount of mud that was clinging to them, as drivers skirted the edges of ditches, in some cases almost following the fence lines to escape the quagmire.

RUNAWAYS WERE HAZARD

While there were occasional traffic hazards of a serious nature on the country roads, they were more common on the streets of urban centres. They were in the form of runaways. A farmer's team frequently became frightened in the traffic. Probably it had been left untied, although there were times when the drivers were holding the reins, and the horses suddenly became unmanageable and bolted in a frantic manner.

It was a desperate fight between driver and horses and he was in constant danger as the vehicle swayed from side to side through the traffic with pedestrians at a high pitch of excitement as they momentarily expected to witness a collision. Sometimes a collision did occur with much damage resulting and probably the driver or the runaway team, or the one in charge of another vehicle or both, being injured. Some horses were known to have

developed a tendency to run away and they had to be driven with special care as soon as they entered the traffic of a town or city. Equally known for having the same tendency were some horses attached to the light wagons by which deliveries of bread and milk and groceries were made. It was not uncommon for these horses to make runaways which were always attended by the usual excitement, and sometimes milk or bread were spilled in large quantities.

There were also instances in which someone among the spectators of a runaway on a principal street of a town or city undertook to stop a runaway horse or team. Occasionally the effort was successful but in other instances it only intensified the spirit of the horse or horses. This invariably happened when the effort was made by trying to "head off" the charging team or horse with shouting and a frantic waving of arms. There was the occasional instance where the effort was successful when the situation was calmly faced by someone with a knowledge of how to handle horses. There was no waving of arms or shouting as a position was taken at the side of the course followed by the "runaway" and with courageous spring a bridle rein was neatly grabbed and the runaway brought under control, and a new hero was acclaimed.

PITCH HOLE TROUBLE

Under winter conditions there were frequent runaways on the country roads when the snow was deep and there were "pitch holes" into which the cutters and sleighs dropped until they were virtually out of sight. The horses hauling cutters and sleighs were unable to hold back the vehicles as they dipped into the holes, and after being struck on the heels repeatedly they were excited to the stage where a runaway resulted.

It also is recalled that during

the busy haying and harvesting seasons teams often ran away on the farms. Sometimes this happened while a load of hay or grain was being taken from the field to the barn through a long laneway, or when the teams were on their way back to the field. Many a load of grain or hay were spilled and there were times when some one on a load of hay was virtually buried when it was suddenly overturned. This in a few instances necessitated much forking of hay to liberate the person imprisoned underneath the load.

In the course of a year considerable damage resulted from runaways. An occasional fatality was reported and many persons in the general aspect sustained injuries, including broken arms or legs.

Today in most of the towns where back in the horse and buggy era there were hitching rails there are now parking meters.

It is recalled that many years ago a runaway that occurred on one of the principal avenues in London, was given prominence in the press, and is considered worthy of a place in this narration. It was at the time when change over was being made in the city from horse - drawn fire - fighting equipment to motorized equipment. A market gardener living outside of the city had purchased one of the horses that formerly was one of a fire - team. The gardener had been on the market during the morning and had booked orders for delivery in the afternoon. While making the deliveries he left the old "fire horse" standing, when suddenly the fire alarm sounded. Impelled by the old urge of his former responsibility the horse leaped into action to join the fire fighting forces to the astonishment of his owner, who witnessed the spilling of vegetables with every twist and turn of the delivery wagon.

First car ride through town recalled by Ingersoll man

BY RON PRESTON

When George Harris took his first car ride through Ingersoll, there were none of the usual hassles we experience today. There were no lineups at stoplights, no irate drivers honking horns, or teenagers squealing tires.

But in the spring of 1904, few, if any, cars had ever been seen in town, let alone traffic jams. It was a ride but as the now 85-year-old man recalls, it was "anything but smooth."

The retired craftsman, formerly employed at the Morrow plant, recently took a trip down memory lane to explain what motorized travel was all about at the turn of the century.

A yellowed press clipping, a faded black and white picture and a crystal-clear memory were all that was needed to take the spry senior citizen back to his childhood.

"I was sitting in the front seat with a can of gas between my legs," he explained, because there were no gasoline stations in the pioneer days of the automobile.

The entire trip he straddled the gas can while sitting along side his sister Winnifred and his father, George Sr. Mr. Harris' mother, Mary, and sister Jenny, rode in the back seat.

Starting out at six in the morning, the family left their Owen Sound home to visit relatives in their hometown City of Woodstock. The senior Mr. Harris was a mechanical engineer who worked for a furniture manufacturer in the Georgian Bay area.

Most people had never seen a car before, and Mr. Harris' father had to park the vehicle and lead horses by to avoid frightening the animals.

The car was a two-cylinder Russel, the first Canadian-built automobile. Mr. Harris said the car was shaft-driven, with a two-speed transmission.

"When we came to a hill, we could have to back it up to keep the carburetor lower (than the front end) or the engine would quit."

He described the car as being a beautiful, dark blue machine with brass trim on the dashboard. It's traction was provided by pneumatic studded-tires mounted on

wooden-spoked rims.

"You couldn't drive it in the winter," even though it had a convertible top and side curtains; it was just too cold. Since there were no garages or mechanics, his father would overhaul the car himself in the snow-filled months.

Mr. Harris said his father was an innovative fellow, who built a steam car but it caught fire "and nearly killed him."

"If they had given the engineering to the steam car, that they gave the gas cars, we'd have a cheaper car to run today," he said.

At the time, Mr. Harris' father paid \$1,400 for the Russel, a large sum of money in those days. But the desire for something new and fascinating attracted people. Several offered to trade their houses for the horseless carriage.

To a young boy, the trip over gravel roads left him "all out" by the time he got to Woodstock. "I really didn't get much of a bang out of (the trip) myself."

The family kept the car for a few years, long enough for the young Mr. Harris to drive the car through the barn door

"because my legs weren't long enough to reach the pedals."

He doesn't remember if his father sold the car before moving back to this area or not: "I don't know (but) I wish I had it now."



George Harris, shown now and then in the lower photo with his family, recalled his first automobile ride through Ingersoll with Reporter Ron Preston. Mr. Harris said few if any cars had been seen in this area at the time, and he recalled the many looks spectators gave.

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June 6, 1984

INGERSOLL TIMES
June 6, 1984

The Old Stage Road Has a Long History

By STANLEY J. SMITH

A continuation of a follow-up on the suggestion of the Financial Post, Toronto, that many of the farmers could mark their gate posts with date of settlement, and any other historical data.

The oldest road in Upper Canada enters Oxford county between the 4th and 5th concession of East Oxford township and is very irregular in its course. On the old maps of the county it skirts bog holes and apparently dodges around trees to eventually swing back to its normal direction westward. After it goes through Oxford Centre for a few farms further on, it enters West Oxford and then strikes a diagonal north direction to hook up with the 1st concession of West Oxford township at lot 6.

Lot 6 was originally settled by Thomas Dexter and at one time it was known as Dexter's corner. Eventually, Calvin Martin erected a hotel opposite this place and the old records mention that the provincial and municipal elections were held at "Martin's Old Stand."

The road then follows through

the concession line until it reaches lot 29 which is known today as Five Points. It then enters Middlesex county to continue on to the lower settlements of the Thames.

The road then crosses into West Oxford and strikes north through several farms.

NORWICH TOWNSHIP

Previous to 1808, Norwich township was considered a wilderness, but several squatters from Norfolk had taken up land only to lose it, in 1810, when Peter Lossing and Peter DeLong purchased 15,000 acres of land from one William Wilcox, of Montreal. No person knows for what purpose this large grant of land was given to Mr. Wilcox, but the Crawford historical papers state that the majority of the large grants were given by the government to those who helped the British cause in the American revolution. Mr. Wilcox might have been one of them. Norwich village was originally named Norwichville and their historical sign could read: "Norwich — the first settlers in this district being Peter Lossing, Peter McLees, Peter DeLong, Michael Stover, Frederick

Stover, Adam Stover, Solomon Sackrider, John Siple, Sears Mold, Elias Moore, and Samuel Cornwall." The Norwich township council could place several signs throughout the township to pay tribute to a sterling stock of settlers, viz., "This township was mainly formed by persons belonging to the Society of Friends. The habits of such a class; their peaceful intercourse and frugal ways, contributed not a little to the development of the section in which they lived, and their influence for good extended far and wide."

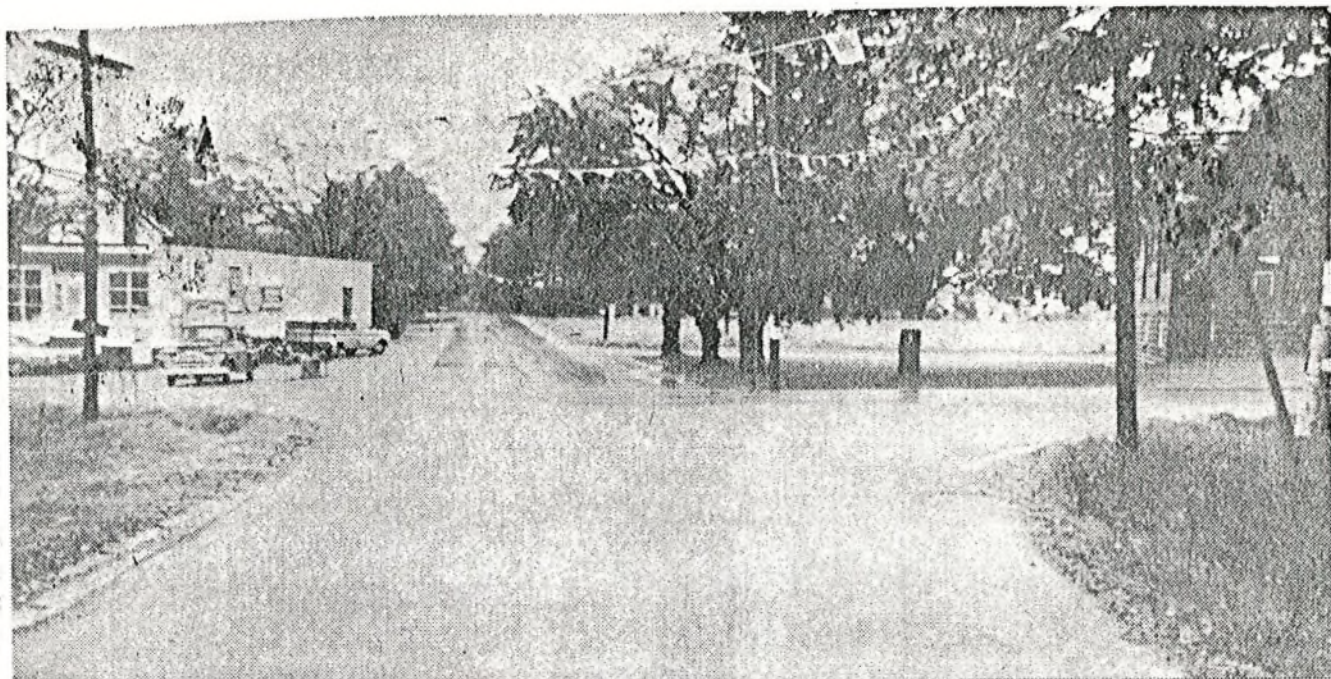
TILLSONBURG

Situated on the Big Otter creek in the extreme south eastern corner of Oxford is one of the most progressive municipalities of the county. Tillsonburg, originally known as Dereham Forge, because of the erection of one of the earliest iron foundaries in Upper Canada to work the bog iron discovered nearby, and eventually called Dereham Post Office by the postal authorities, possesses a main street which is the envy of any other town or city in Ontario, namely, Broadway . . . one of the widest streets east of Jasper avenue, Edmonton, Alberta. Its

name was changed to Tillsonburg in the early 70's to honor one of its outstanding citizens. Its historical sign could state: "Tillsonburg — Incorporated in 1872 — Edwin A. Tillson being elected as its first mayor and for whom this town is named. He contributed much to the cultural and industrial devel-

opments of this town and surrounding district."

In case that many of the sporting fraternity would be under the impression that their past efforts in manly sports were being slighted, we can suggest: "Tillsonburg — Incorporated 1872 — Home of the Pandrieds!"



STAGE ROAD IN OXFORD CENTRE: BUSY DAYS GONE, ROAD SLUMBERS IN GOLDEN YEARS

In Honor Of A Road

Historic Sites Board To Unveil Plaque On Old Stage Road

On Sunday, commencing at 2.30 p.m., an historical plaque commemorating the Old Stage Road will be unveiled on the Central School Grounds in East Oxford Township.

This plaque is one of a series being erected throughout the province by the Department of Public Records and Archives, acting on the advice of the Archaeological and Historic Sites Board of Ontario.

Sunday's ceremony is being sponsored by the Township of East Oxford. Mr. Kenneth Peers a member of the East Oxford Council, will act as program chairman, and Mrs. J. R. Futcher will represent the Archaeological and Historic Sites Board.

Among those invited to attend are: Glen Kitchen, Reeve, Township of East Oxford; J. Vernon Cuthbert, Warden of Oxford County; Gordon W. Pittock, MPP (Oxford) and N. W. Holdsworth, clerk - treasurer, Township of East Oxford. The plaque will be unveiled by Mr. Clair Peers, a long-time resident along the Old Stage Road.

'DETROIT PATH'

When Colonel John Graves Simcoe, Lieutenant-Governor of Upper Canada, made his first journey to Detroit in the spring of 1793, he used an ancient trail which was then usually called "the Detroit Path."

This Indian "footpath to Detroit" had already been made into a wagon road by 1791 from Ancaster to beyond the crossing of the Grand River "near Capt. Brant's Farm" (Branford).

Here the road turned southwards to the settlements on Long Point Bay. The remainder of the trail was a "path" at least as far as the Moravians' town, (Old Fairfield) on the north bank of the lower Thames River. Between these points the only European habitations on the trail were Daniel Springer's trading post some miles westward of the Grand and an empty trader's hut a short distance above Moraviantown.

One result of Simcoe's trip was the immediate survey of a line for a straight road from Coote's Paradise (Dundas to "Oxford" (Woodstock) on the south branch of the Thames.

After a second survey this road was made the base line or front of a number of new townships and those formed west of the Indian Lands on the Grand were "granted" in 1793 to companies of associates who undertook to introduce a given number of settlers within a given time and were themselves to receive larger grants and other advantages.

WANTED TOWNSHIP

It was in consequence of one of these "grants" that about 30 miles of the Detroit Path were replaced by a wagon road, probably in 1796. On March 23, 1793, Thomas Ingersoll of Great Barrington, Massachusetts, appeared before the Executive Council of Upper Canada with a petition for a township signed by himself, the Rev. Gideon Bostwick and three others of their associates.

On the strength of the "well-known loyalty and sufferings of the Rev. Gideon Bostwick," Anglican clergyman of Great Barrington, they were allowed a township and instructions were issued on June 5, 1794, to Augustus Jones, DPS to survey one extending westward from the township recently surveyed for Abraham Dayton, a Quaker, on the south side of Dundas Street immediately to the west of the Indian Lands on the Grand. Jones carried out this survey in August-September, 1794.

It has been stated that Ingersoll began operations in connection with his township in 1793 and even that some settlers located there in that year. There is no contemporary evidence to confirm this and it seems very unlikely that anything was done until the boundaries of the township were fixed by this government survey.

Certain documents, including letters with his signature, place Thomas Ingersoll at Great Barrington from April to September, 1795, selling property and settling debts. He may have established his inn at Queenston before he left Upper Canada to fetch his family. It was certainly operating in November, 1795.

DIFFERENT BACKGROUND

Major Thomas Ingersoll, unlike Mr. Bostwick, had no claim to consideration on account of loyalty. There seems to be no record that he was active on either side during the Revolutionary War, but at the time of Shay's Rebellion he had served in the Massachusetts Militia with the rank of major and had presumably sworn allegiance to the government of that state, forfeiting his status as a born British subject.

He was in the end the only one of the associates to settle in Upper Canada. Mr. Bostwick died before he could move to Canada and his two sons were brought up in the Long Point Settlement.

It seems most likely that Ingersoll began active operations in the winter of 1795-96, possibly spurred on by a hint that his time for introducing 40 families was running out.

By that time Simcoe had named Dayton's township "Burford" and Ingersoll's "Oxford"

after the town of "Oxford" which he proposed to found at the "Upper Forks" of the Thames, where Woodstock now stands.

To distinguish it from an earlier Oxford Township on the Rideau River this was called "Oxford on the Thames" or "West Oxford." The township then consisted of the present townships of Oxford East and Oxford West; Oxford North was laid out later when Dundas Street (Governor's Road) was extended to the site of London.

Jones's instructions were to lay out one township extending to Dayton's boundary; but he seems to have numbered the lots in two sections, the eastern fronting on Dundas Street and the western on the Thames.

SURVEY LINES

During the first weeks of November, 1796, Charles Whiting, a surveyor, was running lines at Ingersoll's expense in the front concessions of the part facing the Thames.

He and his party used a house already built by Thomas Ingersoll "on the 20th Lot on the River Thames" — the site of the town of Ingersoll. It is quite likely the road had been opened by that time, although Whiting does not mention it in his diary.

The work was certainly done before the death of Abraham Dayton, which occurred not later than the early part of 1797. In a letter dated "Queenstown July 21st 1797" Ingersoll writes: "I had a long road to cut through without any assistance from Mr. Dayton nor Mr. Malery, they would not build a bridge on their own Lot, that was very expensive and charged me for their oxen as well as for Every Meal that my hands eat at his house, and I believe that the town was the worst town to make a road in the Province."

Thirty miles is very close to the distance from the point where the road from Ancaster turned towards Long Point to the site of Ingersoll's house.

It is clear from this passage that Ingersoll built the road across Burford Township, which has sometimes been attributed to Dayton and Benaiah Mallory based on the wording of an account of the building of the road published in the Canada Constellation in 1799.

This account intimates that the road was opened by settlers at Ingersoll's expense, but Ingersoll's settlers appear to have been few and, as Dayton and Mallory gave no help, it seems likely that some hired hands were employed.

USED BY WAGONS

Though very rough and crude, like all roads in Upper Canada at the time, this road was made passable for wagons. It appears to have cost Thomas Ingersoll about £247 at Halifax at four dollars silver to the pound. This was a considerable sum at that time and Ingersoll was not reimbursed for it, though he was allowed £53 for the surveys.

The condition of the road varied greatly according to the weather, and with it the rate of travel. In dry weather it seems to have been usual to make one stage from "Thomas" trading post on the site of Cainsville or from the Mohawk Village to "Fowler's" on, or near, the site of Burford Village.

From Fowler's it was sometimes possible to reach Major Ingersoll's in a day, but travellers often stopped at Samuel Canfield's near Oxford Centre.

However, William Hambly in May, 1799, after getting his wagon across the swollen Grand, found the road "very wet and Deep" and took five days to reach Fowler's and four more to Ingersoll's stopping at "Graham's", Canfield's and "Hoskin's" where the road turned along the First Concession of Oxford West.

DETROIT ROAD

In spite of such difficulties the road soon became the preferred route to Detroit. Elisha Putnam, whose farm was farthest west in Oxford Township, raised a subscription in 1789 and opened a sleigh road across what became Westminster Township to Delaware Village.

There was another trail down the Thames by Daniel Springer's near Kilworth, but a wagon could not go beyond Ingersoll's in 1799. However, the trails to Delaware and on to Sandwich were a little improved in the next few years and travellers continued to choose this route.

Acts of the Legislature voting money for highways often stipulated a sum to be spent on this road. This occurred in 1806 after Colonel Talbot and a majority of the Road Commissioners of the London District had succeeded in having a new route recognized as the main road.

It was repeated in 1810, 1811, 1812, 1814 and 1815, when the new Talbot Road was open and beginning to be settled. The making of good roads had not gone far at this period and these expenditures, though quite large in some years, did not produce a really satisfactory road.

There was, however, some degree of improvement. In 1827 a one-horse wagon could travel from Brantford to Mr. Ingersoll's (Charles Ingersoll, eldest son of Thomas) in a day and on to Port Talbot in another.

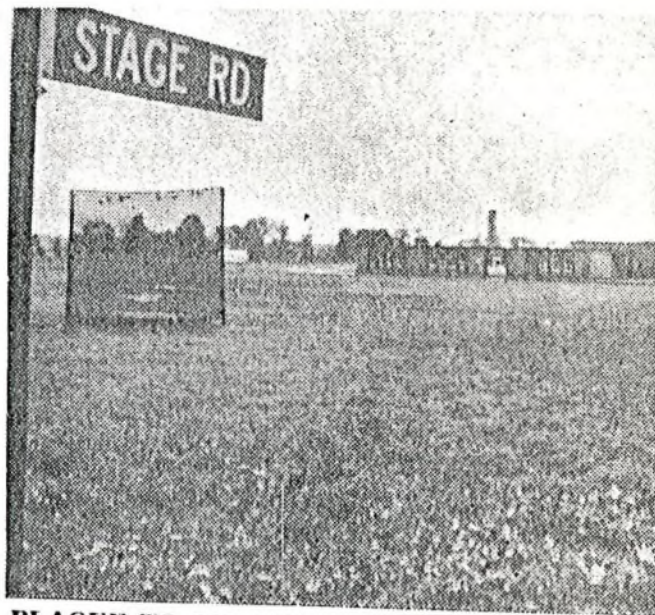
TRAFFIC INCREASED

After London was founded and became the District Town in 1826, traffic on the road naturally increased. Stages began to run to Ancaster and Dundas connecting with others for York.

By 1833 these stages, using relays of horses, made one long day's trip to Brantford and took another to reach Ancaster or Dundas. Freight was slower. A wagon loaded with 1,000 lbs. of household goods took four days from York (Toronto) to London and cost \$45. Closed coaches were used on dry roads, mounted on sleighs when there was snow enough. In bad weather covered wagons were substituted.

When a plank road was built from Brantford to London in 1842-43, it was taken northwest from Cathcart in Burford Township to Eastwood on the Governor's Road and by that road to Woodstock. The Old Stage Road ceased to be a main highway, but it remained open, with some slight changes of line, from Cathcart on Queen's Highway No. 53 to Ingersoll.

It is now interrupted in Oxford West by the Macdonald-Cartier Freeway, but can still be travelled on very nearly its old route across Oxford East.



PLAQUE TO BE UNVEILED AT NEW SCHOOL

From Oxford Historical Society
Minutes: Nov. 28/69

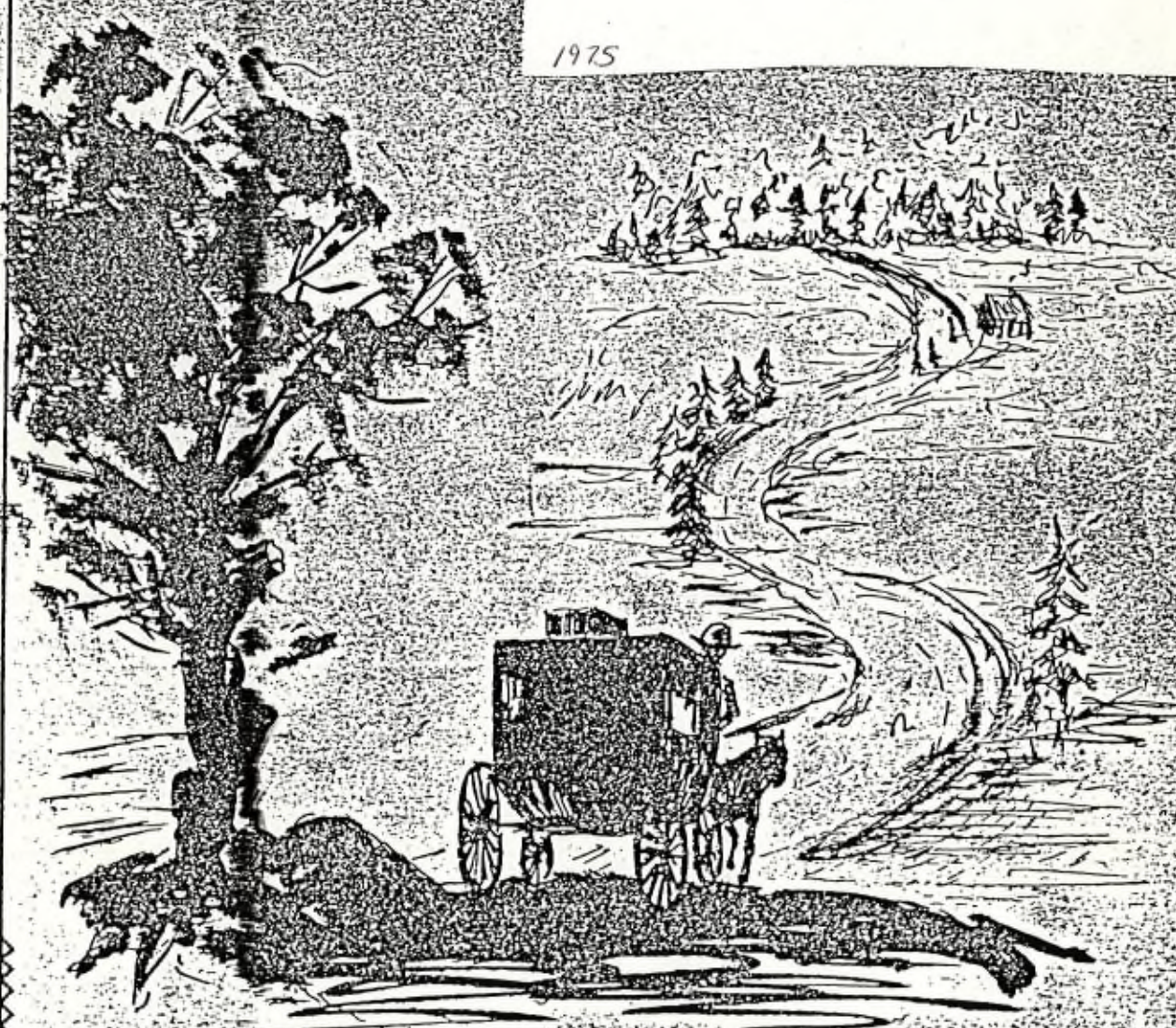
Dealing with the Old Stage Road which follows in part the Indian Trail known as the Detroit Path across East Oxford Township: was opened by settlers at the expense of Major Thomas Ingersoll - 1796-7. It joined a wagon road opened by settlers across Burford Township connecting near Brant's Ford on the Grand River with a road to Long Point from Ancaster. Extended later to Delaware, it became the preferred highway to Sandwich and was used by the British and American troops in 1812-14. After 1826 it became the stage route from Ancaster to London until the building of the plank road from Brantford to Woodstock in 1842-3. Sections of the road are still open between Ingersoll and Cathcart. The following quotations from The Oxford Gazeteer 1852 dealing with appropriations for the improvement of this road will be of interest to you:

"On the road leading through Burford, between John Yeigh's house in Burford and Captain Confield's house in Oxford - 14 miles, the sum of £40, between the said Captain Confield's and Mr. Hoskins - 8 miles £40".

"From John Yeigh's to the junction of the road on a westerly course, about one mile from Samuel Kenney's £20: From the west point of the pine windfall to the Cooley place £30: from thence to the town-line of Oxford £45: from thence to Captain Confield's, £85, and from thence to Hoskins, £30.

THE OLD STAGE ROAD

1975



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-1975-

To Jennie Armstrong
With Love
Wendy Losee

Ye Olde Stage Road

1

The Old Stage Road, sometimes known as The Thames River Road was first an Indian trail called the Detroit Path. The road which was built followed the Indian trail closely and only a few changes in the road have been made since. Unfortunately only sections of the road are now open.

At the time the Old Stage Road was an Indian trail it wound through the bush from Brantford to the Forks of the Thames River which is now London.

John Graves Simcoe, the first Governor of Upper Canada, first walked the trail while on his way to Sandwich from Brant's Ford. Five miles west of Beachville he laid a plot for a military post and called it Oxford. This area is now Woodstock. Shortly after, the Governor gave sixty-six hundred acres of land, including this, to Thomas Ingersoll. In return Ingersoll was to bring settlers and build a road. The settlers already here, thinking they would lose their land, were ready to shoot Ingersoll and the settlers he brought with him on sight until they learned that Ingersoll wanted them to stay and that he was going to build a much needed road. He built the road at a cost of twenty-five hundred dollars with the help of one hundred Indian workmen and the settlers of the area. In low and boggy areas they made corduroy sections by placing logs cross-wise in twelve foot lengths.

The road was built from the Canfield farm near Oxford Centre to Hadkins on the first concession of Oxford West, south of Beachville. From this point to Ingersoll they saved work and opened the road up along the first concession where the settlers were compelled to cut the road as part of their settlements. The Highway Act of 1793 compelled all settlers to work on roads and bridges not less than twelve days a year. This act was amended in 1798 so that the time required for road work was tied into property assessment.

Thomas Ingersoll once said this about working on the road, "I had a long road to cut without any help from Mr. Dayton and Mr. Mallory (two of Burford's early settlers). They would not build a bridge on their own land, which was very expensive, and charged me for their oxen and every meal my hands ett (sic) at their house. I believe that this town (Burford) was the worst to make a road, in the province."

In 1804 the assembly voted two hundred fifty pounds for repairs along the road. Commissioners voted the money be spent on a different route closer to Lake Erie. This road was called the Talbot Road and in 1807 it was declared a Public Highway, but the Thames River Road remained the most travelled.

In 1806 the government, realizing its worth as a military road, granted sixteen hundred dollars to widen and repair the road to accomodate wagons and stagecoaches.

Now the Stage Road runs from Brantford through Burford to the Thames. The Oxford County records describe the road as follows: "Coming at the

Indian Mill (the Daubeney Mill near the York farms railroad crossing thence along the road leading through Burford Township to the Delaware Town on the La Tranche River (Thames) and across the said river thence down the river to the Moravean tract."

By 1810 the road was completed full length and a bridge was built at Brantford with two hundred and fifty pounds from the government. Unfortunately the bridge collapsed under the first wagon to cross it. After this a barge was used as a ferry in times of high water. At other times it was possible to cross the river by a ford just south of the present Lorne Bridge.

During the War of 1812 the Stage Road was used by both the British and American Armies and at least one British camp was in East Oxford. Pieces of old army equipment and even a map showing the location of stolen Army Paymaster gold have been found in fields close to the Stage Road.

The payroll had been supposedly stolen from Martin's Tavern in West Oxford where the wagonmaster spent the night. Later when wounded, the teamster confided in a friend that he had hidden it near Kenny's Creek. The gold itself has never been found although two pieces of slate tied together with copper wire have been found near Kenny Creek along with instructions to find the buried treasure.

William Douglas Dutton, who lived near Brantford, built a tavern and drove the first stagecoach from Niagara to Detroit in 1829. The stagecoaches flourished after the War of 1812 until the Great Western Railroad was built across the northern part of the township in 1853. Travellers gradually changed to using the train because of the comfort which they did not have on the stagecoach.

Also in West Oxford, on what is now called the Hamilton Road entering London there was a toll gate which helped to finance the road.



Regular stage service started in 1832. Passengers could make boat connections in Kingston in four days coming from Chatham by stagecoach. It took two days and one night to travel from Hamilton to London. The fare for this trip was four dollars and fifty cents.

There was a large log house called Half-Way House with a stable for horses. This was for travellers stopping day or night between Niagara and Detroit. The Half-Way House was bought in 1863 and the present Swartz store house in West Oxford was built on the location.

The stagecoaches were drawn by four horses. The average life of these horses was only two years. The horses were changed every fifteen or twenty miles. Stagecoach drivers were paid ten to twelve dollars a month and the highest ambition for a boy at this time was to be a stagecoach driver.

Dorman was one of the first stage proprietors. His stables were at Sydenham and were noted for the large number of high class stage horses.

Stagecoaches carried nine passengers inside and as many as they could carry on the outside. The stagecoach often stopped to pick up people walking along the road. Unfortunately, a good walker could make better time than the coach. The passengers were usually either rich, fat, or cripples.



The stagecoaches were huge, awkward, and not very comfortable. Some of the rules for riding in a stagecoach were as follows:

- ". The best seat in the stage is the one next to the driver.
- . Don't lap over neighbours while sleeping.
- . If the team runs away, sit still and take your chances. If you jump, one out of ten chances you will be hurt.
- . Never shoot on the road as the noise might frighten the horses.
- . Don't smoke a strong pipe inside the coach.
- . Spit on the leeward side.
- . Don't discuss politics or religion.
- . Don't grease your hair because travel is dusty."

Although not very comfortable, the drive was considered one of the most beautiful in the country even when it was muddy. In the spring an extra team of horses had to be added to pull because the mud came up to the axles.

Since the roads were so muddy the coaches and wagons often became stuck. When this happened the people did one of two things. They either cut down the farmer's fence and drove through his fields or they took the fence posts and pried the coach out of the mud.

In 1817 the first contracts for carrying mail were given to coachmen. Before this mail had been carried by post boys. In 1832 Mr. Jed Jackson was carrying the mail up and down the Stage Road at a rate of three miles an hour. The mail was thrown off the coach as it drove by the post office. At this time there were four coaches going up and down the road.

The coaches stopped at every tavern whether or not they had business there and since there were thirty taverns between London and Brantford they stopped often. It took only twenty-five cents to treat the crowd of thirsty travellers.

In 1839 Governors Road was well graded and planked with three inch pine lumber. It took away most of the business from the Old Stage Road. In 1847 when Governors Road became worn down, traffic returned to the Stage Road.

The first settlers who came were offered land cheaply if they were loyal British Subjects from the American Revolution. British soldiers were given grants of land for their service in India. Many soldiers never came over, but sold their land for small amounts to settlers who wanted to come to Canada. Sometimes the land was even sold for a suit of clothes or a pair of shoes. Later when Ingersoll brought his settlers, land was bought from or through the Canfields (members of the party of

settlers). Settlers would make an agreement to come and settle on the lot which was usually one hundred acres. Deeds and mortgages were not straightened out for two or three years and as a result the dates on the deeds are 1834.

The grant of land given to Thomas Ingersoll by Governor Simcoe became known as the Township of Oxford on the Thames and it was later divided into North, West, and East Oxford Townships. After this the price of land rose steeply from fifty-five cents an acre to three dollars an acre.

By 1800 the county of Oxford was formed. Oxford settlers were famous for making butter and cheese.

By 1817 the population of Oxford was five hundred and thirty persons with three quarters of them living in East and West Oxford. At this time there were two sawmills, a gristmill, but no churches, jails, or schools.

The Oxford settlement along concession one, now West Oxford Township was well established before Ingersoll, Woodstock, Sweaburg, or Foldens. It extended for eight miles along the first concession and even into the second and third concession.

"I claim that the first concession of West Oxford was the cradle of the early settlement between Niagara and Detroit and everyday I am piling up evidence to substantiate this theory," written in 1941 by an historian of Ingersoll, Stanley J. Smith.

Martin's Tavern which was built before 1812, was opposite the large bend on the Old Stage Road in West Oxford. Later, Martin's new tavern was built. This was the tavern where the robbery of the army payroll in 1812 took place. General Proctor's baggage was also taken during this same incident. Although the baggage was never recovered, the local people later appeared wearing new exotic clothing that was quite different from their usual home-spun clothing.

East Oxford became an incorporated township in 1850. Before this time Council meetings were held at the home of James Dorman who lived on the west half of lot 9 concession 4 on the Old Stage Road. Now they were held in the new Council Hall at Oxford Centre.

In 1861 the village of Oxford Centre (situated on the Old Stage Road about five miles from Woodstock) was important enough to have mail delivered three times a week; Tuesdays, Thursdays, and Saturdays.

It also boasted a store, a hotel by the name of Oxford House, a post office (just recently closed down), a blacksmith shop, a carriage and wagon maker, a school and a Wesleyan Methodist Church (built with brick at a cost of \$1,200).

Squire Teeple was the "Marrying Sam" of the area. He married more than five hundred people.

East Oxford had a population of one hundred and fifty persons. There was a sawmill, a blacksmith shop, a store, and a tavern.

The English aristocracy who had come over here to settle had





brought their horses and they held horse races and hunting. Everybody came to them dressed in all their riding finery.

Sageville was the first registered subdivision in East Oxford. It was named after Seymour Sage.

In 1861 Vandecar was quite a thriving village. It had a school, a blacksmith shop, a shoe store, a sawmill, a church, a box factory, a turning mill, a cheese factory, and a tavern.

The first school in Vandecar was built on the creek flats (Kenny Creek), on the property of Seymour Sage. The foundation of the school still remains. David Canfield was the first teacher and his pay was "two bushels of merchantable wheat per scholar, a convient house and a sufficient quantity of firewood."

He was paid in three month terms and there was an attendance of forty-five pupils at the school.

In 1857 a grant of five hundred dollars was received to build a new schoolhouse. It was completed in 1858 and the old school

house was sold for five dollars and twenty-five cents at a public auction.

The second school was on the east side of the Vandecar side road, on land now owned by Horst Joswig. The third school house was across the road and is still standing, but no longer used as a school.

Because the history of the Old Stage Road would not be complete without a bit of history of the century farms situated on it, we have included some of the information that we found most interesting.

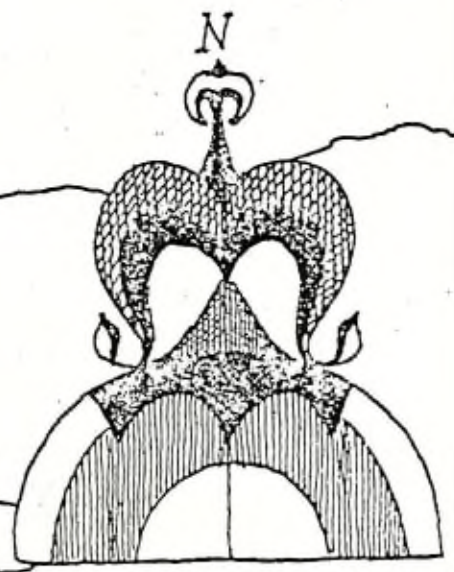
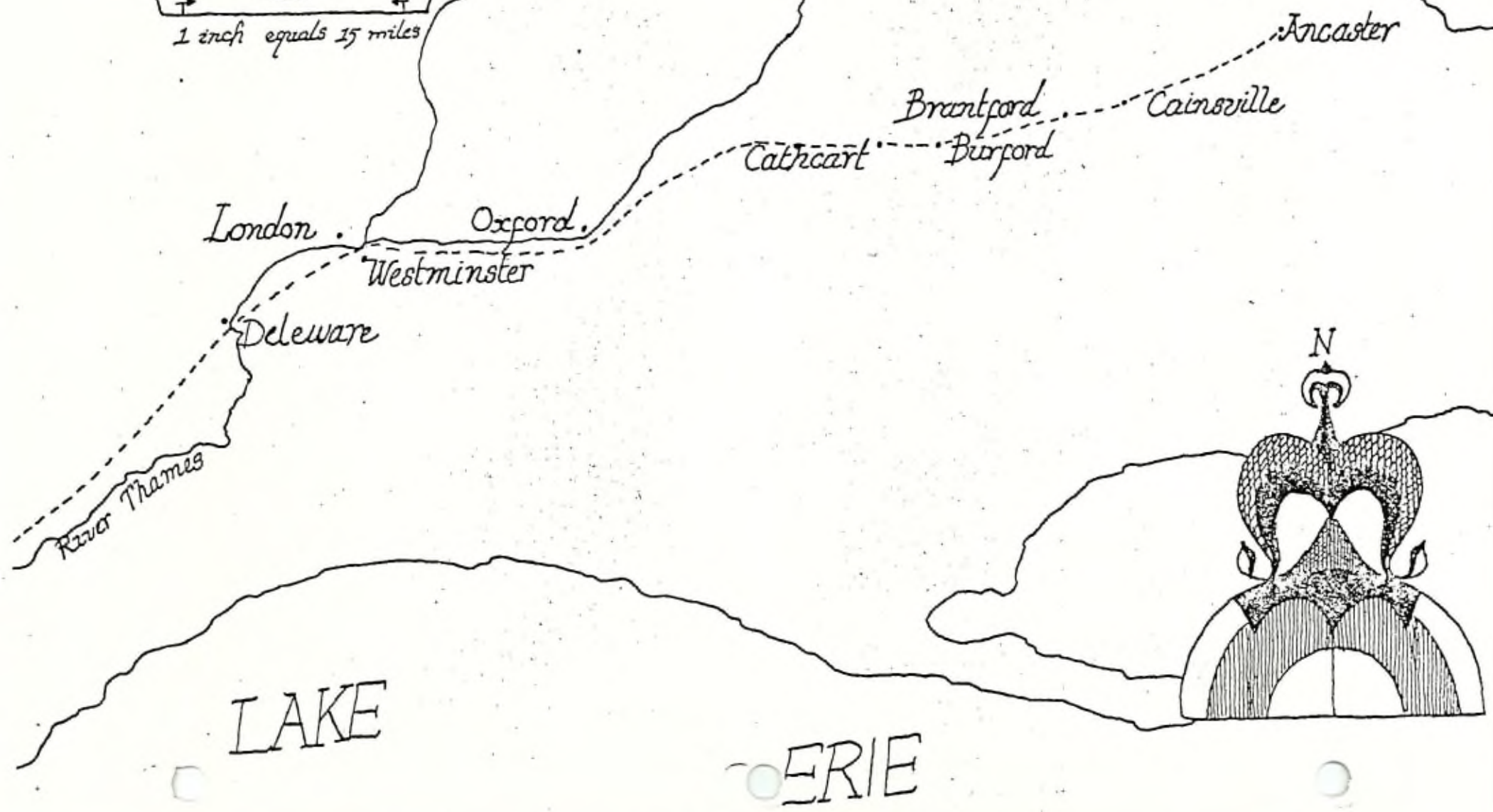
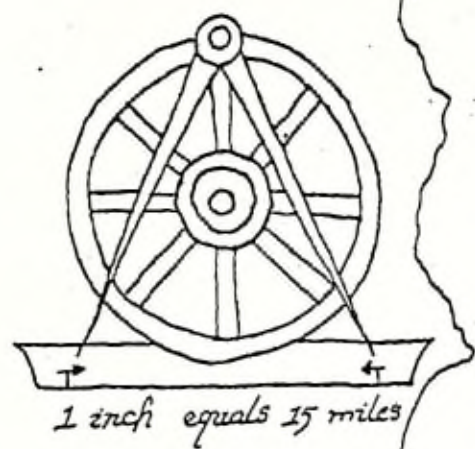
All century farms are dated from 1867, even though some of them have been there longer. The farm has to be in the family for 100 years to be classified as a century farm. If the farm was out of the family for a few years, those years were subtracted. There are seven century homes on the road.

When people first settled on the road they built log cabins. As they became more settled and had more money they built huge mansions, everyone competing with their neighbour for size and beauty, the result being a lot of beautiful homes on a beautiful road.



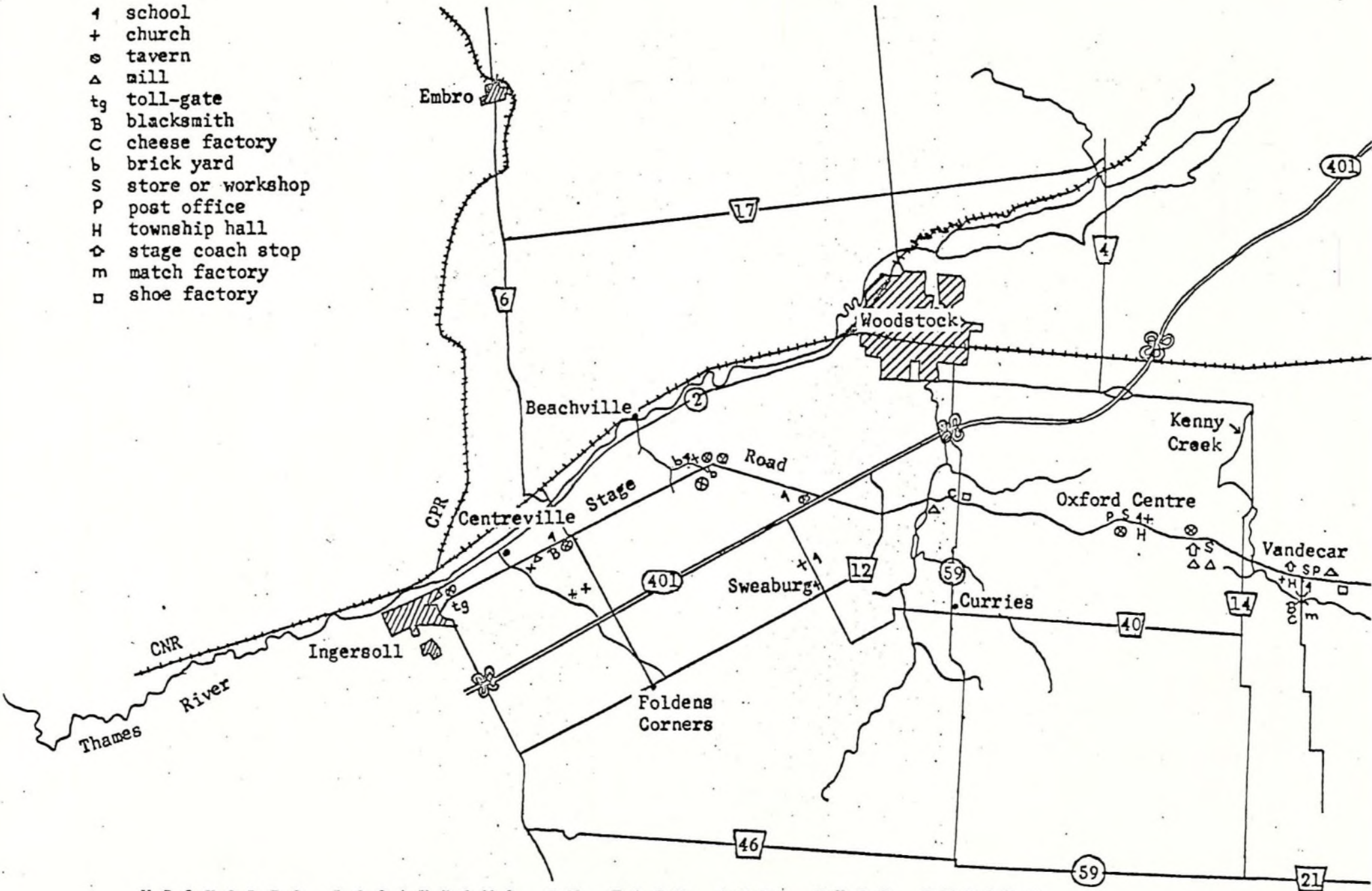
The first school at Oxford Centre, 1845

A Map of
The Old Stage Road
- 1832 -



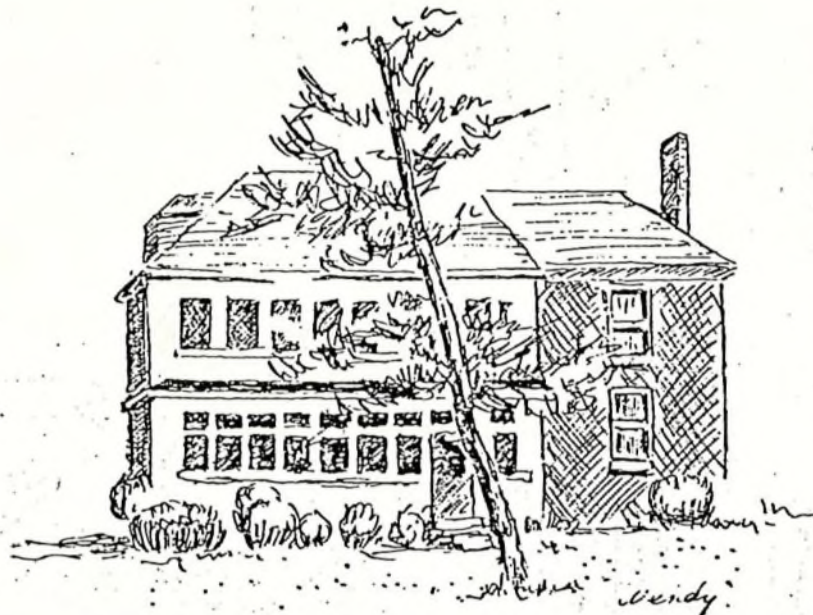
K E Y

- 1 school
- + church
- ⊙ tavern
- △ mill
- tg toll-gate
- B blacksmith
- C cheese factory
- b brick yard
- S store or workshop
- P post office
- H township hall
- ◇ stage coach stop
- m match factory
- shoe factory



HISTORIC LOCATIONS IN EAST AND WEST OXFORD

To the right, as you turn onto the Stage Road is the original Shell homestead. Two brothers, Walter and Malcolm, lived here in 1875, and their father Abraham Shell lived half a mile further east. The two brothers were part of the original company that founded the limestone company at Beachville.



Across the road and down a ways is the Lazenby farm. In 1832 John Brown and his family settled here. As his sons married he helped them to take a farm of their own. The eldest son, Thomas obtained the original farm when he married. One son settled near Ingersoll, and the other obtained what is called a double fifty. In his double fifty the north half of his farm joined his parents and the second half of his farm continued south across the Old Stage Road.

The original homestead was a one and a half story building with five bedrooms. Under the big bedrooms at the back of the house the pigs were kept and there was also enough room there for the buggies. What is now the Lazenby's dining room and kitchen was then the kitchen and pantry.

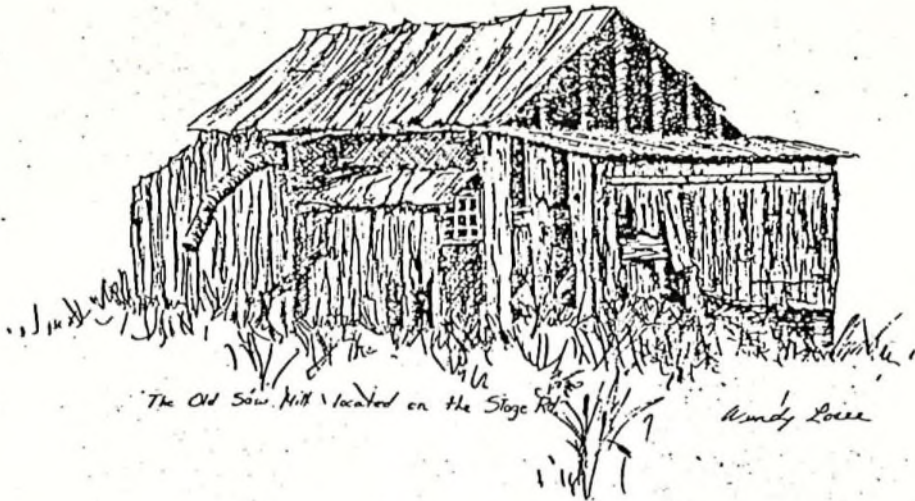
Mildred Mitchell, a great granddaughter of Thomas Brown, remembers some of her great grandmother's stories.. Her great grandmother use to see foxes walking up and down the old rail fence in front of the house and at night, from her window she could see bands of Indians travelling to and from the camping grounds up the road.

CHARLES W. WOOD'S FARM
East Half of Lot 9, Con 4

Winfield S. Wood was once a Reeve of East Oxford. He also ran a saw and grist mill on his farm, and was also the director and past president of the Vandecar Cheese Company.

The house was built in approximately the 1850's. The present barn is dated 1885. Also located on this property is a workshop.

The following are sketches of the old sawmill and workshop which are located on Charles Wood's farm. There is suspicion that the sawmill will be torn down in the near future, yet both buildings are certainly interesting to go and see.



HIDER FARM
Lot 10, Con. 4
HAROLD and JENNIE ARMSTRONG

The "Hider Farm" was purchased from Wentworth and Samantha Burtch by Peter John Hider on November 2nd, 1871. It has remained in the possession of members of the Hider family to this day except for a few years when it was sold to another family. It is now owned by Mr. and Mrs. Harold Armstrong. Mrs. Armstrong is the youngest grand daughter of the late Peter John Hider.

The first Hider home was a log house. The present house was built by Peter Hider in 1881

In the 1800's there was a brick yard on the north side of the road, between the creek that runs through the farm and the Old Stage Road.

The Hider family were originally from England. Jennie Armstrong's grandfather Hider planted a spruce tree on the front lawn shortly after he purchased the farm, and the tree is still growing.

Please see the sketch of the Hider Farm at the top of the following page.

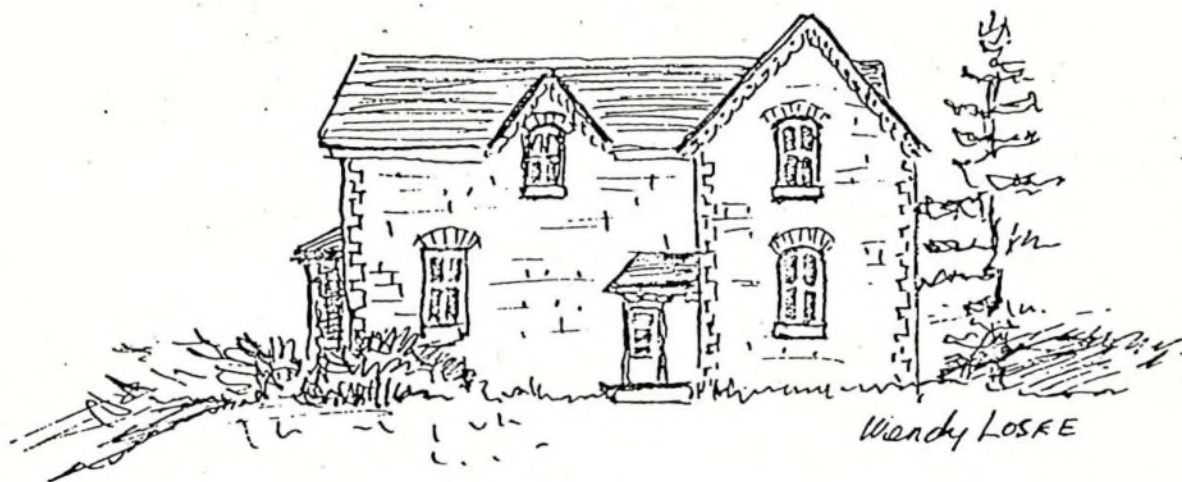


House on Old Stage Road,
 Lot 10, Concession 4
 Built in, 1851

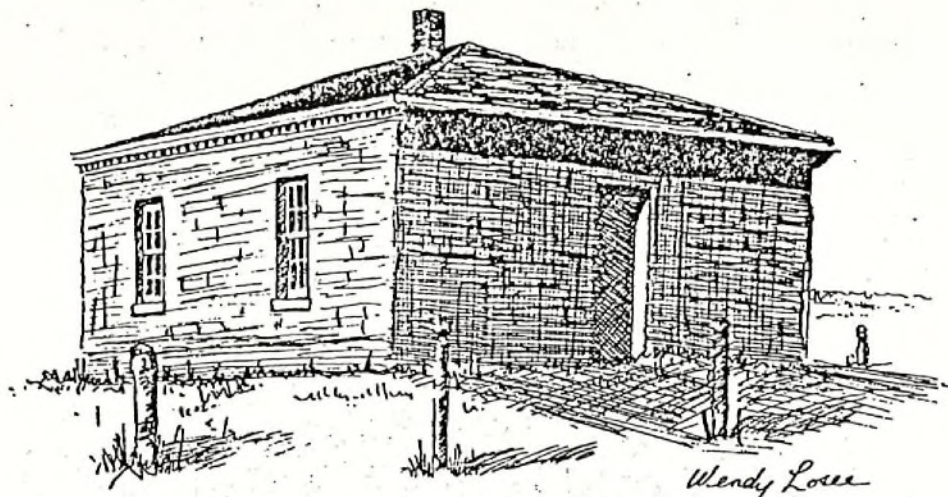
Lot 9, Con. 4

In 1849 and 1850 Incorporation Council Meetings were held on the west half of Lot 9, con. 4, which was then the farm of James Dorman. The first town Township Hall was completed in December of 1850 at a cost of 215 pounds. In 1850 the Township was organized and regular Township monthly meetings were held there.

In May 1868, Philip Parking purchased this farm and it has remained in the Parking family for over 100 years.



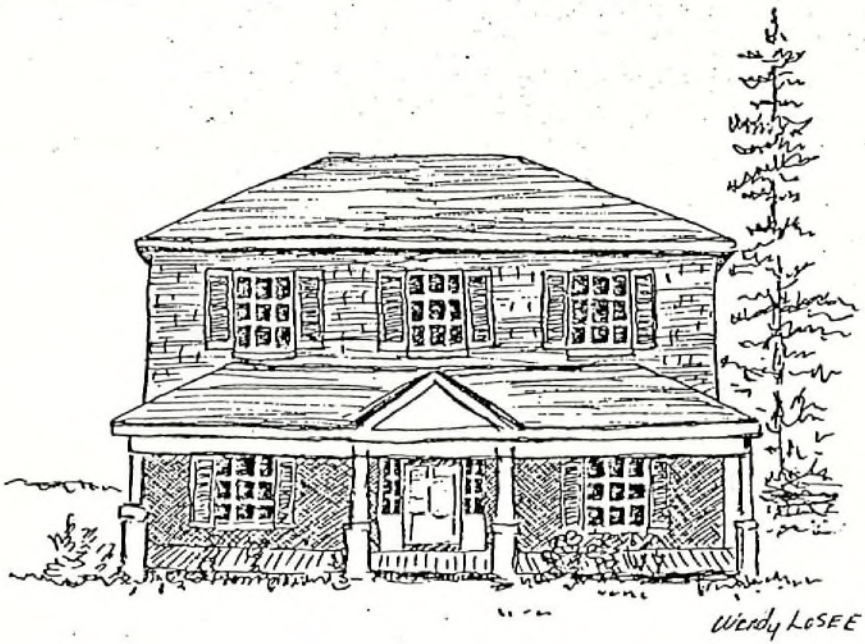
Below is a sketch of the first Township Hall in East Oxford. The land for this building was purchased in 1830 from Abraham Canfield and was one half an acre of the west part of lot 12, concession 4, East Oxford.



THE PEERS FARM
 Lot 7, Con. 4
 "Valley Acres"

Seymour Sage purchased lot 7, con. 4 from a British soldier who was stationed in India, for 125 pounds. The present house was built in 1840 and the land runs from the 4th to the 5th concession. Ken Peers, owner of the farm, is a great-great grandson of Willard Sage and a great grandson of Seymour and Matilda Sage. A second house was built for a retirement home for Clair Peers and his wife, after his son, Ken, married Vina Mighton.

Henry Peers was the first clerk of East Oxford in 1849, before the Township was organized. Clair Peers was the Reeve of East Oxford in 1945 and 1946, and Ken Peers was Reeve in 1970 to 1973. He is now a member of the Council of the Township of Norwich.

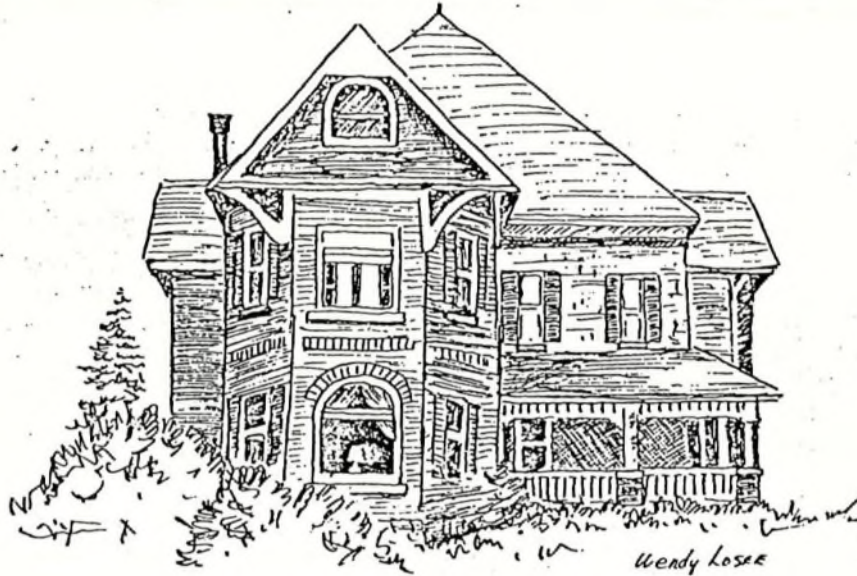


THE SAGE FARM

The present 200 acre farm in East Oxford, now owned by Henry Sage, was purchased by Willard Sage from the Sheriff of Elgin, who gave a suit of clothes for it. Willard Sage was a United Empire Loyalist from the United States.

Seymour Sage, (born in 1806 on this farm), claimed that his lot was a regular camping ground of Mohawk Indians who came in December each year to hunt deer.

Seymour Sage erected a meeting house on his land and gave it to the Methodists.



SEBURN-BERTRAND LOT 3, CON. 4

Stephen Seburn purchased part of lot 3, con. 4, which consisted of 100 acres from the Crown in the year 1853, for 75 pounds. The original house was a log cabin, and the land was uncleared. The present house was built by Stephen Seburn about 1880.

"Stephen Seburn willed the property to his daughter, Juliette Seburn Bertrand, and upon her death in 1911 her only son, Herbert Bertrand and his wife Bertha May Taylor moved to the farm."

In September of 1945 the hundred acre farm was transferred to Wilfred and Meldrum Bertrand, when Herbert and Bertha Bertrand moved to a retirement home.

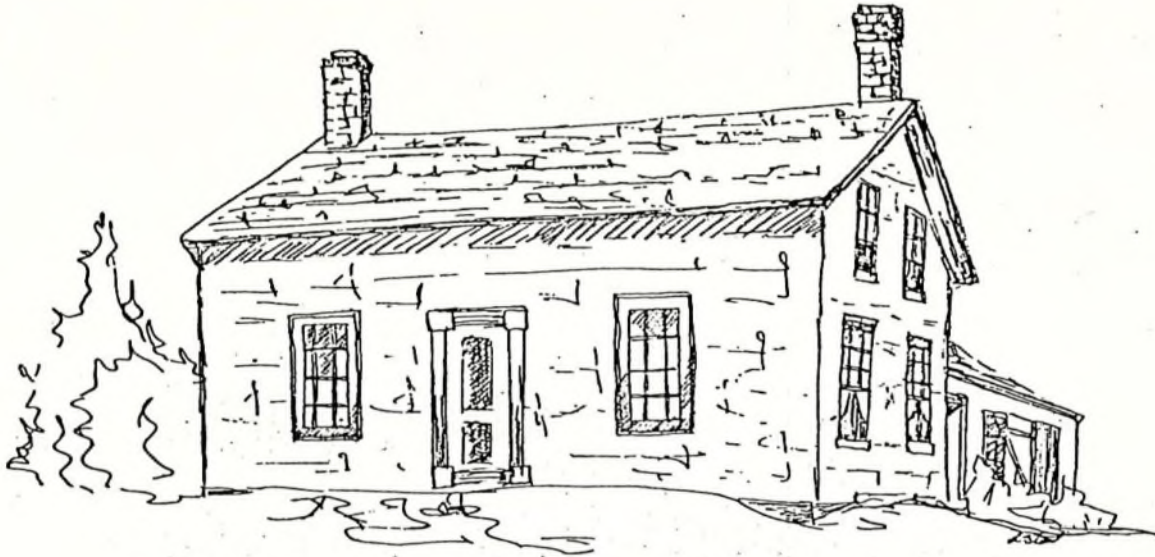
"Some of the years which stand out in memory might be the winters of 1940 when the Old Stage Road was blocked by snow, impassable even for horses, and milk had to be taken to Muir through fields by horses and sleighs to meet the milk truck on Highway No. 53 which was kept open most of the time.

The year 1943 was terribly wet and crops were rained out, in 1954 Hurricane Hazel destroyed most of the corn crop."

In 1968 a cottage was built on the south west corner of lot 3, con. 4 by Wilfred and Meldrum Bertrand, and also a second well was drilled. Glen and Joan Thompson Bertrand now own this cottage.

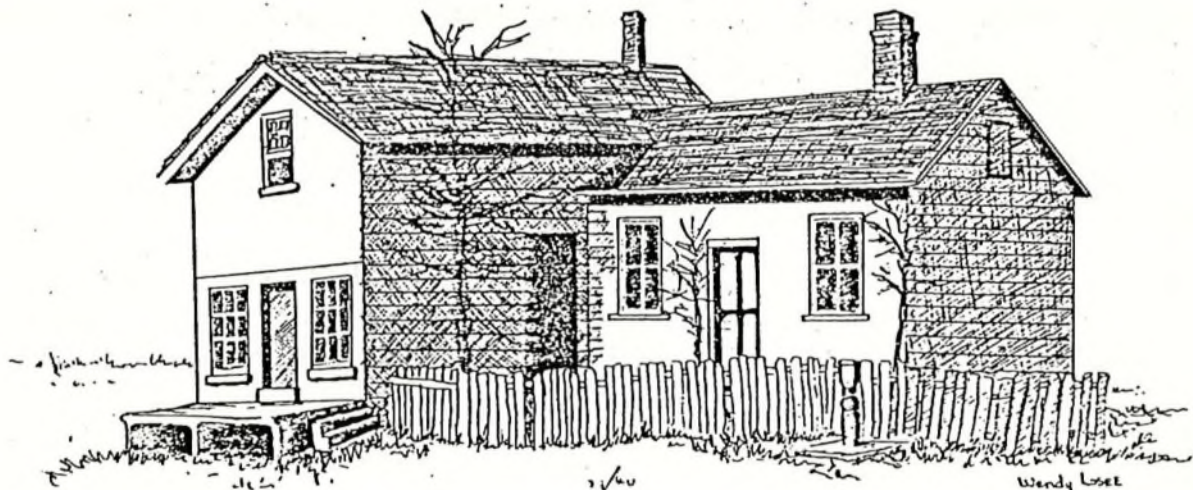
* Quote: Tweedsmuir History by the East Oxford Women's Institute

Below is a sketch of the Bertrand home.



Although this is not a century home we would like to pay tribute to The Oxford Centre General Store and Post Office.

The earliest records of the store show that Mr. H. C. Griswold was the merchant. He was also the proprietor of the tavern called the "Oxford House". The year 1967 brought about the closing of the Post Office even though it was much disapproved of by the local residents. There had been mail delivery at the Post Office for almost 100 years.



We would like to thank all the people who have helped us with information, pictures, maps, and for just being generally nice. Without their help, this book could never have been completed.

Mrs. H. Armstrong
Mr. E. Baker
Mrs. W. Bertrand
Mr. D. Bond
Mrs. A. T. Brown
Mr. J. Burns
Mr. R. Butler
Mr. M. Cosyn
Mrs. M. Dale
Mrs. M. Evans
Mrs. E. Garfat
Mrs. F. R. Gilbert
Mr. E. Greenly
Mrs. M. Holdsworth
Mrs. L. Ingersoll
Mr. H. Kirkby
Mrs. J. Kitchen
Mrs. M. Mitchell
Mr. & Mrs. K. Peers
Mr. W. Pullen
Mr. J. Robins
Mr. H. Sage
Mrs. W. Schell
Mrs. N. Schell
Miss. R. Vreeker
Mr. F. Walsh
Mrs. C. Wood

We would like to apologize if we failed to mention anyone.

THE OLD STAGE ROAD

Early in 1793, Governor Simcoe, with two assistants, launched a small steamboat on the Niagara River above the falls and went south to Lake Erie, then across the lake to the Detroit River, through Lake St. Clair and up the Thames River until he reached the forks of the Thames (there was no London there in 1793). Here the Governor found water deep enough to carry large vessels.

He kept going westward across Lake Erie until he reached the Detroit River. He did not stay long at the forks but continued on the south branch until he reached a point near where Woodstock is now. Here the water became too shallow and he was forced to turn around. During the progress of this journey he went against the current of the water, but returning he was with the current. Governor Simcoe made recordings of time and distance. After he arrived home at Newark he gave this information to Lady Simcoe who was his choreographer during his four years in Canada.

Early writers believed that when Simcoe learned that large vessels could carry an army from the forks of the Thames to the Detroit area, he conceived the idea of taking a regiment down the Thames, and through Lake Simcoe and capture the settlement that is now Detroit and the upper peninsula of Michigan, adding them to Ontario. However his plan was not advertised.

He decided to make a road through the forest from the head of Lake

Ontario to the forks. With his small steam boat and helper, he went from Newark to the head of the lake. It was here he hired 100 Indians to cut the road through. Interest would have been added to the report of the journey around Western Ontario if Lady Simcoe had mentioned in her diary, if the steam boat was side-wheeler or a stern-wheeler. Did they carry enough fuel for the engine for the round trip? Apparently they did. Did they carry enough food for the crew to eat and drink on the journey? Were they anchored for the night, while on this journey? These facts remain unclear.

When Governor Simcoe hired the 100 Indians to cut the road through the forest this was really the start of the Old Stage Coach Road.

Trees were felled outward to a width of 30 to 40 feet. Stumps were not removed. The road followed high land as much as possible, which accounts for the many curves. Bridges were difficult to build. Those that were built were of log construction. Stage coaches began in the early 1830's.

The road was gradually improved by reducing the curves and gravelling. Early surveyors used this open road as a location to start surveys, from Martin's Tavern to the west border of Oxford County.

There were over 30 taverns between Hamilton and London. Stage coaches numbered six daily, changing horses about every 15 miles. Drivers announced the arrival and departure of the coach by a blast on a tin horn.

The road entered Oxford County at the east side of

the Township of East Oxford and somewhat east of the Village of Vandecar, then westward through the present Village of Oxford Centre. There was approximately eight miles of the road in East Oxford. The road then went the entire distance across what is now the Township of West Oxford, a distance of about 13 miles.

On this road, was located the settlement of Thomas Ingersoll, named Ingersoll in 1817. The opening of this road greatly aided Mr. Ingersoll in fulfilling his agreement to bring in 40 families who would become permanent settlers. This was one of his conditions for receiving a township of 66,000 acres from the government in 1793.

A very important stopping place was Martin's Tavern, located on the north side of the road in the south west corner of Lot 6 Broken Front Concession. This is one mile south of Beachville, up the steep hill at the east of the village. It was in this tavern that the first vote was taken in an Oxford election. The voting was open.

Jenvey Files

THE OLD STAGE COACH ROAD

In 1817, the area taken up by Thomas Ingersoll was known as 'Oxford-on-the-Thames' and had a population of 530 in 76 homes, with no churches. In 1820, East Oxford had eight schools, open six months per year. Of children between the ages of six and 16, 232 were taught, while 328 were not (this indicates the growth of the township).

In 1828, Ingersoll had 20 homes, 18 being of log construction.

After the war of 1812-14, the government granted 155-pounds to improve the Old Stage Road.

The completed road ended at the fork of the Thames (now West London). From this point down the Thames River large boats could navigate and as late as May 24, 1881, a double-decked steamer travelled the river. However, on this day the steamer, returning from Springbank with 500 to 600 passengers, mostly Sunday School children, tipped over. The day was cold and huge bonfires were built to warm and dry the rescued.

CONSTRUCTION

The surveyors kept some distance in advance of the Indians who felled the trees. This was necessary to avoid swamps and deep ravines. The trees were felled outward and left untrimmed. Since the Indians, employed by Governor Simcoe to open the road, worked the year round for three years, it was necessary to provide them with food and water daily and shelter for the nights. Consequently a group of men went ahead and built log buildings large enough for all laborers and teamsters.

These buildings were spaced six to eight miles apart and since they were not destroyed they became the nuclei of villages. The supplies for the laborers had to be hauled from boats at the head of Lake Ontario by horses. Axes and saws became dull and a small trained group accompanied the tree cutters to keep the tools sharp. Several camp cooks were also part of the road making group.

Food was brought from the wharf at the head of the lake (there was no Hamilton in 1793). Large quantities of water were required for cooking the food for three meals a day for the hungry laborers. Cooking committees cooked the meals in large kettles over rock-fires.

The water level was high in 1793, the Indians dug a well conveniently located to the log building, let it fill with water twice and dipped out of the third filling of the well, as useable water. This water was supplied to cooks, and also used by workers for washing purposes before each meal. It was also used by the cooks to wash the cooking utensils. The wells were covered with poles and surrounded by brush to prevent night-roaming animals from falling into the well. The Indians slashed a tree near the well and put the Indian mark on it, meaning water. This was for the benefit of travellers, incoming settlers and teamsters.

Meanwhile, the tree cutters continued to open the road. This road had to be at least 30-feet wide and made passable for a team of horses or a yoke of oxen on a wagon.

Seven or eight miles farther along the road, builders had erected another log cabin. When the open road reached this cabin it was moving day from this former cabin. Wood had to be gathered and secured for the cooks, requiring much extra work.

Nearly every tree that was felled, was done so near the stump. Since each was to be 30-feet, many trees required two cuts, with axes sharpened each morning. We do not know how they sharpened the axes, but any iron foundry that could weld a steel balde on an iron base to make an axe, must have had some kind of a tool to do the sharpening.

Bridges had to be built across streams, substantially, to hold the teamsters and the horses and wagons. It happened on many occasions, that a teamster could not return in daylight after he unloaded his supplies. At such times his team was put inside the log building for the night. In the winter the cabins were cold sleeping quarters and the wood committee put a large pile of wood in the building. A hole was cut in the roof of the building to let the smoke out and the committee kept up a continuous fire in the centre of the building.

Thus the Old Stage Coach Road was pushed through the forest from the head of the lake to the forks of the Thames. King Street in Ingersoll is a portion of the Old Stage Road and continues still to London as the Hamilton Road.

Jan 6 '76

Ingersoll bridge to be built on site of existing span

INGERSOLL — The \$175,000 Pemberton Street bridge will be built on the site of the existing bridge, town council decided Monday night.

At its first meeting of the year, council decided to detour traffic for up to five months while the present bridge is dismantled and a new one constructed.

Council rejected an alternative proposal by Springbank Engineering of Woodstock to erect the new bridge east of the existing one so that traffic could continue to flow during construction.

The proposal would be more expensive, council decided, and involve more complex government approvals because of problems associated with the CNR tracks.

Mayor Gordon Henry said residents won't object to the detour if they can look forward to a new bridge.

The existing bridge has been restricted to light traffic since a heavy truck damaged the road surface last fall.

Final drawings still must be prepared. Provincial approval may take up to 12 weeks.

The ministry of transportation and communications will pay 80 per cent of the cost.

In other business, Mayor Henry called for spending restraint in line with federal and provincial guidelines.

He said the town has sufficient projects underway and is not in a position to finance any new projects this year.

Ingersoll to receive \$90,000 bridge grant

INGERSOLL — The ministry of transportation and communications will provide a \$90,000 grant this year to help finance a \$225,000 bridge across the Thames River, Mayor Gordon Henry said Thursday.

Council will be asked to approve a new financing scheme for the Pemberton Street bridge at a meeting Monday night.

Less than two weeks ago, Howard Greenly, district municipal engineer for the ministry, said he had not recommended that the province provide the 80 per cent subsidy for the project needed by the town.

The \$90,000 grant this year will be combined

with \$90,000 council must borrow, Mayor Henry said. The ministry will pay an additional \$90,000 next year. Council previously allocated \$45,000 for the project, to make up the remainder of the funding required.

The town considered the bridge a high priority item, the mayor said, while the ministry, in the past, has considered it low priority.

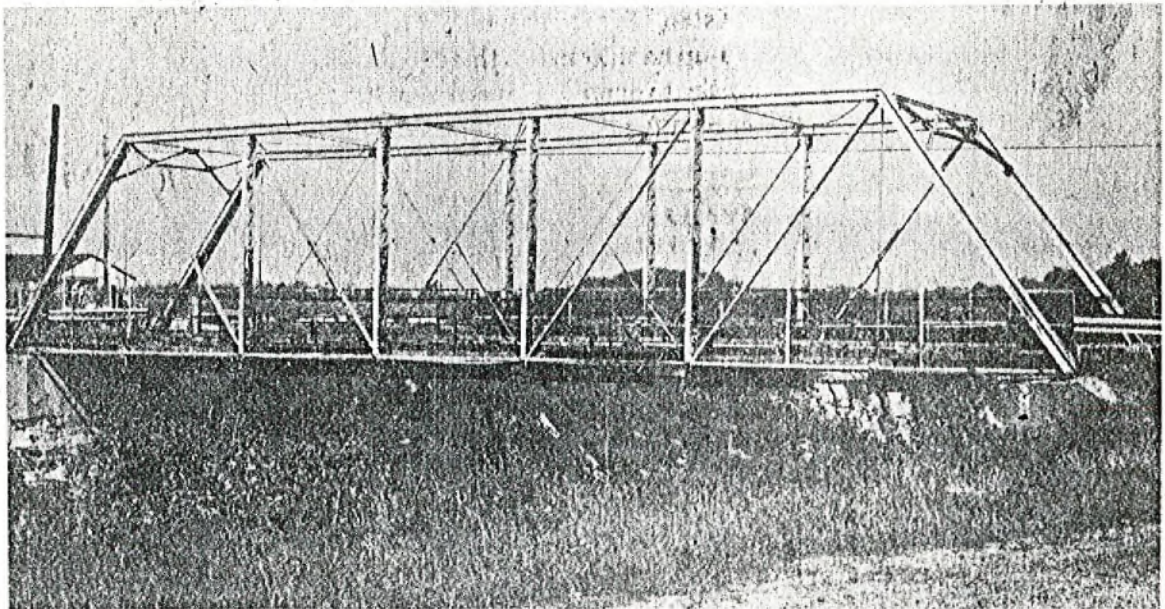
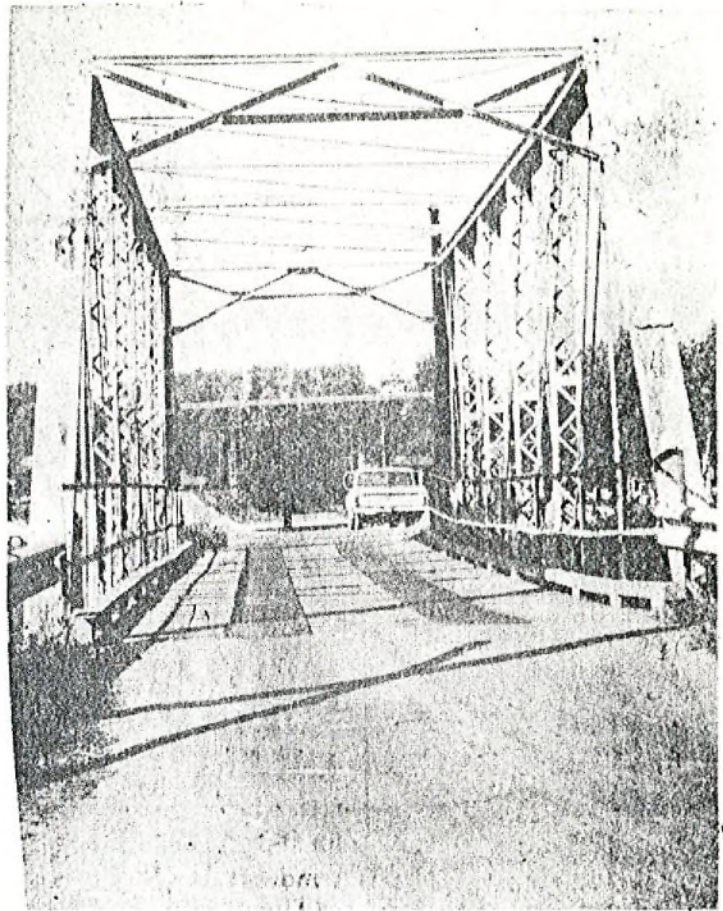
Springbank Engineering of Woodstock, the town's consultant for design of the bridge, is rushing to finish plans for the two-lane, 100-ton capacity structure, Mayor Henry said.

Tenders for construction will be called in late July or August if council approves the new financing scheme, he said. Construction should begin sometime in September and be completed by late fall or early winter.

The existing bridge, built about 50 years ago, was designed to carry four tons and two lanes of traffic, but structural damage from accidents has reduced it to one lane with a two-ton capacity.

London Free Press

June 4, 1976



The Pemberton Street bridge, which has long been a headache for local motorists will soon be dismantled to make way for a new bridge. Construction work on the new bridge began last Monday.



Ed J. McCabe, regional director for Southwestern Ontario of the ministry of transportation and communication, cuts ribbon held by Mayor Douglas Harris and Marion Coyle. (Staff photo)

Ribbon-cutting ceremony held to open Pemberton St. bridge

Ed J. McCabe, director of southwestern Ontario region of the ministry of transportation and communication, cut a red satin ribbon held by Mayor Douglas Harris and Marion Coyle, chairman of the town's public works committee as the trio stood on the new Pemberton Street bridge Friday.

The ceremony marked the official opening of the town's new \$237,000 bridge. The bridge has been open to traffic since mid-June.

Harris pointed out that the town actually paid only a small portion of the total cost. An 80 per cent subsidy was received from the ministry, he said.

Former Mayor Gorden Henry, who was there to watch the ceremony, was congratulated by Harris for his efforts in getting the bridge built.

Looby Construction of Dublin, began construction of the bridge October 15, 1976. And, in spite of the severe winter, had it finished two weeks ahead of schedule.

85-FOOT SPAN
Springbank Consulting Engineers Ltd., Woodstock, designed the reinforced concrete bridge with pre-stressed I-beams. It has an 85 foot span, and a bearing capacity of 80 tons.

The old bridge had a capacity of only four tons.

McCabe said the new Pem-

berton Street bridge was particularly significant. His ministry, he said, is this year making a study of bridges across the province for the purpose of updating them. The new bridge opened in Ingersoll that day is typical of what will be happening throughout Ontario, he said.

Town engineer Steve Kovacic gave a short history of the former bridge. It was built in 1855 by the Iron Work Co. of Stratford at a cost of \$25 to \$35, he said. It was in use until October 1, 1975. It was closed after being severely damaged by a tractor-trailer.

The new bridge had to be built 2½ feet higher than the old bridge, to meet ministry of transportation and communication requirements for clearance.

This meant a hump on the new bridge which limits visibility of motorists on bridge approaches to 250 to 300 feet.

ONE-WAY STREET
To meet ministry requirements, Janes Road has been closed at Pemberton Street, and Wilson Street is now a one-way street for westbound traffic.

Ingersoll has three bridges across the Thames River. A fourth has been proposed across Ingersoll Street, which will eventually take traffic from Highway 401 through the Industrial Park, to Bell Street (Highway 2).

Harris said after the ceremony, that nothing has yet developed on another new bridge, for the town but, "we are still hoping—still writing letters."

Streetlights installed in early 1900s

The first streetlights in Ingersoll were erected in 1906.

Ingersoll was the chosen site for the first telephone exchange in Canada. It was established in April, 1880 and there were 13 phones at that time.

INGERSOLL
TIMES
July 25, 1984

Highway change annoys Ingersoll

INGERSOLL—Town council will send a letter of concern about the designation of Highway 2 to a county road, although Coun. Jim Robins said Monday it might be too late to stop the bypass road swap.

Council voted to send the letter to the county, Ontario Treasurer Darcy McKeough, Oxford MP Bruce Halliday and Harry Parrott, Oxford MPP and colleges and universities minister.

A letter from L. B. Macnab of Macnab Auto Sales Ltd. said provincial plans to make Highway 2 from Woodstock to Ingersoll, a county road and

designate Governor's Road as the new highway will be a deterrent to businesses on the existing highway.

There are hundreds of thousands of dollars invested in business along the route and the town should be served by a highway, Macnab said.

But Robins said council has known for two or three years the road's highway status would be dropped.

"That is the time we should have got at it," he said. "The horse is out the gate now."

County public works committee last week took no action on a petition from Highway 2 businessmen concerned about the swap being initiated as part of a deal for a county-city truck bypass.

Coun. Wayne Campbell—a Macnab employee—said: Regardless of the lateness of the hour, we should be pushing it."

"It is no secret how council feels about industry, he said, and the town will be "in really bad shape" if commercial business is lost.

The town is sadly lacking in commercial land, Campbell said, adding there now are several applications for severances outside the town.

Everything within council's power should be done to encourage businessmen to stay in town or near town approaches, he added.



Photo: **Jim Robins**
'... may be too late'

Highway-road swap worries Ingersoll

Free Press Woodstock Bureau

WOODSTOCK — Ingersoll is in danger of becoming "one of those communities off to the side" after the planned swap of Governor's Road for Highway 2, Ingersoll Mayor Doug Harris told Oxford County council Wednesday.

The exchange of a Highway 2 section that goes through Ingersoll between Woodstock and Thamesford is to take place in October as part of a truck bypass.

Harris said that while Ingersoll is in favor of the bypass, the town is also concerned about the loss of traffic the trade is likely to cause.

"Ingersoll is interested in seeing County Road 6 (the north-south bypass link between Highway 401 and Governor's Road) built but we are also in the difficult position of not being

on a highway (after the swap)."

He expressed concern that in the future all road maps will show there is no highway going through the town.

He said a gas station survey recently showed that 40 vehicles stopped at the station using maps only to arrive there.

Harris reminded council that part of Highway 19 through the town will revert to a county road in the truck route development.

"Ingersoll and the county both need the bypass but a lot of service-type and commercial industries will suffer. We need County Road 6 built but there always has to be tradeoffs.

"Why not keep the present designation meaning we're on a provincial highway. Why do we (Ingersoll) have to become one of those

communities off to the side."

Coun. Perry Sibbick of Blandford-Blenheim Township, a key negotiator of the swap requiring the ministry of transportation and communications to pay for upgrading County Road 6, said the ministry would not take the responsibility of building the new road unless it was a link between two provincial highways.

Ingersoll Coun. Jack Warden said he "deeply sympathized" with people who may be affected by the deal.

"I see no alternative to the swap. It's a situation where we're damned if we do and damned if we don't. It will take away traffic but time will tell how much the town will be affected," he said.

Warden suggested the county look into alter-

nate route signs which would point out to travellers routes which will take them through Ingersoll and Beachville.

Warden, who also indicated he was in no position to oppose the bypass and the swap, said this would provide an alternate route for travellers.

"People would have their choice," he said.

Coun. Webster of Tillsonburg suggested the road through Ingersoll be designated Highway 2B on road maps. He added that his municipality worried about similar traffic reductions when the Highway 3 bypass was built there, "but so far as I know it did not hurt my businessmen.

Preliminary engineering on the bypass is expected to begin later this year.

LONDON FREE PRESS
Apr 11 1977

LONDON FREE PRESS
Apr. 14, 1977
ROADS

Highway 19 to remain provincial

Sept 14/77 Times ROADS

Highway 19 through Ingersoll's downtown will remain designated as a provincial highway, Oxford County's MPP Harry Parrott announced today.

After considerable discussion between Dr. Parrott and James Snow, minister of transportation and communication, Dr. Parrott said the ministry has agreed to allow highway 19 between Thamesford and the 401 to remain designated as a provincial highway at least until the construction of County Road 6 is completed as part of the bypass.

Dr. Parrott said that once construction of County Road 6 is completed, the province will negotiate its final status with the county.

According to a release issued this morning, the development follows Dr. Parrott's discussion with the minister following talks with Ingersoll's Mayor Douglas Harris and Chairman of the County Works Committee Perry Sibbick.

Dr. Parrott said the minister is now expected to ask county council's approval to the amendment to the original bypass road switch plan.

The Oxford MPP requested the minister to consider the original route transfer agreement after a number of concerns were voiced by Ingersoll residents, particularly merchants upset that the bypass plan would leave the town separated from a provincial highway.

In late March of this year, Ingersoll's town council sent a letter to county and ministry officials, expressing their concern over the change in designation of Highway 2 to a County road.

Council then gave unanimous support to the motion introduced by Councillor Wayne Campbell, who suggested that the planned change may be detrimental to local business because the town would no longer be on a designated highway. He told councillors, at that time, "we're in sad shape now. It's no secret. If we start to lose commercial development, we'll be in serious trouble."

In late April of this year, County Council received a petition from Ingersoll and Beachville area business operators protesting the redesignation of Highway 2. At that time, Mayor Harris asked county councillors why Ingersoll has to become "one of those communities off to the side," and said he was concerned that maps

would not show a highway going through the town.

In addition, he pointed out part of Highway 19 running through Ingersoll, would also become a County road under the road swapping agreement between the County and the province.

As a result of the latest development, Dr. Parrott said Highway 97 in the county and Highway 2 between Woodstock and Ingersoll will be transferred immediately to the county.

He said MTC will assume Governor's Road between Woodstock and Thamesford and will start immediately on the design and necessary property acquisition for the improvement of the road.

MTC have commenced the design for the reconstruction of County Road 6 between Highway 401 and Governor's Road, said Dr. Parrott. He noted that MTC will now move to assume this portion of the county road immediately prior to construction.

After completion of a preliminary route study, the new road from Highway 59 southwesterly to Governor's Road will be designated. Pre-engineering will then be continued with.

County council voted in February to approve the change in designation making Governor's Road between Woodstock and Thamesford Highway 2 and making the present route a county road. Approval of the exchange, which gives the county an additional 19 miles of highway, including Highway 19 from Highway 401 to Ingersoll and the connecting links on Highway 2 and 19 in Ingersoll, relieves Oxford County of the \$2.5 million cost of upgrading County Road 6.

Under the arrangement, the province will pay the total \$7.5 million cost of the county's truck bypass which will run from Highway 59 north of Woodstock, southwest to Governor's Road, east to County Road 6 and then south to connect with Highway 401, at an interchange to be built at the Folden's Road overpass.

Ingersoll awards contract for road

INGERSOLL (Bureau) — Jack Tanner Construction Ltd. of RR 2, Stratford, was awarded a contract Wednesday to build a road in the town's industrial park. The Tanner tender of \$25,862 was the lowest of four bids.

Town engineer Eric Booth said the work involves construction of a road and sewer off Ingersoll Road adjacent to the new Underwood Shoes Ltd. warehouse.

LONDON FREE PRESS
November 1, 1979

Construction firm picked to build industrial road

INGERSOLL — Jack Tanner Construction Ltd. of Stratford has been awarded a \$25,862 contract for building a second road in the town's industrial park.

It was the lowest of four bids received with the highest at \$35,789.

Town engineer Eric Booth said work would begin immediately and should be finished by the end of November. The work also includes installing a sewer.

Booth said his original

estimate of Industrial Road Two was around \$30,000 and all but one bid was within that range.

The cul de sac will be adjacent to the new Underwood Shoes Warehouse in the town's southwestern industrial park, he said.

The road was in the original subdivision plans, but it wasn't to be opened up until the had a sale and the sale of land to Underwood requires access from the road, he said.

Booth said other subdivision sites will be serviced by the road when they are sold in the future.

Coun. Eugene Mabee said the firm has done a lot of other construction work for the town.

SENTINEL REVIEW
November 1, 1979

Street extension sign of town's quest for industry

By JOE KONECNY
Sentinel-Review staff writer

INGERSOLL — The Ingersoll Street extension project is symbolic of the town's on-going search for industrial development.

One of the key selling points traditionally utilized by local municipal officials to attract tenants to the town's 500-acre industrial park is Ingersoll's nearness to major highways.

And future transportation route development in this area indicates Ingersoll may be heading for a bigger and better future.

Industrial Commissioner Ted Hunt said industry is always anxious to settle in an area with easy access to major highways.

"Every town has something to offer, but we try to stress the Highway 401 and the good railway service we have here," Hunt said, in an interview.

He's hoping the construction of Highway 402 — between Sarnia and Highway 401, with a turn-off in London — will encourage industry to make Ingersoll its home.

The extension of Highway 403 from Hamilton to Woodstock will help too, he said.

"We will be right in the middle," Hunt said.

"You never know what these things will bring but it will definitely add another selling feature to this area."

Proximity to highways was one of the reasons why Fruehauf Trailers Ltd. located one of its plants in the industrial park, Hunt said.

The Ingersoll Street extension — which is in its third phase now — is aimed directly at making life easier for potential industrial tenants.

Ingersoll municipal technician Gene McLaren said the road extension is supposed to "provide good access to the industrial area" since the street will border on the Highway 401 turn-off at Culloden Road. Hunt echoed his view.

"This project keeps us competitive," Hunt said.

The project was derived from an industrial study conducted

in 1966. Seven industries have moved into the area since then, claiming about 150 acres. Virtually no industry was there previously.

The first stage of the extension was completed in 1971 when the original street was prolonged to Fruehauf's doorstep.

In 1976, further expansion took place as the street's path was lengthened to Clark Road.

Hunt said an unofficial town plan calls for even better access to the industrially zoned land at the north-west end of town.

Widening of Ingersoll Street between Thomas and King streets is a possible phase four, Hunt said, and phase five would be the extension of King Street to Highway 19.

The 2.4 acre parcel of land used in the project was purchased last year at a cost of about \$50,000, Hunt said.

He hopes the street extension will display "the town has a positive approach to seeking industry".

Prior to 1970, development was a near impossibility since the town had only about two acres designated for industrial use.

"Unless you have the land, it is like a car dealer trying to sell cars without a vehicle on the lot," Hunt said.

But Ingersoll soon acquired its current abundance of land and although the town only owns about 23 acres of the total amount, at least Hunt has something to work with now.

Expansion at the rate of some western Canadian cities is out of the question, Hunt added.

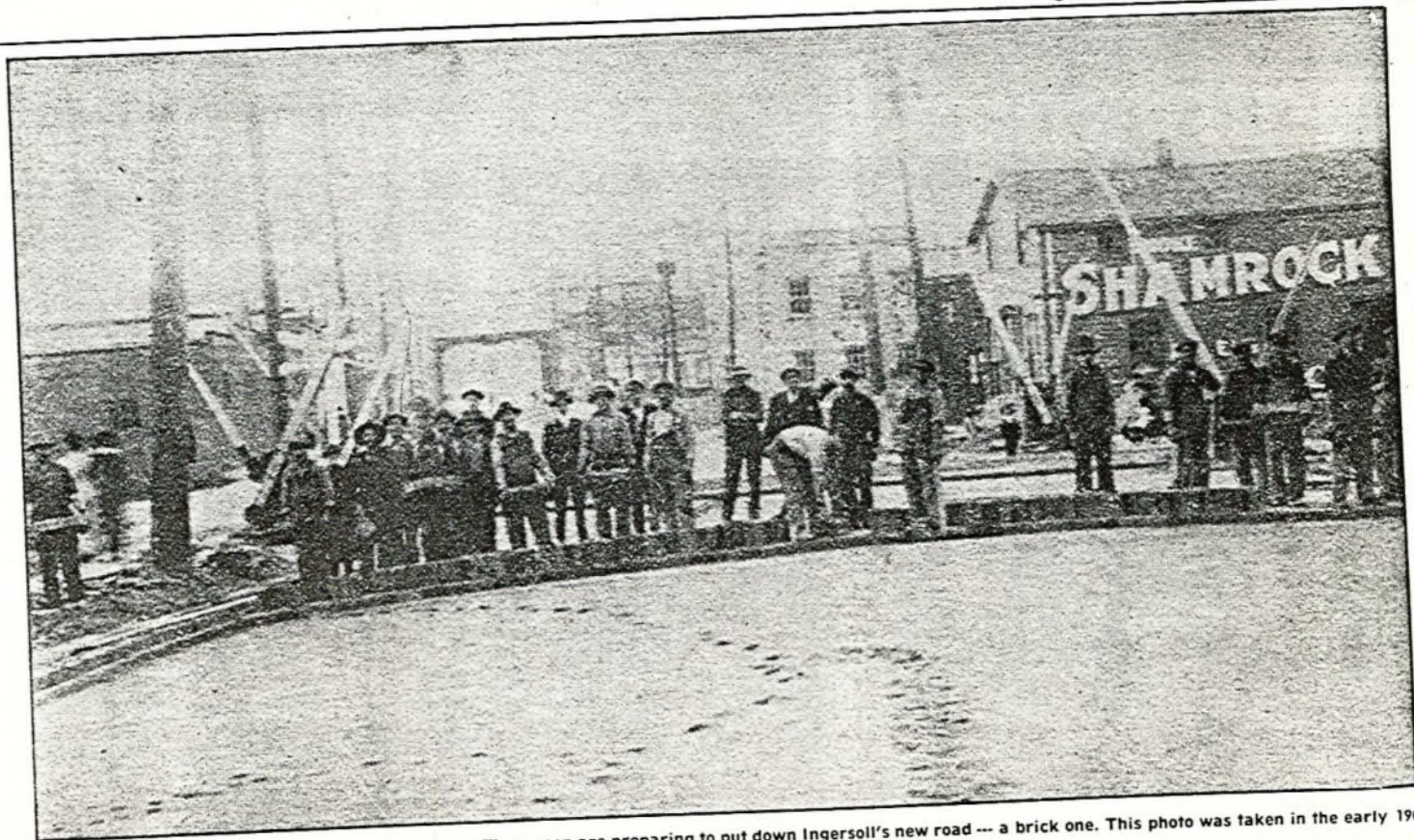
"I don't think we should be a boom town over night," he said. "Nice and steady growth is fine."

"We have to be realistic. Industry the size of a Ford Motor Co. plant would totally upset a town of this size."

After all, Hunt said one of the town's selling points is the "quality of life in a small town".

While the industrial commissioner considers most potential buyers, Hunt says he's keeps an eye on their consumption of services. He intends to maintain reliable water and sewage services for citizens.

The Ingersoll Times, Wed., July 25, 1984



These men are preparing to put down Ingersoll's new road --- a brick one. This photo was taken in the early 1900s.

INGERSOLL TIMES
July 25, 1984



Ingersoll's Oxford Street bares little resemblance to the way it looked in the late 1800s. This photo was taken from the Old Town Hall, looking south, toward Charles Street. The area directly behind the Old Town Hall was used as a market area. Today the police station is located there. Behind each of the buildings are wood piles, used for heating.

Thames River bridges unite town's north and south

BY MAJORIE FLEMING

Little information exists on some aspects of Ingersoll's past, and unfortunately a rich and interesting profile on old town bridges is one part of Ingersoll's heritage that seems to be missing from the history files.

Research netted little, except a photograph and vague mentions of several bridges spanning the Thames. But an Ingersoll native shed some light on the subject when approached.

Edgar Dunlop, a barber in town for many years, recalled some of the old town bridges, and was particularly helpful with regard to the old Wonham Street Bridge that was washed out in a flood in 1937. Said Mr. Dunlop, "I remember that bridge well. It was in fairly constant use until a man was killed on the road leading to the pork factory, on the north side of the river. After the fellow was killed, the road was closed, so traffic across the bridge was much lighter."

Mr. Dunlop doesn't remember the exact date, but sometime soon after the flood in 1937 wiped out the Wonham Street bridge, a swing bridge was constructed across the river to enable the residents of the town easier access to work.

"The swing bridge was essentially a foot bridge, but I can remember some carts going back and forth," Mr. Dunlop said. "The bridge was sturdy, with heavy sides on it, unlike the one put up at the end of Whiting Street."

There is no exact date known for the creation of the swing bridge at the bottom of Whiting Street, but Mr. Dunlop recalled that it was a foot bridge constructed by some workmen at the Borden plant, so they could get back and forth to work.

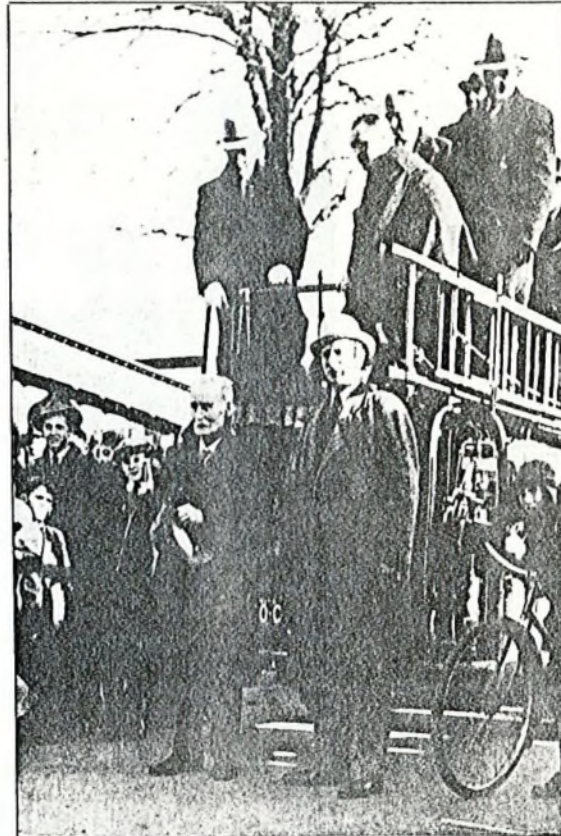
"The Whiting Street foot bridge was considerably narrower than the Wonham bridge, and I would have to say that it was also less sturdy and more of a challenge to cross."

Mr. Dunlop dug back in his memory and came out with some interesting tidbits on other bridges in town.

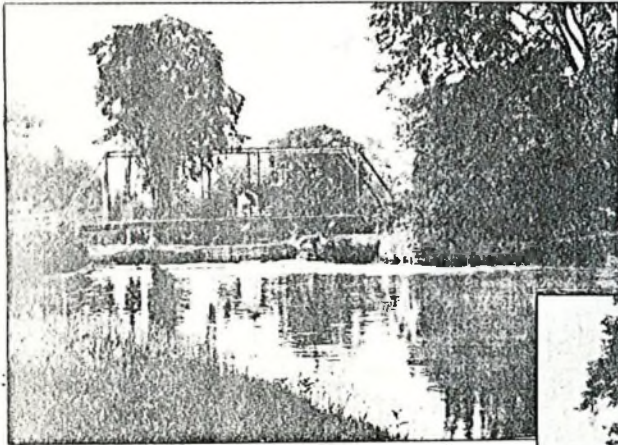
He remembered the old Pemberton Street bridge, with its iron and steel sides, and said, "We rarely referred to that bridge by its name - to us it was the 'Iron Duke.'"

Edgar Dunlop also recalled a small bridge, located south of the Mutual Street bridge. There was a woolen mill located in the vicinity, a small dam, and a small bridge that spanned two ponds near the dam. He remembers it well because, "It was a really pretty walk down that way; it's all changed now of course, but back then the woolen mill used the small dam as a power source."

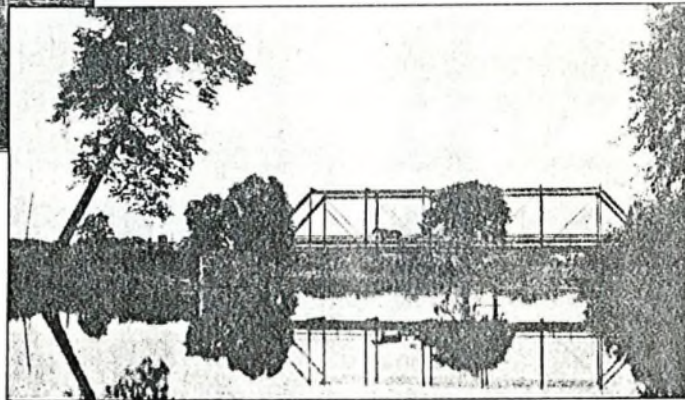
Unfortunately very little written data exists about Ingersoll's old bridges, but as long as residents like Mr. Dunlop give some of their time to reminiscing, pieces of Ingersoll's heritage will remain alive and interesting.



Mayor Thomas J. Morrison, right, and one of the town's oldest residents, carried out ribbon cutting ceremonies at the official opening of the Thames Street Bridge in 1868.



The Carroll Street Bridge as it was years ago. Today the bridge is called the Mutual Street bridge and has, of course, been replaced. On the right is the former Wonham Street bridge, which was destroyed in the great flood of 1937.



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Ingersoll Street Names Honor Pioneers Of Area

By ARTHUR WILLIAMS

While Ingersoll has suffered destruction by fire and flood it has always managed to rally and move onward. In its march of progress it has been the policy of its landowners to remember those who made their town possible by naming streets after them and their families and in many cases if it were not for the street being so named, the person would have been completely forgotten.

Originally the community was known as Oxford and later changed to Ingersoll to honor its founder, and along with this came Thomas and Ingersoll streets to further honor the founder. His family were remembered with the street names of Charles, James and Frank. James street was that part of Wellington running between Canterbury and King streets. James Ingersoll was the first white child born in Ingersoll. Whiting street was named for Sarah Whiting, who was Ingersoll's third wife. Merritt street is for Anna Maria Merritt, who married Charles Ingersoll.

The most famous of the Ingersoll family does not appear to have left her mark on the town as no street was named for Laura Secord, a daughter of Thomas Ingersoll by his first wife. Benson street honors the Hon. James Rea Benson and his son's name given to Frederick street. The relationship between the Merritt and Ingersoll families is signified by Bond street.

LAI D OUT TOWN

Col Worham was the surveyor who laid out the town and his family bore the names of Francis, Ann and Albert and all are remembered by street names. Militia street is named for a well liked citizen Miss Militia Breakly, a step-daughter of M. McCaughty, a local lawyer.

Originally Duke street extended from Charles street to Ann, but for some reason, the south end was changed to Earl. There is no record to show why it was demoted in the peerage.

Church street was evidently named due to the fact that three churches were close at hand. The church of England was on the south side of King street, the Methodist on the north side and the Presbyterian on Charles street. Boles is a short street running north from Charles, east of Albert and was named after John Boles, an early merchant, while King street was named after the King family, a family of millers. It extends from the east to the west of the town but at one time from Carroll street east it was called Commissioners Road.

Concession street marks the front of the first concession and it was surveyed to run right through to Thames street, while Hall street is named for Elisha Hall who erected the first brick house in Ingersoll. His son was active in the Rebellion of '37 and was known as "Rebel" Hall. Mrs. C. P. Hall, the wife of another son of Elisha Hall gave her name to Martha street, while Noxon street was named after James Noxon, founder

of the implement works and one time mayor of Ingersoll. His home was located on the grounds now occupied by Alexandra hospital.

Col. Holcroft, who was in charge of an Imperial regiment in Canada during the war of 1812, and lived in Ingersoll for a time at the Tucker House which he built, is remembered with Holcroft street.

VISIT RECALLED

The visit of Lord and Lady Dufferin in 1874 is recalled by Dufferin street and previous to that it had been Catherine street, after Mrs. C. E. Chadwick, the wife of the mayor of the town.

In the southeast section there are names of more historical people. David street after David Canfield, whose father came from Pennsylvania and settled at Centreville, Carroll, and Daniel streets after David Carroll and McCarthy after Dr. McCarthy, son-in-law of Mr. Carroll. Harris street, of course, honors the Harris family and the Harris street settlement while Taylor street is named after a Mr. Taylor who owned a large tract of land at one time.

John Carnegie, son of a Scottish laird who came to Canada about 1834 held 158 acres of land north of the river and when it was divided he chose names of Scottish families and battles. The street where his home stood was called Carnegie and his wife, formerly Isabella Thompson of Edinborough, was remembered with Bell street. Catherine, Victoria, Helen, William, John and George were the names of his children. The Crimean and Peninsula War were commemorated by Alma, Inkerman and Waterloo streets while the distinguished soldiers were remembered by Raglan, Cambridge and Cathcart. Union street marks the union of the Crotty and Carnegie properties. The eastern limit of the Carnegie survey was Mutual street, the line being fixed by the mutual consent of Carnegie and Carroll.

MILL PROSPERED

Mutual street does not meet Charles street exactly at Carroll and for this there is a reason. It seems that Mr. Carroll owned a mill at what is now the northwest corner of Charles and Mutual which got a good deal of the business passing along Charles street. But Peter Stuart also owned a mill out on Canterbury street near the end of Hall and Carroll streets and it was feared that farmers would miss the Carroll mill when they came in from the north and proceed on to the Stuart Mill. Therefore Mutual street was laid out slightly to the west as the mill prospered. Mr. Carroll wished to perpetuate the name of three kings by calling the streets in his survey Bruce, King, Solomon and King Hiran. There is nothing to indicate the reality for this. He did wish though to have the name of an early governor of Canada remembered when he named Metcalf street in his honor.

That part of Skye street running east of Worham was originally Henry after Squire Crotty but the name was dropped and the street became Skye for its entire length. His wife is still remembered with Margaret street, while the pioneer goes unrecognized. Percy street was named after his son.

McKeand and Haines streets are named after George McKeand and Thomas Augustus Haines, both of Hamilton who owned a large tract of land here.

There are other streets whose names we cannot account for but Jura and Skye are good Scotch names while Caskel and Ossiman support the Irish.

ORIGIN OF STREET NAMES IN INGERSOLL

In new settlements, streets are frequently named to remind one of a prominent pioneer settler or members of his family, or for some incident pertaining to the locality or for some convenience. After Thomas Ingersoll began the settlement of the area which was later named for him, there were two streets in the west part named for him, Thomas Street and Ingersoll Street. Until 1817 Thomas Ingersoll called the settlement the Village of Charles, after his eldest son, but when Charles returned from acting as an officer in the war of 1812-14 and reclaimed his father's property he named the place "Ingersoll" after his father who had recently died. At this time Queen Street was renamed Charles, after Charles Ingersoll. Charles Ingersoll had two brothers, Frank and James and streets were named for these brothers. James Street was that part of Wellington running between King and Canterbury Streets. Frank Street was the south end of Hall Street - south of Victoria Park (Park Ave, partway southward to West Oxford.)

Whiting Street was named for Sarah Whiting, Thomas Ingersoll's third wife. She took possession of nearly all the south west part of Ingersoll. The creek through this area is named Whiting creek. There is no street in Ingersoll named after the most illustrious and distinguished member of the family, Laura Ingersoll Secord. She was a daughter of Thomas Ingersoll's first wife and as she married young, perhaps her interests were not closely connected with the new settlement. There seems to be no record that she had ever visited the settlement.

Charles Ingersoll's wife was Anna Maria Merritt and Merritt Street commemorates her name. Benson Street was for Hon. James Rea Benson, who had a son Frederick, whose name was given to Frederick Street. The relationship between the Ingersoll and Merritt families was signified by Bond Street.

Col. Wonham was the surveyor who laid out the town and also led the militia of the day, and his name was given to Wonham Street. Col. Wonham had three children and their names were given to streets, Frances, Ann and Albert.

Church Street was so named because it was located near three churches. The Church of England was on the lot between King and Frances, The Methodist church on the north side of King Street and the Presbyterian Church (Brskine Presbyterian Church) on Charles St. This site now occupied by a planning mill.

A short street running north from Charles and east of Albert was named Boles Street, after John Boles, an early merchant of the town. King Street was named after the King family who were pioneer millowners. Their mill was on Whiting creek in the west end of the settlement. Originally King Street extended from the westerly boundry of the settlement to Carroll Street near the easterly limits. From Carroll Street eastward it was known as Commissioner's Road. Concession Street was so named since it marks the front of the first concession. Hall Street was named after Elisha Hall, who built the first brick house (1836) in Ingersoll and who owned the south east part of Ingersoll as well as the farm known for many years as the Norsworthy Farm. Elisha Hall had a son C.P. Hall whose wife's first name was Martha. From her we get Martha Street. Tunis Street after Martha Tunis of Canterbury, England, She was the wife of Ichabod Hall and mother of Elisha Hall. Noxon Street was named after James Noxon, founder of the implement works and builder of the Alexandria Hospital.

During the war of 1812 Col. Holcroft came to Canada in charge of an Imperial regiment. Holcroft Street is named after him. He built the original buildings on the Tucker Farm. Dufferin Street commemorates the visit of Lord and Lady Dufferin to Ingersoll in 1874. Previously this street was called Catharine after Catharine Chadwick, wife of C.E. Chadwick, an early mayor of the town. David Street was named for David Canfield, a settler from Pennsylvania. Carroll and Daniel Streets after Daniel Carroll, a native of New York State. David Street being east from Harris Street, one block south of King. McCarthy Street in the same area was named after Dr. McCarthy, a son-in-law of Daniel Carroll. Harris Street after a large number of early settlers by that name who took up several farms south of Ingersoll. Taylor Street (Charles St. to Cherry St.) after a Mr. Taylor who was owner of a very large estate. John Carnegie (Carnegie Street) son of a Scottish laird, who came here in 1834, held 158 acres of land immediately north of the river and who divided it into building lots. This required names for the streets in the subdivision and he did not forget his wife and family. John Carnegie's wife was Isabella Thompson of Edinburgh and from her name we have Bell Street. The children's names were Catharine, Victoria, Helen, William, John and George Carnegie. These names were given to streets in the Carnegie subdivision in the north side of the town. The eastern boundry of the Carnegie property was Mutual Street, the line being fixed by mutual consent of Mr. Carnegie and Mr. Carroll. Formerly called North Street, changed after a lawsuit named "Mutual". Union Street marks the line where the Carnegie and Crotty properties joined. Soldiers from the Crimean and Peninsular wars settled in Ingersoll after peace was declared and named streets to commemorate famous battles. Hence we have streets named Alma, Inkerman and Waterloo. Names of their leaders were not forgotten and we have streets named Raglan, Cathcart and Cambridge. Mr. Carroll evidently wished to perpetuate the names of three kings by calling three streets in his survey, Bruce, King Solomon and King Hiram. He named Metcalf after an early Governor General. That part of Skye Street east of Wohan was originally Henry Street after Mr. Crotty's wife, Margaret McNab and Percy Street after one of Mr. Crotty's Sons. McKeand and Haines Streets were named after George McKeand and Thomas Augustus Haines of Hamilton, joint owners of large surveys. Jura and Skye Streets were named by a Scottish settler who wanted to hear his neighbors call familiar names. Cashel and Ossian were named for an Irish settler.

John Graves Simcoe, the first governor of Upper Canada, whose term was from 1792 to 1796 gave the name Thames to the river, as its location seemed to him to be similar to the river by the same name in England. Both flowing through the counties of Oxford and Middlesex with London built along its banks. Thames Street was named from the river. Mill Street was so named because the first mill in the village for grinding grain was located on the west side of this street. Canterbury Street was named by pioneer settlers from Canterbury, England. Oxford Street received this name because the first Post Office of the county was established here and called the "Oxford Post". Gas Street was so named because a gas plant was located on the east side of street near the north end. This street has been called Avonlea for years. Peter and Stuart streets were named after Peter Stuart who owned the Oatmeal mill on Canterbury Street. These streets run eastward from Hall Street when Hall St. continued across what is now the eastpart of Victoria Park to Park Ave., Stuart was located about the centre of the park and Peter Street might be considered an extension of Park Ave. east of the south part of Hall St. Queen Street is the west end of the original Queen Street which was changed to Charles Street. This street was continued to King Street, opposite Benson Street. Josephine Street was named for Josephine McKay. It extends west from Wohan a block south of Ann.

Cottage Avenue was so named since all dwellings at the time of naming were cottages.

Oxford Lane, a continuation of Oxford St. It was originally a private driveway.

Park Avenue, named because it parallels the south border of Victoria Park.

Duke Street and Wellington Street were named after Duke of Wellington, the English General who defeated Napoleon at the Battle of Waterloo, in Belgium, May 1815. Wellington Ave. is an offshoot of Wellington Street. Duke Lane is a driveway, 12 feet wide, surveyed from Duke Street to Church St.

St. Andrews Street was named after St. Andrew's Presbyterian Church which adjoins the street. This church later called St. Paul's Presbyterian church.

Water Street was so named because it parallels and crosses a stream.

Centre Street runs from King Street to Canterbury Street and was originally a driveway through the centre of the cleared land on the Elisha Hall farm, and used by Mr. Hall when going to and from his house and sawmill on the south side of Canterbury Street. The east side of his farm was swampy. This farm was purchased by Dennis Horseman of Thamesford in 1884 and shortly afterward occupied by his son John Horseman. The east end of Concession Street which passed close to the brick house on this farm was exchanged by the Ingersoll Council for the 21 foot lane called Centre St. Centre Street has since been blocked off. It runs from Concession Street to Ferguson Ave. and from Tunis Street to Canterbury Street.

Hall's Lane is east of the junction of Canterbury and Harris Streets. It was a private right of way belonging to a farm owned by Elisha Hall (known as the Norsworthy farm) over which logs might be hauled to the Hall sawmill on Canterbury Street. This right of way was used by two adjoining neighbors of the Hall farm, Moses Tripp on the east side and Warren Harris (Moek) on the south. These farms were heavily wooded and the lane was convenient for them.

Other streets are Earl, Cherry, Maud, Nelson Ave, Pemberton, Etna, Melita, Innes Crusoe and Hamilton Streets. Hamilton was believed to be a branch of Hamilton Road and was so named. It was on north side of Wonham and Thames Streets and then east on South of C.P.R. Maitland Street was said to be between Mutual and Pemberton Streets between the C.P.R. and the river. It was not verified by council.

The Kensington subdivision maintains such street names as Evelyn Ave, Kensington Ave., Florence Ave. and Clarence Ave. The name "Kensington came from a sub-division in Hamilton, opened by the same man who bought this area in Ingersoll.

July 1963, Council named Janes Road for George Janes a newspaper reporter and Wilson Street for E.A. Wilson, industrialist. (Machine & Tool Co. and Norrows Co.) Janes Road being from Mutual to Pemberton Streets on the south side of the river. Wilson Street is from Mutual Street to Pemberton Streets on the north side of the river.

Streets in Harris Survey (South of Ingersoll)
Running north and south -

Wellington St. continued to 2nd. con. line of West Oxfor Township.

Thames Street continued to 2nd. con. line of West Oxford Township.
Elm Street from Cross Street to Pine Street. Elm Street was named by Mrs. Cannon.

Running east and west.

Holcroft Street the dividing road between Ingersoll and West Oxford. Named after Mr. Holcroft (see page 11)

Cross Street next south of Holcroft and parallel to it. Named after Mr. Cross who occupied the Jas. L. Grant house. (cottage at N.W. corner facing Thames Street)

Cedar Street next south of Cross Street

Pine Street next south of Cedar Street

Oak Street next south of Pine Street. This street not marked from the farm.

Streets on the north side of Ingersoll in North Oxford Township.

Newton Street from north townline to one block northward. 1st street east of Thames.

Unnamed from north townline to R.C. cemetery.

Davy Street from north townline to dead end.

Sutherland Ave is the portion of the North town line between Thames Street and Pemberton Street.

Westfield subdivision.

Westfield subdivision, located on the west side of Whiting Street and south of Thomas Street was opened in Feb. 1958. This property of about 100 acres was purchased from Douglas Wilson for approximately \$20,000 by a group of Ingersoll business men known as the Ingersoll Land Co. The following are the names of the men who formed the company, - E.J. Chisholm, Frank Witty, Sam. Wadsworth, Glen Topham, Jas. Dean, B.W. Carr, R.E. McNiven, E.J. Laarz, Harold Uren, Jack Douglas, P.T. Fleischer, Glen Edmonds, R.S. Foster. There were 51 lots surveyed. There is room for a school and park and an industrial site.

The streets are named as follows, -

Foster Crescent, after R.S. Foster, Royal Bank manager.

Wadsworth Drive, after Sam. Wadsworth, Manager of the Oxford Retail Dairy.

Dean Crescent, after Jas. W. Dean, industrial promoter.

Witty Ave, after Frank Witty, school bus operator.

Glenn Ave, after Glen Topham, town councilman.

Fleischer Ave., after P.T. Fleischer, garage owner.

Chisholm Drive, after E.J. Chisholm, Ingersoll Optometrist.

By Agatha M. Smisler

Since early times man has named streets not only for convenience, but that people and events might be recorded. And in some cases a street is all that is left to remind succeeding generations of a pioneer who did his part and passed on. The settlement founded by Thomas Ingersoll, who came from Massachusetts in 1802, was first called Oxford Center, but some years later it was given his name, while two streets at the west end of the town, Thomas and Ingersoll, were also named for him.

Such streets as Charles, James and Frank were called after sons of Mr. Ingersoll. James street was that part of Wellington running between Canterbury and King street. James Ingersoll was the first white child born in the town. Whiting street was named for Sarah Whiting, Thomas Ingersoll's third wife. Unfortunately, the most distinguished member of the family Laura Ingersoll Secord, was not honored by a street name. She was a daughter of the first wife, and born before the family came to Canada, and as she married young, perhaps her interests were not closely connected with their new home. Merritt street commemorates Anna Maria Merritt, who married Charles Ingersoll.

Benson street was for Hon. James Rea Benson, and his son's name was given to Frederick street. The relationship between the Merritt and Ingersoll families was signified by Bond street.

Col. Wonham was the surveyor who laid out the town, and his name was given to a street, as were also the names of his children Frances, Ann and Albert. Melita street commemorates one who was affectionately regarded by her friends many years ago — Miss Melita Breakey, a step-daughter of Mr. McCaughy, who was a lawyer in Ingersoll.

An old map shows Duke street extending from Charles street to Ann. But for some reason the south end was changed to Earl, although there is no record to show why it was demoted in the peerage. Church street was evidently so named because of there being three churches near by — The Church of England was on the south side of King street; The Methodist Church, on the north side; and the Presbyterian Church on Charles street where the planing mill is now. A short street running north from Charles, just east of Albert, bears the name of Boles, after John Boles, an early merchant in town. King street was called after the King family who

owned the mill which is now Mr. Fulton's. It extends from the western to the eastern limits of the town, but at one time from Carroll street east, it was called the Commissioners' Road.

Concession street marks the front of the first concession, and it was surveyed to run right through to Thames street. Hall street was named after Elisha Hall, who had the added distinction of erecting the first brick house in Ingersoll. His son Elisha was active during the Rebellion of 1837 and was known as "Rebel Hall". Mrs. C. P. Hall, wife of another son of Elisha Hall gave her name to Martha street. Noxon street was named after James Noxon, founder of the implement works, who built the house which is now the Alexandra Hospital. Mr. Noxon was also mayor of the town at one time.

The War of 1812 leaves an echo in Holcroft street, which was named for Col. Holcroft, who came to Canada in charge of an Imperial regiment. He erected what is known as the Tucker house on Holcroft street, west of the railway tracks.

Dufferin street commemorates the visit of Lord and Lady Dufferin to Ingersoll in 1874, previous to which it had borne the name of Catherine, for Mrs. C. E. Chadwick, whose husband was mayor of the town.

In the south-eastern section are David street, so named for David Canfield, whose father came from Pennsylvania and settled near Centerville; Carroll and Daniel streets after Daniel Carroll, who was born in New York State; McCarthy, after Dr. McCarthy, a son-in-law of Mr. Carroll; Harris, after the Harris family who were early settlers in the district; and Taylor, after a Mr. Taylor who owned a large survey at one time.

John Carnegie, son of a Scottish laird, who came to Canada about 1834, held 158 acres of land north of the river all of which was subdivided for building lots. That meant choosing many street names

and the owner gave a nice touch of Scottish wit by combining family names with those of battles and warriors. The street on which the family home stood, was called Carnegie, and his wife, formerly Isabella Thompson of Edinburgh, was remembered in Bell street. Catherine, Victoria, Helen, William, John and George streets bear the names of his children. The Crimean and Peninsular Wars were commemorated by Alma, Inkerman, and Waterloo streets, while the distinguished soldiers were

remembered by Baglan, Cambridge and Cathcart streets. Union street marks the union of the Carnegie and the Crotty properties. The eastern boundary of the Carnegie survey was Mutual street, the line being fixed by the mutual consent of Mr. Carnegie and Mr. Carroll.

It will be noticed by all who pass that way, that Mutual street does not meet Charles street exactly at Carroll street, but there is a slight jog, for which there is a reason. It seems that Mr. Carroll owned a flour mill at what is now the north-west corner of Charles and Mutual streets, which got a good deal of the business passing along Charles street. But as Peter Stuart owned a mill out on Canterbury street near the end of Hall and Carroll streets, it was feared that with the laying out of Mutual, the farmers coming in from the north with their grain would miss the Carroll mill, and proceed south to Mr. Stuart's. So Mutual street was laid slightly to the west, and the mill, being on the corner, got its share of business.

Mr. Carroll evidently wished to perpetuate the names of three kings by calling three streets in his survey. Bruce, King Solomon and King Hiram, although there is nothing to indicate any reason for his choice. He was reminding future Canadians of an early governor - general in Metcalf street.

That part of Skye street running east of Wonham, was originally called Henry, after Squire Crotty, but the name was later dropped and the whole street has continued to be called Skye. It is a pity, for as Henry street, it commemorated one of the town's honored pioneers. Margaret street was named after his wife, Margaret McNab, and Percy street, after one of his sons.

McKeand and Haines streets were named after George McKeand and Thomas Augustus Haines of Hamilton, joint owners of a large survey.

A few other street names are less easily accounted for, such as Jura and Skye, which were probably given by some Scotsman anxious to hear familiar names reminding him of home. And for the same reason, an Irishman probably chose Cashel and Ossian.

EARLY FAMILY NAMES

Dufferin st. commemorates the visit of Lord and Lady Dufferin to Ingersoll in 1874, previous to which it had born the name of Catherine, for Mrs. C. E. Chadwick, whose husband was mayor of the town.

In the south-eastern section are David St., so named for David Canfield, whose father came from Pennsylvania and settled near Centerville; Carrol and Daniel Sts. after Daniel Carrol, who was born in N.Y. State; McCarthy, after Dr. McCarthy, a son-in-law of Mr. Carroll; Harris after the Harris family who were early settlers in the district; and Taylor who owned a large survey at one time.

John Carnegie, son of a Scottish laird, who came to Canada about 1834, held 158 acres of land north of the river all of which was subdivided for building lots. That meant choosing many street names. The owner gave a nice touch of Scottish wit by combining family names with those of battles and warriors. The street on which the family home stood, was called Carnegie, and his wife, formerly Isabella Thomson of Edinburgh, was remembered in Bell St.. Catherine, Victoria, Helen, William, John and George sts. bear the names of his children. The Crimean and Peninsular Wars commemorated by Alma, Inkerman and Waterloo sts. while the distinguished soldiers were remembered by Raglan, Cambridge and Cathcart sts. Union st. marks the union of Carnegie and the Crotty properties. The eastern boundary of the Carnegie survey was Mutual st., the line being fixed by the mutual consent of Mr. Carnegie and Mr. Carroll.

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Early History Of Ingersoll Streets

From The
Historical
Collection
Of
Byron
Jenvey

Street in new settlements are frequently named in honour of a prominent pioneer settler or members of his family, or for some historical incident.

The original Ingersoll settlement was first named 'Village of Charles' by Thomas Ingersoll in honor of his eldest son. But, when Charles Ingersoll returned from acting as an officer in the war of 1812 and 1814 he renamed the community 'Ingersoll' in honor of his father who had recently died.

At this time, Queen St. was renamed Charles in honor of Charles Ingersoll and the street still bears the name.

Streets were also named after Charles Ingersoll's two brothers, Frank and James. James St. was that part of Wellington St. that runs between King and Canterbury St.

Whiting St. was named for Sarah Whiting who was

Thomas Ingersoll's third wife. She took possession of most of the south west part of town. The creek which runs through this area also bears her name.

Charles Ingersoll's wife was Anna Maria Merritt and Merritt St. commemorates her name. Bond Street signified the relationship between the Merritt and Ingersoll families.

Benson St. was named for Hon. James Rea Benson who had a son Frederick, whose name was given to Frederick St.

The surveyor who laid out the town and led the local militia was a Colonel Wonham. His name was given to a street and also the names of his three children Francis, Ann and Albert.

Church St. was named because it ran near three churches, the Methodist church on the north side of King St., the Church of England between Francis and

King and the Presbyterian Church on Charles St.

A short street running north from Charles and east of Albert was named for John Boles who was one of the early merchants of the town.

King St. is named for the King family who ran a mill on Whiting Creek. King St. had been previously called Commissioner's road.

Concession St. is so named because it marks the end of the first concession.

Elisha Hall built the first brick house in Ingersoll and owned much property around the street that now bears his name.

Martha Tunis was the wife of Icabod Hall and the mother of Elisha Hall. The street named for her is contained by property once owned by the Halls.

Noxon St. is named for James Noxon who founded an implement works and built Alexandra Hospital.

During the war of 1812 Colonel Holcroft came to Canada in charge of an Imperial regiment. He built the original buildings of the Tucker farm and Holcroft St. is named for him.

Dufferin St. commemorates the visit of Lord and Lady Dufferin in 1874.

Previous to that visit the street was called Catherine St. in honor of Catherine Chadwick who was the wife of C.E. Chadwick, an early mayor of Ingersoll.

1971

November 24, 1971

What's in a name? Plenty if it's an Ingersoll street

By ARMITA JANES
Sentinel-Review Staff Writer

What's in a name? Not much, if it is the wrong name. And it's sad when the error is made on a sign designating a street which was named to keep alive the memory of George Janes—a Sweaburg native who had a love affair going with Ingersoll for 45 years.

That is why Town Foreman Ed. Porchak will order a new sign to replace one now standing.

C. W. MacLachlan, manager of the Ingersoll Public Utilities Commission, brought the error to light. He had read a Sentinel-Review story Tuesday about proposed closing of Jane Street.

"It should be Janes Street", he said. He remembered council passing the resolution to name the two Dyke Roads on either side of the causeway. One they named after George Janes, because he did so much for the town, MacLachlan said. "He is one of the people I am glad I knew."

George Janes worked at the Ingersoll bureau of The Sentinel-Review for 45 years, up until his death at 86, on Jan. 19, 1963.

Six months later, Janes had a street named after him—not for any spectacular achievement—but for the way he lived, loved, and was loved in this town.

The other Dyke road was named after the town's most prominent industrialist, E. A. Wilson, owner of Morrow Screw and Nut, and the Ingersoll Tool Co.

Deputy Clerk Marian Knott confirmed that on July 15, 1963 a bylaw was passed. It states that the two Dyke roads were to be created public highways, and named Janes Road and Wilson Street.

Apparently the council of that

day foresaw the possibility of the final 's' in Janes merging with the initial 's' in Street in verbal communication.

Janes Road has come into prominence recently because of the proposed closing of the road in association with the opening of the new Pemberton Street bridge.

Town Foreman Ed. Porchak said the sign which reads "Jane St." now standing at the corner of Mutual and Janes Road will be replaced.

When that happens, George Janes will have the permanent memorial those who knew him believe he deserves.

When you ask long-time residents about George Janes you get the picture. A dedicated newspaper man banging out stories with two fingers in the Ingersoll Bureau to mirror the community in which he became totally involved.

A great talker, as well as a writer, he loved amateur boxing, coins, kids, dogs and flowers.

Rita Love, of Wellington St., a neighbor, said Janes would "talk by the hour". She recalled him taking her daughter to the store to buy her chocolate-coated cookies. "He really loved kids and dogs," she said. "Our spaniel was crazy about him."

George Janes was "a character in our town" said Wilson McBeath, "the most wonderful obituary writer The Sentinel-Review ever had."

Former mayor Gordon Henry said George Janes was at the bureau when he came to the Ingersoll Cheese Company 38 years ago. "And as far as were concerned he WAS The Sentinel-Review."

Janes was interested in every phase of the community, and

there were few people who did not know him, Henry said. "He was one of my best friends. Even before becoming involved in council work, I knew him in public school activities. He covered every public school board meeting." Janes was a member of the board of education for 13 years)

"He was a very special person," said Henry, "Whenever you met him on the street, he would stop and have a chat. And he always had something interesting to talk about."

Douglas Carr gives George Janes credit for organizing the Ingersoll Coin Club, which is still going, "although not quite as large" as when "he used to keep plugging it."

Janes was very community-minded, Carr said, and "mixed up in a lot of things around town," including the horticultural society.

Janes' obituary in The Sentinel-Review states that he was secretary-treasurer of the Ingersoll North and West Oxford Agricultural Society for 35 years. He also won citations for his gardens and flowers, it states.

Janes was also interested in amateur boxing. He used to coach amateur boxers, Mrs. Love said, "He was so well-known by everyone in town from his work at The Sentinel-Review. He was extremely fond of young people and children. He knew all the kids, and they all like him."

The long-time Sentinel-Review staff writer, before coming to Ingersoll worked as a reporter in Kitchener, London and Peterborough. He also wrote free-lance articles on sporting and hunting. Janes is buried in Ingersoll rural cemetery.

What's in a street name? Plenty of history

INGERSOLL — The history of a town can be traced through its street names. It was the custom in early settlements to name streets after prominent settlers or to commemorate some historical event.

That same practice continues today. As new subdivisions are opened up town officials suggest names from a list of persons who have made a contribution to their community.

The most recent example is a suggestion made to the planning committee that a street be named after Ingersoll artist Harry Whitwell, whose work preserves in illustrated form the history of the town.

Thomas Ingersoll, when he founded his settlement, named it Village of Charles after his eldest son.

Then Charles Ingersoll, when he returned home after serving as an officer in the war of 1812, re-named the community Ingersoll to honor his father who had recently died.

Queen Street was renamed Charles Street to honor Charles Ingersoll.

Whiting Street was named after Sarah Whiting, the third wife of Thomas Ingersoll. The creek running through the area also bears her name.

Merritt Street is named after Anna Maria Merritt who married Charles Ingersoll. And Bond Street signified the relationship between the Merritt and Ingersoll families.

Benson Street was named after Hon. James Rea Benson, and Frederick Street was named after his son.

Wonham Street was named after Colonel Wonham, leader of the local militia. Francis, Ann and Albert Streets were named after the colonel's three children.

Church Street was so named because of its proximity to the Methodist Church, Church of England, and Presbyterian Church.

Boles Street was named after an early town merchant, John Boles.

King Street was originally called Commissioners Road. It was re-named to honor the King family who operated a mill on Whiting Creek.

Concession Street marked the end of the first concession.

Elisha Hall built the first brick house in Ingersoll from clay on his farm located around the street now bearing his name.

Hall's house, still standing at 170 King St., was bought by J.W. Ferguson, a cattle breeder, in 1939. In 1963 Ferguson sold the land surrounding it which became the present Princess Park subdivision. Ferguson's widow still lives in the house depicted in the above sketch by Harry Whitwell.

Tunis Street is named after Elisha Hall's mother, the former Martha Tunis.

Clark Rd. renamed

The stretch of Clark Road intersecting Ingersoll St. to the town's western boundary has been renamed.

Council approved the change last week, and the thoroughfare will now be known as Thompson Road.

Council will ask South-West Oxford Township to use the same name for the part of the road that runs through its boundaries.

INGERSOLL

TIMES

June 17, 1987

Street names honor founder's family

Where do street names come from? Here are just a few of the street names in town, and how the streets came to possess those names.

Charles Street is named after Charles Ingersoll.

Whiting Street was named after Sarah Whiting, who was Thomas Ingersoll's third wife.

Noxon Street is named after James Noxon who founded an implement works, which closed shortly after World War I. Mr. Noxon's home was also the first Alexandra Hospital.

Elisha Hall built the first brick house in Ingersoll and owned much of the property around the street now called Hall Street.

Colonel Wonham, a surveyor who laid out the town, had his name given to a street. Wonham Street Streets were also named after three of his children, Francis, Ann and Albert.

Martha Tunis, the wife of Isabod Hall and the mother of Elisha Hall, saw Martha Street named after her. The Hall family once owned the land Martha Street is now situated on.

Merrit Street commemorates Charles Ingersoll's wife, Anna Maria Merrit Bond Street was named so to signify the relationship between the Merrit and Ingersoll families.

Holcroft Street is named for Colonel Holcroft who came to Canada during the War of 1812 and was in charge of an Imperial regiment.

Dufferin Street commemorates the visit of Lord and Lady Dufferin in 1874. Prior to that visit, the street was called Catherine Street in honor of Catherine Chadwick, who was the wife of C.E. Chadwick, an early mayor of Ingersoll.

Church Street was named so because it ran near three churches, the Methodist, Anglican and Presbyterian.

Harris Street was named after J.H. Harris, an early and prestigious cheese-maker.



In the early part of the 1890s, F.W. Waters opened Ingersoll's first jewellery store on the main street. In the photo from left to right are: F.W. Waters, Hubert Hut, Florence Spencer (nee: Waters), Richard Rogerson and Frank Dundas. (Photo courtesy the Waters family)

Town gained cement sidewalks in 1891

1852 marked the year Ingersoll had its first village council.

Fifty-five miles of sidewalk was poured in town in 1891. The new sidewalks, made of stone, gravel and cement, were the first of their kind in Canada and was similar to those found in England.

Ingersoll's first blacksmith shop came into being in 1802. It was owned and operated by John Uren.

Stillwell Samuel Smith was the first to open an Inn in town.

October 24, 1874 was the date of the first fair held in Ingersoll. It was held at the river flats between North Wonham and McKeand Streets.

James Ingersoll was the first white child born in Ingersoll. He was born in 1801.

The first gas produced in Ingersoll was at the Noxon Factory in 1872.

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Tom McFarlan



Marg Bryce



John McFarlan



Lois Olsson



Ruth Way



Mary Bilyea

Many streets named after Ingersoll's early settlers

By J.C. HERBERT

The south west corner of present day Ingersoll was not subdivided until the second half of the nineteenth century. The development of Ingersoll was slow until the coming of the railway in 1852, the year Ingersoll was incorporated as a village. The population was only about 1,000 at that time.

Most of the land west of Thames Street and south of the river, was owned by Messers. Merritt, Bond, Benson and the Ingersoll brothers, and it was only after 1850 that development took place. This is partly the reason larger homes were built on Oxford, King St. W., Albert and other streets in this part of town.

W.H. Merritt built a flour mill and this later grew into a profitable export trade.

Charles Ingersoll's second wife was the Merritt's daughter. Merritt, Bond and Benson Streets were named after these families. Frederick Street was named after the Benson's son.

Colonel Wonham, a surveyor, laid out much of present day Ingersoll. His three children were Francis, Ann and Albert and so we have four streets named after the Wonham family.

Col. W. Holcroft, a British officer in charge of an Imperial regiment, lived in Ingersoll for some time. He occupied a house on the site of the present golf course. Prior to that, the Tucker family lived here and their house was replaced by the present club house.

The two colonels were frequently mentioned with the Oxford militia and Holcroft and Wonham Streets are named after them.

Another street in this area where residential development is now in progress, is Melita Street. This street was named after a well liked citizen, Melita Breakley, a step-daughter of a respected lawyer James McCaughy who was mayor of Ingersoll in 1870 and 1871.

Noxon Street is named after James Noxon who started a farm implement factory in Ingersoll, which was carried on under the Noxon name in 1914. His first home was on the site of the present Alexandra Hospital.

He later sold this house to Dr. J.A. McKay, who established a medical practice there.

In 1909 it was sold to the town for a hospital.

Dufferin Street commemorates the visit of Governor General Lord Dufferin and Lady Dufferin in 1874. This street was originally known as Catherine Street, after the wife of C.E. Chadwick, mayor of Ingersoll in 1878 and 1879. Chadwick was active in the formation of the Canadian Dairyman's Association in 1867. A plaque by the post office commemorates this occasion.

Boles Street was named after a prominent Ingersoll family active in the business and political life in the latter half of the century. J.P. Boles was mayor of Ingersoll in 1905 and 1906 and lived in the house on Charles Street presently occupied as a doctor and dentist office.

William and John Carnegie came to Canada about 1834 and settled north of the river between Bell and Victoria Streets. When the Great Western railway passed through Ingersoll in 1853, there was a rapid growth in the area north of the river.

John Carnegie subdivided most of his land and chose family names for the streets. Carnegie Street is named after the family, Bell Street after his wife Isabella, usually called Bell. His six children's names were William, John, George, Helen, Victoria and Catherine, and streets have been named after each one of them.

We also have a William Street named after his brother. In addition to this, he also named Alma, Inker-

man and Waterloo to commemorate battles of the Crimean War.

Raglan, Cambridge and Cathcart were named after three distinguished soldiers of that war.

A neighbor of the Carnegies was Henry Crotty and his family, who came from Ireland about 1831. Crotty had Henry Street named after him but this has since been changed to Skye Street. His wife's name was Margaret and we still have a Margaret Street north of the river.

According to Harry Whitwell's account of the Crotty family, they had 13 children. No street appears to be named after any of them.

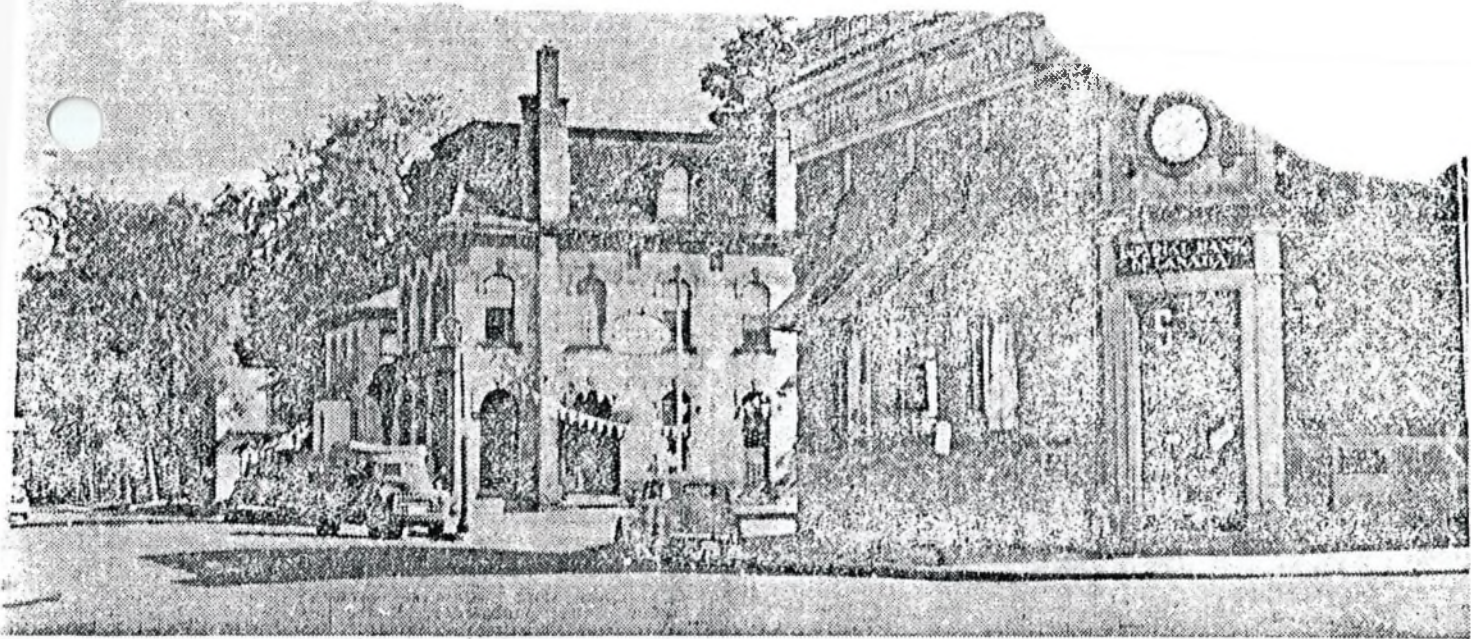
The Carroll family also had land in the northeast section of the town, adjacent to the Carnegie property. Apparently a dispute arose as to the line between the property of these two neighbors. The judge at the time gave them some little time to settle this dispute, otherwise he would give his decision. Both fearing that they might be the loser, mutually agreed on the boundary line and this street became Mutual Street, known to this day by the name of Mutual Street.

Such street names as Haines, McKeand, McCarthy, Harris, Taylor and others, are people who owned land or subdivided their property. In more recent times, more vacant land is being subdivided for building lots. One of the earliest of these was the Westfield subdivision. A number of businessmen purchased this property for residential development. A number of streets were named after some of them and in this section of the town we have Chisholm, Dean, Wadsworth, Glenn, Fleischer and Witty Streets.

More and more we are celebrating our heritage by special events and perhaps the names of our streets will remind us of those who have made such a great contribution to the growth and development of Ingersoll.

INGERSOLL TIMES

June 30, 1987



WHERE THE FRENCH CROSSED AN INDIAN TRAIL

The corner of King and Thames streets, was once the crossroads in Upper Canada between the Niagara frontier and Detroit. It is a bisecting point of the

east and west "Old Stage Road" and the north and south Lake Erie and Lake Huron Indian trail. The old stage road was a blazed trail used by the French

troops of Cadillac (1701) between Quebec and Detroit to keep open the lines of communications during two trips per season, on horseback, with mail and army

dispatches. In the background to the right is the location of the old Niagara District Savings Bank. Ingersoll's first bank. (Staff Photo)

Sentinel Review Aug 29/52

King and Thames Corner Hub of Oxford County

By STANLEY J. SMITH

King and Thames streets, the crossroads of Upper Canada, in 1798 was the hub around which Oxford county revolved. Within a thousand yards of the bisection, located the entire mercantile industry of the county. There was no saw or grist mill nearer than the Indian mill at Brant's

family. The Gobles, Jacob, John, John Jr., Henry, Benjamin Robert and Ezra were of Hessian extraction and Jacob was one of George Hill's mercenary troops of 1777, and a Free Communion Baptist colonist to Oxford county. Unfortunately, for historians, the early history of Oxford is obscured by several directories and gazetteers that have appeared from time to time. Each one plagiarized from Shenston's "Gazeteer of Oxford county." Mr. Shenston got his historical information from James A. Ingersoll, Registrar, who occupied the next office to Mr. Shenston. For this reason, the exploits of the Ingersoll family have been highly colored from the Ingersoll family viewpoint.

The first Thomas Ingersoll was not a United Empire Loyalist nor were his 35 or 40 Free Communion Baptists United Empire Loyalists. They were a sect of people who agreed to come into Oxford county, sign an oath of allegiance to the Crown and they would be given 200 acres of land. Many of them fought on the side of the Americans during the revolution, including Thomas Ingersoll and Thomas

Horner. It is for this reason that Messers Ingersoll and Horner were not given a township each as Mr. Shenston claims they were entitled to for services rendered. Shenston writes "On the 22nd day of March, 1798, Mr. Horner was appointed captain of the Norfolk militia and on the 16th day of June, 1806, he was appointed Deputy-Lieut. (Colonel) of the county of Oxford; yet in the commencement of the war of 1812 he was represented to Gen. Brock as a person not to be trusted, nor very loyal and Ensign H. Bostwick, Norfolk, was appointed Lieut-colonel over the Oxford militia."

Some of Ingersoll's first families fought for the rights of responsible government. Naturally, Oxford village, being the most important village between York and Detroit felt the impact of the "Family Compact" more severe than other places. This must be mentioned to show why Oxford village only had a population of eleven hundred and ninety souls, in 1852, after being in existence for 55 years. It is this. When Thomas Ingersoll did not receive a township, but only 400 acres instead, he left Oxford, in 1804, and bought a scow to operate as a ferry at the mouth

of the Credit river (Port Credit today). When the war of 1812 was declared, his sons, Charles and Thomas, Jr., were at Niagara and they sojourned to York to offer their services to Sir Issac Brock, president of the council. Upon the recommendation of W. H. Merritt,

INGERSOLL TRANSPORTATION HOTELS

In 1798, one had to travel to Horner's mill for sawn lumber. His mill was located on Smith's Creek, near present day Princeton. At the same site, Thomas Horner built a grist mill, in 1802. This mill was operated by Jacob Goble, on Mr. Horner's behalf until 1805. The millsite burst and the mill was closed. Mr. Goble then settled in Oxford village, 1806 and created a mill for James Burck, lot 15, on the broken front, West Oxford township, (Centerdale). Mr. Goble lived in a log cabin on Charles street, east, then a trail from mill to Oxford, on the Thames. "Goble's Corner" about two miles west of Princeton was named after this

Central Review Nov 27/95

Ingersoll's history found in street signs

By HILARY IRBETSON
of The Southeast-Review

INGERSOLL — When people look at the history of a town they often look at significant buildings, prominent families and recorded events.

But street names can also offer an important link to the past and that is certainly true in Ingersoll, where several names can be linked to the family of village founder Thomas Ingersoll and other prominent citizens.

For example, Charles Street is named after Charles Ingersoll, eldest son of Thomas Ingersoll, while Whiting Street is named after Sarah Whiting, Thomas Ingersoll's third wife.

Merritt Street is named after Anna Maria Merritt, who married Charles Ingersoll.

Other streets in town were likewise named after prominent businessmen and land owners.

Boles Street was named after an early town merchant named John Boles, while Hall Street was named in honor of Elisha Hall, whose farm was located in the area.

Even in present times, streets continue to be named after prominent people.

Moulton Court is named after the Moulton family, who owned land in the area for many years, says town clerk-administrator Ted Hunt. Marshall Court is named after Warwick Marshall, who was town solicitor for a number of years.

Streets in other areas of town are named with a certain theme in mind. A subdivision which lies off Whiting Street and Holcroft Street includes Larch Place, Hemlock Road, Alder Road, Magnolia Place and Tamarack Place, while a subdivision off Clark Road and Wellington Street features Cedar Street, Elm Street, Pine Street and Pine Crescent.

Today a subdivision co-ordinating committee composed of two councillors, an Ingersoll Public Utility Commission representative, town engineer Eric Booth, chief building official Don Johnson, Hunt, and a representative from the Oxford County planning department decide what names will be given to streets in new developments.

"The developer sometimes will submit names to the subdivision co-ordinating committee and sometimes the committee will come up with a list of names," Hunt says.

But gone are the days when different streets were given almost the exact same name, such as Oxford Avenue, Oxford Street and Oxford Lane; Wellington Avenue and Wellington Street; and Duke Lane and Duke Street.

"We try not to get into that duplication because it causes problems,

especially with emergency services," says Hunt. "If someone just says Oxford then they can't be sure which street it really is and that can cause problems."

Those similar names already in place will remain because the process for changing street names is too involved, Hunt says. "We've really given no thought to changing street names because it would mean that people would have to change their deeds, their addresses and all their identification. It's just too costly and I think their would be quite an outcry if we tried to do that."

So Ingersoll residents will continue to make do with the street names they have, some of which represent a piece of the town's history and some, such as Church Street and Cemetery Lane, that simply point the way to a certain part of town.