

# Beachville Story First In Oxford

(By ART. WILLIAMS)

In the early history of Canada we find that in 1616 a Frenchman, named Etienne Brule lived for 22 years amongst the Huron Indians and explored the LaTranche River now known as the Thames River, which was at that time in the area inhabited by the Atiwanderok Indians. They were called the neutrals by other tribes. They could remain neutral because they held a monopoly of the flint arrowhead trade, owning as they did certain flint deposits along Lake Erie and Lake Huron every fall, other tribes were eager to trade for the weapons of war, and the Neutrals did a lucrative business distributing flint spearhead, axe and arrowhead, as judiciously as munition manufacturers of modern times.

One spot he undoubtedly visited was what Gov. Simcoe called the Upper or Little Fork of the Thames and into this area in 1784 came John Carroll from New Jersey who is considered to be the first settler in what is now the village of Beachville.

In 1784 we find that the courier who followed the Indian trail with the mail between York and Detroit stopped off at this settler's cabin, known today as the Elgin Parkes' farm. By 1791 we find that there were enough people here to request mail service and the name chosen for this settlement was Beachville, in honour of a Mr. Beach who had the first grist mill between Lake Ontario and Detroit. There is no proof of the exact location of this mill today. There is a very ancient mill site on the north creek and in the memory of the oldest inhabitants, they recall only a broken dam and flume. Among the places that received mail on this route were Montreal, Kingston, York, Lancaster, Brant's Ford, Beachville, Allan's Township (Delaware), Grant's Landing (Chatham), Sandwich and Malden (Amherstburg). Originally this was done on foot and by relays of couriers but later done by riders on horseback and was a once the year service, leaving Quebec in the spring when the first mail arrived from England and returning in time for the next year's mail bringing with them mail picked up on the route.

John Carroll at the age of 32 arrived from New Jersey and obtained land from the Indians, proved his claim as required by British law then he went and brought his family. He had a large family consisting of one daughter and nine sons and lived to the age of 102. In 1854 his remains were buried in the family plot and later moved to the Ingersoll cemetery.

In 1793 John Graves Simcoe, the Governor of Upper Canada made a trip through here on his way to Sandwich and Fort Malden walking from Brant's Ford. While passing through this section he laid out a town plot for a military post and called it Oxford. This site was five miles east of Beachville and is now known as Woodstock and that remained the history of Woodstock until 1833.

Shortly after the Governor's passing through, the settlers learned that the land they claimed had been given to an American by the name of Thomas Ingersoll. These sixty-six hundred acres were to form the township of Oxford on the Thames. The settlers were ready to shoot Ingersoll and his party on site but they held their fire when they learned that he was obliged to build a much needed road which he did and at a cost of fifty thousand dollars built a road up from Burford finishing it by 1795. At that time Burford was a place of importance in the district of Brock. At the same time roads were being cut out of the forest that would lead from Dundas through to Amherstburg. The settlers were encouraged by Ingersoll to stay and he brought in more settlers. He built his own home at the present site of Ingersoll.

In 1798 Simcoe sent Col. William Claus to train all the male residents of Oxford in readiness for an American invasion. Most of the training was done at night in the moonlight with poles or brooms for firearms, as the men were too busy homesteading during the day and firearms were a rarity. Simcoe was recalled in 1798 and the new governor refused to honor the grants given to Ingersoll and instead gave him a squatter's grant of two hundred acres. This also ended the road building and when Lord Selkirk travelled across Upper Canada in 1804 the roads had become next to impassible. Also in 1798 by order of Governor Simcoe the province was divided in 9 counties and in 1800 the county of Oxford was formed out of part of the old Brock district. A town meeting was held in connection with the forming of a county and as no name is mentioned it is surmised that it was held at Beachville.

Among the settlers settled in and around Beachville at the turn of the century we find the names: Burdick, Cook, Crawford, Harris, Nichols, Scott Mabee, Beach, Brink, Dygert, Dodge, Dexter, Carroll, Karn, Topping, Ingersoll, Canfield, Chonte, Edwards, Sage, Vandicar and Burtch.

Prior to 1802 there was no regular religious service conducted but in 1802, Rev. Nathan Bangs, a Methodist minister from New York State arrived and through his visit a Methodist class formed and a log church was built. Up until the time of the war of 1812 there were several Methodist "Saddlebag" preachers who travelled thousands of miles on horseback and received a standard of eighty dollars a year if it could be collected. They could not marry until they had survived this ordeal for four years. At the outbreak of hostilities in 1812 many returned to the U.S.A.

In 1809 the first Baptist organized and in 1822 built a Church where Chapel Street is now located.

In 1806 Charles Askin of Sandwich passed through Beachville and of this community he reports that it stretched for eight miles on either side of the concession line and even had settlers to the second and third concessions, a Methodist meeting house, a tannery, and a few good houses. This was the eight mile stretch of road east of the present Ingersoll.

In 1812 during the war Beachville became a centre of a feud caused by personal spite between a traitor named Andrew Westbrook and his old neighbor Sykes Tousley who was stationed in Oxford Township. Westbrook kidnapped Tousley and led a reign of terror through this district and even burned the local mill to the ground and horses were seized, making it necessary to pound their wheat into flour with homemade improvisations. Along with this was Martin's Tavern where things happened that put Mr. Martin's loyalty in question. The story is told of the plundering a supply train headed for the border at Martin's Tavern and as the money from this train was never found, buried treasure hunts for years spoiled the lives of the village boys.

When the community began to take on the status of a village is not known but in 1817 a cemetery was laid out and by 1819 James Fuller had a blacksmith shop, by 1820 stores had come into existence and by 1833 good stores with James prominently displayed were quite common.

Beachville first became a police village in 1904 and trustees were elected to the town hall January 1905. On January 1, 1962 Beachville became the youngest village in Oxford County with Cecil Cowell as reeve.

In 1821 the elections were held for Upper Canada at Martin's Tavern and Thomas Horner was returned to Parliament for Oxford County.

In 1818 James Ingersoll returned to his father's clearing and was joined in 1812 by his brother Charles and the following year the present town of Ingersoll started to take shape with a grist mill, a distillery, an ashery and a store. The government granted them a post office which was to be called Oxford. By 1828 it contained some 20 families in less than a dozen log houses.

In 1833 the town plot laid out by Gov. Simcoe came to life, when some wealthy and influential people who had served in the Napoleonic Wars under the Duke of Wellington were given tracts of land in this area. One Admiral Vansittart was a cousin of Queen Victoria. Two of these families settled on the north side of the Thames a mile and a half east of Beachville, they were Col. Alex Light and Capt. Philip Graham R.N. It was necessary for these people to go to Beachville for their mail until 1835 and caused much ill feeling among the aristocracy of Woodstock. The lime for Old St. Pauls Church was burned on the farm of Capt. Graham in 1833. Much more could be told of these people but that is the Woodstock story.

When the lime business was begun is not known but there

had been many well built homes prior to 1830. Small privately owned kilns stretched along both sides of the river where they were built into side hills so that teams could drive in at the top to unload the stone and at the bottom could draw away the lime. Remains of some of these kilns can be seen along the valley today and to the west of Winlaw's mill.

About 1838 John Downing arrived from England where he had owned quarries. Going to Beachville he started what has been called Beachville's million dollar industry. Today these quarries are considered to be the largest open faced quarries in Canada.

In 1837 during the Rebellion another local feud sprang up between Colonel A. W. Light and Colonel Cornelius Cunningham. Light was immediately put in command of the Oxford militia and Cunningham was the secret leader of the local rebels. Feeling ran high and terror reigned in Oxford. George Nichol had his home burned for the second time, the first time in 1812 by rebels. The rebels were defeated at Montgomery's Tavern and took to the woods. They were later captured and brought to trial at London. Forty-three were sentenced to death six were eventually hung and the rest transported to Van Dieman's Land. Among those who were hung was Cornelius Cunningham of Beachville, and his burying place is unmarked.

A man by the name of Hatch from Woodstock was also hung about the same time. Robert Alway was one who lost his property. He escaped to the States. Later, when amnesty was granted to the rebels, he returned and eventually became a member of parliament.

In 1832 Beachville had regular stage service which connected them with the outside world and in 1840 the main part of the village developed south of the river, and often six stages a day passed through the village and thirty taverns gave service from Brantford to London. In 1851 the diphtheria epidemic hit the village and carried off infant and adult alike. Families here died by the threes and fours, often with none to care for them. The doctors turned grave diggers and buried them when they died.

In 1853 the Great Western railway (now the Canadian National) was built from Hamilton to London being officially opened on December 15, 1853. Business boomed for Beachville as it carried on a tremendous business between Embro and the railroad. There was not, however, enough room on the Beachville flats for extensive railway yards and the business moved to Woodstock. On September 20, 1860 the Prince of Wales (King Edward VII) passed through on this line. On July 4, 1867 there was a train carrying the last of the British Regulars home and since that time the defense of Canada has been up to our own citizens.

In 1878 the Credit Valley road came to Beachville (Canadian Pacific) and with it many Italian workers whose families are still to be found here. The CPR station closed in 1947. In 1883 telephone service was installed with connections to Woodstock and Ingersoll.

In 1885 the first union school was built. Mr. White and Mr. Archibald were two of its teachers. In 1895 saw the first bicycles and locally generated electricity.

In 1900 the Woodstock, Thames Valley and Ingersoll electric railway started its run, first to Beachville and later to Ingersoll and continued until about 1923 when the line was taken up. In 1912 hydro electric power came to the village and in 1914 the Neilson Creamery was built, in 1923 the highway was paved through the village.

Much of this information was made available through Marjorie E. Cropp of Beachville who has written an extensive history on the village of Beachville.

## Longest Main Street Claimed by Beachville

FILE

FEW COMMUNITIES WILL DISPUTE Beachville's claim to the longest main street of any village in Canada. The village, unique in many respects, meanders along No. 2 Highway between Woodstock and Ingersoll for more than two miles, yet boasts only one side street.

The reason for the village's one street growth is hard to determine, for although it is bounded on one side by the limestone quarries in which most of the villagers are employed, there is lots of room for expansion on the other.

Beachville's history and future are inextricably bound up with the limestone quarries which have supported the village for the past 80 years, are reputed to have one of the largest single outputs in the country, and have produced most of the lime used in Western Ontario during the past half-century.

### Population 550

Although it has extended its limits along the highway both toward Woodstock and Ingersoll, incorporating the Village of Centerville as it expanded, Beachville has gained only slightly in population since 1862 until it reached its present 550.

Actually, Beachville is older than its two big neighbors, Woodstock and Ingersoll, and once had a larger population than both. It was originally settled before the War of 1812-14. An ambitious plan to develop

Beachville into a progressive town with spacious lawns and gardens and substantial industries failed when the sponsor drowned at Halifax on his way back from England to raise funds.

The oldest building in the village is located on the one side street, which was inexplicably named Main street. This former blacksmith shop, now used as a garage, is estimated to be at least 130 years old. It may once have been the centre of Beachville, but through its 130 years the village has grown away from it on both sides along the highway until now it is difficult to establish where the centre is, where the village starts or where it ends.

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Beachville

# Beachville Was First Name Identified With Oxford Township

F.P. Jan. 7, 1950

By M. E. Cropp

Beachville was the only name in Oxford Township for 31 years, (1791-1822). Consequently the area for miles around was known as the Beachville District. There was no village here for years, the community being too small and poor to support one.

In 1804 Lord Selkirk traveled through Western Ontario looking for a place to settle, the immigrants finally located in the Red River District. He reported that Oxford was too isolated and backward. In 1806 Charles Askin wrote that all the supplies for this district were brought in by wagon from the Head-of-the-Lake. Shenstone's Gazette for 1852 states that in 1812 there were still no stores in Oxford.

The village of Oxford, which became Ingersoll, did not come into existence until 1822, when Charles Ingersoll, who had recently built a store, got permission to open a post office, which the Government said must be called Oxford. Earlier references, in diaries, letters, etc., to Oxford, refer to the township or the county, but not a village.

The village of Woodstock came into being in 1834.

Families known to have been in the district before the year 1800 are—Burdick, Cook, Crawford Harris, Nichols, Scott, Mabee, Beach, Brink, Dygert, Dodge, Dexter, Carroll, Kern, Topping, Ingersoll, Canfield, Chonte Edwards, Sage, Vandicar and Burtch.

By 1812 there were 64 land-owners in Oxford County, the majority of them in the Beachville District. To the family names mentioned above were added—Mc. Names, Williams, Graham, Haskins, Douling, Hall, Lick, Wright, Wolsey Clark, Free, Babbit, Loomis, Janes, Spragge, Sales, Martin, Reynolds, Piper, Taylor, Luddington, Youngs, Tousley, Matthews, Teeple, Hill, Underwood, Choat and Curtis.

The county's livestock in 1812 consisted of 78 horses, 66 oxen and 146 cows.

In the Township of Oxford there was only one taxable house, built of squared logs.

There is an interesting note for 1812 in an old county book concerning monies to be spent on roads. The amount of £50 was to be spent "from Levi Babbit's in the wilderness west of the Rive La Tranche." Thus the Governor's Road penetrated North Oxford west of the Town Plot (Woodstock).

A few stories have come down to us of the War of 1812. When war broke out, a Mr. Karn, from just north of the present village of Beachville, hitched up his team and drove a wagon load of recruits down to Niagara. Only about half of them returned. Later a local woman walked to Niagara with socks she had knit for her soldier husband. Sixteen-year-old William Dodge, took his father's musket, which was almost too heavy for him to lift, and went to war in his father's place. When his mother wept, he told her that the family needed his father more than they needed him. A neighbor boy, Warner Dygert, went with him. These two families lived about three miles south of the present village, on the Ingersoll Road. The two lads fought all through the Niagara campaign, and when the war was over walked home again, asking their way, and begging food and lodging from settlers along the route.

The Oxford Militia was mobilized early in 1812 under Lieut. Col. Henry Bostwick, of Dover Mills, and was on active service almost continuously until its close in 1814. The regiment took part in numerous skirmishes and five actual battles:

- Detroit, August 16th, 1812.
- Fort Erie, November 26th, 1812.
- Nanticoke Creek, November 13th, 1813.
- Lundy's Lane, July 25th, 1814.
- Malcolm's Mills, November 6th, 1814.

During the first year of the war, the British fleet, under

Captain Barclay, had control of Lake Erie, with the superior American fleet bottled up in Presqu'ile Harbour. Supplies for the army in the Detroit area were brought overland from the Head-of-the-Lake, by way of Brant's Ford, down to Dover. From here they were carried by water.

In the summer of 1813 the people of Dover invited Capt. Barclay to a banquet in his honor. Whether or not his conscience troubled him is not recorded, but he attended the affair. When he got back to Presqu'ile the American fleet had escaped. They chased the British fleet off the lake, ending the movement of supplies for Detroit by boat from Dover. Now they had to be carried by struggling wagon train from Brant's Ford, west through Oxford and along the primitive river road.

Charles Askin does not mention Martin's Tavern at Beachville in 1806, but by 1812 it stood a mile south of the present mill dam, where the side road meets the Ingersoll Road. Legend says that it was fitted with secret doors and that wise travelers slept with one eye open.

A wagon train, loaded with supplies for General Proctor's army in the west, and accompanied by a paymaster in charge of funds for the soldiers' pay, put up for the night at Martin's tavern. The money disappeared. Legend says that the money was buried and the boxes filled with rocks. The wagon train went to its destination unsuspecting. Official search was made, and spasmodic digging carried on for years, but the treasure was never discovered. Suspicion pointed however at a certain local family who became unaccountably well to do. Many years later, when the father of this family died, he left a box of money made up of Spanish coins, gold sovereigns and half sovereigns, and American \$10 and \$20 gold pieces, such as had filled the Governmental money boxes in 1812.

The old story casts an interesting light on the times, upon the unsettled and unformed state of the young nation, when some of its citizens would steal the pay of its own army. General Proctor wrote urgent letters to headquarters in the east for supplies and money that never arrived. Much disappeared en route.

In the meantime Captain Barclay had built another ship. He came out to engage the Americans and the British fleet was destroyed. Fort Detroit had to be evacuated and Proctor's army, without ammunition, money or food, had to retreat. The Americans followed and defeated them October 10, 1813, at Moraviantown. The remnants straggled east to the Niagara sector, and Western Ontario was left open to the depredations of marauding American bands and their Canadian sympathizers.

Oxford was now defended only by its local militia, under the command of Major Sykes Tousley. Major Tousley had been sent up from Allen's Settlement at the beginning of the war. Ebenezer Allen founded the place (later Deleware) about 1793. Another large land owner there was Andrew Westbrook, a six foot, red haired giant, who rode a pinto horse known all over the peninsula. Tousley and Westbrook had never gotten along. When war broke out Allen and Westbrook threw in their lot with the Americans whom they expected would win an easy victory. Tousley remained loyal, and Westbrook swore he would get Tousley.

Allen and Westbrook were captured by the British, but Westbrook soon escaped, and led raiding parties all over the peninsula. In April of 1814 he entered Tousley's home at night, woke the major, and ordered him to come along. He told the terrified Mrs. Tousley that he would shoot her husband if she raised an alarm. Tousley was carried off tied to his own horse, and Westbrook told Mrs. Tousley that he would be back soon with a party of Indians.

Late in August he returned with a large party of raiders. Many

buildings were burned, and several army officers and local citizens carried off to be used for exchange purposes later on. Among the prisoners were Captain John Carroll, son of the original John Carroll who settled near Beachville in 1784, and two other men by the name of Curtis and Hall. Westbrook made his prisoners ride his own horse, day about, in turn, as they retreated down river. A rescue party followed them, and Captain John Carroll, who happened to be riding the pinto when the raiding party was overtaken, was shot and killed by his best friend, who supposed the rider of the horse to be its owner, Westbrook.

The raiders also carried off all the horses they could lay their hands on. Other stock they destroyed.

One of the homes burned was that of George Nichols, on Concession 1, one half mile south of the present Centreville, on the west side of Reynold's Creek. The farm, until recently in the Nichols family, was sold to James Shuttleworth who served as a scout for the British all through the war.

George Nichols came to Upper Canada in 1800. He stayed a year to perform his settlement duties, then went out and did not return until 1805 with his bride. Their cabin was built across the drive from the present house. The bride planted several walnut trees, three of which survive. By 1812 the Nichols had three children. During the fearful days of 1814 many families hid for days in the woods. Upon one occasion George Nichols rode up to his door to find a group of raiders asking for him. He said he knew where he was and would lead them to him. He led the party off and lost them in the woods. When the house was burned, Nichols was absent and his wife had hidden in an outhouse. The raiders told Mrs. Nichols to take anything she wished out of the house, and among other things was her spinning wheel, today in possession of Mrs. J. U. Nichol, of Ingersoll.

Two of the walnut trees were destroyed by the fire. One survived, and is now a beautiful tree. Since

then every Nichols bride has planted a walnut tree.

In 1812 only one grist mill was operating in Oxford Township, on Reynolds' Creek (Centreville Creek), just east of George Nichols' house. It was burned but the earthworks of the dam may be seen to this day by the road where a small house now stands. The mill had been built in 1806 by James Burdick and is described as a building 16 feet square, containing by 1812 both grist and sawmills. Burdick sold the mill to Andrew Westbrook about 1810. At a later date the Nichols rebuilt the grist and saw mills. Still later, power was generated to supply the farm buildings with electricity. The old mill stones are now in possession of Mrs. Gordon Wiseman, of Swearing, a descendant of George Nichols. They are the smallest mill stones the writer has seen.

Without their mill, the settlers of the Beachville district were plunged once more into the hardships of pioneer times. The story is told in the annals of the Burdick family, who settled east of the present Ingersoll in 1803.

"Horses were seized and buildings destroyed. Those fortunate enough to have ridden a horse took their grist to Norwich on horseback. The others had no alternative but to pound their wheat into flour with homemade improvisations."

It is said that in 1817 there was still no mill in Oxford Township.

Until recently I thought that the War of 1812 meant a battle on Queenston Heights—not fire and brimstone here at home!

Shenstone, who compiled a Gazette for Oxford in 1852, mourned that even then most of the pioneers were gone and their stories with them. The only person he then knew who could give him first hand information said he was too busy. So easily has much of the thrilling story of our country been lost. Those who knew such stories should write them down, as a loving, patriotic duty.

Shenstone also wrote that stories of pioneer times, paralleling those of our own country, might be found in the book, "Roughing it in the Bush," by Susannah Moodie.



STAGE COACH INN AT BEACHVILLE

## Beachville's Oxford House Famous Stage Coach Inn

By MARJORIE E. CROPP

BEACHVILLE — In Sutherland's Gazeteer for the County of Oxford, in 1862, appears the following notice —

Oxford House, Beachville  
James Collier, Proprietor

This hotel having been recently fitted up, now affords excellent accommodation for the travelling public.

Good stabling and attentive hostlers always in attendance.

Charges moderate.

The Oxford House stood at the main corner at Beachville and was there long before 1862. Tom Taylor, a boy in the 1840's, later wrote, "For a young boy there were wonderful things happening. The arrival of the stage coaches were a never ending source of interest and attracted much more attention than the arrival of trains some 10 years later (1853).

"Spanking teams of four or six horses pulling in with much noise and shouting at the corner tavern gave all us boys a thrill — what boy doesn't like smart horses!" Horses were changed every 15 miles.

### FINE HOTEL

In the time of James Collier the Oxford House was an excellent hotel. It catered to banquets, weddings, etc. James Collier's son told the writer that the meat storage room was like a butcher shop. Whole carcasses of beef, pork, mutton, sometimes deer, and fowl of all kinds hung from the rafters. Ice had to be cut in the winter and stored for the summer.

Until this century there was no cellar under the building, and when Byron Downing purchased it and excavated a cellar under part of it, he found that the foundation was of logs — with the bark still on!

It has been known under various names — The Wheelhouse Inn, The Swan, the Temperance House, etc. In this century the wing at the back was moved to the next lot and is now the home of Mrs. J. Martin. The other part is now the home of Mrs. Byron Downing.

Another inn operating well over a century ago in Beachville stands just north of the CNR tracks, with its name still visible, The Royal Exchange. It is listed also in Sutherland's Gazette for 1863, Samuel Pelton, Proprietor.

### STRICT RULES

There were strict rules governing the operation of inns. In the North Oxford minute book for 1851, following the rules for inspectors, licence fees etc., is the following —

"... that as Inns and Houses of Public Entertainment are authorized and established for the accommodation of Travellers, and not for the encouragement of tippling and drinking, no Inn Keeper shall allow or suffer any gambling at dice, cards or otherwise in his house or any place adjoining thereto.

"That every Inn Keeper or person licensed to keep an Inn or Beer and Ale House in the aforesaid Township, shall keep the doors of his Barroom closed and that no spirituous liquors, wine or ale or beer shall be

sold therein on the Sabbath day except to travellers.

"That every Inn Keeper shall provide for the use of travellers, free of cost, a good and sufficient open or closed shed to admit sleighs or waggons, the same to be sufficiently secured in a way to prevent horses, cattle or hogs getting to travellers' teams or baggage, with good stabling and lock-up barn for the safe keeping of horses, cattle, carriages and sleighs, and that he shall at all times have in attendance some fit and suitable person to take charge of same.

"That every Inn Keeper shall provide and keep at least four good, comfortable, clean beds for the use of travellers, besides those required for the use of his family.

"That every Inn Keeper shall provide himself with necessary servants of good character".

A Tavern licence in 1851 was 5 pounds.

"Historic Beachville Mill to be tourist attraction."

Beachville mill, in almost continuous use for a century and a half, is about to begin a new phase

of life. Winlaw's Mill has been sold to Donald Lamb of Woodstock who plans to make it into one of the

major tourist attractions of this part of Ontario. The mill, set on approximately 50 acres of river-

flat land, clings tenaciously to a hillside and overlooks a flooded quarry hole from which limestone was wrenched many years ago.

Rising five storeys at the back and four at the front, the main mill building is a massive structure with great beams and posts and has its frame pegged together with hardwood pins. Flakes of red paint still cling to the weathered boards. Broken windows peer blindly. The mill doors are closed tight.



No bags of grain or chop wait with dusty pungence on the loading platform. Two great millstones, standing on edge among the bullthistles guard the driveway. Stinging nettles, gentian and seedling trees clog the grounds. Wild cucumber vines festoon the rampant cedar hedge and walnut trees wave their fronds above the waist-high grass.

A bloated dead carp, its scales big as golden dimes, stares with blank eyes at boys trying to retrieve it from where it lodged against the bars of the sluiceway. Down a long, corrugated metal tunnel thunders water, following the bent of 15 decades, no longer powering a busy millwheel but rushing on with its cooling flood to a modern factory half a mile away.

#### NAMED FOR MILLER

The village of Beachville, which apparently took its name from the first recorded miller at this site, Abraham Stanley Beach, was once a flourishing community which gave promise of being the centre of commerce for years to come. Hotels in number had no lack of customers and the hamlet was the shopping centre for a wide area. The roots of the village found sustenance in the mill but village efforts to save this landmark apparently have been negligible and it took a stranger, Donald Lamb, to feel the compulsion that this historical monument to an industrious past should be saved.

Miss Marjorie Cropp, Beachville historian, notes that only sketchy information has been preserved regarding the history of the mill. It is known that Abraham Beach was recorded in 1822 as a merchant and he owned the mill from 1831 to 1832. Born in 1801, Mr. Beach died a young man in 1835. No one knows whether or not he is buried in Beachville cemetery.

In 1834, David Lewis Ford owned the mill and still later it was taken over by a William Hook.

The original mill building, built of limestone rock, still stands sturdy, straight and strong. This portion is visible only from the rear of the building. At the west end were stables for the horses so necessary in early days and on the other end was built the large boxy residence with five bedrooms needed to house the large families of bygone days.

About 1870, Benjamin Thornton took over the premises and built the main part of the present five-storey building about the same time that the railway first came through the hamlet. He was followed by a man named Archibald and it was in his day that the mill first became famous for producing oatmeal. Taking over next was a partnership effort by men named Morgan and Baird and around the turn of this century the mill was owned by Charles Gibson.

#### WALTER WINLAW

Finally, half a century ago, a man who was perhaps the mill's most colorful owner took possession, Walter Winlaw. During his many years in business the mill housed both a grist and sawmill and power was available from four sources--electricity, gas, steam and water.

Mr. Winlaw, a Justice of the Peace, with a shock of red hair and bristling moustache, had a sometimes trigger temper and was something of an institution in the hamlet. A learned man, the villagers often went to him with their problems and he was no stranger in the courts of law where he knowledgeably pleaded the cases himself. Books were his companions and villagers recall how, on a cold night, a visitor would find Mr. Winlaw poring over a weighty tome while he warmed his feet in the oven of the kitchen stove.

Mr. Winlaw also ran a coal business in conjunction with the mill. He would be the last to admit it, but villagers recall how in the dark depression days a Christmas goose from his own flock would brighten a meagre table or a bag of coal left on the doorstep would mean unexpected warmth. Gruff, seemingly taciturn, few people knew him well but those who did had a staunch friend.

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East of the buildings, the millrace, a longish pond-like stretch of water, lies in stagnant disuse covered with a green scum of algae and inhabited by massive scavenger carp and predatory pike. The old quarry, fed by a sluiceway from the pond and having the natural springs and cleanliness of limestone rock walls and bottom, is under the gnarled old willow trees and is the home finning-ground of prickly catfish.

West of the mill on the bank of the runoff stands the remnants of a limestone kiln, squatting stolidly in the hillside. It has the remains of a ramp where horses once strained against collars as they dragged two-wheeled carts filled with limestone to be emptied into the top of the kiln. This kiln is one of almost a dozen which dotted the riverbank in the formative days of what is now Limestone Valley. The great recess into which the hot lime tumbled from the drawholes still curves in an intact arch.

In the basement of the mill is another kiln but around this hangs a mystery. It is unlikely that the mill would have its own lime kiln with another so near, so conjecture has been that this was a drying kiln for grain or oatmeal. Yet there are those who claim it is actually a potter's oven although there is no known record of pottery being made in Beachville.

#### VISION FOR MILL

Mr. Lamb, the new owner today, has great visions for the mill and its acreage. He plans to build a colonial style home for himself, his

"Beachville Mill"



wife and two children, overlooking the millrace. The decrepit residential portion of the mill will be torn down but salvagable lumber from it will be preserved to restore the rest of the mill buildings. Windows will be replaced and the entire structure will be given a coat of preservative.

The rooms housing the indoor kiln and millwheel, at present considered unsafe, will be rebuilt. The grounds will be trimmed and the plant growth tamed while rustic pathways will lead to points of interest.

Plans are already under way for the cleaning of the millrace which Mr. Lamb plans to stock with trout. The quarry hole will become a swimming and boating area and a site for camping will be laid out in a natural setting. An old round millstone, through the hub of which an apple tree now aged and twisted grew, will be left undisturbed and a small plaque set in place beside it.

Beachville is already open for licensing so it is possible that a dining room and cocktail lounge will eventually come into being. In the not too distant future, this old mill which the villagers of Beachville have viewed for some years as a tinder-dry fire hazard, will become an attraction which may once again put the vil-

lage on the map as a popular centre.

It may well be that ghosts of former owners will watch from the shadowy corners and unseen hands will silently touch the worn handles of the mill machinery which Mr. Lamb

plans to leave intact, and perhaps they will smile as guests order space age drinks in The Old Mill Tavern--as they remember days when they shared a jug of hard cider, superbly cooled in the millrace.

"Beachville Mill"



Donald Lamb of Woodstock is seen looking over the former Winlaw Mill property in Beachville as he plans renovations which he hopes will turn the site into one of the biggest tourist attractions in this area. Mr. Lamb plans to restore and preserve as much as possible of the mill and eventually have a dining room and tavern. The flooded quarry on the property will become a swimming and boating area.

# Beachville 2 fire engi

## Cause of blaze not yet known

By DON DUFFY

Sentinel-Review Staff Writer

BEACHVILLE — An early morning fire destroyed the 75-year-old Beachville firehall, Zorra Street, Beachville.

Lost in the fire were two pumper trucks and all fire-fighting equipment of the 20-man volunteer force.

70 men were on the scene, said Beachville Fire Chief Jerry Mitchell.

The one-story wooden frame structure with steel roof burned quickly and was in smouldering ruins by 9 a.m.

A utility shed behind the hall, owned by James McAdams of Zorra Street was also destroyed.

# fire hall burns, ruins destroyed

## Fire station was a barn

BEACHVILLE — The Beachville fire hall, a landmark for more than 70 years was destroyed by fire this morning.

Morton Todd, 75, of 120 Martin St. stood near the fire hall as firefighters doused the smoldering ruins of the building.

"I put my horse and cutter in there back in the 1920's," said Mr. Todd.

The building was originally

## Local engine breaks down

Woodstock firefighters answered the mutual aid call to the Beachville fire hall at 7:30 this morning.

Everything was running smoothly on the 1957 pumper until the men approached Beachville.

The clutch gave out on the truck. The pumper was towed back to the Perry Street fire hall.

# \$100,000 loss

## Beachville's firehall, firefighting gear go up in smoke

Free Press Woodstock Bureau

BEACHVILLE — This village of 980 was left without local fire protection when a blaze destroyed the firehall and firefighting equipment early Saturday.

Cause of the fire, in which damage is expected to exceed \$100,000, has not been determined.

Destroyed were the firehall, two firefighting vehicles, a tractor and snow-removal equipment owned by South-West Oxford

Township, a pool table, some Beachville Hydro Commission equipment and a utility shed.

The blaze was discovered about 7:30 a.m. when an alarm in the firehall was triggered.

A wall of fire met local volunteers. Departments from Ingersoll, Woodstock, Embro, Mount Elgin and Brownsville were called to help.

Coun. Howard Cook of South-West Oxford Township said the combined fire depart-

ments saved neighboring homes owned by William Sutherland Jr., and James McAdams. The Sutherland home was slightly damaged and a utility shed in the McAdam's property was destroyed.

Beachville United Church, next to the firehall, was slightly damaged and Sunday services were held on the lawn.

The firehall, a 50-by 150-foot single-storey building once served as a drive shed for horses while owners attended the church.

The Beachville volunteer fire department recently joined with the Brownsville and Mount Elgin departments to form the South-West Oxford Township fire department.

The Beachville unit is waiting for delivery of a new 1,500-gallon tank truck. In the meantime one of the other South-West Oxford units is expected to lend Beachville a vehicle for emergency use.

LONDON FREE PRESS  
May 19 1975

BEACHVILLE

DECISION FOR BEACHVILLE

# Firehall to be rebuilt in different location

By **BILL LANKHOF**  
 Sentinel-Review Staff Writer  
**DEREHAM CENTRE** — The Beachville firehall, destroyed in a Saturday morning fire will be rebuilt, but not at its former Zorra Street location.

South-West Oxford Township Mayor George Jakeman said at a council meeting here Tuesday, that drainage problems make it unwise to rebuild on the same site.

The firehall was owned by the

township, but the land on which it was located is owned by Beachville United Church, another reason for finding an alternate building site, he said.

Councillors at the meeting indicated the new firehall will likely be a two-bay structure, with costs in the \$40,000 range. The old building was insured for \$40,000.

No alternate construction site has yet been chosen.

Mr. Jakeman said the township's next move will be to consult several engineers, asking for building plan suggestions and projected costs.

After council has a chance to look at some plans and the costs involved in rebuilding, tenders for construction will be called he said.

In the fire, currently under investigation by the Ontario Fire Marshal's office, both department pumper trucks and all firefighting equipment were lost.

The trucks, a 1952 Ford and a 1968 Chevrolet were insured. Council received \$38,000 for the vehicles from Frank Cowan Insurance, Princeton at Tuesday's meeting.

Firehall contents are also insured by the same company for \$10,500. A Ford tractor destroyed in the blaze is insured for \$5,000.

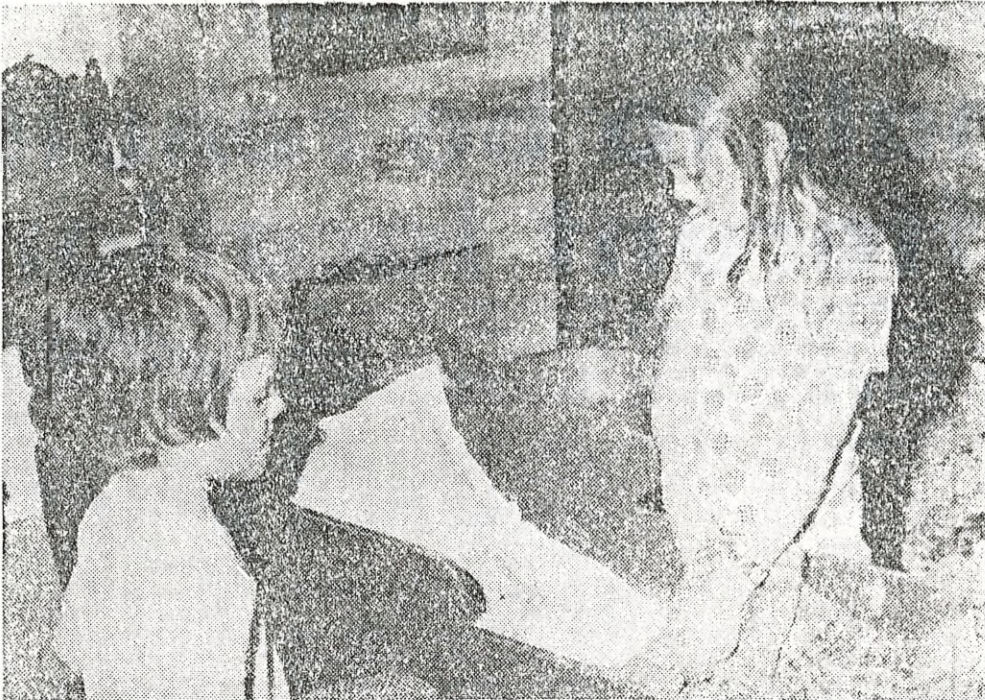
Road equipment stored in the hall belonging to SouthWest



**George Jakeman**  
 ... township mayor

Oxford Township was insured for a maximum of \$7,500

A list of road equipment items lost in the fire is to be submitted to the insurance company before a settlement is given. Don Oates, insurance adjuster for Frank Cowan Insurance said Tuesday.



To most visitors to the new Beachville museum Saturday, this doll and cradle had antique value. To Lisa Cook, nine, of Ingersoll, and her six-year-old brother David, age made no difference. Just being a doll and cradle was enough. (Photo by Williams)

## Beachville museum opens following 8 years' work

Free Press Woodstock Bureau

BEACHVILLE — A church with 140 years behind it and a local effort with eight years behind it combined Saturday to open the doors of the Beachville District Historical Society Museum.

In its first weekend, 500 visitors passed through those doors.

Renovation of the former Trinity Anglican Church on Highway 2 got its impetus in 1967 when 2,000 persons signed the visitors' book of the "Old Beachville" display in the former Hacker General Store. Last year, the

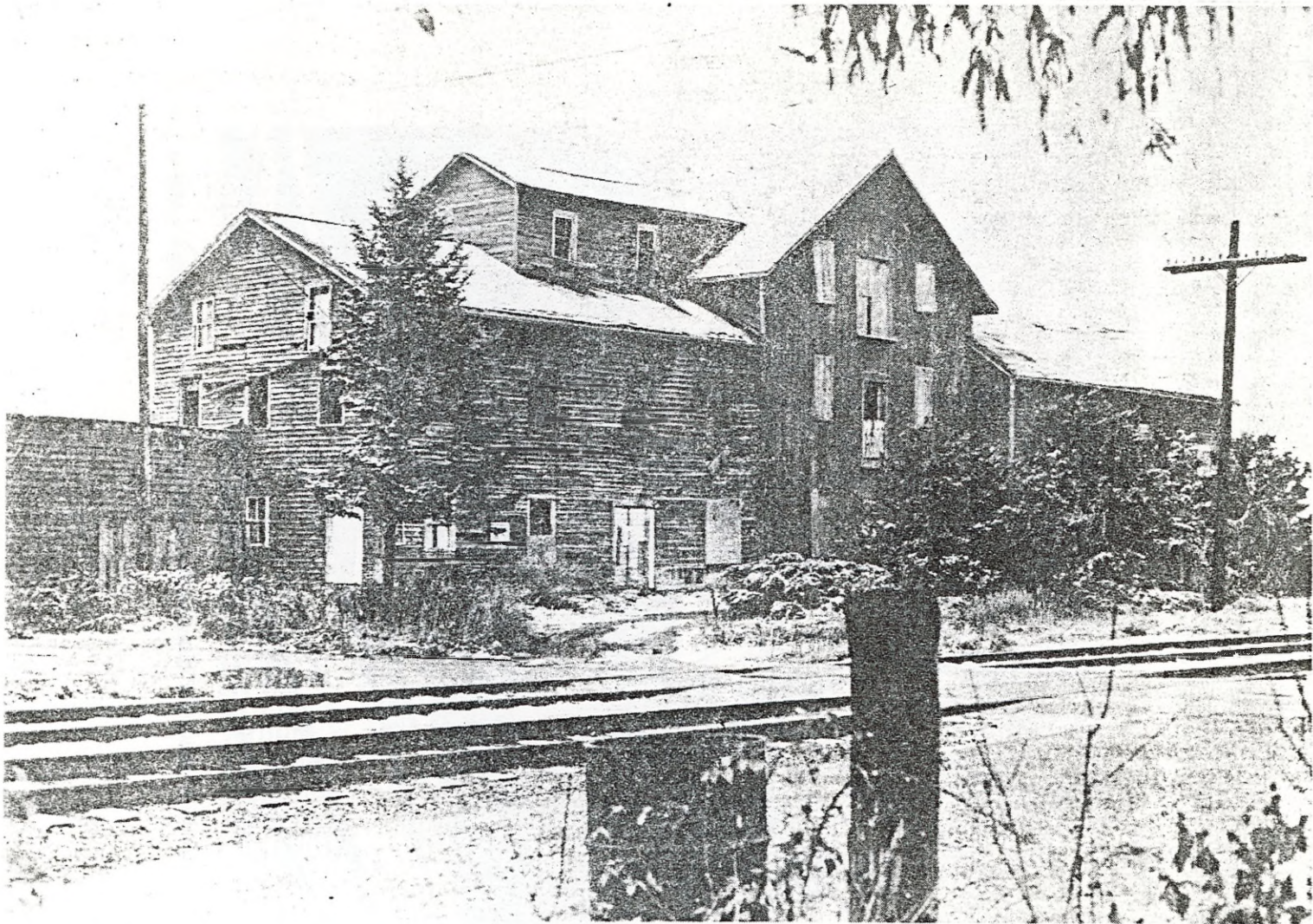
group that organized that display formed the historical society here to establish a permanent museum.

Grants from the local council, townships and Oxford County, with provincial and federal government support, provided the \$10,000 required.

Current displays document history here dating back to 1791, with a religious room, an old store, an early Canadian kitchen and an old school, as well as photographs of the development of the area's unique limestone industry.

LONDON FREE PRESS

June 9 1975



For Sale sign appear, disappear and reappear on the old mill in Beachville, but it continues to stand, a landmark of bygone days

when the village was the hub of industrial activity in the centre of Oxford County.

INGERSOLL TIMES  
November 10 1976

BEACHVILLE



Last Thursday's light afternoon snowfall highlighted the scenic features of the old Winlaw's Mill in Beachville.



*Dofasco dump opponents refuse to give up.*

**BEACHVILLE** — Despite assurances from the province that a Hamilton steel company's plan to dump two million tons of industrial waste into a quarry here won't harm the environment, a ratepayers' spokesman and area mayor Monday vowed to continue their hard-line stand against the proposal.

Ratepayers' spokesman Maurice Benjamin said Monday the environment ministry's decision allowing Dominion Foundries and Steel Co. (Dofasco) to dump waste into its Beachville quarry "would make residents fight against it even harder."

South-West Oxford Township Mayor Louis Barrett, in whose municipality the dumping would occur, said conditions outlined by the ministry "won't solve anything."

After more than two months of study, the ministry approved Dofasco's plan, providing the company meets conditions laid down to safeguard the environment.

Approval includes conditions that truck traffic in Woodstock not be increased by the shipping of iron oxide waste to the quarry in this Highway 2 village west of Woodstock, construction of a new road in the quarry and testing of a pond for possible contamination before runoff is pumped into the Thames River.

The ministry decision specifies the waste be transferred to Beachville in trucks that ship lime to Hamilton daily and return here empty. This would not add the anticipated 56 extra trucks to area roads each day, the ministry said.

E. O. O'Keefe of the ministry's industrial approvals branch said in an interview Monday the number of daily truckloads would be allowed to increase only after the Woodstock truck bypass is completed.

Earlier, the environmental assessment board approved the dumping provided the quarry bottom is lined with molten sulphur and impervious dikes are built to contain leachate and runoff. Leachate or runoff would be pumped into a quarry dewatering station and into the Thames River.

As an even stricter measure the ministry specified that liquid runoff stored in a nearby pond must be sent to London for tests before it is pumped into the river.

"If these conditions are all fulfilled we feel the environment won't suffer," O'Keefe said. "I personally think it's a good thing to fill in the quarry — I'd hate to see it left wide open. It's dangerous and unsightly. This way it could be filled back up by Dofasco and returned to its natural state for farming or parkland."

O'Keefe said the ministry's decision to allow the dumping is "final," but stressed the township could still fight the proposal through zoning bylaws. He also pointed out that Dofasco could cancel its plans if it finds another location or discovers the scheme is too expensive.

Dofasco officials are studying the ministry conditions and will make a decision soon, a company spokesman said.

Meanwhile Benjamin, a Domtar Ltd. employee and Oxford County separate school board trustee who has led the residents' fight, said ratepayers "will keep up the fight . . . we're not discouraged by the latest decision."

"These conditions just aren't as strict as we would have hoped. We've got pollution problems in Oxford County and this could be the start of another one five or 10 years from now."

Benjamin doubted there would be any reduction in trucks travelling Highway 2, noting that another large industrial kiln is to open in the area in January and will increase truck traffic.

Benjamin said the ministry condition of a new road into the quarry "could be a partial solution" to dust problems.

He said the ratepayers will meet this week to plan the next move.

Barrett, who has doubted proposed safety precautions from the start, said his main concern is the possibility area water supplies could be polluted. "I don't believe they can seal the rocks in the bottom of that quarry. I can't see molten sulphur working because there will be blasting in the area which will make breaks — they can't help it."

Barrett also doubted Dofasco has enough trucks returning from Hamilton each day to transport the waste to Beachville.

While the company planned 56 truckloads to Beachville per day, sources say only 20 to 24 trucks travel to Hamilton daily.

Barrett said the proposed dumping can't take place unless the township rezones the site.

"We are prepared to oppose it (dumping) but I don't know how far they (council) will go with it."

Zorra Township council and Oxford County council have also registered opposition to the proposal. A zone change permitting dumping in the Beachville quarry requires county council approval.

# Lime Burning Carried On At Beachville 113 Years

By M. E. Cropp

In the year 1833, Captain Philip Graham, retired British naval officer, came to North Oxford to take up the land chosen by him, and given to him by the Crown for his services. This land was situated on the north side of the Thames River, half way between Woodstock and Beachville. Upon his arrival he found two squatters already in possession.

In his diary, dated Saturday, November 19, 1833, is the following entry:

"Called at my land and gave permission to Mattison to continue making lime for Captain Drew's new church (Old St. Paul's Anglican Church in Woodstock) which is a neat brick building . . . capable of holding 500 persons without galleries."

Again, dated Wednesday, November 23, we read:

"Saw Mattison again and suggested to him that he should build permanent kilns on my land and make lime on shares. . . Gave Mattison injunctions not to destroy all the trees on the flat land which he is clearing to burn lime, and to carry on the quarrying so as to form an excavation for a fish pond to be fed from the river hereafter."

Thanks to this diary we learn that the operations of quarrying and lime burning have been carried on within a seven mile strip of the Thames River flats, with Beachville at its centre, for at least 116 years. It is quite certain that there has never been a break in quarrying operations along this

strip of the Thames from that day to this. Mention is made in this diary of good frame houses already in existence, and of others of frame, brick and plaster going up. At this period, too, the old timers were replacing their log houses with others of better material, so that lime products would be in increasing and continuous demand.

It is quite possible that lime was burned here years before that, for certain uses of lime, as a cleaner and purifier and for building purposes, were well known. When it was procurable, the cracks between the logs of a cabin were sometimes filled with plaster, and this was a well cleared and settled district when Captain Graham made the above entry in his diary. In fact the first settler came in 49 years before. A man clearing his land had only to pile up his logs, heap the rock on top, and keep the grass burning until he had his lime.

In comparison with the long history of quarrying and lime burning in this district, it is interesting to note that the methods used, from the earliest to the most modern, have all been developed during the working life of men living today.

At first the rock was picked out of the river bed when the water was low in summer, one such location being just west of the village bridge, or the earth would be cleared away and the surface rock removed. The pick, crowbar and sledge hammer were the only tools and it was impossible to go very deep on account of water seepage.

The earth was removed by men with wheelbarrows and the rock drawn away by team and wagon and a hole with a five foot face was considered a fine quarry 40 years ago.

Then somebody introduced water wheels, run by the river, and connected by shafts to log or iron pumps. The wheels could be lowered or raised according to the level of the river, and ran day and night, screeching their protests to sun and stars alike. Each wheel ran one or two pumps and when they froze up in the Fall quarrying was suspended until Spring. Rock was piled up ahead to keep the kilns burning during the winter.

With the coming of gasoline-powered pumps quarrying went deeper. A derrick replaced the team and wagons. The derrick was a ponderous affair raised on trestles, the whole supported on a platform on wheels which ran on a track. From each side protruded a beam. These were supported by tall wooden horses which kept the structure from tipping over when the arm swung back and forth with its load. When a blast was to be set off the derrick was pulled back from the face on the track by means of a cable.

Men still loaded the rock, now into steel buckets, shaped like scoops, which were swung up by the derrick and emptied into freight cars standing along-side on the railway siding. Hand cars which ran on a track, similar to those which may be seen today in the American Cyanamid quarry were also used. They are towed by a small engine to the foot of the slope, and then drawn up by cable.

The earliest kilns were called set kilns and were built of stone and lined with brick. They stood about 10 feet high and were six feet across inside. A good fire was built and the rock piled in on top of it. The fire was kept going steadily for five to seven days. Then the ashes were raked out, and when the mass cooled the lime dropped down and raked out. There would be two or three hundred bushels of lime for the week's work.

In those days people turned their ducks and geese out in the summer to fend for themselves along the river. The tale is told of a certain man who, when on night shift, used to steal among the flock of sleeping birds, catch one, wring its neck, and roast it, plastered with mud, in the coals of his kiln. One night he caught himself a treat, and when he got back to the fire, found he had wrung the neck of his mother's pet gander.

Another man, to whom we will give a fictitious name, was noted for turning out a very inferior product. It is said the frogs in a near-by pond used to chant:

Sid Merton, Sid Merton,  
Burn lime, burn lime,  
All stone, all stone!

Seventy years ago kilns were spotted all up and down the valley on both sides of the river. There were a dozen within the limits of Beachville alone, and several men operated them as sidelines to some other business.

Some of the old set kilns are still to be seen in the area, and one stands beside Highway No. 2 between Beachville and Ingersoll, near the side-road leading to the American Cyanamid quarry. They were usually built into a hillside, so teams could drive up behind to unload and also down in front where the lime was drawn off.

The draw kiln followed the set style. This was a steel kiln lined with brick, about 25 feet high and 12 feet across inside. It had four arches. The fire would be built and the rock piled on top of it. These kilns were drawn twice a day, and produced nine tons of lime a day. Men would be piling in rock above at the same time others were drawing off lime below, with nothing holding up the 35 to 40 tons of rock above their heads but the force of its own expansion by the heat.

A draw kiln would use five cords of wood a day and as a result this district was one of the earliest to be denuded of its trees. The teams which drew rock in summer drew logs in winter. Camps were set up in the woods and many Indian and farmer lads turned lumbermen in winter to earn extra money. So fast did the forests disappear that by 1865 householders in London were complaining that wood was beginning scarce and high priced.

Modern kilns burn coal or gas, the gas type being drawn every two hours in producing about 75 tons per day.

Early drilling was done by hand. One man sat on a keg and held the drill, which he kept turning while another hit it with a sledge hammer. It took an hour and a half to drill a three foot hole.

There was much jubilation when steam drills were introduced. A steam drill, with 120 pounds pressure behind it, could do the first two feet in two minutes, then carry on to a depth of 12 at the rate of 100 feet per day. The steam drill was followed by the electric drill, such as is used today. It drills a 5½ inch hole, 50 feet or more deep, and can do 100 feet per day.

Blasting agents are less than 80 years old. Nitro glycerine was discovered in 1846 by a young Italian chemist, named Sobrero, at Paris, but he made no use of his discovery except to play tricks on his friends. About fifteen years later Alfred Nobel, a Swedish engineer and chemist, recognized its possibilities, and by 1866 had developed it as a blasting agent for commercial purposes. A series of horrible accidents, however, caused nitro glycerine to be outlawed by several countries, including Great Britain, in 1869.

This led the development of nitro glycerine compounds, such as dynamite, gunpowder, gun cotton, etc., in which nitro glycerine was absorbed by some inert, porous substance, at first charcoal, sawdust, brick dust, paper, rags, etc., which diminished its susceptibility to explode by shock and yet caused it to lose little of its explosive force.

Later it was combined with a mineralized moss, called kieselguhr, found underlying beds of peat. The principal formations are found in Germany, Norway and Great Britain. A substance called diatomite is now also used.

In 1870 the world's whole output of dynamite was estimated at 11 tons, and in 1889 was estimated at 12,000 tons.

The first blasting in the Brockville quarries was done with Black Powder. It came in kegs. The required number of handfuls were put into the hole, a fuse placed down the side of it, and the hole tamped full of clay procured up on the hill behind the Anglican church. The clay would be pounded as hard as rock then a man lit the fuse with a match, and ran. If the fuse was too short he would be assisted in his flight by the power of the blast behind him, to the amusement of his fellow workmen.

## 1,000,000 Tons Of Rock Dug From Big Quarries Yearly

*Beachville, a village near Ingersoll has been famed over 100 years for its rich limestone deposit. Seven miles of quarries stretch along the north bank of the Thames at this point and the writer has given a detailed history of their development. New methods have been described down to the time when the black powder was the common blasting agent and placed by the handful and fired by fuse. The story concludes herewith*

*By M. E. Croop*

The next blasting agent used was called Rackarock, which came in sticks packed in small boxes. Each stick was about a foot long and wrapped in cotton to which a fuse and cap had to be attached. The men treated these potent firecrackers with the utmost nonchalance. One man made a practice of lamping on the nitro glycerine caps with his teeth, and another broke the ticks over his knee when only half a cartridge was required. Rackarock was also fired by the "light and run method."

Early dynamite froze easily and quickly and had to be kept in a steam heated room in winter and often the operator would carry it around in a tin set in another tin of hot water to keep it in condition for use. The first shipment arrived of a type that would not freeze they wondered what was the matter with it.

Charges are now set off electrically, holes being bored along the whole face. Into each 50-foot hole are put three to four charges of dynamite of three or four sticks each, and the charges separated by sand. The wiring is done so that the blasts appear to be simultaneous, whereas they actually go off one after the other, doing better work. The whole wall falls inward leaving a clean face behind.

A noticeable feature of a modern quarry is its lack of clutter. Power machines, operated in each case often by one man, now do the work of many. After it is blasted into handling sizes, power shovels scoop the rock into trucks or cars which carry it to the

crushers. After being crushed it is screened into different sizes and loaded into freight cars.

Electric pumps force the water up the 50 to 80 foot walls of the different levels and spill it over into the river, but auxiliary gasoline pumps are kept in order to take over when the electricity fails.

Limestone was formed under water by deposits of marine life that died and fell to the bottom. Over the centuries this substance hardened and became cemented together forming rock. The area therefore was once under water and great gouges, five and six feet deep, may be seen in the quarry rock caused by glacier action in past centuries.

There is hardly any operations in the arts for which lime is not at some stage indispensable. In the manufacture of steel and fertilizers, in the early stages of leather dressing to remove hair, fat etc. from the hides, in metalurgy as a flux, in soap boiling to causticize the alkaline liquors, in the manufacture of washing soda, for neutralizing acids, in agriculture to destroy inert and noxious vegetable matter and to decompose heavy clay soils, in Materia Medica as an antiacid in the manufacture of glass, in sugar

refining, in making sulphite pulp, in the manufacture of calcium carbide for acetylene gas.

The Beachville quarry area is one of the best deposits of high calcium stone in the world. The rock contains 97% pure lime. From the Beachville quarries are taken 1,000,000 tons of rock every year, one half of which is processed into lime.

Two tons of limestone make one ton of lime, the lost weight being given off in gas.

A good deal of rock is shipped to Niagara Falls and burning done there. Indeed, so much rock is shipped from the Beachville quarries that Beachville, a village of 700 people, is the heaviest shipping point on the Canadian National Railway between Windsor and Hamilton.

Lime burning  
Tribune

# Beachville Lime Quarries Oxford's Oldest Industry

BEACHVILLE — A glance at the enormous lime quarries at Beachville today gives an immediate picture of a huge industry, far removed from the days of the past century when a five-foot face was considered a quarry. Considered the oldest industry to operate continuously in Oxford, lime quarrying has been a backbone of the economy in the Beachville area for over 130 years.

The first authoritative accounts of this undertaking were found in the diary of Capt. Philip Graham, a retired British naval officer who had received a land grant halfway between Beachville and Woodstock.

## SQUATTERS

When he arrived he found two squatters on his land, one a Mr. Mattison who seemed to have considerable experience in burning the lime noticed in the ground by the first settlers at the turn of the 19th century.

These early residents had found that in burning brush on the land, the heat caused the rock to break and eventually become pulverized. The pulverized

material was good for chinking the gaps between logs in structures of the day.

Captain Graham not only allowed his squatters to remain but he suggested in time that permanent kilns be erected for lime making. Among the first buildings using the local lime was Old St. Paul's Church.

At first the rock was quarried from the river at the low water period in summer. Later, small quarries were dug but these usually only operated at wheelbarrow capacity.

## WATER POWER

The water wheel was later some improvement in power for the quarrying, and the invention of the gas engine in the 1880s meant deeper quarries and higher production. Derricks began to replace hand loading into wagons.

The area of Captain Graham's first holdings was seeing vast changes. In 1888 John Downing formed the Beachville White Lime Company, later the Gypsum Alabastine Co. The old set kiln built of stone lined with brick was replaced by steel

kilns. Instead of a few bushels from a burning, these kilns were capable of about nine tons a day.

Beachville was soon denuded of trees in the search for fuel to keep the kilns operating and residents as far away as London complained bitterly about the increasing cost of firewood.

## BLASTING

As it became necessary to go deeper into the rock for material, blasting began to be introduced. Early drilling was done by hand. One man would sit on a keg and hold the drill while a second man struck it with a sledge hammer. At each stroke of the hammer, the first man turned the drill. About an hour and a half was required to drill a hole three feet deep.

Next came the steam drill. Operations were speeding up. The companies operating the now large quarries at Beachville gained impetus around 1907 with the discovery that lime mixtures were an invaluable aid in bringing up poor land to top producing capacity for the growth of foodstuffs.

The limestone noticed by

Captain Graham in 1833 today has an almost dazzling array of uses in modern technology. The quarries at Beachville are considered the largest of their kind in the world.

By Carol Leard  
Times Staff

The limestone business in Oxford is as old as the county itself, dating back at least as far as the squatters who occupied land along the Thames River north of Beachville.

In fact it may have been the expertise of those early squatters in the art of burning lime that prompted the first settlers to permit them to remain on their land.

From its early discovery as a good chinking and plastering material in the construction of log buildings to its later use of the manufacture of fertilizer and its current major use in the production of steel, limestone has been a vital aspect of the county's economic history.

Centered in the heart of an otherwise predominantly agricultural community, the limestone industry has at times appeared as a kind of anomaly, its smoke stacks and massive buildings rearing up unexpectedly from pastoral-like surroundings.

Confined at the moment to a narrow belt of land stretching the several miles between Beachville and Ingersoll north of the river, the three major quarry operations have barely begun to tap the potential resources that stretch over four miles north of the river, beneath existing farmland.

Much of that between Highway 2 and the Governor's road north of the existing operations, though still being farmed, is owned by the three major companies, Stelco, Domtar and Dofasco, and is designated for future expansion of the quarry business.

When that expansion might take place is a thorny question for officials of the three companies who, without wishing to be quoted, describe the current situation as "a can of worms" that will some day have to be opened.

Owning the land, and having it designated in the county's official plan for quarries does not mean that expansions can be undertaken automatically by the companies in question.

Zoning by-laws have to be passed and approved to permit the change in land-use from agricultural to manufacturing, and recent experiences arising from applications by the companies for zoning changes indicate that the necessary rezoning is not an easy process.

The major hurdle, as explained by one company official, came about as a result of a long, drawn-out hearing before the Ontario Municipal Board, which ruled in 1969 in favor of maintaining the agriculture zoning for all property in question except for a 1,000-foot strip to the north of the railway tracks.

Expansion of the quarry operation to land north of this line will require future applications for rezoning. And one company, Domtar Chemicals Limited, in subsequent application, reportedly waited for over a year to have the application approved, giving up finally and going elsewhere to quarry.

Whether future applications will meet with such difficulty will depend to some extent on the mood of the community and its political representatives at the time. Objections to rezoning requests necessitate a hearing before the OMB in any case, and considerable time and uncertainty is usually involved.

Said one company spokesman, "It's an unsatisfactory situation, when we've made our intentions clear by buying the property involved.

"And it's hard to convince the upper management that we can expand when there's so much uncertainty surrounding future development."

He went on to comment that it has never been difficult for the companies to purchase the land in question. People, he noted, have been more than willing to sell for the kind of money being offered.

The problem come later, it seems, when questions of land use policy become paramount and the thrust turns toward saving the land for agriculture. With the increasing emphasis being placed on this issue by the farm organizations and politicians, the prevailing mood may not augur well for the easy processing of rezoning applications to permit expansion of the quarry operations.

But expansion has characterized the existence of the limestone industry, and based on its long and prosperous history in Oxford, along with the growing demand for the product in the manufacture of steel, further expansion of the existing operations seems inevitable.

In its early days, when the output of lime was several hundred bushels a week and the kilns were fired by timber, the limestone business was not regarded as coming in conflict with agricultural and other aspects of the local economy.

Times Apr. 9 '75

"As old as the county,  
Limestone industry prospers."

The demand for timber to fuel the kilns and the initial use of surface stones to be burned for their lime content undoubtedly facilitated the early clearing of the land for settlement and farming.

According to history gathered locally, the first record of lime being used in building dates back to 1833, when one of the original settlers, Capt. Phillip Graham reported in his diary that lime was being burned on his farm for use in the building of the Old St. Paul's Church in Woodstock.

To Capt. Graham, who lived mid-way between Beachville and Woodstock on the north side of the river, is attributed the erection of the first permanent kilns for lime-making.

Called set kilns, they stood about ten feet high and were about six feet in width across the inside. There were made of stone and lined with brick, and by the 1860's, dozens of these rock-burning ovens lined the river's edge, stretching about seven miles on either side of Beachville, which was then the hub of the industry.

Steel kilns over twice the size of the stone ones gradually replaced the more primitive models, speeding up the process and increasing the output of lime from 200 or 300 bushels a week to nine tons a day.

Surface rock and the firewood needed to burn it became increasingly scarce, and the limestone operation which then required drilling and blasting as well as new sources of fuel such as coal and gas became increasingly more sophisticated.

One of the first companies to form in the early years of the industry was the Cole and Hacker Grey Lime Stone Company which operated east of Beachville from the 1870's through to the end of the century.

A bill issued by Cole and Hacker dated July 1, 1898 was found recently among family papes by Hugh Hacker of Ingersoll, a grandson of John Hacker, one of the original partners in the company.

The bill shows an order for 30 bushels of lime selling then at 16 cents a bushel. According to Mr. Hacker, the lime manufactured by his grandfather was grey in color and considered to be a lower quality than the white.

Times Apr 9, 1975  
"Limestone industry."

BEACHVILLE

Because of the difference in quality of the lime east of Beachville, quarrying moved to the west of the village, where in 1888, John Downing, a quarryman who had emigrated from England, formed the Beachville White Lime Company.

This operation, in which the Downing family participated until 1945, became the holdings of two separate companies in 1929 when the North American Cyanamid Company bought one half and the Gypsum and Alabastine Company bought the other.

A third major quarry operation, now owned by the Steel company of Canada, was begun early in the century by the Innerkip Lime and Stone Company.

Expansion and development of the industry over the years has been a direct consequence of advances in technology and the discovery of new uses for limestone products.

From the early days when crude stone kilns scattered along the river banks yielded a few bushels of lime a day for use as mortar and plaster, the industry has grown to the point where today between two and three million tons of limestone a year are taken out of the county's three quarries.

Where once picks, crowbars and sledge hammers were used to remove the stone for burning, and a five-foot face was considered a quarry, mining now goes to a depth of between 80 and 100 feet, covering hundreds of acres of land.

The discovery in the early 1900's, for example, that calcium cyanamid compounds could be used to manufacture fertilizer was a great boon to the industry, increasing the demand by 1929 from 5,000 tons to 50,000 tons a year.

Probably the most significant discovery related to limestone was its use in extracting metals from ore, leading today to its major use in the steel manufacturing industry.

Acting as a flux or purifier, it takes the silicates, phosphates and sulphur out of the iron ore, and as such, it is a vital resource for companies engaged in the manufacture of steel.

According to Stelco manager Jack Stares, the Oxford quarries are an excellent source of good quality, high calcium limestone. The four-mile-wide limestone body on which they sit stretches north-west to Lake Huron and through to the west side of Lake Michigan, he said, noting that the

quality varies from one end of the seam to the other, making it suitable for a variety of different products including the cement that is manufactured at St. Marys.

While most of the limestone produced locally is for use in the steel industry, there are however a number of other uses for the product.

According to Robert Houston, plant superintendent at Dofasco's Beachville Limited, the limestone produced there is also used as an additive in fertilizer and in the manufacture of glass.

Domtar's operation produces quick lime for sewage treatment and supplies limestone for the manufacture of brick, fertilizer and glass in addition to its primary use in the steel industry.

Both these companies estimate their annual out-put at one million tons of limestone a year, while Stelco, the smallest of the three operations, yields around 120,000 tons annually.

Expansion programs in recent years have involved major additions of pollution control devices to the existing operations. Stelco's last expansion program, for example, was in 1971 and cost an estimated \$3.5 million, 30 per cent of which went toward the maintenance of pollution control standards.

According to Doug Foster, office manager at Domtar's plant, his company has spent millions on pollution control in the past four years, involving in part a switch from coal to natural gas.

Expansion of that operation four years ago, he noted, involved the addition of a \$2.5-million kiln which alone will process up to 350 tons of lime in one day.

Commenting on the likelihood of future expansion, Mr. Stares predicted that the big plant being built by Stelco in conjunction with the Nanticoke hydro project on Lake Erie would likely lead to increased demands for limestone and thus to expansion at a faster rate locally.

He also noted that Stelco and Dofasco make two-thirds of the steel that is manufactured in Canada. And limestone is a basic requirement in the process.

In the light of this, Oxford's reserves become important, but their continued use by the steel industry depends to a great extent on the willingness of the community to accept their expansion.

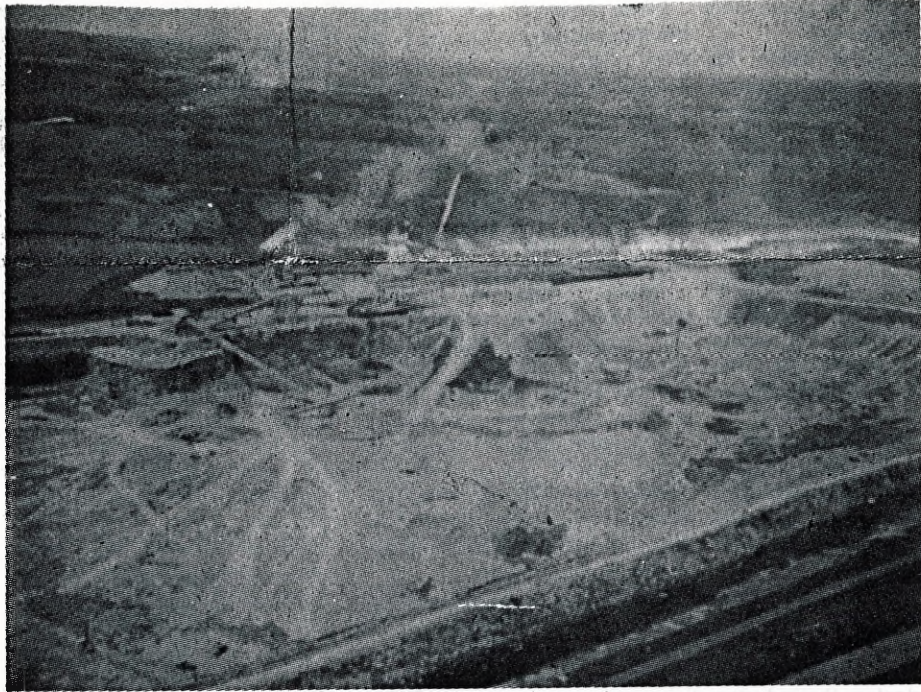
Agricultural priorities in land use planning are being urged in Oxford, and threaten to conflict with the requirements of one of the county's oldest and most stable industries.

Resolving the problem will undoubtedly require planning wisdom, the challenging of long-established priorities, and compromise. Even in a county where agriculture is primary, not all land can be preserved for the production of food.

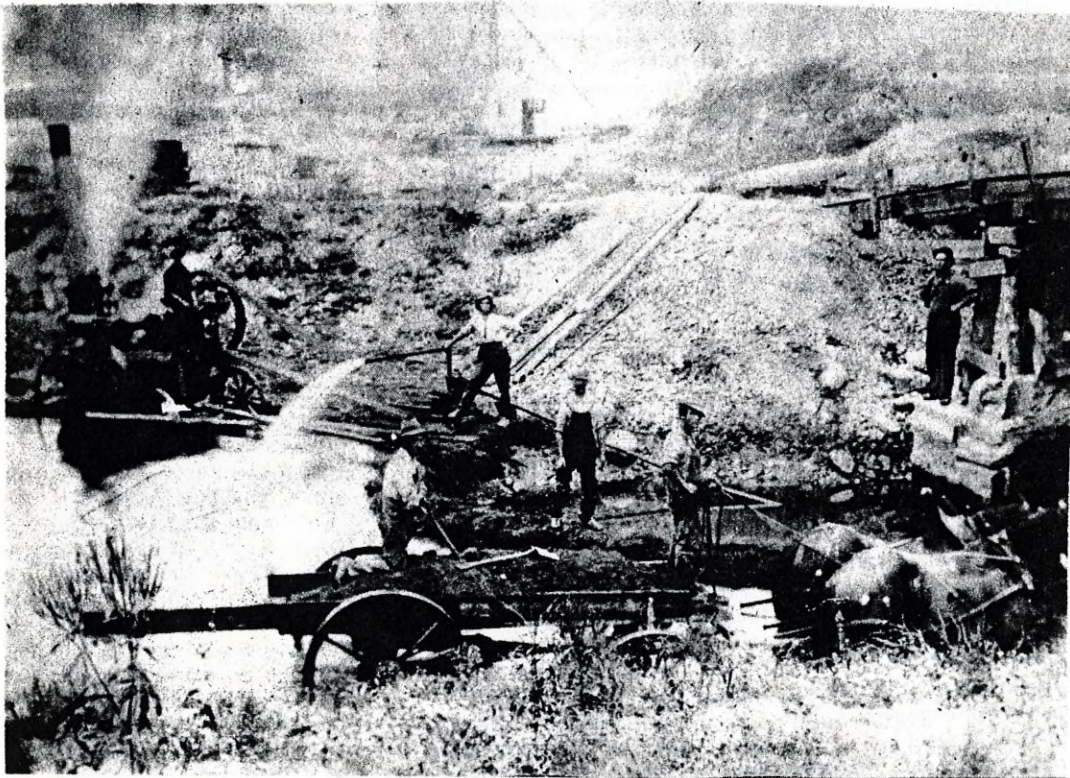
The community will have to choose which of the two resources, land or limestone, will be developed in its "limestone valley." And since all quarry lands are to be restored once they have been mined, the choices ultimately are not mutually exclusive.

Forcing the industries to go through endless procedural red-tape in the process of permitting them to use the land for the purpose for which it was purchased hardly seems warranted, and can do little to enhance the relationships between the rural and industrial sectors of the community.

"Limestone industry  
Times Apr 9 '75



Fifty years later, quarry operations had become streamlined and sophisticated by comparison, involving expansive pits that yield thousands of tons of limestone daily.



As shown above in this 1907 quarry scene, operations were primitive and workers had to go to great lengths to obtain limestone from the water-filled pits and transport it to nearby kilns for burning. In those days before modern technology, limestone was measured in bushels.

# Village church celebrates its 113 anniversary

BY PAM RIGHTON

A small village church that faced the threat of closing last fall will be celebrating its 113 anniversary with the help of its Ingersoll sister church, this week-end.

On Sunday, April 29 at 7:00 p.m., an evening service will be held at the Beachville Baptist Church, with the congregation and choir of Ingersoll's First Baptist Church in attendance. A fellowship coffee hour will follow.

Beachville, with a population of approximately 1000, was close to losing its identity. Village businesses were closing down and the church was averaging 18 people each service. Last fall, debate began on whether to close the church.

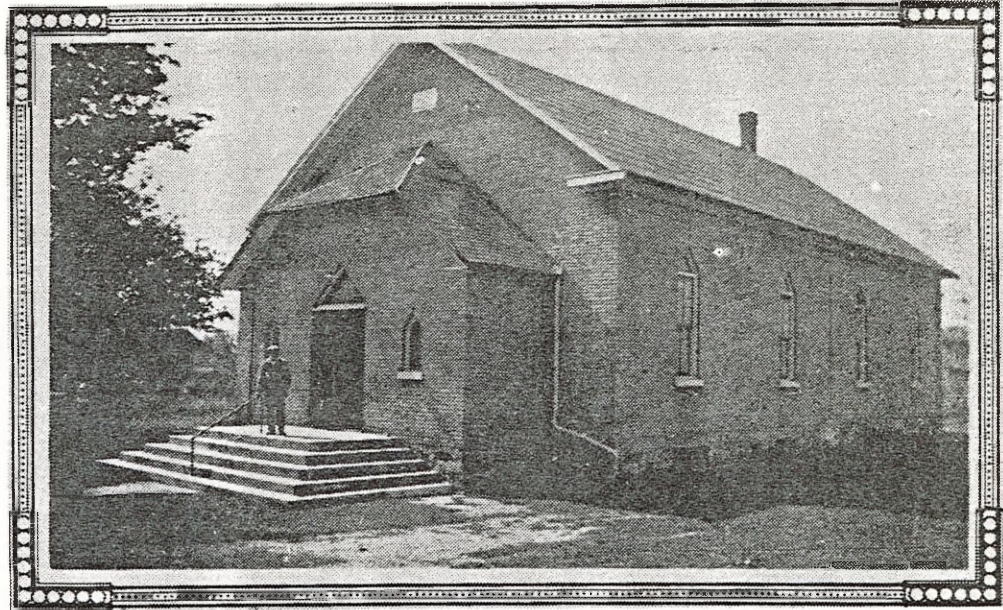
Until the First Baptist Church in Ingersoll became involved.

A joint committee of representatives from the Beachville and Ingersoll church began meeting bi-monthly, arranging services and Sunday school work.

Now, the music committee from the First Baptist Church sings every Sunday in Beachville. Rev. J.T. Simpson, retired pastor of the Ingersoll Baptist Church holds two services a month in Beachville with laymen Ted Hunt and Art Presswell speaking for the other two. Linda Smith, 18, of Ingersoll, teaches Sunday school.

Rev. Simpson sees a new trend beginning in Ingersoll. Town churches will be helping village churches, "which is not something that can be done easily," he said. "Old habits are not easily broken".

Rev. Simpson, pastor of the Baptist Church in Ingersoll from 1954 to 1962, "wanted to get involved".



Pictured above is the original Beachville Baptist Church that was burned in 1943. The fire, discovered by two children who had arrived early for Sunday school, destroyed the church, but 100 area men were able to salvage a great deal of the furniture, including the organ, two pianos, the pulpit, and chairs.

He said Ingersoll was extremely fortunate to have laymen doing such an excellent job.

Mrs. Lloyd Phillips, Art Presswell, Rev. George Watt, and Rev. Simpson "did an awful lot of visiting to generate interest", Mr. Hunt, chairman of the Ingersoll committee said. Members of the Beachville committee, who maintain and care for finances are Ross Edwards, Mrs. Bruce Otis, Mrs. Morton Todd and Charles Reeves.

The original Baptist church, a frame building built in 1861 and rebuilt with brick veneer in 1866, burned in 1943.

In 1948 a chapel from the Army Training Grounds in Woodstock was moved to Beachville, opening in the spring of 1949. A great deal of the original furniture remains in the Beachville church, including the organ, piano, pulpit and pews.

The parsonage, a large

two-storey brick building, was sold to help pay for the new church. A fund started in 1953 for a new parsonage was completed and dedicated in May 1957.

Beachville has "growth potential", said Mr. Hunt, who is also Ingersoll's building inspector. "A subdivision is on the drawing boards".

Rev. Watt will be speaking at the Sunday evening service, assisted by Rev. Simpson, Sunday, April 29.

INGERSOLL TIMES  
April 29 1979

BEACHVILLE



The History of Beachville

Beachville

Beachville is situated at what Governor Simcoe called the Upper or Little Forks of the Thames. It was the highest point of navigation for canoes in the Indian days and was the western end of the northern portage trail over from the Grand River. The stretch of level land and the abundant water-power made the district ideal for civilised settlement. Although the little forks had probably been seen by the Frenchman Etienne Brule in 1615 or 1616, in the course of his residence and wanderings with the Huron Indians, the first known white settler to come to the Beachville area was John Carroll who arrived from New Jersey in 1784. He is believed to have bought his land (north of the Thames on what are now lots 23 and 24) from the Indians and then to have returned to his former home to fetch his family of one daughter and nine sons. John Carroll died in 1854 at the age of 102 and was buried in the Ingersoll Rural Cemetery near Ingersoll.

Although the Treaty of Separation signed in 1783 had prohibited reprisals against United Empire Loyalists, these generally arrived in Canada in a completely destitute state and had to be supplied by the government with tools, salt pork and flour, before they could leave the military forts and venture into the wilderness. Since it was half a century, however, before Oxford County was to found its first newspaper, only very scant information about the hardships of John Carroll and other pioneers has been handed down to us.

By 1791, nevertheless, Beachville had been named after Mr. Beach, the owner of a grist-mill, and had enough residents for a formal request for a postal service to have been addressed to the government.

In February, 1793, Governor Simcoe reached Beachville from Brant's Ford and selected a site about five miles east of Beachville. There he planned a fort and a settlement for which he proposed the name Oxford, but for more than forty years the site remained little more than a clearing in the forest. It was not until Admiral Vansittart's party settled the district that the name was changed to Woodstock and the community began to grow. The fact that Woodstock has now overtaken Beachville in size tends to obscure the fact that Beachville was, in fact, a much older settlement.

The settlers of Beachville were furious to hear that 6,600 acres of land, including Beachville itself, had been granted as a township to one Thomas Ingersoll of Massachusetts. They decided, however, to defer their threats of violence until the apparently wealthy American had completed the road which he had promised to build. But Thomas Ingersoll proved to be an ideal settler, and spent some \$50,000 on road improvement. Furthermore, when Governor Simcoe's successor revoked the township grants made to both Thomas Horner and Thomas Ingersoll, the irate Ingersoll left the district upon which, in only six years, he had lavished so much energy and wealth, and settled near York. There was no representative of the Ingersoll family in the Beachville area until 1818 when Charles Ingersoll returned to take over his father's 200 acres.

Most of the pioneers of this period settled along the river on the Broken Front Concession, with Beachville as centre, along concessions 1 and 2 of West Oxford, and on concessions 4 and 5 of East Oxford. Settlement on these concessions extended back from the trail which came to be known as the Ingersoll Road. Among the families known to have been in the Beachville district before 1800 were: Burdicks, Cooks, Crawfords, Harris's, Nicholss, Scotts, Mabees, Beach's, Brinks, Dygerts, Dodge's, Dexters, Carrolls, Karns, Toppings, Ingersolls, Canfields, Chontes, Edwards's, Sages, Vandicars, and Burtch's. Under Governor Simcoe and, encouraged by him, there had been a wholesale settlement of Americans in Upper Canada. Attracted by the free land, they had sworn allegiance to George III, but many of them did little to conceal their hope that it would not be long before the United States took over Canada. It was as a result of the indignation of the true 'Royalists' that, in 1796, steps were taken to register all those who had joined the British side before the end of the War of Independence in 1783. Such people were thereafter officially designated United Empire Loyalists.

In 1793, the Marriage Act was passed to validate all marriages which had been contracted irregularly because of the lack of clergy. Henceforward, magistrates were empowered to perform marriage ceremonies for any person living more than 18 miles away from the nearest Anglican clergyman. There was no Anglican clergyman in Beachville, and it is reported that magistrate Peter Teeple officiated at over five hundred ceremonies.

It was in 1798 that the province of Upper Canada was divided into counties, and the County of Oxford came into existence. Records surviving from the next year suggest that Beachville was still the only place with a permanent and recognised name.

Despite his encouragement of American settlers, Governor Simcoe was obsessed with the idea that the United States were going to attack Canada and, in 1798, the Oxford Militia were organized. Thomas Ingersoll was appointed Captain at Beachville, but everybody was so busy with homesteading that drill frequently took place by moonlight. Although the exact location of the parade-ground is not known, it is thought that this may have been the clearing which was later to become Woodstock.

At the very beginning of the nineteenth century, the Beachville district was visited by the Methodist preacher - Rev. Nathan Bangs from New York State. A Methodist congregation soon formed in the Ingersoll district. Although the War of 1812 gave Methodism a setback, American missionaries continued their work and by 1832, a circuit of eleven ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ ~~xxxxxxxx~~ churches was in existence - Oxford Chapel, Beachville, Ingersoll, 12th Concession Zorra, Woodstock, North Oxford, Embro Road, Aylmer, Mount Elgin, Dereham and Salford.

When the War of 1812 broke out, the Oxford Militia was mobilized under Lt. Col. Henry Bostwick, but Oxford County suffered considerably as the result of the mixed loyalties of her settlers. The regiment took part in the battles of Detroit, Nanticoke Creek, Fort Erie, Lundy's Lane and Malcolm's Mills but desertion was rife. Many of the deserters felt compelled to return to the homesteads to save their families from starvation.

Of the various traitors, including Westbrook who led many raiding parties up the Thames and, in 1814, burned the Beachville mill, it may be observed that the war was taken as an opportunity for settling old scores. Certainly, the destruction of the mill brought untold hardship to Beachville and this, coupled with the general plundering of Western Ontario as a result of the defeat of Captain Barclay's naval detachment, set back the development of many pioneer communities,

When Beachville had recovered from the rebellion and had begun to grow into a real village, it suddenly found itself having to face competition. In 1822, James and Charles Ingersoll established a mill, a store and a distillery close to their father's original clearing. About ten years later, on the other side of Beachville, the wealthy Vansittart party arrived and began to develop Governor Simcoe's town-plot - the community soon to be named Woodstock. One can imagine what sort of feelings there were between the Beachville pioneers who had suffered great hardship to establish themselves, and the aristocratic newcomers to the east. Woodstock got a store and a post-office in 1835, but no tavern until 1837 and no school until 1839. Thus, throughout the 1830's, at any rate, Beachville remained the business centre of the district. It was probably during this same decade that lime-kilns were erected along the river near Beachville.

In 1837, rebellion broke out in Upper Canada. Colonel A.W. Light was put in command of the Oxford Militia while Col. Cunningham of Beachville (originally from Vermont) was prominent among the rebel leaders. With the defeat of the rebels at Montgomery's tavern, they took to the woods and were hunted down all through the winter by the militia. In Dec. 1838, some of the escaped rebels, aided by Americans, made a further attempt to take Canada, but were once more defeated. Among those captured and subsequently hanged at London was Cornelius Cunningham.

As early as 1832, the Beachville district had a regular stage service on the route from Queenston to Chatham. Steamers connected with the stage service and provided links with Kingston and New York.

In the 1840's the main part of Beachville village developed on the south side of the river. Taverns and stores and businesses of various kinds were apparently thriving. In 1846, Beachville obtained a new bridge.

The Great Western Railway (now the C.N.R.) was opened between London and Hamilton in 1853. Old records suggest that Beachville more than paid for any benefits which it may have received from the rail connections. The village suffered the the building of three railroads, two directly through the village and one to the north. It appears that the workers from the railways maintained a constant state of near-riot in the village. The Prince of Wales (Edward VII) rode through Beachville on the G.W.R. in 1860. In 1878, the second railroad was built through the village. This was the Credit Valley Railroad, later the Canadian Pacific. It is recorded that the huge wood-burning locomotives of those days hauled the trains at a dashing six miles per hour. Mr. Sheppard of Ingersoll was moved to Beachville as station-master. He was followed by his daughter, Miss May Sheppard, but after her death in 1947, the station was closed. Right until the railway arrived, Beachville showed every sign of remaining a flourishing village. When the time arrived to build large railway yards, the space was not available in Beachville, and the yards were constructed at Woodstock. Thus it was that Woodstock gradually began to gain the ascendancy over Beachville.

In 1856 Mr. Wright Farnsworth established Wrightsville close to Beachville, but the village soon disappeared.

Sutherland's Gazetteer for the years 1862 and 1863 has this to say about Beachville:  
"This village is prettily situated on the banks of the River Thames, five miles west of Woodstock, and on the line of the Great Western Railway, of which it is a station. It is in the midst of a rich agricultural district, being surrounded by splendidly cultivated farms. There is ample water power in this vicinity for mills and factory purposes. The London and Hamilton macadamized road passes through the village. It has a daily mail, and contains two churches - Episcopal and Presbyterian - other denominations use the school house. It also contains a flouring and grist mill, two saw mills, foundry and machine shop, two blacksmith shops, a wagon and carriage factory, general stores, tin shop, cabinet shop, fanning mill factory, vinegar factory, tannery and four hotels besides other representations of the various mechanical trades. During the last summer this village suffered a serious loss by fire ~~which~~ of a large and extensive barrel factory where a number of operatives were kept employed. The propriety design its re-erection. Population 400."

The Gazetteer listed the heads of families and gave their occupations. It may be noted that nearly every man had a trade of some kind.

One of the two churches which existed in Beachville at this time, has now disappeared, and the other, Presbyterian at first, then Methodist, now houses the public library. In 1891 the Methodists built what is now the United Church. The old church was used by the Royal Templars Society for some time and became the Public Library in 1901. The building was not deeded to the village until 1921. One of the provisions of the deed was that the building be used as a public library. The library building is over 105 years old and is one of the few buildings which retains most of its original appearance.

The original Baptist Church was a frame building. This was followed by a brick building which burned down only recently. In 1948, a chapel from the Army training grounds in Woodstock, was removed to Beachville and became the new Baptist church which opened in 1949. There has been an Anglican Church in Beachville for over a hundred years, but the original building has been bricked over.

Two other buildings which have retained much of their original appearance stand on the north side of the river. One is known as the Old Stone House, owned by Mrs. Pook of Woodstock. It is nearly 100 years old. Across the road is the building called the Old Blacksmith Shop. It is what is left of Burdick's Carriage Factory. It is probably older than the Stone House.

In 1863, the Oxford Militia was reorganized. From then on, it was called the 42 Battalion Volunteer Rifles of the Oxford Rifles. It was composed of six companies, the third coming from Beachville. Beachville and Woodstock were called out as border guards at the end of the American Civil War. Confederation is remembered especially because it was in that year that the Town Hall was built.

In 1876, the publishers of the Atlas of Oxford County wrote the following of Beachville:

"This is one of the oldest villages in the western portion of the county. At one time it was the post office for the entire neighbourhood, including Woodstock. The improvement of the County by railway facilities crushed Beachville's prospects entirely. Still, it is a clean, neat settlement with churches, stores, etc. and has a daily mail east and west."

This atlas shows five churches and two schools in operation in the village, and a church and a school just northwest of the village limits. If Beachville had been an ordinary village, degeneration would have set in at this point, but Beachville had its quarries, and as the workings became deeper and deeper, more men were employed. Thus, the population was held. The village is larger today than it was in 1862 when there were far more industries in the village.

In 1883, the first telephone poles came through the village along the road from Ingersoll to Woodstock, in 1895, electricity was introduced and hydro electric power came into us in 1912. For Municipal purposes, Beachville has always been cut in two by the river, half in North Oxford, and half in West Oxford.

In 1885, Beachville built the Union School (#57) on land given by Mr. Ben Thornton. In 1913, the present school was built, with four rooms (#82) In 1914, Neilson's creamery was built and still gives steady employment to a considerable number of men. In 1923, the highway was laid through Beachville, and the old school was used for the men's headquarters. About this time, the old streetcar line was taken up. In 1943, a resolution was made that a constable should patrol the streets, a curfew be rung each evening, and some form of amusement be provided for the children. The services of a constable were provided for nine years. In 1937, the flood destroyed much. It washed out the bridge, took away a house, and ruined machinery at the quarry.



THE WEEKEND WAS IDEAL for the 150th anniversary of the first recorded baseball game in Canada, which took place in Beachville. On hand to take part in the festivities was

"Kingfish" Kernan, of the Leatherstockings Baseball Club of Cooperstown, New York who tried a little razzle-dazzle in a game marking the anniversary.

## Beachville a supreme host for historic baseball game

Story and photo by IAN TIMBERLAKE of The Sentinel-Review

BEACHVILLE — Only once in 150 years would you want to lose a ball game that badly.

In just 30 minutes Saturday the Leatherstocking Baseball Club, of Cooperstown, New York, defeated the Beachville Cornstalks 21-0 in a game marking the 150th anniversary of the first recorded baseball game in Canada.

Once they got used to playing with four bases, no gloves, a hand-carved bat and a cowhide ball, the locals fared better in a second game, leading for much of the hour-long contest but eventually losing 13-11.

No one knows what the score was on June 4, 1838, when a group of farmers gathered to celebrate the king's birthday in a smooth pasture behind Enoch Burdick's shops, across from what is now the Beachville Royal Canadian Legion hall.

Watched by a group of Scottish volunteer soldiers, Beachville took on a team from the township of Zorra and North Oxford a year before the great American game was supposedly established in Cooperstown.

About 600 people sat on lawnchairs and blankets Saturday at the old school grounds on Main Street in Beachville to watch a re-creation of the 1838 game.

At a pre-game briefing, Beachville captain Bill "Cornstock" Weatherston went over the rules for his 21-person team of volunteers, who huddled together at mid-field.

Nearby, the Cooperstown players got their own pep-talk.

"I want a clean game," said captain William "Old Clothes" Arlt. "And watch the throws. The throws will kill us faster than anything. The other thing is, we've got plenty of speed. Let's use it."

### CORNSTALKS FULL OF BRAVADO

Full of bravado, the Cornstalks lined up across from their opponents just before the game began.

"Hey, you guys, you're done!" called Gary "Cass" Cassidy. "You guys wanna give up?"

But the tone of the game was set from the moment Lidio "Buckwheat" Raffin, Beachville's first batter, was caught out.

At the end of one hand, or inning, the Cornstalks were down 6-0.

"Usually for the first three or four innings you can dupe them with finesse," Arlt said later.

The Cornstalks team, dressed in loose-fitting red blouses with blue neckerchiefs and braces, is used to playing old-time ball.

Mostly college students, they practise every week and play 14 or 15 matches a year, usually against New York softball teams sponsored by local museums.

But Arlt said Saturday's game used 1838 rules which are slightly different from the 1858-era game the team usually plays.

The 1838 rules were found in a letter written by Dr. Ford to *Sporting Life* magazine in 1886. Ford's account of the game is generally accepted as evidence of Canada's first recorded game.

According to his rules, a game lasted six or nine innings, or until one team reached 18 or 21 runs, or until a pre-arranged time.

The number of players was also agreed upon beforehand — on Saturday, it was 12.

Players were out if caught on a fly ball, or the first bounce. They could also be "plugged" — hit by a thrown ball — while they ran between bases.

Otherwise, the game was played much as it is today.

Ford said the bat, or club, "was generally made of the best cedar, blocked out with an ax and finished on a shaving horse with a drawing knife. A wagon spoke, or any nice straight stick would do."

The ball was "double and twisted woolen yarn" covered with "good honest calf skin, sewed with waxed ends by Edward McNames, a shoemaker."

Ford loved the game, and particularly admired the play of Old Ned Dolson, who played in that first match.

"Old Ned Dolson could catch the ball right away from the front of the club if you didn't keep him back so far that he couldn't reach it," Ford wrote.

CONTINUED ON PAGE THREE

## Despite lopsided score, all had a ball



**HOWARD "TUMBLER" Deline**, of Beachville, takes a mean cut as his teammates look on.



**BILL PIOVESAN** and his son **Mathew**, 5, (pictured above) take in the action.

**HOWARD COOK**, (pictured at right) of Beachville, a councillor for the Township of South-West Oxford, kept score the old-fashioned way by carving notches in a piece of wood.

Featured photos  
by **IAN TIMBERLAKE**  
of **The Sentinel-Review**



CONTINUED FROM PAGE ONE

At least one fan wasn't as impressed with Dolson's modern-day counterparts.

"It's crazy. They look like kids playing. It's too bad it's so one-sided," said Jennifer Francisco, of Toronto.

She sat on a blanket with her friend, Kathy Sorensen, and a radio which broadcast the Toronto Blue Jays game.

"We wouldn't be ball fans if we weren't here," Francisco said. Both are volunteers with the Canadian Baseball Hall of Fame, in Toronto.

"This is nothing. We went all the way to Florida for spring training," Sorensen said.

Nearby, five-year-old Mathew Piovesan, of Woodstock, perched on his dad's shoulders munching french fries.

"It's great to see some history being played," said Bill Piovesan.

Early into the second game, with Beachville leading, Beachville's Michael "Rabbit" De Graaf made a spectacular base run - with the black top hat he'd stolen from umpire Thomas Heitz.

Once the hat was recovered, the game resumed.

After each tally, Howard Cook, of Beachville and a councillor for the Township of South-West Oxford, carved a notch into a branch resting on his knees.

"That's how they keep score. If they argue, you hit 'em with the club," Cook joked.

### Game anchored a full weekend

Saturday's recreation of the first recorded baseball game in Canada was just one of many weekend activities celebrating the event.

There were ball games for children, ceremonies at the Beachville museum, a Sunday brunch at the Beachville Royal Canadian Legion Hall - right across from where the 1838 game was played - and a baseball card and memorabilia show.

Sunday afternoon, residents of Zorra Township, Beachville and South-West Oxford Township - the communities which played in the original game - played their own 1838-style rematch.

To honor the 150th anniversary, the Canadian Baseball Hall of Fame brought its 1989 induction ceremonies to the Ingersoll District Memorial Centre Saturday night.

In the past, the ceremony has been held in Toronto or Montreal. Begun in 1982, the ceremonies honor people who played key roles in the development of baseball in Canada.

Shirley Riddick, who chaired the 150th anniversary committee, said all 500 of the \$35 banquet tickets were sold.

The two teams which played that first game 150 years ago were made honorary inductees of the hall of fame.

- Also inducted were:
- Reno Bertola, of Windsor, former Detroit Tiger;
  - Ted Bowsfield, of Vernon, B.C., who played seven seasons in the major leagues;
  - right-hand reliever Ron Piche, of Verdun, Que.;
  - the late Jeff Heath, of Thunder Bay, who starred with Cleveland in the 1930s;
  - and the late Bill Phillips, of St. John, N.B., Canada's first major-leaguer.

## Beachville outwardly proud of its commemorative stamp

BEACHVILLE — Canada Post will issue a 37-cent commemorative stamp on Sept. 14 honoring the 150th anniversary of the first baseball game ever played in North America.

As legend and now the facts show, that game was played here on June 4, 1838, a full year before a similar

game was played in Cooperstown, N.Y., to much wider acclaim.

"We've known since early spring that it was coming out," says Shirley Riddick, curator of Ye Olde Museum in Beachville. Many were disappointed when the stamp wasn't ready in time for baseball's 150th anniversary celebrations held in Beachville in June.

That couldn't be helped, Riddick says: post office designers work at their own speed, and will sell no stamp before its time.

A small ceremony is scheduled at the Beachville Post Office at 10 a.m.

on Friday, Sept. 9.

It's better late than never. "We're really pleased with it; it's quite an honor to have a commemorative stamp done," says Riddick.

This one will depict a player's glove about to catch a baseball superimposed over a baseball diamond.

Canada Post brass asked Beachville museum officials for information and pictures to help with the design of the stamp. The museum in return will receive a plaque of the commemorative baseball issue at the Sept. 9 ceremony.

Beachville Postmistress Dorothy Lighthead said the Beachville post office will not have any first day covers on hand. Those, she said, can be ordered through any officially-sanctioned philatelic outlet (the closest of which, to the best of her knowledge, is located in London).

SENTINEL  
August 15, 1988  
REVIEW

BEACHVILLE



# Beachville baseball history

The community of Beachville is about to get attention showered on it by the country and the post office as it has been chosen as the site for the introduction of a stamp commemorating the 150th anniversary of the game of baseball in Canada.

The attention of those attending the ceremony will be focused on Beachville resident Shirley Riddick, chairperson of the committee responsible for the June festivities which included the re-enactment of the first recorded game of baseball held.

The first game of baseball was held in Beachville on June 4, 1838 as part of the celebrations for the government's victory in the 1837 Upper Canada Rebellion, played a year

earlier than the more publicized game held in Cooperstown, New York. At the ceremony to be held September 14, Riddick will receive an enlargement of the stamp as a symbol of the efforts she has made.

The stamp will be special not only in what it depicts but in the fact that it will be a limited edition stamp to be on the market only from September 14 to March 13, 1989. In addition the first stamps issued will carry a Beachville cancellation.

The stamp designed by Les Holloway of Toronto will be a 37 cent denomination, 15 million of which will be printed by the Canadian Bank Note Company., Limited., Ottawa.



INGERSOLL TIMES  
September 7, 1988

BEACHVILLE

# Stamp commemorating baseball game lacks Beachville reference

By SYLVIA PUTZ  
of The Sentinel-Review

BEACHVILLE — About 40 excited local residents crowded into the tiny post office in Beachville on Wednesday morning to watch the inauguration of a baseball stamp.

It commemorates the 150th anniversary of the game in Canada and was launched in the village where the first recorded game was played in North America.

However there is no reference on the stamp that the game was played in Beachville.

"It's (the stamp) certainly appropriate, since Beachville played a significant role in starting up baseball in this country," said Tom Creech, media relations officer with Canada Post.

After the ceremony, many lined up to buy the stamps, complete with the "official first day covers", stamped with a Beachville cancellation.

Ceremonies on Wednesday evening were scheduled at the Baseball Hall of Fame and Museum, located at Ontario Place in Toronto and at the Olympic stadium in Montreal (home of the Expos), said Creech.

The stamp shows a baseball falling into a player's glove, superimposed on a diamond-shaped baseball playing field. Written in the left corner of the stamp is: "Baseball in Canada, 1838-1988." The stamp was designed by Les Holloway, of Toronto, who followed a design concept similar to the one he used for the 1987 Grey Cup stamp.

The 37-cent stamp began selling after the ceremony in Beachville and are being sold by post offices all across Canada.

Canada Post sells stamp series 15 to 20 times a year, estimates Creech. The postal organization has a stamp committee, which evaluates ideas people send.

The suggestion for a stamp commemorating the origin of baseball in Canada came from the Hall of Fame in Toronto, says Shirley Riddick, co-ordinator of the village museum.



Riddick

The stamps will be used until the printed supply of 15 million runs out, says Creech. He thinks the supply will sell pretty rapidly because of heightened interest created by publicity.

#### CLAIM TO FAME

Most residents of Beachville know their village's claim to fame in being the first recorded baseball game in North America.

They are reminded every time they enter or exit the community by the welcome sign on County Road 9. "Welcome to Beachville — Home of the first baseball game," the sign reads.

The record of the Beachville game was published in 1886, in a journal called *Sporting Life*, bas-



**THE OFFICIAL** first day covers for the baseball stamp will carry a Beachville, Ont. cancellation.

ed in Philadelphia, said Riddick.

Dr. Adam Ford, a native of Beachville wrote in the journal about the game he watched on June 4, 1838, when he was a child of seven years, she said.

The game took place in an open, flat field on the north side of the Thames River, opposite from the Royal Canadian Legion on Martin Street, says Riddick.

"There are houses on the site now," she says.

The day was a holiday, set out by statute to celebrate the birthday of George III of England. Spirits were also high in parts of Upper Canada because the government had recently crushed its adversaries in the Rebellion of 1837.

"The chief event at the village of Beechville (sic), in the county of Oxford, was a base ball match between the Beechville Club and the Zorras, a club hailing from the townships of Zorra and North Oxford," he wrote.

Ford described the early version of baseball in extensive detail and he mentioned the names of men who played in that holiday game.

The ball was much softer than the present-day version and the playing field had four bases or "bye's", instead of the usual three.

The source of hilarity in this game was the necessity of hitting a runner with the ball, or "plugging" him, in order to mark him "out".

While most baseball aficionados place the first-ever game played in North America at Cooperstown, New York, the Beachville game was actually played a year earlier, something Riddick is quick to point out.

# Student revels in past

Brenda Bot lives in the past. At least she did this summer as assistant curator of the Beachville Museum.

Bot, 20, was hired under the Experience 88 program through the Ministry of Culture and Communications.

Over the summer she was responsible for setting up new displays, giving guided tours, general care of the museum and delivering advertising flyers.

Bot is studying history at the University of Western Ontario.

She also helped organize the photography contest held in Beachville this year.

Beachville was the first village

settled in Oxford County--around 1789--by John Carroll.

It was also the site of the first recorded ball game June 4, 1838. The game was played where the local legion now stands.

Bot says Beachville is also historic because it is possibly the second longest village in the world. The longest is in the Soviet Union, she said.

And the village produces some of the purest lime extracts in the world.

Bot, a Beachville resident, seems justifiably proud of her village and her job preserving its heritage.

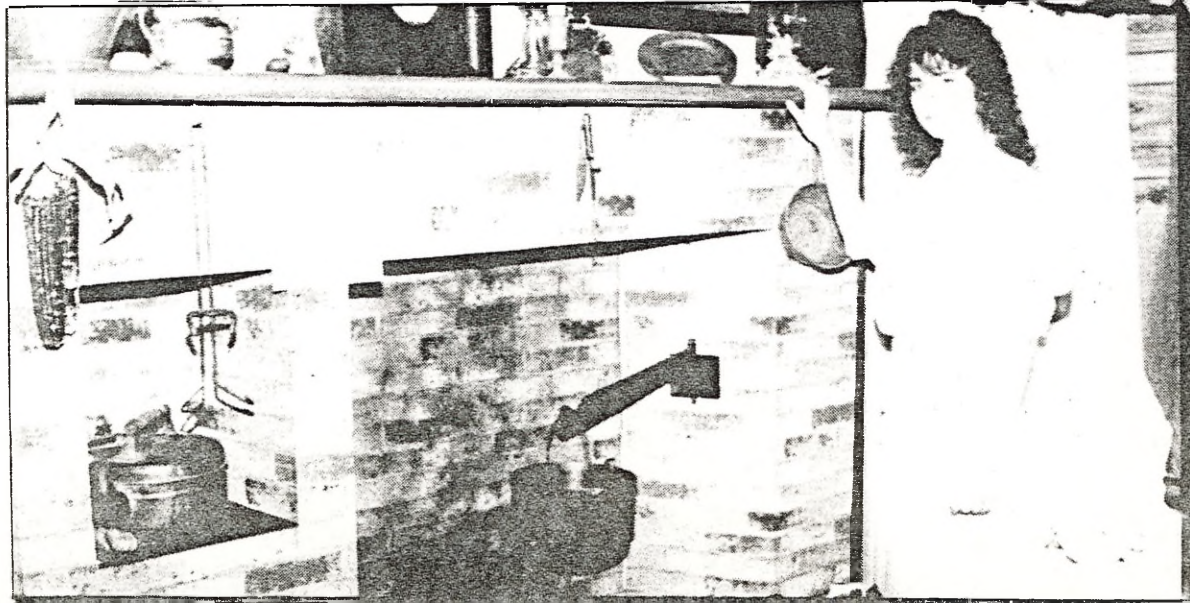
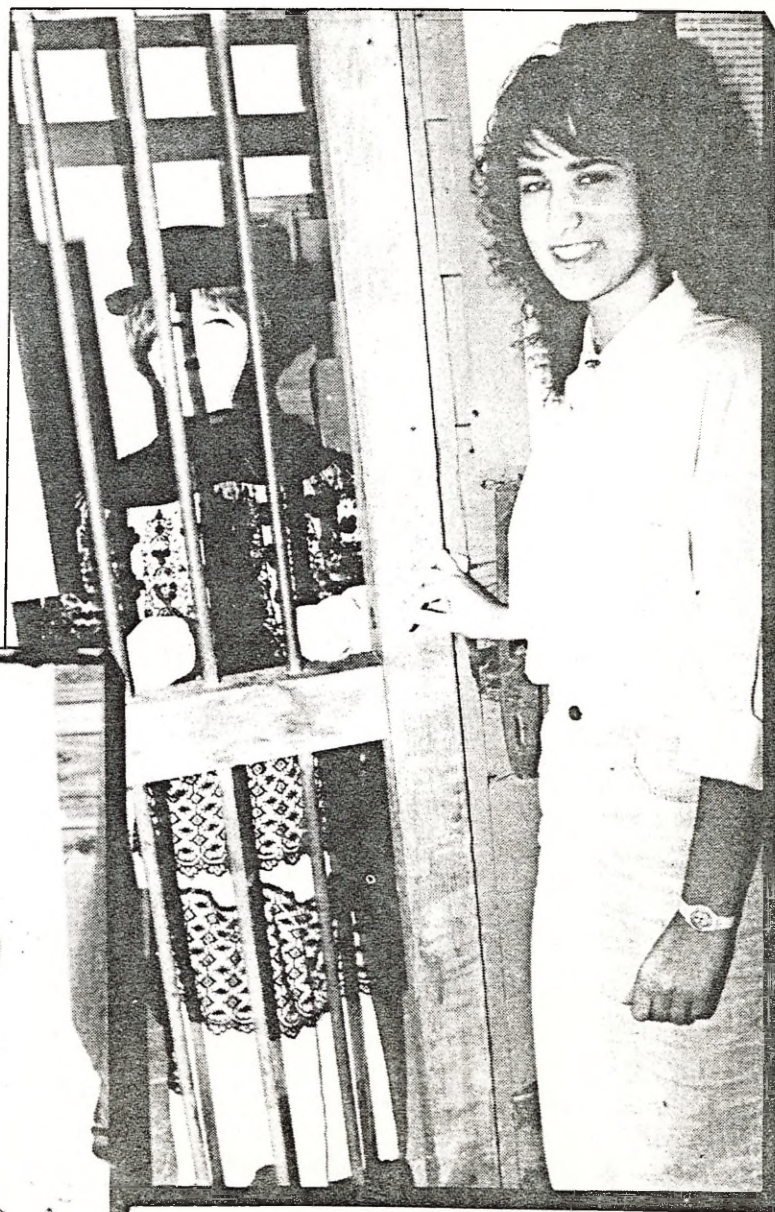
Her experiences this summer "gave me a chance to meet a lot of

people from the U.S. during the baseball celebration," she said, adding that a lot of businessmen visited the town to be inducted into the baseball hall of fame for their involvement in the sport.

Bot said she would have liked to learn a little more about the museum, but going through its many records is a lot of work to be accomplished in one summer.

She worked with another person who handled the curator's position. Daryl Pidduck was hired under the SEED 88 program.

Pidduck is also from Beachville, which, incidentally, is named for John Beach who had the village's first mill.



Brenda Bot lends a hand at the Beachville Museum. She is shown here inside the Museum.

INGERSOLL TIMES September 28 1988

BEACHVILLE

# Thar's still plenty of lime in them Beachville hills

By MARILYN SMULDERS  
of The Sentinel-Review

Beachvilime Limited has evolved from the era of picks, crowbars and sledge hammers to the technological age.

The limestone industry is arguably the oldest in Oxford County and it will continue to be around for many years to come. Beachvilime has more than a 200-year supply of the valuable raw material at its operation, located on 640 hectares just west of the Village of Beachville.

Historical accounts peg the in-

dustry's genesis around the early 1800s with quarrying beginning in 1907. Although now less backbreaking, the process used to transform limestone into lime has not radically changed since that time.

Early settlers to the area discovered limestone by accident, reads an account by the Beachville's Ye Olde Museum. What they found is a deposit of high quality limestone that belongs to the Detroit River formation of the Devonian Age, dating back 350 million years.

When clearing the land for farms by burning brush, the settlers notic-

ed rock underneath the ground would break from the heat. They then brought the crumbled rock to the surface, mixed it with water and used the substance to fill the gaps between logs in their cabins. Lime was also used in the construction of Woodstock's oldest church, St. Paul's Anglican Church, in 1834.

Today limestone is mined in deep open pits. After blasting, the rock is loaded into 65-ton trucks and brought to crusher stations where it is broken down. Then it's on to the screening plant where the stone is segregated into several sizes ranging from seven

inches down to dust.

From there, the sized limestone is fed into kilns where it is heated to temperatures of 1148 degrees Celsius and converted into lime.

Some of this lime is then processed into hydrated lime or hydrate. This process adds controlled quantities of water to the fine lime, thus forming fine white powdery hydrate.

Operations are largely computerized, with main control panels located in Vancouver.

"Computers don't replace people at all," said Bob Houston, Beachvilime's general manager. "Actually it makes the operator's job more difficult because he has to understand the computer as well as the process."

Computerized operations revolutionized the industry just a few years ago.

"Ten years ago, people bought lime. Now they're buying quality," continued Housedon.

Beachvilime is a wholly-owned subsidiary of Dominion Foundries and Steel (DOFASC). Canada's largest steel company. Beachvilime is the only lime-producing company under the DOFASC umbrella.

But before being owned by DOFASC, the quarries exchanged hands several times through the years. Standard White Lime owned the west quarry in 1888, then North American Cyanamid. The east quarry was initially operated by Beachville White Lime, followed by Gypsum, Lime and Alabastine Canada Ltd. In 1959, Domtar bought the plant.

DOFASC acquired the west quarry in 1973 and the second plant five years ago. More than 240 people work at the plants, 190 belonging to the Canadian Chemical Workers Union.

The major market for Beachvilime's product — lime — is the steel industry. Other markets in-

clude paper mills, uranium and gold mines, chemical and brick plants. Hydrated lime is used extensively to filter pollution from water and in soil stabilization. Pulverized stone is used to manufacture glass and is also an ingredient in fertilizer and animal feed. Lime is even evident on the back of carpets.

Annual sales total approximately \$35 million.

Housedon says Beachvilime's business comes largely from Canadian plants. The lime industry, however, has always enjoyed free trade with Canada's southern neighbour with no duty imposed at the border.

But exports to the United States fluctuate depending on the value of the Canadian dollar. Presently, exports account for 10 per cent of sales.

"When the dollar goes up, we become very noncompetitive. Frankly, I wouldn't mind seeing the dollar at 70 cents," said Housedon.

SENTINEL

REVIEW

March 28 1989

BEACHVILLE



The board of directors with the newly-formed Beachville Optimist Club includes, from left: Luke Folkema, director, Cindy Shipp, treasurer, Dick Crealock, field representative, Sandy Szypniewski, secretary, Frits Geris, vice-president, Barry Myers, president, Norma Stacey, director, Michele Beaudin, director, and Joanne Young, director. Absent for the picture are board members Randy Mullins, vice-president, Jim Riddick, director, and Mary Mullins, director.

# Beachville Optimist Club formed

By MICHELE BEAUDIN

The newly-formed Beachville and District Optimist Club held its first event last Saturday, with the help of its sponsor, the Optimist Club of Embro.

More than 30 children came to the Beachville Fire Hall to build and fly kites. The wind, which appeared to cooperate at first, was in fact too strong and very few of the kites survived their first flight.

Nevertheless, everyone had a great time and enjoyed the afternoon of crafts and friendship.

Later that evening the Optimists held their inaugural dinner and the club was officially begun with of-

ficers installed. Dick Crealock, field representative, was present to welcome the new club into Optimist International.

Crealock talked about the club's history to the new charter members. From "friend of the delinquent boys" in 1923 to "friend of boys" and then finally "friend of youth" in 1957, the club is dedicated to helping kids become healthy, law-abiding citizens, he said.

He added that all money raised in the community remains here for the benefit of the local youth.

Oratorical and writing contests are organized on a district-wide basis and students can win up to \$1,500 (U.S.) in scholarships. "We also have programs on drug or chemical abuse to educate the young

to say 'No.'"

If they (the kids) don't start early in life, chances are they won't take drugs later on, Crealock said. "Optimists also get involved in all sectors of the community, from building retirement homes to organizing special olympics for the handicapped."

He concluded the meeting by opening nominations and then installing the new board of directors.

An official charter dinner-dance will be held June 15 at the Columbo Club to officially introduce the members to the community. Those seeking more information about the Optimists or the June inauguration should call Cindy at 423-6665.

INGERSOLL TIMES

May 2, 1990

# Brownsville

By ART WILLIAMS

The first District Council of the District of Brock, met in the Court House, Woodstock, on Tuesday, the 8th day of February, 1842, pursuant to the Act 4th and 5th Victoria, Chapter 10, by which Act a meeting of the council was to be held on the second Tuesday of the month of February, May, August and November with no meeting to be longer than six days. The Governor to appoint a warden, treasurer and clerk. Each township to elect one councillor and townships, which have more than 300 freeholders and householders on the assessment list, to elect two Councillors elected for three years and their qualification, 300 pounds freehold, free from all incumbrances. Lands were not to be taxed more than 1½ per acre in any one year. By-laws were to be submitted to the Governor General, who might disallow them within 30 days and were without effect until the expiration of that period. Councils might be dissolved at any time by the Governor General. Two auditors were appointed annually.

The Hon Peter Boyle de Blaquire was the first district warden. William Lapenotiere was the clerk, H. C. Barwick was the treasurer and James Cull was the surveyor.

In 1846 an amendment was made to the District Council Act by which the councillors were not to be paid more than 6s, 3d per day and they had the right to appoint their own Warden, clerk and treasurer and were to hold two meetings a year, in February and in October, and not to last over nine days. Jared Vining of Nissouri was the first warden under this Act.

## DISTRICTS ABOLISHED

In 1849, when districts were abolished, further amendments were made to the above Act by which the Reeves and deputy-reeves of the several municipalities composed the county council. Benjamin Van Norman of Dereham was the first County Warden (1850) H. C. Barwick was the treasurer and T. C. Shenston was the clerk. Previous to the establishment of the municipal councils monies were granted from time to time for public improvements. In 1806, 1600 pounds was appropriated for the improvements of "the old stage road", the leading highway through the province from the eastern to the western district. How judiciously these appropriations were expended we cannot say, but one thing is certain, that not until the county had the managements of its own local affairs, were public improvements prosecuted with vigor and success and the County of Oxford in this particular case

compared favorably with any other in the province. One example of this was at the time of the building of the Great Western Railway, when after much debate, it was finally agreed upon to invest 25,000 pounds of the county funds and it was not until after its completion that the investment was appreciated by the residents of Oxford. The last year that all taxes were levied by the county (or district) council with the assessed value at £298,189, 12s, 5d was 1849 and the total taxes were £2,651, 16s, 10d. Of this, £681, 19s, 8d was for school purposes, £966,18s9d went to the townships for local improvements leaving £1,002, 18s, 5d for the operation of the county. The government grant of £750 went to public or common schools and 150 pounds for grammar or secondary schools. They also paid the judges and all expenses attending the criminal administration of justice.

## TERRITORIAL DIVISION

When the first territorial division of the province was made, the township of Dereham was attached to Norfolk County. By the Act 38 George III, chapter 5 (1798) the township was attached to the township of Oxford. The first portion of the township was surveyed in 1799 by Mr. Hamley, another portion in 1810 by Samuel L. Willmot and a third portion or rather a re-survey by Russell Mount. The first land granted in the township was on the 4th day of September, 1800 to John and George Ball, the Hon. Robert Hamilton, Robert Addison and the Hon. Peter Russell and the first lot sold by the government was the north half of lot number 12 in the first concession of the township. It was sold on January 22, 1834 to Stinson Hackett at 17s 6d per acre.

For several years the township of Dereham was attached to the township of West Oxford as they did not have the necessary 30 inhabitants or householders to become a separate township. In 1825 the following were the names on the assessment roll of the township: Ira Bishop, Daniel Dopp, Stillman Smith, Henry Dopp, Stillson Hackett, Haron Snidler, George Turner, James Bodwell, Phineas Colburn, Daniel Deane, George Parry, Dohn Deans, Robert Miller, Philip Gillard, James Merchant and Charles Anson. These men had 68 acres under cultivation, five horses and 22 oxen.

The first township meeting held after Dereham separated from West Oxford was held in January 1832, with H. Tillson being the first township clerk.

On January 1, 1870 Briston Paine Brown married a daughter of James Burdich at Walsingham and after much moving around settled in Dereham on lots 22 and 23 concession 9 and immediately began building and securing more land until they secured a total of 1600 acres and as his sons grew up he divided this land among them.

## METHODIST PREACHER

Briston Brown was a Methodist preacher prior to coming to Dereham and had preached at the Wade schoolhouse and received permission to perform marriages from the officials at London. When he came to Dereham in 1841 there were only 10 settlers in the neighborhood of what is now Brownsville and these settlers held no respect for the Sabbath so Briston Brown proceeded to hold meetings at homes or barns and to help him in this work he persuaded two of his former associates to move to Dereham by the names of James Louck and James Dennis along with their families. About the year 1842 they established a church and in 1843 formed a Temperance Society and had Rev. E. Bailey, a famous saddlebag preacher, to include this church in the Malahide Circuit and preach here every fourth week.

This was the beginning of Brownsville and by 1855 the original church was too small so a new frame church was built at a cost of \$1,200.00. The Brown family donated the ground and H. Helmka was contracted to do the building. In 1867 the Methodist Church was part of the Tillsonburg circuit and in 1874 Brownsville became the centre of the Brownsville Circuit. The first Baptist Church was organized on January 28, 1880 and J. B. Moore was invited to perform the services and in November 1880 the present Baptist Church was opened with Mr. Moore as the minister in charge.

There was a school started in an empty log house about 1811 and Mrs. Abraham Mathews was hired as teacher for the summer at \$8.00 per month with board. She lodged with the students at their respective homes. In the winter Mr. Hewitt was engaged as teacher at a salary of \$12.00 per month with board. A new frame school was erected in 1844 and in 1867 a two-room brick school was built with one half mile north of the main corner and served as the centre of education until 1914 when the present school was built.

## FIRST IN CANADA

To Brownsville goes the honor of having the first Co-operative Cheese Factory in Canada which they formed in 1867 and by 1869 three other factories had joined this co-operative movement. They were the factories at North Bayham, Campbellton and Culloden. In 1903 the Canada Milk Co. purchased the Brownsville plant and started another first for the dairy industry of Brownsville when they started to make powdered milk here. This was the first commercial plant in North America to produce powdered milk commercially on a large scale. This was not really anything new as the people of ancient times knew that by putting milk on a hot stone that it would evaporate the water content and leave a powder milk on a stone which they would scrape off and keep for future use. This basically was the procedure at

and then with large knives scrape the powder from the rollers. This was known as the roller method and the product from this factory was sold largely to the baking trade. Later the spray method was introduced. In this method the milk was first heated in vacuum tanks to remove most of the moisture content, then under pressure, it was sprayed through a fine mist nozzle into the drying chamber where the rest of the moisture would be evaporated and the powdered milk would settle to the bottom of the tank. The Borden Company purchased this plant and it closed in 1928.

In 1900 there were approximately 550 brick and tile yards in operation in Ontario and one of these was located at Brownsville and today is one of few still remaining in operation and is known as the Deller Tile Yard. It was started about 1870 by Henry Helmka who first experimented with brick making and he sold out to John Kaar who later sold to Deller and it has remained in the family ever since.

## ERIE CLAY

The source of supply for this industry is an area of Erie clay which is located here and the quarried clay is taken to a pug-mill to be ground and then to disintegrator where all the stones and foreign material are removed. The powdered clay is then mixed with water and forced through tube dies of the required size. The molded tile are then put in a drying area and when ready are put into ovens to be baked. The temperature in these baking ovens is in the neighborhood of 1,700 degrees. Modern improvements have been made from time to time

but the basic principals still remain the same.

A cheese box factory started here in 1865 when H. Helmka started a sawmill and after several years of successful operation sold out to George Eddington. In 1903 it was destroyed by fire but soon rebuilt and remained in operation until early in the 1940's.

The first post office opened here on the 1st of August 1854 and received mail on Monday, Wednesday and Friday at 12 noon with E. Foster Brown the first postmaster. Since that time 13 postmasters have faithfully served the citizens of Brownsville with the Corbett family of Jonathon (1889-1922) and Norman (1922-57) serving as postmasters from 1889 to 1957 which is a noble achievement.

In 1862 a blacksmith shop owned by George McSherry was producing a plow which was superior to any other plow on the market and his finished product was a constant winner of Gold Medals at the provincial exhibitions.

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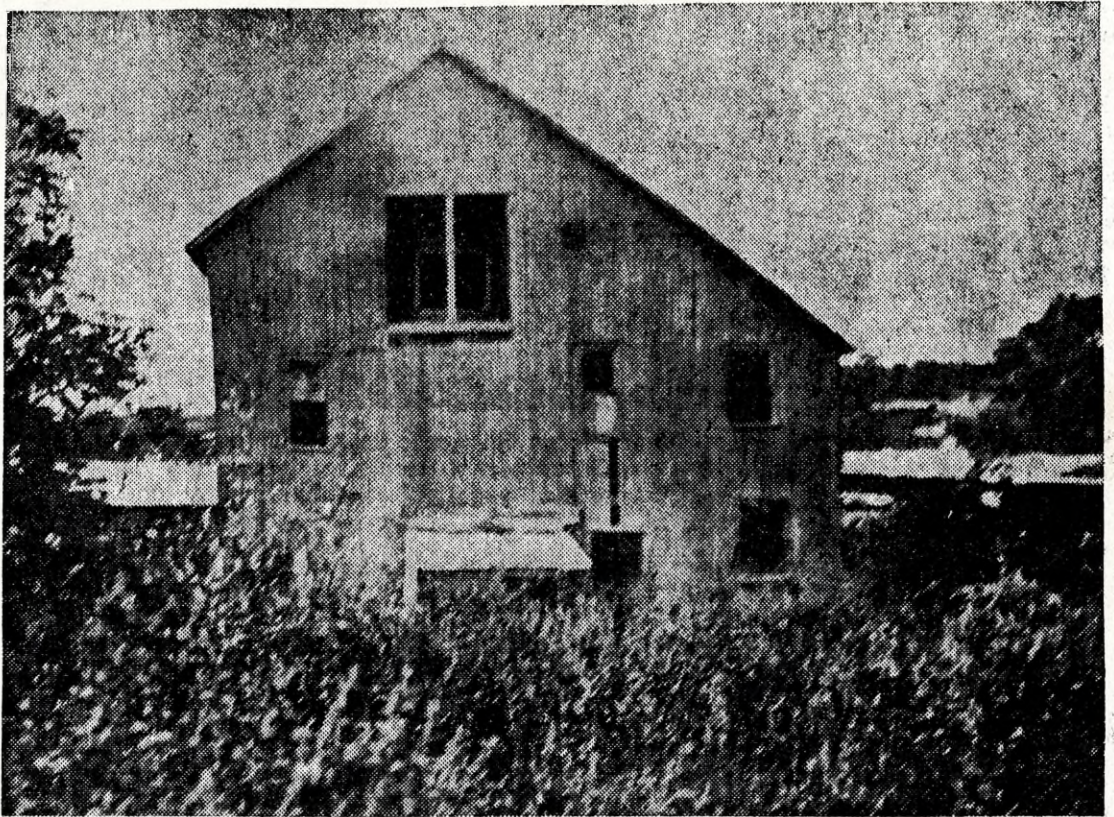
#### RAILROAD

In 1872 when the Canadian Southern Railroad was laid out it travelled to the south of Brownsville and a depot was located on the farm of Benjamin Hopkins which formed a ready outlet for the products of the mills and factories of Brownsville to large metropolises of the east. Contact with the centre of Oxford County was chiefly by way of the Culloden Road which connected Brownsville with Ingersoll.

Although Brownsville has been able to stand the march of progress and her oldest industry has been able to keep abreast with the times, the village itself was faced with destruction when in 1948 fire broke out in the local feedmill and spread to the library and private residence. It took the combined efforts of all the residents and aid from the fire brigades of all the surrounding communities to bring this \$35,000 fire under control. Today all the scars of this fire have been removed and its citizens enjoy the peace and happiness that their forefathers also enjoyed.

SENTINEL REVIEW

## Link With Early Milling Days



The mill shown here was razed in 1951, destroying the last real link with the milling days of Centreville. The village at one time was an active milling centre, as told below by M. E. Cropp.

## Creek Mouth at Centreville Popular Site for Mills in Early Oxford Days

By M. E. Cropp

The creek which flows into the Thames River at Centreville has one of the longest histories of milling in Oxford County.

In 1806 James Burdick built a grist and sawmill 16 feet square on lot 15, concession 1, south of Centreville. The outline of the old mill pond may still be traced. This mill was sold to Andrew Westbrook in 1810, and was the only mill operating in Oxford County at the time of the War of 1812-14.

L.F.P.  
Jan 16 '54



Westbrook, who left the country at the beginning of the war, to join the Americans, led a raiding party up the Thames in 1814 and burned the mill. For several years there was no mill operating in Oxford County. A small house now stands on the site of the mill.

**Earlier Mill?**

In the registry office in Woodstock is an old registry book which mentions what may have been an even earlier mill. In 1809 the boundary line of a certain lot in Centreville is described as starting "at the old grist mill, still standing."

On a map of Oxford County, more than 105 years old, there is a mill site marked just at the mouth of the creek, which has disappeared with the digging of the new river bed. A few people can remember the remnants of this mill. In 1890 one could still see the axle of the power wheel. This was fastened to the west side of the channel. It is believed that this mill was destroyed by a flood.

**Williamson Mill**

When the old Williamson mill, pictured above, was bought by the Chemical Lime Company in 1929, to be used as a hydrator, an old account book was found in the office with entries dating to 1828. It is known that the property belonged prior to the Rebellion of 1837-8 to a man named Burtch, who joined the rebels and had to flee the country. The Williamson dam in the cedars, and the Williamson mill, however, were not built until the latter 1880's. They were built by Robert Williamson, and his son and grandson succeeded him. Robert Williamson built a plank conduit from the pond to the mill. At the turn of the century this was

replaced by cast iron and steel pipes. When the mill was razed in 1961 this piping was taken up and used to pump water up from the quarry floor which is 90 feet below the surface. This pipe was originally brought out from Ingersoll in hundred foot lengths on wagons.

The Village of Centreville, half way between Ingersoll and Beachville, is located on what is known locally as Reynold's Creek. Mr. Reynolds once owned the farm now occupied by James Heeney, and some land and a house on the north side of the road near the creek.

**Gazette Picture**

In 1862 Centreville is described in Sutherland's Oxford Gazette as follows:

"Centreville is a small village . . . on the London and Hamilton road, which passes through it. It contains a tannery, flouring mill, brick yard and two blacksmith shops. Its post office address is Ingersoll. Population about 100."

Mr. Ayers owned the brick yard, Alex Bain the flour mill, with Ora Bain his miller. Andrew Carrick and Co. were tanners and curriers. The blacksmiths were W. S. Deuel, James Mossip and Robert Walton. John Fish had a jobbing shop. The tanners were Sam Hopkins, John Meyers and William Roberts. William Sharp and Charles Thomas were curriers, and Thomas McLeod a well digger.

Other family names were Americans, Clark, Cross, Fowler, Harris, Hebener, Hopkins, Johnstone, Lowes, McNames, Mossip, Perkins, Phelps, Richards, Smith and Stonehouse.

# NEWSMAKERS

GENERAL

## The Jenvey Files

Research from the files of Byron G. Jenvey

This article represents the first, in a series of same dealing with history of area villages and marked corners. This is a pioneer-type account and its dealings do not include recent additions to the historical register. It is our opinion that the outlying areas play an integral part in the character and growth of our community, and therefore should receive space in this column.

### CLARK'S CORNERS

The location of Clark's Corners is in West Oxford on lots 21 and 22 at the intersection of the Culloden Road and Concession Road 2.

This location is about three-quarters of a mile south of the Ingersoll boundary line.

There is another road that passes a short distance east of Culloden Road. This road is known as the Cody Road.

The Cody Road is a continuation of Whiting Street. The Culloden Road branches off of this road a short distance north and forms a triangular area of land, with the concession road as a base.

Charles Clark received a crown deed for the farm at the south-east corner and joining Culloden Road. The deed was issued in 1854.

His son and grandson succeeded him as owners of the farm. Charles Clark's great granddaughter, Mrs. Spencer, occupies the farm residence.

### NO SURVEY

The Cody Road passes south through the West Oxford and Dereham Township, with terminus at the Fifth Concession line of Dereham. It was a given trail without survey or fences.

Travellers used this road since there was, in the early days, no road across Deer Lake, in the third concession of Dereham. Deer Lake is two-and-one-half miles south of Clark's Corners on the Culloden Road.

When this lake was drained and the road built across it, the Cody Road became unused. Only two short sections are now travelled.

In or around 1916, after Deer Lake was drained an elephant, about three-quarters grown to his capacity, escaped from a circus in Ingersoll and in trying to cross the lake, became mired.

Accounts differ on how the elephant was freed from the muck which held him captive. Some say a large elephant, brought to the scene from the circus, pulled the mired elephant out - others say the smaller elephant freed itself but didn't know where to flee.

In the past much black muck has been removed from the lake bottom, and sold to tobacco farmers as light soil for plant use.

### NAMED FOR CLERK

The Cody Road received its name from Charles S. Cody, who was clerk of Dereham Township in 1845 to 1846 and assessor and tax collector from 1847 to 1850.

In 1955, when Highway 401 was constructed across the area south of the corners, the mile across Concession 2 was closed.

There was a pioneer brick-making plant a quarter-of-a-mile south of the corners on the west side of Culloden Road. The operator was Mr. Forman.

Clay for the bricks was secured on the east side and removed leaving a large depression in the field, which filled with water and became a swimming pool.

### TILE YARD

In the early 1880's William O'Dell established a brick and tile yard on the north side of the corners. He was very successful and made tiles of all sizes and up to 12 inches in diameter.

After his death, two sons, Henry and Albert, carried on the business for some years.

The O'Dell home was the brick residence which was dedicated in February 1958 as Faith Haven Home for the Aged. The owner was Reverend Edgar Gill.

The tile plant was immediately south of the home.

In the corner west of Culloden Road and south of the concession road, was the residence and workshop of Mr. Turner, a tinsmith. He was succeeded by his son, Earnest Turner, who continued the business throughout his lifetime.

West of the Turner's, was the cider mill operated by Mr. Leigh.

In 1952, the Golf and Country club purchased the land adjoining Clark's Corners on the east.

This farm had been occupied by the three old spinsters, since 1893. These maids were known as the three Miss Tuckers. The farm was purchased in the pioneer days by Colonel Holcroft, who served with Charles Ingersoll in the war of 1812 through 1814.

### NOT INCORPORATED

Clark's Corners has never been incorporated as a village, but may in the future if population figures increase.

One may assume that incentives to erect new homes in all directions from the corners could be the proximity of Highway 401, the golf course, the town, the educational facilities and the rural atmosphere.

Clark's Corners never had a post office. The residents of the area were obliged to come to the Ingersoll Post Office for their mail.

On October the first, 1913, Clark's Corners residents were served by a rural mail route. The courier was A.F. Roloson. There were only four boxes at the corners, at that time.

The corners has never had a church, cemetery, blacksmith shop or community hall.

### FOOT NOTE

Last week's column on the United Empire Loyalist erroneously reported 2,500 families left the United States in 1784, to come to Canada. The figure in fact was 25,000.

INGERSOLL TIMES

March 8 1978

# Clark's Corners deeded 1854

By BYRON JENVEY

**INGERSOLL** — Charles Clark received a crown deed for the farm at the south-east corner ad joining Culloden road. The deed was issued in 1854.

His son and grandson succeeded him as owners of the farm. Charles Clark's great-granddaughter Mrs. Spence occupies the farm residence.

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There is another road that passes a short distance east of Culloden Road. This road is known as Cody Road.

It branches off the Culloden Road a short distance north of the corners and forms a triangular area of land with the concession road as the base.

## NO SURVEY

The Cody Road passes south through the West Oxford and Dereham Township, with terminus at the Fifth Concession line of Dereham. It was given without survey or fences.

Travellers used this road since there was in the early days no road across Deer Lake, in the third concession of Dereham.

When this lake was drained and the road built across it, the Cody Road became unused. Only two short sections are now travelled.

After Deer Lake was drained, an elephant escaped from a circus in Ingersoll and in trying to cross the lake became mired. A large elephant was taken from the circus to pull the mired elephant out.

Much black muck had been removed from the lake bottom and sold.

## NAMED FOR CLERK

The Cody Road received its name from Charles G. Cody, who was clerk of Dereham Township in 1845 to 1846 and assessor and tax collector from 1847 to 1850.

In 1955, when Highway 401 was constructed across the area south of the corners, the mile across concession two was closed.

There was a pioneer brick-making plant a quarter of a mile south of the corners on the west side of Culloden Road. The operator was Mr. Forman.

Clay for the bricks was secured on the east side and removed, leaving a large depression

in the field which filled with water and became a swimming pool.

A young Englishman, who worked as a farm-helper, drowned in this pool after taking cramps.

## TILE YARD

In the early 1880s, William O'Dell established a brick and tile yard on the north side of the corners. He was very successful and made tiles of all sizes up to 12 inches in diameter.

After his death, two sons, Henry and Albert, carried on the business for some years.

The O'Dell home was the brick residence which was dedicated in February, 1958, as Faith Haven Home for the Aged. The owner was Rev. Edgar Gill.

The tile plant was immediately south of the home.

In the corner west of Culloden Road and south of the concession road was the residence and workshop of Mr. Turner, a tinsmith. He was succeeded by his son Ernest Turner who continued his business during his lifetime.

West of Turners was the cider mill, operated by Mr. Leight.

## MODERN SCHOOL

A new modern school house was erected in the base of the triangle and dedicated Jan. 22, 1954. Terry Heaney was the first teacher. The school cost \$32,950.

In 1956, an additional room was erected. In 1959, an extension was constructed to replace the school house in SS6, which had recently been destroyed by fire.

In 1952, the Golf and Country Club purchased the land adjoining Clark's Corners on the east.

This farm had been occupied by the three Miss Tuckers since 1893. But it was purchased in the pioneer days by Colonel Holcroft, who served with Charles Ingersoll in the war 1812-14.

## NOT INCORPORATED

Clark's Corners has never been incorporated, but may in the future if population increases.

One may assume that incentives to erect new homes in all directions from the corners could be the proximity of highway 401, the golf course, the town, the educational facilities and rural atmosphere.

The portion of Clark's Corners, west of Cody Road and south of Highway 401, became part of Ingersoll through annexation on Jan. 1, 1971.

# Cook's Corners began in 1798



By BYRON JENVEY

INGERSOLL — Those corners are located where the Ingersoll-Port Burwell Gravel Road is intersected by the concession line three of West Oxford Township, about a mile and three-quarters south of the corporation line of Ingersoll.

The name is derived from the Joseph Cook family who owned property on both sides of the concession line.

It is naturally an old settlement as it is on the early trail between Port Burwell and Ingersoll, the growing village was located on the overland trail from Hamilton to London, the Old Stage Road.

The first land grant to a settler was to Elizabeth Scott in December, 1798. This was lot 18, concession three.

This is the farm across the road from the cemetery. The cemetery had an early beginning. The old part, the acre at the south side, must have been given without a deed. I made a search around 1948 and could find no record of a sale. There are deeds for the later additions.

Many of the bodies in the old part had been previously buried in family plots on their farms. There was a large settlement along both sides of concession line two of members of the Harris family who were all related and who came here at the same time.

On the two farms which I owned, being Lots 17 and 18, concession two, were two family plots. Those buried on the east farm were removed to Harris Street about 1895 by James Crabb. He has told me that they were all buried in good plank coffins, which were in a good state of preservation. The plot was in high gravel.

Out of curiosity, he pried the lid from the coffin of a lady he knew in life and found her to be as natural as in life till the air made contact.

In 1934, the archway over the front entrance was erected. It was not difficult to put the date of erection on the new arch but more difficult to secure the date of the start of the cemetery.

While negotiations were in progress for building the arch and making other improvements, a grave was being dug for a burial in the old part. There was supposed to have been no one buried in that space.

It proved that the spot had been used. The gravedigger discovered a coffin plate inscribed with the name of Dora Bongard, 1812.

To the west of the main entrance, a few rods, was the frame church of the Baptist denomination. It was called the Harris Street Chapel.

The church was organized in 1828 and continued in use until 1864 when the members united with the church at Piper's Corners and built a church in Ingersoll which was opened Sept. 9, 1828.

The community hall for young folks activities stood just inside the south gate of the cemetery.

The school half a mile west of the corners was built on an acre of ground purchased from Joseph and Lucinda Cook on July 8, 1856. The price was seven pounds, 10 shillings. The trustees were Thomas Hislop and Moses Clark.

The first co-operative cheese factory in this part of Oxford was north of the corners on the farm of James Harris. In later times owned by his son Judd C. Harris.

About 1840 James Harris, an energetic young man, often visited the Ranney home at Salford where cheese was being made in a private way and sold in London, bringing prosperity to the Ranneys.

James observed that the Ranneys were increasing their holdings to several 100 acres and building their herds to about 100 cows.

He learned the art of cheese-making, married the daughter Julia, and, in 1865 built a cheese factory for co-operative manufacture on his own farm. He prospered and built the large brick house on the farm.

In the 1870s, a cheese factory was built on the farm south of the cemetery. The farm residence at that time was an old stone house.

John Wilford made cheese in this factory from 1882 to 1884. It was here he made the cheese that he exhibited in London, England, and won a trophy.

This factory lost its supply of milk to the condensing factory around 1900. It was dismantled, loaded on five wagons, and in 1902 moved to East Oxford and rebuilt as the Virtue factory. I saw the loaded wagons as I biked homeward from Salford School.

The original James Harris factory was moved to Thamesford for a factory. There was a general store on the next lot south of the factory. Across the road from the store was a brick house occupied by Mr. Clarke, a school teacher.

Mr. Clarke had only one arm. Boys who were his pupils at some of his schools declared that one arm was sufficient for his type of discipline. He knew

VILLAGES  
RAYSIDE

Rayside is a small community situated at the intersection of county road No. 7 and the Governor's Road. It is located three miles north of Ingersoll via Thames Street.

The area was well settled as early as 1830, chiefly by Irish and Scottish people. In the early days of settlement the Scottish people settled on the north side of Governor's Road and the Irish people on the south side.

The Governor's Road was planned by Governor Simcoe after he made his journey through Oxford and Middlesex on the Thames River in 1793.

He called this road the Dundas Road after his friend Lord Dundas, secretary to the colonies in the British Government. The road remains Dundas Street in Woodstock, Thamesford and London, but in the rural districts it's called the Governor's Road after Governor Simcoe.

The community has had four names, the first of which was Dornoch.

It was the rule in those days that when a community had a population of one-hundred it was entitled to a post office. When the residents of Dornoch applied for a post office it became necessary to change the name of their village, because of the existence of another Dornoch on the list.

The name was changed to McKay's Corners.

It was later changed to Campbell's Corners, after John Campbell who helped build up the community with various types of business. Finally the village was given the name Rayside, after Mr. Rayside, who was a member of parliament and who had a relative living at Campbell's Corners.

John Campbell erected a large frame hotel on the north-east corner of the corners. Travellers going between London and Woodstock were accommodated at this hotel. It was also a stopping place for teamsters who were hauling logs or lumber.

A good meal in this hotel was 25 cents. It consisted of roast beef, beef gravy, vegetables and pie or pudding.

If patrons wished to stable their teams for the night and have them fed from the contents of the barn, the charge was another 25 cents. If however, they brought their own hay and grain, there was no charge.

The community had two stores, a blacksmith shop and a post office.

James Campbell, the son of John, operated one of the stores on the southwest corner and a little further south, Peter Garden kept the other one. In those stores pork spare ribs sold at five cents a pound, ham was 12 cents a pound, butter 16 cents and eggs were priced at 10 cents a dozen.

Al Martin operated a blacksmith shop west of Campbell's store.

A member of the Ross family who became sheriff of Oxford County, lived on Lot No. 9 Concession No. 1, in 1829.

The nearest school to the community was a mile-and-a-half east of the corners. It got a small amount of government aid.

The post office occupied a part of James Campbell's grocery store. Mail was delivered three times a week from Thamesford.

When the Canadian Pacific Railway was put through on the north side of the corners the community petitioned for a

daily mail service. This was granted.

The Canadian Pacific Railway took over the delivery of mail and the community mail bag was tossed out from the floor of the baggage car. The out-going mail was removed from a post with an extending arm and was hooked from this arm by another on the baggage car.

In 1897, Campbell's Corners became Rayside and a post office was opened in December of that year.

The post master was John Gunson. His term ended in 1905. The post office was then moved to the hotel operated by Fred Day, who was also the new post master. He served until rural mail delivery started in 1914, the same year the post office was closed.

CULLODEN

This village is in Dereham Township, Oxford County, at the junction of Concession line No. 8 and the west corridor town line, on lots 21 and 22.

One of the first settlers in this area was Andrew Smart and his family, who arrived in 1847. Another well known pioneer was a Mr. Dillion, who came with his wife and young son Richard. This family had only five dollars on arrival to the area.

When Richard was 12-years-old his father, Richard and another pioneer named Jonah Allen, felled a large pine tree and gouged out a coffin for the dead man. They then went several miles and hired a team and a wagon and conveyed the corpse five miles to the grave.

Fred Richards was a pioneer who operated an ashery. He collected ashes and gave soap in exchange. He hauled lye to Brantford and Woodstock for soap making.

Names of some of the other pioneers were: Price, Pellow, Dynes, Smith, Waite, Esseltine, Rockett, Empey, Bigham, Foster, Stansell, Agar, Wilson and Allison.

The farming area turned to dairy farming and the one cheese factory was erected one mile north of the village. The sale of cheese and hogs brought most of the revenue to the farmers.

The cheese factory was sold in 1920.

In 1857 the Presbyterians built a church with a seating capacity for 400. The cost of this church was \$1,200. The Reverend Robert Rogers was the first minister.

In 1861, the Wesleyan Methodists built a church costing \$950. Reverend Reed was the minister.

The population of the village at this time was 200.

In 1887, the followers of the church of England built the third church in the village. It was first called St. Albon's Church but later re-named St. Steven's. The site for this church was donated by Robert Pellow and the lumber by Mr. Price.

In 1855, the Culloden Loyal Orange Association was organized. The officers were: Richard Bolton, Charles Condal, Abraham Harris, and William Lothian.

The Culloden post office was established around 1860.

In 1873, Andrew Smart was Post Master and after his death, his wife took on the position.

In the prosperous days of the village there were two resident doctors; Doctor S. McDonald and Doctor S. Leeder.

# Culloden And Verschoyle

By ART WILLIAMS

At the end of the American Civil War there existed a strong anti-British feeling and antagonism among certain elements of the American population and took little to persuade them by Irish agitators to organize forces to invade Canada as a means of showing their hatred to Britain. This became known as the Fenian Raids and caused

no end of fear and excitement along the sections of Canada separated from the United States by only a river such as the Niagara and Detroit rivers. The Irish agitators were past masters at causing panic and would start rumors that would cause families to flee from the border in fear of their lives. Some Canadian banks vacated their border offices in favor of inland towns. They could hardly be blamed as these raiders were supposed to contain many war-hardened veterans of the American Revolution and masters in the art of looting.

Such was the situation and when the border towns asked for more protection, two companies of the Oxford Militia were called out and sent to the Windsor border area where 12 companies of infantry were stationed. The Oxford Militia was quartered at what is now known as the General Brock public school. It was the public school of the town of Sandwich at that time and its location commanded a good view of the river in the area of the American fort at Detroit. This is one of the narrow spots of the Detroit River. During the days of prohibition this same area was one of the favorite spots for rum runners to cross at. From this vantage point they would patrol to the west until they met the patrols from Amherstburg. Frequently they were called on as both sides seemed to delight in keeping the other side alerted. One night it is reported that flares were being fired from one end of Detroit and were answered by flares from the other end of Detroit. This looked like the real thing and the general alarm was sounded on the Canadian side. Large bonfires were lit and picket boats were sent to engage the enemy on the water. After an all night stand they relaxed at dawn only to hear from the readers of the Detroit paper that it was just another hoax. The troops at Windsor were not to be outdone and frequently sent out gun boats loaded with uniformed troops to cause alarm on the American side.

Finaly the American Government realized the seriousness of this border filibustering and took active measures to stop this carrying on and the Oxford Rifles were once more allowed to return home being un-der arms from March to late June 1856.

The township of Dereham was originally attached to Norfolk from 1792 to 1798 when it became part of Oxford County with surveys being done in 1799, 1810 and 1832. Land was granted to John and George Ball, Robert Hamilton (Mt Elgin), Robert Addison (Culloden and Verschoyle) and Hon. Peter Russell. The first land sold was lot 12, concession 1 which was sold to Stillson Halkett on January 22, 1834 and he paid 17s, 6d per acre.

## RETURN HOME

For several years Dereham township was attached to West Oxford for assessment and administration purposes and in 1825 the following names were on the assessment roll for Dereham; Bishop, Dopp, Smith, Halkett, Sinclair, Turner, Bodwell, Colburn, Deane, Perry, Miller, Gillard, Merchant and Anson. All told they had 66 acres under cultivation at that time

**BOOMING BUSINESS**  
In the early days of Dereham, farming was of secondary importance as the land was covered with choice stands of timber including white pine, chestnut and cherry. The white pine being of the finest and at one time the ship builders from Boston paid handsome prices for Dereham pine for ship's masts. On one occasion \$2,400 was paid for eight such masts and the best one bringing \$450.00. Even today that would be a fair price for a log from one tree.

The yearly output of this area was in the neighborhood of 4,000,000 feet of lumber and an equal amount exported in the log.

As the township opened up and the swamps of the township became overcome large amounts of cherry and chestnut were drawn inland to Ingersoll and Woodstock for making furniture and many prize pieces of furniture of the 1800 originated in Dereham.

It was with this market in view that the Culloden road came into existence as this part of the township was beyond the Ingersoll and Port Burwell plank road and if it was to become settled and its choice stand of timber taken to inland

markets a road was a necessity. So many a choice log was reduced to a plank and the many swamps were bridged with a corduroy road and this road for some time equalled the Port Burwell plank road in importance as there was a steady stream of teams drawing lumber inland and the necessities of life back. There was a flourishing stage business between Ingersoll and Brownsville equal to that of the other road. As the lumbering business began to wane and farming begin to take over farm produce replaced the loads of lumber and milk from many farms along this road went into the making of the big cheese. On this road between Ingersoll and Brownsville there sprang up two thriving communities, Culloden and Verschoyle.

## CULLODEN

The village of Culloden received its name from one of two sources. One version being that it was given by the Welsh settlers as the word 'Culloden' is Gaelic and means 'back of the swamp' while the second version is that it was given by the Scottish settlers as it was at Culloden Moore when Bonnie Prince Charles was defeated by the English. As early as 1849 a mail service was inaugurated between Ingersoll and Bayham and at that time there was not a tree cut at the present site of Culloden but about this time a family of four brothers arrived here. They were James, Richard, David and Arthur Williams who had left their home in Swansey, Wales and settled at York in 1830. They later moved to the Niagara district and with unrest along the border they decided to take up land farther inland and travelled by boat to Port Burwell and took up land in Dereham. One of the reasons was that it resembled the home county in Wales. Another early settler was Andrew Stewart who arrived here in 1847 and was supposed to have walked to Tussonburg to get a newspaper on the days that it was available.

There is no definite date when the village was started but in the early 1850's the Presbyterian Church held services in the main room of the McArthur hotel which was located on the southwest corner of the Culloden Road and the eighth concession and in 1856 they held a meeting at the home of Andrew Smart to make arrangements for building a church. As a result of this meeting a canvas of the settlers was taken and they raised \$135.00 towards the building which cost \$1,200.00 and was dedicated January 17, 1857 by Rev. Robert Rodgers and contained no pews or pulpit, planks were used for seats.

## ORANGEMEN

At this time there were enough Orangemen living in and around the site of Culloden that in 1855 they were able to form the Culloden Loyal Orange Association No. 648 and met the first Friday on or after each full moon.

By 1861 the Wesleyan Methodist were holding services with Rev. Reed being one of the early ministers and in 1887 St. Albans Anglican Church was erected on land donated by Robert J. Pedlaw.

In 1867 Culloden was listed a post village, that is a village with a post office, and contained two stores, two wagon shops, two sawmills, a shoe shop, two hotels and two doctors. Mail

was received three times a week Tuesdays, Thursdays and Saturdays at 12 noon and dispatched at 2 p.m. Mrs. M. McKenzie was the postmaster and the village had a population of 200.

J. Smith had one of the sawmills and also had a contract to supply cherry and chestnut to furniture and cabinet makers of Ingersoll and Woodstock which was a very profitable contract to the village as it was one of the main reasons for the planking of the Culloden Road. There were four toll gates on this road, two being at Culloden, one at Verschoyle and one at Prouse's Corners and the toll gates closed in 1905. Two of the toll gate keepers in Culloden were Mrs. Waddell Dymes, operating the gate south of the present United Church, and Mrs. Waite operating the one west of the village. The fee at that time being 15 cents per team.

## PROFITABLE INDUSTRY

Another profitable industry was an asnery operated by Fred Richards who purchased ashes and paid for at least part of it in soap. He made lye out of the ashes and delivered it to the soap factories at Woodstock and Brantford. For a short time Culloden had a newspaper known as the Culloden Lively Times about 1853. One of the stores that started here and later moved to Ingersoll is still in business and is known as Waters Jewellery Store.

The twenty-fourth of May was an important day in the lives of the early settlers and Culloden was not to be outdone by larger centres. The village would close off a certain amount of the main street and hold horse races here. Some of the races possessed all the thrills and excitement found at the races in larger centres.

The first school was a log school and was located a short distance west of the village and in 1877 the present brick school was built. H. G. Murray and Minnie Empey being two of the early teachers. Miss Empey received her education here and after receiving her teacher's certificate at Ottawa returned to teach.

SENTINEL REVIEW

14, 1962

**VERSCHOYLE**

The first school here was a log school built in 1857 and was located at Cody Corners on the Cody road which is now the road from Verschoyle to Beachville. This school burned in 1876 and a new school was erected and forms part of the present school. One of the early teachers was Mr. Wintburne.

In 1877 the first store opened here being in the building built by Mr. Collins and had been used as a hotel. However with the arrival of the railroad at Mt. Elgin, business began to fall off so he sold to Nelson Harris who kept the store here until 1880 when E. C. Corbett purchased the business. Among their competitors was H. Wood who drove a covered wagon from door to door doing a good business with people living on the back concessions. On the main road pack peddlars and tinkers were fairly frequent. They carried a good supply of tinware and would also mend pots and pans for exchange with produce from the farm.

Verschoyle rivalled Culloden and Mount Elgin in the making of cheese and at one time had two cheese factories which later amalgamated and located on the fourth concession at the Culloden road. The lumbering business was also big business here and the Corbett sawmill sold lumber to the Noxon Farm Machinery Factory at Ingersoll and to Baines Wagon Works at Woodstock.

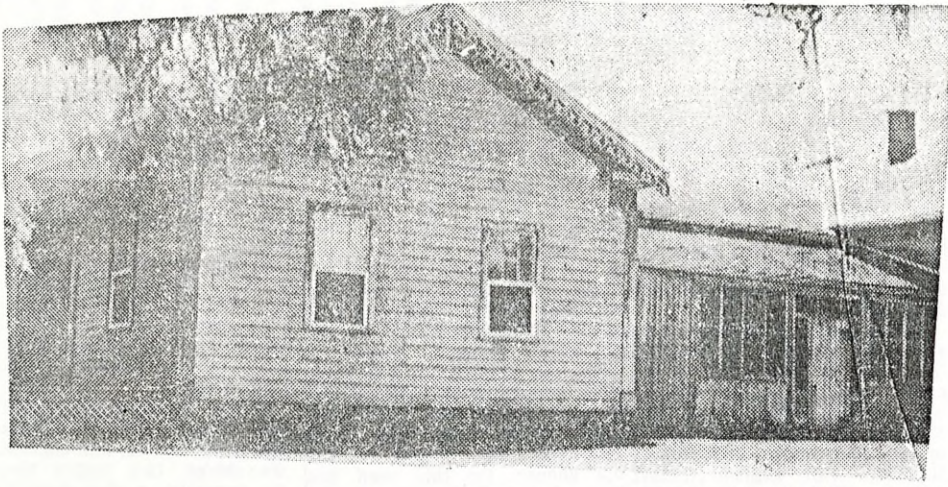
While with most communities the name 'blacksmith' had disappeared and a welding shop replaced it at Verschoyle, Roy Bains still operates a blacksmith shop and can still shoe a horse as good as Charles Marshall could who was the first blacksmith here.

**TOLL GATE**

There was a toll gate at Verschoyle and Mr. Hawkins was the toll gate keeper. It is interesting to note that there was no charge for clergy or for people going to or from church but they did find that it was necessary to move the gate away from the cheese factory as people would go around the factory to avoid paying the fee.

There was a frame church at Ebenezer across from the Wilkinson Cheese Factory before 1880 but it burned and a stone church was built. The Presbyterian Church was built in 1891.

Saturday night was a big night here and for entertainment boxing matches were staged. There were often bouts between hard working lumberjacks who had worked for 48 per day cutting logs and were ready to take on all comers much to the delight of the local men-folks.

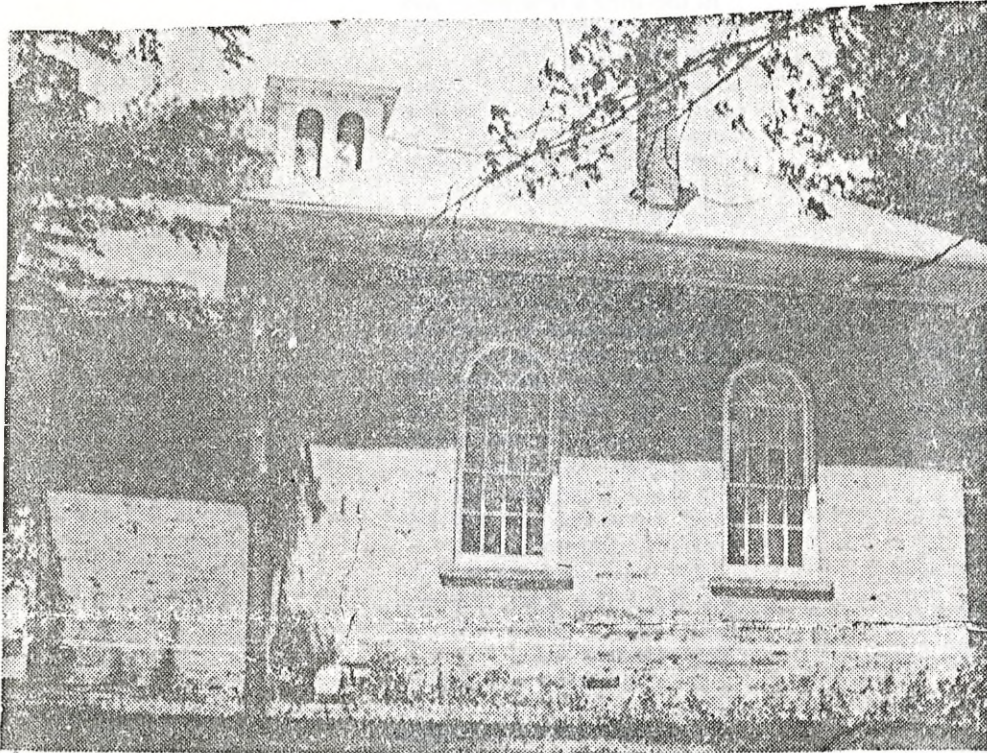


THE CULLODEN AREA is filled with many memories of years gone by. Some of these memories can be seen in the homes, in the old swimming place or in the trees. TOP LEFT photo, many old homes can be found in the Culloden

area with designs long since lost. An old fashioned screen porch can be seen along with some fancy trim on the end of the house. This handiwork has long since passed away with the men who would spend all winter making these

for the houses they would build the following summer. The favorite spot for everybody on a hot summer day, "The Culloden Swimming Hole," is in the TOP RIGHT while in the LOWER photo

these trees have overlooked the Culloden Road for over 100 years. They were planted by the sons of Jas. Williams. Behind the trees, the old mansion of Jas. Williams stands. (Staff Photos).



**THIS OLD SCHOOL** would be remembered by many residents of the Culloden area. At this school the students have received their education for 85 years. The bell tower remains but the bell has gone. (Staff photo).



## CULLODEN

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In 1873, Andrew Smart was Post Master and after his death, his wife took on the position.

In the properous days of the village there were two resident doctors; Doctor S. McDonald and Doctor S. Leeder.

The general store keeper of the village was Hugh Mann.

At this time a newspaper was published in the village. It was called the Lively Times.

Culloden also had the following businesses: hotels, butcher shops, shoe stores, tailor shop, cabinet maker, jewelry store, wagon shop, saw-mill and a black smithy.

On Victoria Day, usually May 24 each year, a sports day for the whole community was held. There were contests of various kinds for adults and children, but the greatest attraction was the horse races. These took place on the main road through the village. The horses were attached to buggies and the races were very popular and created much excitement.

The social life of Culloden was not neglected. The residents held many socials, harvest homes and picnics.

The first school was one-half-mile west of the village. In 1877 a new brick school was built on the main road north of the village.

The word 'Culloden' means, "back of the swamp" in Gaelic.

With the advent of the automobile, the village ceases to grow.



INGERSOLL TIMES  
April 12 + 19, 1978

April 30<sup>th</sup>, 1971

In the absence of our president, Rev. H.E. Wright, acted as chairman and welcomed 31 persons to our meeting.

It was moved by Mrs. W.B.R. Whitehead and seconded by Mrs. H. Servent that the minutes of the last meeting be adopted as circulated. Carried. The treasurer submitted her report which showed a balance on hand of \$248.53. Moved by Mrs. Whitehead and seconded by Rev. J.A. Davies that the report be adopted as read. Carried.

The following correspondence was received and placed on the table for inspection by the meeting: (1) Letter from The Ontario Historical Society regarding Workshop held on April 17<sup>th</sup> last; (2) Notice of Annual Seminar of Ontario Genealogical Society; (3) Notice of Annual Meeting of The Ontario Historical Society; (4) Notice of Ontario Secondary Schools Historical Exhibition.

Mr. Robert Chesney presented a report on the Workshop held in Woodstock on April 17<sup>th</sup> last which had been attended by 17 representatives from Historical Societies in Oxford and nearby localities.

Mr. T.D. Walter reminded the meeting of the projected bus tour to Dundurn Castle and the Botanical Gardens on May 15<sup>th</sup> next giving details of cost and times.

Canon G.C. Pearce introduced our speaker of the evening, Mrs. H.E. Swance, her subject being "The History of Curries and District".

Curries is comprised roughly of parts of the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> Concessions of East Oxford and that part of the Norwich Road crossing these Concessions. Large grants of land were made to various people in this area as early as 1789 when the names of Tulley, Merritt, Tifney, Street and Peters appear. It was not until the 1840's that a serious attempt at settlement was undertaken and as was usually the case, as soon as these settlers had provided shelter for their families and cleared some land, their interest turned to providing a place of worship for the community. In 1855 on March 24<sup>th</sup> a group of these settlers met and agreed to purchase from Mr. and Mrs. John Watt a parcel of land suitable for a church building. The names appearing on this deed were Robert Pearson, Ralph Lund, William Garbutt, Robert Gracey and James Rice. Later in 1885 additional land just west of the original plot was purchased from Mr. David Watt and here in 1891 the present church was constructed. The first trustees were Herman Dodge, John Rice, George Start, James Innes, Malcolm Schell, James Curry, W.D. Smith, Edward Gracey and Henry Tabor. Mr. and Mrs. Ralph Abbey and son Glen presently own the farm where Ralph Lund lived. While doing some renovations in the house they found a board with "Finished building house November 14, 1869. Big snow storm today," and with the name "Ralph Lund" written on the back of it.

One of the well remembered names in the community was W.D. Smith who for many years operated a blacksmith and carriage shop and a grocery store on the corner of the 6<sup>th</sup> Concession and Norwich Road across from the Church. Mr. Smith was also the first Postmaster when the Port Dover and Lake Huron Railroad built their line from Port Dover to Stratford crossing the Norwich Road through a corner of what was then the Curry farm.

On Lot 16, Concession 6, the family of Herman Dodge attempted to set up a farm on a large scale, including a large house and a carriage house. The cost of same was so high that Dodge was forced to sell and an aristocratic family by the name of Fickthall became the new owners. They were friends of Lord Somerset (more widely know as Birchell of the notorious Birchell-Benwell murder) and these families often rode with the hounds to a fox chase.

The year of the opening of the first school is not known but in 1863 a new brick school was built and the older frame building was purchased by W.D. Smith who moved it to his property and it became a carriage shop.

In the last years of the First World War an evaporator for processing and drying turnip was opened near the Railroad Crossing and later used for the drying of apples. It was operated as such until 1925 by Mr. A. Alyea.

A few years after the railroad line was built rural mail delivery was instituted from the local Post Office, the first courier being Mr. Alfred Rice. On April 7<sup>th</sup> of this year the Curries Post Office was closed and the community is now being served from Woodstock.

Dairy farming has been very important in this area and in the early 1900's as many as three cheese factories operated near here. Some of the first pure-bred herds were registered here - the Rowsdale Herd owned by G.R. Row and son has been outstanding and is internationally known. Mr. Row is past president of the Holstein-Friesian Association of Canada.

The social life of the community in those early years centered mostly around the Church. In 1891 the Ancient Order of United Workmen bought a building and converted it into a meeting hall just north of the Church. This Order disappeared in the early 1900's and the building was vacant for some years. After the First World War it was re-opened as a Community Hall. For some years it was used for concerts, amateur plays, political meetings etc. and the large grounds provided room for baseball. Curries had some very good teams in the County Schedule. Later it was taken over by the School Board to accommodate the overflow of pupils from S.S. No. 7 and other schools. When the consolidated school for East Oxford opened it appeared that the Hall would again be unused. A group of citizens were instrumental in taking it over again as a Community Centre and it is now a very successful enterprise.

Community life has changed greatly over the last twenty-five years. Few of the names of the original settlers are now apparent. The cheese factories are gone. The blacksmith shops so common in every village are no more. Shopping is done in the City. The City also provides the bulk of the cultural activity. Houses are springing up where yesterday was farm land. Highways and Expressways cover farm land. The community life does not centre about the Church to the extent that it once did. The land produced the wealth from which the City was born. This small community produced many of the outstanding leaders today and the people of Curries Community have every reason to be proud of their history.

Mr. Chesney thanked our speaker for a very graphic picture of the history of the Curries Community.

After enjoying a social time with fellow members the meeting adjourned.

. . . . .  
Chairman

. . . . .  
Secretary

By ARTHUR WILLIAMS

The townships of North, West and East Oxford, are three distinct municipalities however the history of all is interwoven. Up to 1820 all three were one township, and with Zorra and Nis-souri were assessed as one. In that year the whole population numbered only 719 souls.

Prior to 1793 when proclama-tion of Governor Simcoe offered inducements to well disposed settlers from the United States, Thomas Ingersoll, in company with the Rev. Gideon Bostwick and others, made application for a tract of land. They offered to comply with the terms stipulated by the government, namely, in return for a town-ship to provide 40 settlers, whose families would become permanent residents. Upon this assurance, and in answer to the petition of Mr. Ingersoll, an order in council was passed, dated Navy Hall, March 23, 1793, giving to Mr. Ingersoll and his associates a tract of land of about 64,000 acres.

Mr. Ingersoll, for himself and others was to select the land. With his friend Brant, the Chief of the Six Nation Indians, as-sisted by a posse of experien-ced hunters, Ingerolls explored the unoccupied lands west of the Grand River. Acting on his own judgment and at the insti-gation of his Indian friends, he chose that section which now comprises the three Oxfords. Having located his land, Mr. Ingersoll returned to his native town, Great Barrington. He vis-ited New York soon after, and through the aid of friends was placed in a position to carry out his design of establishing a settlement.

Two years later Mr. Inger-soll, with his family, returned to Canada. As there was no road west of Ancaster he de-cided to stop at Queenstown. After spending two years on the frontier, Ingersoll pushed his way westward. After great hardships he reached the spot selected by his Indian friends as the most suitable spot for his camp, a spot now on Tham-es St. Ingersoll.

Having so far carried out his purpose, Ingersoll set to work vigorously to clear a spot of land on which to erect a house, and with his own hands felled the first tree that mark-ed the presence of the white man. For years the trunk of that huge basswood was an ob-ject of curiosity, and its great size supplied much of the mat-erial that composed the rustic home of the courageous pion-eer.

**NOT REWARDED**

But Mr. Ingersoll and his friends were not permitted to see their great endeavors re-warded as they had a right to expect. At the seat of Govern-ment, then York, there were persons who looked with jeal-ous eyes on the efforts of oth-ers, and the American settlers came in for a large share of notice. The removal from this country, at that juncture, of Governor Simcoe enabled the York influence with his succes-sor to prevail, and the original

allotment was withdrawn from Mr. Ingersoll and his little band.

Great efforts were made by Mr. Ingersoll to induce the Government to keep faith, but unable to afford to take his grievances to England, he was forced to accept such terms as the authorities imposed.

The injustice of the Govern-ment, in this as in other cases, produced much dissatisfaction. Mr. Ingersoll, although not a U. E. Loyalist, was strongly attached to the British Crown;

and however disappointed, never wavered in his determina-tion. The wrongs inflicted on the settlement turned many in-to doubtful supporters of the Provincial Government.

By 1822 East Oxford had one school, presumably at Vande-car, where David Canfield was hired as the teacher for the fee of two bushels of wheat per scholar for every three-month period along with fuel and lodgings.

The first meeting of the resi-dents of East Oxford for municipi-

The cost of the buildings were more than Dodge could afford and he was forced to sell to an aristocrat English family by the name of Pickthall. This family became acquainted with Lord Somerset (Birchall of the Birchall-Benwell murder trial) and it was not unusual to see these aristocrats riding with the hounds to a fox chase. They were real playboys of their day.

After the trial Dodge became alarmed, signed his property over to his wife and left for Mexico. The house has now

was then the Curry farm. Be-cause of this crossing, the name of the community changed from "ion to Curries Crossing. The railroad which became the opened a station here but it was always possible to board the train by raising the arm of the semaphore signa.

**SERVED 42 YEARS**

Mail was delivered by the train as a catch post top with W. D. Smith, the postmaster. He served in this capacity from 1878 to 1920. Along with the post office and blacksmith shop, a



**RAILROAD STATION ONCE FOR CURRIES CROSSING**

pal purposes was held at the home of James Dorman at the west half of lot 9, concession 4 on January 1, 1849. William Burgess was appointed councilor, Henry Peers, township clerk, Thomas Holdsworth, as-sessor, James McCallum, tax collector, Dr. Levi H. Perry, the son-in-law of Zachariah Burtch, was one of the first overseers of highways. His division is described as from the wet townline to the "rising sun", which is presumed to have been a tavern.

In the area of Curries among the early families, we find the names Start, Watt, Pearce, Lund, Gracey and Rice. There was an attempt at settling this area in the early 1800's but there does not seem to have been any permanent settlers until the 1840s when these families ook up land.

On lot 16, concession, the fam-ily of Herman Dodge attempted to set up a farm on a very large scale, including an over-size house complete with a horse barn and carriage house.

been removed from the land-escape when it mysteriously bur-ned and the sight of the Pick-thall family and their four horse carriage is only a mem-ory.

In 1855 the trustees of the East Oxford Congregation of the Wesleyan Methodist Church of Canada purchased a lot from John Watt for the purpose of erecting a church for the sum of £7 10s. It was to be known as Zion, and in 1861 the burying ground was purchased.

The year that the first school was erected is not known but in 1893 a new school was built and W. D. Smith purchased the old building and moved it a mile south to his lot where he oper-ated a blacksmith shop. Here he raised it on a wall and increas-paint and woodworking shop.

In the early 1870s a move got underway to link the Queen's Bush Counties with the lake by means of a railroad. The sec-tion of the line running from Port Dover to Stratford passed through East Oxford and cross-ed the Norwich road at what

series of freight sheds and an apple evaporator was erected and dried apples were exported to all parts of the world.

On the west side of the road and at the main corner inside the gate of the Rice property the Patrons of Industry had a small store where they sold sugar, coal oil and a few of the other necessities of life in a rural area. The Patrons of Industry later became know as the Grange Society.

520 CUR

After the store ceased to function, Mr. Rice desired to keep the building but others thought it would serve a better purpose down at the railroad and moved it there. Rice moved it back, as he had paid off a lien against the building. Not to be outdone, the men at Smith's Blacksmith shop took up a collection and obtained the building, which was once more taken to the railroad with the sign "Curries Resurrected" painted on the side. It later became a tool shed on the Smith property. Later W. D. Smith purchased a frame house and moved it to the crossing where one portion of the living room was partitioned off for a waiting room.

The last signs of the railroad disappeared in 1936 when the tracks were removed. Since there was no more railway crossing the name of the community became officially known to the postal authorities as Curries.

Another active group here in the late 1800s was known as the Ancient Order of United Workmen. When it was decided to build a new church building in 1891 they purchased the old one and converted it into a hall that they located just east of the church. The building of the new church was a major event in the life of the community as it has continued to be ever since. The life of the township centered around the Oxford Centre Circuit which was formed in 1874. Prior to that from 1855-67 Zion (Curries) was removed from Woodstock and 1868-1874 was on the Oxford Circuit. In 1874 Zion (Curries), Salem (Oxford Centre), Vandecar, Bethel (Bethel) and Oriel were made separate circuits with the superintendent living at Oxford and the junior minister living at Curries.

SENTINEL REVIEW

# Hagle's Corners by Grace Fiddes

Beneath those rugged elms,  
that yew-tree's shade,  
Where heaves the turf in  
many a mould'ring heap,  
Each in his narrow cell  
forever laid,  
The rude forefathers of the  
hamlet sleep.

Thomas Gray

And so this hamlet sleeps until  
the footsteps are retraced in the  
memory of time. Mrs. Lizzie  
Galpin took us back to these now-  
forgotten footsteps when she de-  
scribed this once lively commu-  
nity of Hagle's Corners.

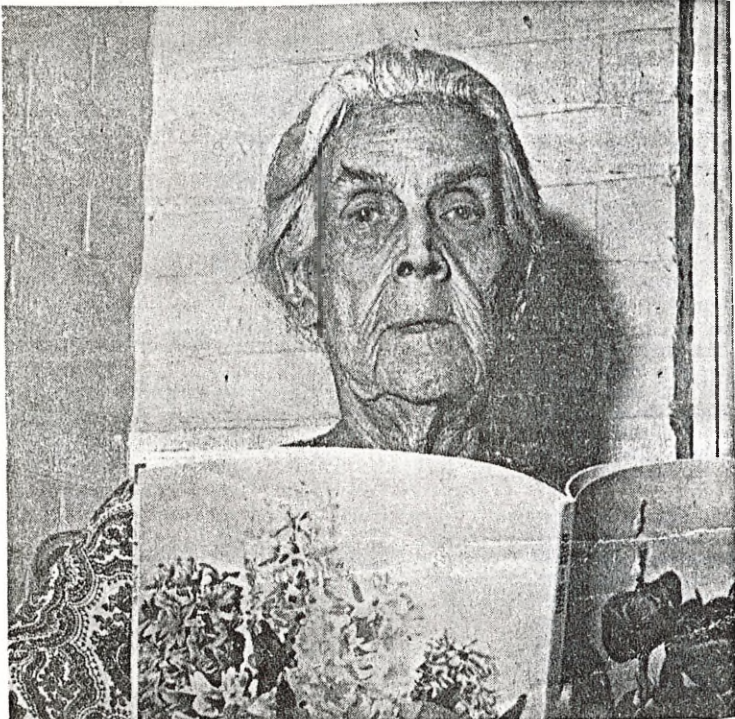
Lizzie Galpin came to this ham-  
let as the bride of Frederick Will-

**FIFTY CENTS A GALLON**  
Byron Jenvey of Ingersoll, re-  
calling the history of Hagle's,  
tells that the most important pl-  
ace in this hamlet was the hotel.  
It was built on the farm of Peter  
Hagle and erected some time in  
the 1820's.

The brick used in its construc-  
tion was made on the farm and  
the hotel was owned by George  
Wiseman. It was used primarily  
as accommodation for teamsters  
who hauled lumber from the south  
to the Great Western Railway at  
Ingersoll.

Liquor sold freely at the quanti-  
ty price of 50 cents per gallon.

There was a large drive-in barn  
where teamsters could shelter  
their horses without unhitching  
them. Attached was a brick sta-  
ble and sheep pen. Thirsty hor-



**Mrs F W Galpin**

iam Galpin. Mr. Galpin had ar-  
rived in 1884 from England and  
stayed at the old Minchell place.

During the courting days of  
Fred Galpin, he was the first man  
to purchase a railway ticket from  
Salford to Delhi on the line that  
ran from Ingersoll to Port Burwell.

Hagle's Corners was located at  
the four corners where the Inger-  
soll-Port Burwell gravel road  
crosses the Townline between  
West Oxford and Dereham. The  
Ingersoll-Port Burwell road is now  
known as Highway 19.

The community was named for  
Peter Hagle who owned 200 acres  
on the southwest corner of that  
crossroads.

ses watered at a trough kept full  
from a well with a pump.

In a nearby frame house lived  
the hotelkeeper. During the  
1870's a thresher by the name of  
Anderson occupied this house. In  
the course of his work he lost his  
life in an accident during a thresh-  
ing operation, leaving five daugh-  
ters. This was the last family to  
live in the house.

A brickyard operated nearby,  
supplied all the bricks for building  
and brick ovens were common in  
the early settlement.

**DOCTOR AND VETERINARIAN**

A frame house across from the  
hotel housed Alvin Hill. He ser-  
ved as both doctor and veterina-

rian. An old pair of forceps we-  
re used in the pulling of trouble-  
some teeth. He also compound-  
ed a variety of pills which he  
distributed to look after the he-  
alth of the pioneers and their  
livestock alike.

Today's methods of treatment  
would be frowned upon. In those  
days one split the end of a cow's  
tail and inserted cayenne pepper  
to cure its indigestion or gave  
her a cud of fat pork to chew in  
order to restart rumination.

Next to the Hill home was  
Richard Mayberry and family.  
A large wagon and carriage shop  
had an apartment dwelling a-  
bove and it was here that Colo-  
nel T. R. Mayberry, son of Rich-  
ard Mayberry, Jr., was born.

The blacksmith's shop was op-  
erated by this Richard Mayberry.  
Across the street were cottages  
occupied by laborers.

A general store supplied the  
needs of the people. A cooper's  
shop made wooden pails, tubs,  
barrels, buckets and spiles. A  
man by the name of Brown,  
grandfather of Mr. Wiseman,  
operated the boot and shoe shop.  
Here, the customer's feet were  
measured and the shoes made to  
order.

**A GRACIOUS 96**

Mrs. Galpin, a lively lady  
graciously carrying her 96 years,  
tells of the tailor's shop at  
Hagle's.

With twinkling eyes she recalls  
the fun they had making shirts  
in this shop for the soldiers of  
World War One. William Gregg  
was the tailor and his wife a  
seamstress.

She also recalls the first tele-  
phone to come into the commu-  
nity. It was installed in the  
hotel at the expense of a vete-  
rinarian, a Dr. George and an  
Ingersoll physician, Dr. J. M.  
Rogers.

Mrs. Galpin, now living in a  
residence for senior women in  
Woodstock, laughs when she  
tells of the huge snowbanks and  
the trouble people had in travel-  
ing in those bygone days.

"Laughter was a necessity if  
you were to live with some of  
the hardships," she remarked.

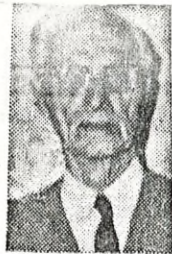
People made their own enter-  
tainment with dances, singsongs  
debates and the courtly balls  
held in the hotel.

Mrs. Brown, wife of the ham-  
let cobbler, acted as community  
nurse, looking after the newborn  
and preparing the dead for burial

Salford, the nearby community,  
had no hotel but did have two  
churches. Hagle's held their  
worship services in the large car-  
riage shop. A Baptist minister,  
a Rev. Beardsall, came from  
Ingersoll to hold the services.

Mr. Beardsall, together with  
other pioneer members of his  
flock, are buried in the Harris  
Street cemetery.

# Hagle's Corners had no church



By BYRON JENVEY

INGERSOLL— Hagle's Corners is located at the cross roads where the Ingersoll and Port Burwell Gravel Road cross the town line between the townships of West Oxford and Dereham.

This place was named after Peter Hagle who owned the 200-acre farm on the south-west corner of the intersection.

Most important place was the hotel situated in the north corner of the farm and close to the gravel road, built some time in the 1820s.

It was made of bricks which were made on the farm. Other old brick homes in the community were also made from similar brick.

The hotel was owned in 1860 by George Wiseman. This hotel was an accommodation for the many teamsters who hauled lumber from the south to the Great Western Railway in Ingersoll.

## FIVE CENT LIQUOR

Liquor sold freely, usually at five cents per glass, or 50 cents per gallon. It was good whisky.

Just south of the hotel stood a long shed, open side to the road, so travellers could drive in and tie their horses without unhitching.

Attached to the south of the open shed was a brick stable and adjoining it was a sheep pen.

There was a well with a pump on the roadside near the shed. This was for watering thirsty horses.

A few rods to the rear of the stable was a large frame house surrounded by a veranda and occupied by the hotel owner while said hotel was leased. In the 70s, it was occupied by a family named Anderson, a thresher who met death while threshing.

He had five daughters all nice large, strong girls. One became the wife of Judson Haycock. This was the last family to occupy this house.

## BRICKYARD

South of this frame house was a large barn. A brickyard was operated west of the hotel along the town line some rods distant. It was at this brickyard the brick was made for the house and barn.

Easterly across the road from the hotel stood a frame house occupied by Alvin Hill. Mr. Hill performed the duties of medical doctor and veterinary.

He had an old pair of forceps with which he pulled aching teeth. He made pills and in a general manner looked after the health of the pioneers and their livestock.

This was the time when it was customary to split the end of the tail of a cow and insert cayenne pepper to cure indigestion or give her a cud of fat pork to chew to start rumination.

Mr. Hill's wife became an invalid in early life.

Next to Mr. Hill's house and facing the town line was the home of Richard Mayberry Sr. and family of 13. Nearby was his large wagon and carriage shop.

There was a dwelling above the shop and in this apartment was born Col. T. P. Mayberry the son of Richard Jr.

On the north side of the town line and on the east side of the gravel road was a short street which branched off the gravel road at the brick cottage and angled somewhat to the east to meet the town line. This made a gore at the east corner. This road was closed around 1915.

On the north-east corner of the gore was a blacksmith shop operated by Richard Mayberry Jr. Across the street, east of the shop, was a row of several cottages occupied by laborers.

The general store, supplying the needs of the settlement, was the most southerly building on the east side of the gore street. A cooper's shop stood across the street east of the blacksmith shop where wooden pails, tubs, barrels, buckets and spiles were made.

North of the line of cottages was a boot and shoe shop where feet were measured and fitted with boots or shoes, hand-made. This was operated by Mr. Wiseman's grandfather, a Mr. Brown whose wife was a community nurse and looked after newborn babies and prepared the dead for burial.

## NO CHURCH

On the north-west corner stood a large log house. Brick ovens were not uncommon in the community. There was no church building at the corners in those days, but services were held in the large wagon shop.

The preacher was Elder Beardsall, who was also minister in Ingersoll. He is buried in the Harris Street cemetery.

There was a Baptist Church in the Harris Street cemetery. This was a large frame building and stood a few rods west of the front entrance.

## SOCIAL LIFE

The social life was in the form of entertainment, dances, singing, debates, spelling matches, and big hotel balls.

Strange it may seem that Salford never had a hotel but had two churches while Hagle's Corners had a hotel and no church.

The road allowance from Folden's Corners to the gravel road was surveyed to meet the town line several rods west of Hagle's Corners. This road ended at the gravel road and the council closed that part west of the gravel road in 1865. It was deeded to the farm. In 1856, one square rod of land was sold by Joseph and Lucinda Cook for the school for seven pounds, 10 shillings.

SENTINEL REVIEW

May 3, 1971

This article represents the second in a series of same, dealing with the history of area villages and marked corners. This is a pioneer-type account and its dealings do not include recent additions to the historical register. It is our opinion that the outlying areas play an integral part in the character and growth of our community and therefore should receive space in this column.

### HAGLE'S CORNERS

Hagle's Corners is located at the cross roads where the Ingersoll and Port Burwell Gravel Road cross the town line, between the townships of West Oxford and Dereham.

It is three miles south of Ingersoll, on highway no. 19, and is located a mile south of Manchester (which became Salford in 1855).

These corners were named after Peter Hagle, who owned the 200-acre farm on the south west corner of the cross roads. He arrived in the area in the late 1820's.

The Ranney family arrived in the early 1830's and were cared for by Peter Hagle until they became located. Peter Hagle convinced Mrs. Ranney to take charge of the school in Manchester because he wanted his children to have some schooling.

The most prominent building in the area, was the hotel situated in the north corner of the farm and close to the gravel road. It was built some time in the 1840's.

The hotel was constructed of bricks made on a farm. Other old brick homes in the community were also made from similar brick.

Peter Hagle operated the brick yard for many years. He sold the hotel in 1860 to George Wiseman. This hotel served as accomodation for teamsters who hauled lumber from the south to the Great Western Railway at Ingersoll.

Just south of the hotel stood a long open shed; open side to the road so travellers could drive in and tie their horses without unhitching.

There was a well with a pump on the roadside near the shed, this for watering thirsty horses.

Teamster and travellers could stop at the hotel and acquire a good meal for a price of 25 cents.

### FIVE CENT WHISKEY

In the bar-room of the hotel, whiskey sold at five cents per full wine glass. A gallon of whiskey cost only 50 cents. It was good whiskey.

A schooner of beer sold for a nickel.

The gallon jars of whiskey were labelled 'Light, of Oxford'. Indians traded beaver skins for the whiskey, which they termed 'Oxford Lightning'.

A few rods to the rear of the stable was a large frame house surrounded by a veranda and occupied by the hotel owner. South of this frame house was a large barn.

Easterly, across the road from the hotel, stood a frame cottage occupied by Alvin Hill.

Mr. Hill performed the duties of medical doctor and veterinarian. He also had a large pair of forceps with which he pulled aching teeth. He made many kinds of pills to cure diseases and in a general manner, looked after the health of the pioneers and their livestock.

His method of curing indigestion in cows, was to split the end of the cow's tail and insert

Cayenne pepper. This would provide the incentive for the cow to move his body about, in most cases ridding it from the indigestion.

Next to the Hill's house, but facing the town line, was the home of Richard Mayberry Senior and his family of 13.

Nearby was his large wagon and carriage shop. This large shop was three storeys high, with the family living in the top storey.

On the north side of the town line and on the east side of the gravel road was a short street which branched off at the brick cottage and angled somewhat to the east to meet the town line. This made a gore at the east corner.

On the north west corner of the gore was a black smith shop, operated by Richard Mayberry Junior, who did the iron-work for the wagons and sleighs, made in the big factory.

On the west side of the gravel road, due north of the hotel, were five cottages. One was occupied by a cooper's shop. A cooper made wooden pails, tubs, barrels and buckets. These articles were not constructed of tin in those days.

Another of these cottages housed a boot and shoe shop operated by Mr. Wiseman's grandfather, a Mr. Brown, whose wife was a community nurse and looked after new born babies and prepared the dead for burial.

North of the line of cottages was another boot shop, which specialized in custom-made boots. One only had to supply the foot, to be-fitted, and a boot was crafted around the foot and made to measure.

Church Services were held in a large wagon shop. The preacher Elder Bearsall, was also a minister in Ingersoll.

The social life and entertainment in Hagle's Corners usually took the form of dances, singing schools, debates, spelling matches and big hotel balls.

## THE JENVEY FILES

INGERSOLL TIMES

March 13, 1978





## OXFORD'S GHOST TOWNS

During recent months, as *Sentinel-Review* photographer Ted Town went about his regular assignments, he's been gathering photos of the vanished settlements that are the ghost towns of Oxford County. Another is Hagle's Corners: located at the intersection of the Dereham Town Line and Highway 19, this crossroads

was indicated on a Dereham Township map in 1876. It was named after Peter and Samuel Hagle.

W.J. Wintemberg, reprinted from the Ontario Historical Society's *Records and Papers*, Volume XXII, 1925.

SENTINEL REVIEW  
May 13, 1988

With the division of Upper Canada into 19 counties in 1792, the township of Dereham was allotted to Norfolk County along with Norwich, Oxford-upon-the-Thames and Burford Township.

In 1798 Oxford County was incorporated. Dereham, as well as Norwich North, West and East Oxford, Blenheim, Blandford and Burford were formed. The London District involved Oxford, Norfolk and Middlesex counties.

After several moves and fires, the county court was moved to the Gore District which was Oxford County. At Woodstock there was erected in 1839 a courthouse and jail.

#### SWAMPY DEREHAM

"Swampy Dereham" as it was then known had not, so far, contributed much to the county.

The first survey was done in 1799 and blazed trees marked the lots and concessions.

The first settler in 1876 was Stilton Hackett. Surrounding land was made into lots for farms and village lots.

The story goes that Dereham Township was named for a visiting duke and the highest point in the township was Dereham Heights later called Mount Elgin.

Lord Elgin visited the area and stopped at the village and then the name was promptly changed to Mount Elgin.

The first public highway was originally a plank road running from Port Burwell to Ingersoll, passing through Mount Elgin.

Since the area was very rich in timber, logs were skidded out and sawmills sprang up over the area.

#### THE PLANK ROAD BUSY

Hence, there was a brisk trade up and down the Plank Road.

People hauling lumber and the various coaches carrying passengers the 32 miles passed one another frequently on its bumpy stretch.

All incoming merchandise to Ingersoll came by boat to Port Burwell and was then "teamed" up the Plank Road. In reverse, all export of timber and produce was teamed to the port and then shipped from its docks.

Thus Mount Elgin became a stopping place for weary travelers. It is said that the sound of the horses' hoofs could be heard on the planks long before they came into sight.

The innkeepers at Mount Elgin did a roaring business and often

the coach drivers took more than a conservative share of spirits. As a result, the balance of the journey to Ingersoll could become somewhat hectic, especially if the horses became frightened.

#### RAILROAD DEATH KNELL

With the coming of the railroad the death knell was sounded for freight hauling. In 1901 the Ingersoll-Port Burwell and Pacific Railroad came into being.

In the early days Mount Elgin boasted two hotels which became licensed in 1848. The Mount Elgin House was one and the hotel boasted sampling rooms where travelling salesmen displayed their merchandise.

Among the first village industries were a saw and planing mill and a cheese box factory. Mount Elgin was in the centre of the cheese and butter district of Oxford County and the Mount Elgin Milk Products Company was the first to install a cream separator.

A greater part of the village population was employed by J. and R. Miller who operated the cheese box factory. These two brothers were given the contract to build the Welland Canal.

The village also boasted of a factory for drying apples for the production of evaporated apples, a cooper's shop where tubs, barrels and buckets were made by Corriden and Wat Lewis.

A thriving business also was a wagon works operated by a Mr. Miles.

When the cheese factory was built, Mrs. William Pearce was the cheese expert, hence she was appointed to the charge. It was this same Mrs. Pearce who had so much ability and ambition that the dairy industry in Oxford County owes her much.

#### FINISHING SCHOOL

The first church in Mount Elgin area was the Baptist, followed by the Methodist Episcopal. The first church was built in 1860 and the Baptist church built in 1862 still stands.

Mount Elgin even boasted a finishing school for girls!

Thus, a thriving hamlet has passed in review and the things that remain can never again be revived to mean as much as they once did.

With the fading of the horses' hoofs down the plank road, the old pioneers also fade into a dim memory. Another pages of history has been written -- and turned.

# Mount Elgin is Busy Place Has Been For Many Years

By Bertha Gilbert

The little village of Mt. Elgin with a population of around some 200 residents stands foremost in Dereham Township, Oxford County, being the centre of community activities for a great number of years. It is a small country village, "one of those little places that run half-way up the hill beneath the blazing sun and then sat down to rest as if to say, 'I'll climb no further upward, come what may'." It is situated on highway No. 19 which runs directly to Lake Erie, connecting highways No. 2 and 3, two of Ontario's most important travel routes. With a good bus service, railway, and highway facilities easy contact can be made with larger centres.

Dereham Township, the banner township of Oxford County, which in early pioneer days was called "Old Swampy Dereham," but through the thrift of a fine type of early pioneers, has become one of the richest dairy districts of the province.

This township was surveyed in 1799 by one Wm. Hambley, with lines, concessions, and lots, marked by rows of blazed trees and stakes and ready to be handed out in large blocks to the early settlers.

Originally the land about Mt. Elgin was bought from the Crown in 1800 by the honorable Robert Hamilton who like the other nobility bought land in large blocks as a speculation. Later it was made into village lots and farms.

In 1850 the first council of this tract of land, 12 miles long by nine miles wide, called Dereham, held their first meeting at the inn of Thomas Scott, Monday, January 21. The members of this council were: Councillors, James Bodwell Jr., Robert Stroud, William Smith and Jacob Glove Reeve: Benjamin Van Norman. Clerk: Charles E. Chadwick.

The story goes that Dereham Township was named by a duke visiting in Tillsonburg and, Mt. Elgin being the highest point in Dereham township was first called Dereham Heights. Later during Lord Elgin's term of office as Governor-General of Canada from 1847 to 1854, he stopped in passing through the village and everyone was so impressed with his fine personality it was decided to re-name the village after this great man and hence we know it today as Mt. Elgin.

Early transportation was made by a four-horse stage owned by one Reubin Carroll of Ingersoll, who also had an interest in the plank road running from Ingersoll to Port Burwell. Toll-gates were situated at equal distances along this road, where the travelling public paid a small fee for the right to travel on it and to help pay for its construction and upkeep. This was known to be the first public highway, 32 miles in length with Tillsonburg the half-way town. Mt. Elgin was midway between Ingersoll and Tillsonburg. This road was in operation before the first railway, the Great Western, was built running through Ingersoll.

At this time all merchandise purchased from wholesale warehouses for Ingersoll residents was shipped by boat to Port Burwell and then conveyed by wagon over the plank road and distributed to points along the route, Mt. Elgin included. When the Great Western went through, it sounded the death note for this form of freight transport. Later in 1901 came the railroad, first the Ingersoll, Port Burwell, and Pacific Road, and later purchased by the CPR. The mail previously brought from Ingersoll and Port Burwell to Mt. Elgin by stage now came by this railway.

In speaking of the stage road it is recalled it passed through many low swampy places and the four-horse, stage and later the two-horse stage, found it almost impossible at times to make the 32 mile trip in bad weather. As a result some public spirited citizens met together and decided to plank this road. It was a great undertaking but those sturdy pioneers had visions and were not to be undaunted.

The country was rich in timber and they used it. Logs were skidded out and sawed into planks and work started. It required considerable time and hard work but it made a good road. The planks were laid angling across the road and pounded firmly together. In the course of time it was completed. The planks made a solid floor and it is related the sound of the horses' hooves could be heard two miles away. At the time it was considered a wonderful road and it was known far and wide. It was graveled later and in 1930 it was made highway No. 19 connecting highways No. 2 and 3.

The coming of the railway was an important event in Mt. Elgin's history and a great boon when one considers the teaming to town pioneers had to do. It is said more shipping was done from Mt. Elgin at one time than from the town of Tillsonburg eight miles south. At Mt. Elgin teamsters hauling lumber and other supplies from the south to the railroads in Ingersoll, rested and stopped for the night at the first hotel built and owned by Ira Harris who also owned several hundred acres around the village.

In the early days of Mt. Elgin, there were two hotels, and in 1848 the commission sat at the village and granted a license to both hotels. Several years later one was burned. The first hotel, known as the Mt. Elgin House, was a place of much activity, being situated on one of the four corners of the two main roads over which much teaming was done to neighboring towns. The insulation of the walls was made of mud and a new farm.

then owned by Josiah Collins and now property of Charles Smith. The hotel boasted even sample rooms where many travellers came with great trunks of goods, there being no shortage of fabrics for clothing and household uses in those days. Hotel-keepers included Siple, Madam Huntly, Gould and Gray. Madam Huntly's son, Rothchilds, was a music teacher as was also a Mr. Fluelling. Early family names of Mt. Elgin community were: Harris, Collins Tripp, Elliot, Haddock, Mitchell, Stevens, Miller, Varden, Mayberry, Erwins, Morrison and Bodwell. Some of these same names are still familiar in the community. E. V. Bodwell, an ancestor of the present Bodwell's was a member of the first Parliament after Confederation in 1867.

One of the first industries was a saw and planing mill and cheese box factory operated by J. and R. Miller, which gave employment to the greater part of the village population. The Miller Bros. obtained the contract for building the first Welland Canal which brought them into prominence. They later settled in Toronto where they were favorably known as builders and contractors. The site of the old mill is now the property of A. H. Downing.

There was also an evaporated apple factory, and a copper shop where tubs, barrels, and buckets were made by Corriden and Wat. Lewis.

As Mt. Elgin was the centre of a splendid dairying district the cheese and butter making industry was and still is an important industry in the community. The Mt. Elgin cheese factory was one of the first to install a cream separator. The years have seen many changes in the handling of by-products. Whey was run into wooden tubs and pumped by hand then, each patron receiving so many strokes from the pump for every hundred pounds of milk. The grease or fat forming on top of the whey was used for greasing the cheese. Since it has been learned how wasteful this was and whey butter is now made from it.

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# Oxford Village Named On Lord Elgin's Visit

THE VILLAGE OF MOUNT ELGIN is "one of those little places that have run half-way up the hill beneath the blazing sun and then sat down to rest as if to say: 'I'll climb no farther upward, come what may.'" Its population is 290, and the community stands foremost in Dereham Township, Oxford County.

In her history of Mount Elgin, Bertha Gilbert says that Dereham Township was in early days called "old swampy Dereham," but through the thrift of a fine type of pioneers has become one of the richest dairy districts of the province.

William Hambley surveyed the township first in 1799. The land around Mount Elgin was taken up by the Hon. Robert Hamilton in 1800, and it was later made into village lots and farms. The township was named by a duke who was visiting Tillsonburg. The highest point in the district was called Dereham Heights, but during the regime of Lord Elgin he passed through the settlement and the people were so impressed with his personality that they decided to name their village after him. Thus, Mount Elgin came into being.

The first public highway, which was originally a plank road running from Port Burwell to Ingersoll, passed through Mount Elgin before the Great Western Railway was built through Ingersoll. Fine oak tim-

ber was used in the construction of the road. In 1930 it became Highway No. 19. Mount Elgin was a key point in the early transportation of Dereham Township.

Some of the community's early families, like Harris, Scott, Tripp, Elliott, Collins, Hadock, Mitchell, Stevens, Miller, Varden, Mayberry and Bodwell, are still numbered among Mount Elgin's residents.

## First Industries

As usual, the first industries were sawing and milling. But the village also had a cheese box factory, the proprietors of which obtained the contract for building the first Welland Canal. There was an apple evaporating plant in Mount Elgin as well, and while the oak lasted the

village was the centre of a barrel and bucket industry.

The dairy industry of Oxford County owes much to the early ability of Mrs. William Pearce, whose husband landed in Canada with a lot of ambition and tangible assets amounting to 50 cents. She was a cheese expert, and when a factory was built in the district Mrs. Pearce was appointed to the charge. A remarkable woman she was. In addition to her cheese-making duties she made 16 loaves of bread several times a week (for a large and ravenous family), pickled, preserved, made clothes, and handled the poultry and swine.

A man named Smith, who operated on the fourth concession what was probably the oldest cheese factory in Canada, pulled a stunt in which he made a cheese the size of a cartwheel. The prank was to determine the shape of much cheese to come.

## First Churches

The first churches in Mount Elgin were the Baptist and the Methodist Episcopal, the latter being a union of the Canada Methodist Church, the Methodist Episcopal Church, the Primitive Methodist Church, and Bibal Methodist Church. The first church was built in 1860. The Baptist Church built in 1862 still stands.

The village's first school, built in the "Fifties," was situated one mile south. It was replaced in 1872 and is still in use.

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The little village of Mount Elgin, with a population of some 200 residents, stands foremost in Dereham Township, Oxford County, being the centre of community activities for a number of years. It is a small country village, "One of those little places that have run halfway up the hill beneath the blazing sun and then sat down to rest as if to say, I'll climb no farther upward come what may." It is situated on No. 19 Highway which runs directly to Lake Erie connecting Highways number two and three, two of Ontario's most important highways. With a good bus service, railway and highway facilities, easy contact can be made with larger places.

Dereham Township, the banner township of Oxford County, was in earlier pioneer days called "old swampy Dereham," but through the thrift of a fine type of early pioneers has become one of the richest dairy districts of the Province. This township was surveyed in 1799 by one William Hambley, with lines, concessions and lots marked by rows of blazed trees and stakes, and ready to be handed out in large blocks to the early settlers. Originally the land around Mount Elgin was bought from the Crown by Honorable Robert Hamilton, in the year 1800, who, like other nobility, bought land in large blocks on which to speculate. It was later made into village lots and farms.

In 1850 the first council of this tract of land, 12 miles long by 10 miles wide, called Dereham, held their first meeting at the inn of Thomas Scott on Monday, January 21st. The members of the council were: Reeve Benjamin Van Norman, and councillors James Bodwell Jr., Robert Stroud, William Smith and Jacob Glover. The clerk was Charles E. Chadwick.

The story goes that Dereham Township was named by a duke visiting in Tillsonburg. Mount Elgin being the highest point in Dereham Township, it was first called Dereham Heights. During Lord Elgin's term of office as Governor General of Canada, from 1847 to 1854, he stopped in passing through the village and every one was so impressed with his fine personality that it was decided to re-name the village after this great man, and it is known today as Mount Elgin.

Early transportation was made by a four-horse stage owned by one Reuben Carroll of Ingersoll, who also had an interest in the plank road running from Ingersoll to Port Burwell. Toll gates were sit-

uated at equal distances along this road where the travelling public paid a small fee for the right to travel on it for the building and upkeep. This was known to be the first public highway, 32 miles in length, with Tillsonburg the halfway town and Mount Elgin halfway between Ingersoll and Tillsonburg. This was in operation before the first railway, the Great Western, was built, running through Ingersoll.

At this time all merchandise purchased from wholesale warehouses for the Ingersoll people was shipped by boat to Port Burwell and then conveyed by wagon over the plank road and distributed to places along the line, Mount Elgin included. When the Great Western went through it struck the death note of this form of transportation. In 1901 came the railroad, first called the Ingersoll, Port Burwell and Pacific Road. It was bought by the Canadian Pacific Railway Company. The mail previously brought from Ingersoll and Port Burwell to Mount Elgin by stage now came by railway. In speaking of the stage road, it ran through the low swampy places and the four-horse stage and later two-horse stage found it at times almost impossible to make the 32-mile trip in bad weather. For that reason some public spirited citizens met together and decided to plank the road. It was a great undertaking, but those sturdy pioneers had visions and were not to be daunted. The country was rich in timber, and why not use it? Logs were skidded out and sawed into planks and the work was begun. It required considerable time and was hard work, but it made a good road. The planks were laid angling across the road and pounded firmly together, and in the course of time the road was completed. The planks made a solid floor, and we are told that the sound of the horses feet travelling over the road could be heard two miles away. This road was considered at that time a wonderful road and was known far and wide. It was travelled many years later, and in 1930 it was made Highway No. 19, connecting highways number two and three.

What an important event it was in Mount Elgin history when the railway went through, and what a boon it must have been, when you think of the teaming to town which the pioneers must have done. We are told that more shipping was done from Mount Elgin at one time than from the Town of Tillsonburg, eight miles south. The most important place in Dereham

in the transportation of these early days was Mount Elgin, situated on the Plank Road, halfway between Ingersoll and Tillsonburg. Here teamsters, hauling lumber, etc. from the south to the railroads in Ingersoll rested and stopped for the night at the first hotel which was built and owned by Ira Harris, who also owned and operated several hundred acres around the village.

In the early days of Mount Elgin there were two hotels, and in 1848 the commission sat in the village and granted a license to both establishments. Several years later one of these buildings was burned and the other is still standing. It has been remodelled into a home which is now occupied by Irvin C. Prouse, the proprietor of the Mount Elgin Garage, which was also a part of the old hotel and standing on the same site. During the past year this old garage has been replaced by a more modern building. This first hotel, known as the Mount Elgin House, was a place of much activity and business, being situated one of the four corners of the two main roads over which much teaming of grain and lumber was done to neighboring towns. The insulation of this structure was made of mud and straw taken from a nearby farm, then owned by John Collins and now owned by Charles Smith. In this hotel were sample rooms where many travellers came with great trunks of goods, there being no shortage of all kinds of fabrics for clothing and household used of those early days. Later hotel keepers were Siple, Madam Huntley, Gould and Gray. Madam Huntley's son, Rothchilds, was a music teacher of that time, as was also a Mr. Fleulling.

Early family names of Mount Elgin community were Harris, Collins, Tripp, Elliott, Hadock, Mitchell, Stevens, Miller, Varden, Mayberry, Erwins, Morrison and Bodwell. Some of these names are still familiar in the community. E. V. Bodwell, an ancestor of the present Bodwells, was a member of the first parliament after Confederation in 1867.

One of the first industries was a saw and planing mill, and a cheese box factory operated by J. & R. Miller. The mill gave employment to the greater part of the village population. The Miller Bros. obtained a contract from the government for building the first Welland Canal, which brought them into prominence. They later settled in Toronto where they were favorably

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Known as builders and contractors. The site of this old mill is now the property of A. H. Downing, on which a slaughter house and meat shop are operated. There was also an evaporated apple factory and a cooper shop where tubs, barrels and buckets were made by Corriden and Lewis.

As Mount Elgin was the centre of a splendid dairy district, the cheese and butter making industry was, and still is, an important industry in the community. The cheese factory was one of the first factories to instal a cream separator, and what a change has been made in the handling of the by-products. Then the whey was run into wooden tubs and pumped by hand, each patron receiving so many strokes from the pump for every 100 pounds of milk. The grease or fat forming on top of the whey was used for greasing the cheese, etc., but since it has been learned how waterful that was, whey butter is now made from it. This factory is known as the Mount Elgin Milk Products Company and Bruce Harvey is in charge as the cheese and butter maker.

There was also a wagon and carriage shop operated first by a man by the name of Miles and later by John and Marshall Mayberry. The upstairs of this shop was used as a town hall for holding Division Courts and other community functions. Another industry was a blacksmith shop owned and operated by Ira Harris. This work is still carried on in the same shop by Wilbert Young. At one time there was a grist mill at the west end of the village, but it was burned. At the present time there are two enterprising chopping mills, one at the north end of the village on Highway 19, owned by Elmer Ritchie, and one at the west end, owned and operated by Corbett and Baskett, who also have a coal business.

The first churches were the Baptist and the Methodist Episcopal. The latter was one of a union of the Canada Methodist Church, the Methodist Episcopal Church, the Primitive Methodist Church, and Bible Christian Church, which union took place in 1884 and was called the Methodist Church. This first church was built in 1860 and later burned down. The bricks were made of clay taken from the Cat-Tail Hill. The second church on the same site was poorly built and was badly wrecked by every wind, being built on high bleak land. This church was pulled down in 1900, and the third and present church erected on the same site.

The land for the first church was donated by Ira Harris who also donated the original ground for the present Mount Elgin Cemetery. In 1925 the Methodist Church was one of three churches, namely Methodist, Presbyterian, and Congregational, which were united to form the present United Church of Canada. One of the early ministers in connection with the Methodist Episcopal Church on the Mount Elgin circuit was Rev. Dr. Gardiner. The following are names of ministers of the Methodist Church following the first union in 1884: Revs. Archer, Orme, Boyd, Deacon, Collins, Harnwell, Fergusson, Peters, and Couch. One of the first organists of the United Methodist Church was Albert Hadcock. A quartet composed of Milton, Ida and Ella Haycock, and Charles Caverhill was worthy to grace any church service or concert hall. The present Baptist Church, built in 1862, is the first and only church of that denomination in the village. It has been remodelled and at the present time is in a good state of preservation. Among the first organists of this church were Marshall Mayberry and Hazen Bodwell. Some of the early ministers were Revs. Brown, Randall, Kennedy, and Walker.

Mount Elgin's first school, known as the Red School, was situated one mile south of the village on the corner of concession five and the old plank road. This school was also used in the evenings for a community singing school. As far back as the 1850's a community spirit was exemplified similar to the community spirit of the present day. In those days the teachers were boarded around for two weeks at a time in the different homes. Early teachers were Mr. Bucknell, Mr. Mercer, and Miss Barker. This school was torn down and some of the material was used in the erection of the present white brick public school in 1872, which is still in use, one-half mile south of the village on Highway No. 19. This school consisted of two classrooms, which were later divided into three rooms, but this did not prove satisfactory and the partition was removed. However, parents and citizens felt the need of a school where higher studies could be obtained without the children going to a town by train, where transportation was not favorable. This led to the building in 1922 of the present Continuation School. Previous to this a finishing school for girls was held in a cottage now occupied by Mr. and Mrs. Bruce Harvey. This school

was in charge of Mary Bodwell, later remembered as Mrs. Nicholas Smith. Some of the early teachers of the present public school were James Dennis, who left Mount Elgin to accept the principalship of Woodstock Public School; John Edgington, who later taught in Brownsville; Lewis Fierheller; Samual Gill, and M. B. Hugill, who taught for 16 years, from 1891 to 1906, and who is now living in Toronto. Mount Elgin is entitled to the honor of opening the first Continuation School in Western Ontario, under the teaching and supervision of M. B. Hugill. Mr. Hugill prepared classes for high school entrance and junior matriculation as well as teaching other classes in the lower grades. At the present time there are two teachers in the Public School, Oliver Lemmon and Miss Ruth Kelly, and at the Continuation School, Miss Winona K. Turvey and James M. Hart. School busses operated by Irvin C. Prouse convey the pupils to and from school, covering a large area of Dereham Township. Mount Elgin is the centre of the Dereham School Area, the first organized area of Western Ontario.

As already mentioned, the Baptist Church erected in 1868 is one of the oldest buildings, as is the first hotel, known as the Mount Elgin House, which is now a dwelling. Then there is the cottage which was the school for girls and is now a dwelling. The first Post Office was opened in the house now occupied by Harold Fleming, the village and community electrician. Later a telephone and telegraph system was installed in the Post Office so that messages could be sent without going the long distance to Ingersoll or Tillsonburg. One, Andrew Beath, was the first telegraph operator and in later years Miss Mary Miller was the efficient Post Mistress. In 1913, through the persistent and faithful work of the late George Wilcox of Springford, who was given the title of "The father of rural mail delivery," the rural mail delivery was begun and Mount Elgin Post Office became the distributing centre for concession three, four, five and six of Dereham.

The first store was situated on the lot where A. E. Gilbert now lives. The building was a frame structure and business was done by a man by the name of Robinson. The store was burned down in 1940.

Among the oldest citizens is Mrs. Emerson Harris, who is now in her 89th year. She is a descendant of one of the early settlers and is most

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outstanding. During the First World War she knitted 500 pairs of socks, and during the Second World War, although in her late eighties, she knitted 488 pairs of socks.

The latest result of the community spirit of the village is the remodelling of the old C.O.F. Hall into a Community Hall. This was a project first undertaken by the Farm Forum, and later interesting the whole community. When completed, the Public Library will occupy a room in the building. The Women's Institute have equipped a modern kitchen, and many social events are being held there each week.

One cannot think of the history of Mount Elgin without paying respect and thankfulness to the youth of the district who served in the war against tyranny and oppression, and to the pioneers who stood for righteousness, progress, and all that is best. They have labored and the citizens have entered into their labors. Mount Elgin to most of the villagers is the "Hub of the Universe," and a most pleasant place to live.

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# Mount Elgin Community Spirit Dates Back to 1850's

*Mount Elgin has long had the reputation of being one of the most outstanding communities in Dereham Township. The writer has pictured in a previous instalment its development from 1799. The story is concluded herewith.*

By Bertha Gilbert

There was also a wagon and carriage shop first operated by a man named Miles and later by John and Marshall Mayberry. The upstairs of this shop was used as a Town Hall, for holding Division courts and other community functions needing hall accommodation. Another industry was the blacksmith shop owned and operated by Ira Harriels. The same shop serves to this day and is operated by Wilbert Young. At one time there was a grist and chopping mill at the west end of the village which later burned. Two enterprising chopping mills, one at the north on highway No. 19 owned and operated by Elmer Ritchie and one at the west end owned and operated by Corbett and Baskett serve the district.

The first churches were the Baptist and the Methodist Episcopal. The latter was a union of the Canada Methodist Church, the Methodist Episcopal Church, the Primitive Methodist Church, and the Bible Christian Church. The union took place in 1884. This first church was built in 1860 and later burned down. Its bricks were made of clay taken from the Cat-tail hill. The second church on the same site was poorly built and was badly wrecked by every heavy wind. This was pulled down in 1900 and the third and present church was erected on the same site. The land for the first church was donated by Ira Harris who also donated the original ground for the present Mount Elgin Cemetery.

Mount Elgin's first school known as the Red School was situated one mile south of the

village on the corner of concession five and the old plank road. This school was also used in the evenings for a community singing school, so as far back as the 1850's a community spirit was exemplified, similar to that of the present day.

Teachers at that time boarded around, for two weeks at a time, in different homes. Early teachers were Mr. Bucknell, Mr. Mercer and Miss Barker. This school was torn down and some of the material was used in the erection in 1872 of the present white brick public school which still is in use one-half mile south of the village on highway No. 19.

However, parents and citizens felt the need of a school where higher education could be obtained, without the children going to a town by train led to the building in 1922 of the present Continuation school. Prior to this a finishing school for girls was held in a cottage now occupied by Mr. and Mrs. Bruce Harvey. This school was

in charge of Mary Bodwell, later remembered as Mrs. Nicholas Smith. Some early teachers of the present public school were James Dennis, John Edginton, Lewis Flerheller, Samuel Gill, and M. B. Hugill.

Mount Elgin claims the distinction of beginning the first Continuation School of Western Ontario under the teaching and supervision of M. B. Hugill who prepared classes for high school entrance and junior matriculation as well as teaching other classes in the lower grades. School buses convey pupils to and from school covering a large area of Dereham Township. Mount Elgin is the centre of the Dereham school area, the first organized area of Western Ontario.

The latest result of the community spirit in this village is the remodeling of the old C.O.F. hall into a community centre. This was a project first undertaken by the Farm Forum and later interested the whole community.



# Mount Elgin Fame Began In Stopping Place

By ART WILLIAMS

When Col. John Graves Simcoe divided Upper Canada into 19 counties in 1792, the township of Dereham was allotted to Norfolk County along with Norwich, Oxford upon the Thames and Burford Townships. In 1798 Dereham along with the townships of Norwich, North, West and East Oxford, Blenheim, Blandford and Burford were incorporated into Oxford County. Oxford along with Norfolk and Middlesex counties became known as the London District.

In 1800 the courts were held at the home of James Munro in the township of Charlotteville (Norfolk) and the next year they were moved to Turkey Point where they met at the home of James Lodor until a jail and courthouse were erected at the expense of the district. These were taken over by the militia during the War of 1812. In 1815 the court was moved to Vittoria. In 1822 a brick courthouse was built at a cost of \$9,000. This structure was destroyed by fire in 1825. The courts were moved to St. Thomas and later to London. In 1839 the county of Oxford became known as the Gore District and a courthouse and jail were erected at Woodstock.

The township of Dereham which was often referred to "Swampy Dereham" was first surveyed in 1799 by William Hambley with concessions and lots marked by rows of blazed trees. The first land sold by the government was in September 1800 when Robert Hamilton purchased a large block of land for speculation purposes. The first settler according to the Oxford Gazetteer of 1876 was Stilton Hackett in 1834 who purchased the north half of lot 12 concession one. For several years this township was attached to West Oxford township for municipal purposes. The first township meeting was held in January 1832 when Harvey Tillson was appointed township clerk. The township is supposed to have been named by an English nobleman visiting in Canada.

## PLANK ROAD

The township was well supplied with a good stand of timber and consequently saw-mills were numerous and when the township started to open up it was necessary to fill the numerous bog holes; with lumber and logs being plentiful many of the roads were originally plank or corduroy roads. One of the best of the plank roads was known as the Ingersoll and Port Burwell Plank and Gravel Road which went from Ingersoll

through Salford, Mount Elgin and Tillsonburg to Port Burwell, a distance of some 32 miles. It is said that often the sound of the horses' hoofs could be heard long before they could be seen and the innkeeper was aware of the approaching coach and his supply of refreshments would be all ready for the weary travellers. Quite often the driver took more than his share of spirits offered by the innkeeper and the next lap of the journey would be rather hectic for the passengers especially if the horses became frightened. More than one traveller was thrown out of the coach or his baggage lost on the road. One of the operators of the coach line was Reuben Carroll of Ingersoll who also had an interest in the road.

There was also a brisk trade up and down this road as prior to the coming of the railroad all incoming merchandise to Ingersoll would come to Port Burwell by boat and then teamed up the plank road. Likewise all exports of timber or produce would have to travel this road to the docks.

## PASSING ON LEFT

It is interesting to note that the freight wagon had priority over the stage and the driver sat on the left hand side of his wagon; when not walking beside his team; as on this side was the brake lever if the wagon was so equipped. This inaugurated both in Canada and the United States the idea of passing on the left side contrary to the practice of a coach driver who followed the ideas of the English and preferred to pass on the right side.

With the coming of the rail road to Ingersoll much of this traffic stopped but the railroad saw enough future in this business to build a railroad from Ingersoll to the lake. In 1901 the Ingersoll-Port Burwell and Pacific railroad came into existence. Today the CPR still operate trains from Ingersoll to Port Burwell but transport trucks are coming back onto the road now known as Highway 19 and are hauling coal from Port Burwell to the industries of inland Oxford. Last year Port Burwell handled four hundred and thirteen thousand tons of shipping which was mostly coal.

On the long draw from the lake inland Mount Elgin or Dereham Heights as it was originally called played an important part. The 32 miles was too far for a loaded wagon to be drawn in one day so with Mount Elgin being half way between Tillsonburg and Ingersoll it became a well-known

stopping place where repairs and lodging for man and beast could be readily obtained. There were two licensed hotels here in 1848. One was owned by Ira Harris who also owned several hundred acres of land in the immediate vicinity. One hotel was burned and the other was located at the corner now belonging to the Prouse Transport. It is believed this one was known as the Mount Elgin House. Some of the innkeepers were Messrs. Siple, Gould and Gray and Madame Huntley.

## DISTINGUISHED VISITOR

It is interesting to note that Lord Elgin stopped off at Dereham Heights during his term of office 1847-54. The people were so impressed with him that immediate steps were taken to rename the place Mount Elgin. Some of the residents at about this time were families of Harris, Collins, Tripp, Elliott, Hadcock, Mitchell Stevens, Miller, Varden, Mayberry, Erwins, Morrison and Bodwell. E. V. Bodwell was later elected to the first parliament after confederation.

One of the first industries was a saw and planing mill later including a cheese box factory, started by J and R. Miller. The Miller Bros. later obtained a contract from the government to help build the Welland Canal and later moved to Toronto where they became successful building contractors.

Mount Elgin being in the centre of the cheese and butter district of Oxford County it is interesting to note that the cheese factory known as the Mount Elgin Milk Products Co. was among the first to install a cream separator. When the whey was separated it was run into wooden tubs and the farmers received his whey by being allotted so many strokes of the pump for every hundred pounds of milk he shipped. The fat formed on the top of the whey was originally used for greasing the cheese. In 1875 the output from this factory was two thousand, one hundred and sixty-nine cheese weighing one hundred and ninety-two thousand seven hundred and eighty-six pounds.

Another enterprising business was the wagon works operated by a Mr. Miles later by John and Marshall Mayberry. Above this shop Division Court and other municipal meetings were held. The village has had a fair

reputation for the musical ability of its residents; one of its better known quartets consisted of Milton, Ida, Ella Haycock and Charles Caverhill. A community singing school was conducted in the evening in the red school which was the first school and was located one mile south of the village. This school was removed and the white brick school was erected in 1872. Some of the early teachers were Mr. Bucknell, Mr. Mercer, and Miss Barker. In 1922 a Continuation School was erected and was considered to be the first of its kind in Western Ontario.

## GIRLS' SCHOOL

Mount Elgin also had the distinction of having a finishing school for girls which was operated by Mary Bodwell who later became Mrs. Nicholas Smith and was located in a cottage now occupied by Mr. and Mrs. Bruce Harvey.

The Methodists were presumed to be the first organized form of worship in Mount Elgin, being served by circuit riders who operated under Rev. John Baillie who served Oxford, Beachville, Ingersoll, the 12th. line of Zorra, Woodstock, North Oxford, Embro, Aylmer, Mount Elgin, Dereham and Salford in 1832. In 1849 this circuit was divided in half and Mount Elgin was served by the circuit riders from Ingersoll. The first Methodist Church was built in 1860 and burned down. The second church was so poorly built that it had to be taken down in 1900. The present church is the third church on the same site. The original land

being donated by Ira Harris who also donated land for the Mount Elgin cemetery.

The first Baptist Church was the result of Elder George Wilson visiting friends in Mount Elgin in September 1859 when he sent out word that he would preach at the red brick school for two evenings. Such was the response that he continued to preach for two months and during this time about 45 were baptized. The Baptist Church was organized in 1861 with the church being built in 1862. The same building is still in use today with only minor changes being made.

The first postoffice was opened in Mount Elgin on July 6, 1851 with D. C. Wood as postmaster and since that time 20 postmasters have served the community. At one time the telephone and telegraph system both operated from the post office with Andrew Beath as the telegraph operator.

With the coming of the railroad Mount Elgin was able to survive the fate suffered by many communities of Oxford County as it became the shipping centre for that part of the County but in recent years it has settled down to a quiet country village and considered by the residents as a most pleasant place to live.

# Village of Mount Elgin Given Name After Visit of Governor General

By Bertha Gilbert

The little village of Mount Elgin with a population of some 200 residents stands foremost in Dereham Township, Oxford County, being the centre of community activities for a great number of years. It is a small country village, "One of those little places that run half-way up the hill beneath the blazing sun and then sat down to rest as if to say, 'I'll climb no farther upward, come what may.'" It is situated on highway number nineteen which runs directly to Lake Erie, connecting highways number two and three, two of Ontario's most important travel routes. With a good bus service, railway, and highway facilities easy contact can be made with larger centres.

Dereham Township, the banner township of Oxford County, which in early pioneer days was called "Old swampy Dereham," but through the thrift of a fine type of early pioneers, has become one of the richest dairy districts of the province.

This township was surveyed in 1799 by one William Hambley, with lines, concessions, and lots, marked by rows of blazed trees and stakes and ready to be handed out in large blocks to the early settlers.

Originally the land about Mount Elgin was bought from the Crown in 1800 by the Honorable Robert Hamilton who like other nobility bought land in large blocks as a speculation. Later it was made into village lots and farms.

In 1850 the first council of this tract of land, 12 miles long by nine miles wide, called Dereham, held their first meeting at the inn of Thomas Scott, on Monday, January 21. The members of this council were: Councilors, James Bodwell Jr., Robert Stroud, William Smith and Jacob Glover. Reeve: Benjamin Van Norman. Clerk: Charles E. Chadwick.

The story goes that Dereham Township was named by a duke visiting in Tillsonburg and, Mount Elgin village being the highest point in Dereham Township was first called Dereham Heights. Later during Lord Elgin's term of office as Governor-General of Canada from 1847 to 1854, he stopped in passing through the village and every one was so impressed with his fine personality it was decided to re-name the village after this great man and hence we know it today as Mount Elgin.

Early transportation was made by a four-horse stage owned by one Reubin Carroll of Ingersoll, who also had an interest in the plank road running from Ingersoll to Port Burwell. Toll-gates were situated at equal distances along this road, where the traveling public paid a small fee for the right to travel on it and to help pay for its construction and up-keep. This was known to be the first public highway, thirty-two miles in length with Tillsonburg the half-way town. Mount Elgin was midway between Ingersoll and Tillsonburg. This road was in operation before the first railway, the Great Western, was built running through Ingersoll.

At this time all merchandise purchased from wholesale warehouses for Ingersoll residents was shipped by boat to Port Burwell and then conveyed by wagon over the plank road and distributed to points along the route, Mount Elgin included. When the Great Western went through, it sounded the death note for this form of freight transport. Later in 1901 came the railroad, first the Ingersoll, Port Burwell, and Pacific Road, and later purchased by the C.P.R. The mail previously brought from Ingersoll and Port Burwell to Mount Elgin by stage now came by this railway.

In speaking of the stage road it is recalled it passed through many low swampy places and

the four-horse stage, and later two-horse stage, found it almost impossible at times to make the 32 mile trip in bad weather. As a result some public spirited citizens met together and decided to plank this road. It was a great undertaking but those sturdy pioneers had visions and were not to be daunted.

The country was rich in timber and they used it. Logs were skidded out and sawed into planks and work started. It required considerable time and hard work but it made a good road. The planks were laid angling across the road and pounded firmly together. In the course of time it was completed. The planks made a solid floor and it is related the sound of the horses' hooves could be heard two miles away. At the time it was considered a wonderful road and was known far and wide. It was graveled later and in 1930 it made highway No. 19 connecting highways number two and three.

The coming of the railway was an important event in Mount Elgin's history and a great boon when one considers the teaming to town pioneers had to do. It is said more shipping was done from Mount Elgin at one time than from the town of Tillsonburg eight miles south. At Mount Elgin teamsters hauling lumber and other supplies from the south to the railroads in Ingersoll, rested and stopped for the night at the first hotel built and owned by Ira Harris who also owned several hundred acres around the village.

In the early days of Mount Elgin there were two hotels, and in 1848 the commission sat at the village and granted a license to both hotels. Several years later one was burned. The first hotel, known as the Mount Elgin House was a place of much activity, being situated on one of the four corners of the two main roads over which much teaming was done to neighboring towns. The insulation of this structure was made of mud and straw taken from a near-by farm, then owned by Josiah Collins and now

property of Charles Smith. The hotel even boasted sample rooms where many travelers came with great trunks of goods, there being no shortage of fabrics for clothing and household uses in those days. Hotelkeepers included Siple, Madam Huntly, Gould, and Gray. Madam Huntly's son, Rothchilds, was a music teacher as was also a Mr. Fluelling. Early family names of Mount Elgin community were: Harris, Collins, Tripp, Elliot, Hadcock, Mitchell, Stevens, Miller, Varden, Mayberry, Erwins, Morrison, and Bodwell. Some of these same names are still familiar in the community. E. V. Bodwell, an ancestor of the present Bodwells, was a member of the first Parliament after Confederation in 1867.

\* \* \*

One of the first industries was a saw and planing mill and cheese box factory operated by J. and R. Miller, which gave employment to the greater part of the village population. The Miller Bros. obtained the contract for building the first Welland Canal which brought them into prominence. They later settled in Toronto where they were favorably known as builders and contractors. The site of the old mill is now the property of A. H. Downing.

There was also an evaporated apple factory, and a copper shop where tubs, barrels, and buckets were made by Corriden and Wat. Lewis.

\* \* \*

As Mount Elgin was the centre of a splendid dairying district the cheese and butter making industry was and still is an important industry in the community. The Mount Elgin cheese factory was one of the first to instal a cream separator. The years have seen many changes in the handling of by-products. Whey was run into wooden tubs and pumped by hand then, each patron receiving so many strokes from the pump for every hundred pounds of milk. The grease or fat forming on top of the whey was used for greasing the cheese. Since it has been learned how wasteful this was and whey butter is now made from it.

LONDON FREE PRESS

February 4, 1950

MOUNT ELGIN

This village is located in the Township of Dereham, in Oxford County. It can be found mid-way between Ingersoll and Tillsonburg, on what was once The Ingersoll-Port-Burwell Plank and Gravel Road.

The village was first known as Bodwell's Corners, since E.V. Bodwell purchased in settlement days, the south-west corner lot of 200 acres.

The second name of the settlement was Dereham Heights, the location being the highest point in the Township of Dereham.

During a visit in 1849, by Lord Elgin, then Governor General of Canada, the villages were so impressed with his fine personality that it was decided to name the village after him, and thus it became Mount Elgin.

Early transportation north and southward, was by a four-horse stage coach owned and driven by Reuben Carroll of Ingersoll. The mail was carried by this stage coach and its successors until the railroad was put through the village in 1901.

The first hotel in the village was erected by Ira Harris. It was known as the Mount Elgin House. It stood on the north west corner of the crossroads and was a very popular meeting place. It has had several owners. It finished as a residence and its commodious stable as a garage.

There was also a second hotel built a few years later. This hotel was destroyed by fire. The Liquor License Commission met in the village in 1848 and granted licenses to both hotels.

Early family names of the community were: Harris, Collins, Tripp, Elliott, Hadcock, Mitchell, Stevens, Miller, Vardon, Mayberry, Morrison and Bodwell.

E.V. Bodwell was a member for Oxford County of the first parliament after confederation in 1867.

Ira Harris was regarded as the main developer of the early village.

The Millers and Mayberrys were the village manufacturers. Stevens owned several properties, including the general store.

Robert Moore and sons, had a foundry and made portable steam engines for threshers. later took over the Russell Foundry in Ingersoll and then moved to St. Marys and manufactured farm machinery. Mr. Moore later took over the Russell Foundry in Ingersoll and then moved to St. Marys and manufactured farm machinery.

The Trips were largely farmers and dairymen. They milked 40 cows and produced farm-made cheese before there were any co-operative factories.

Justice and Roger Miller operated a saw and planing mill, a cheese-box factory and a shingle mill. They were also contractors and built the first Welland Canal locks. This brought them into prominence and they received other large contracts. They built many large churches, school-houses and dwellings. They retired from business and moved to Ingersoll.

After the Baptist Tabernacle was burned in Ingersoll in 1898, the Miller brothers took on the contract of re-building the church.

Coridon Lewis had a copper shop where he made tubs, barrels, and wooden pails, which were used for milking before the metal ones were introduced.

An evaporated apple factory flourished for only a few years.

The post office in Mount Elgin was established July 6, 1851. The names of post masters were: W.S. Hallman, Roger Miller, Miss Mary Miller, George Stone, Mrs. Annabelle Stone and Mrs. F. L. Schie. The post office was closed October 29, 1946.

Since there were several farmers in the Mount Elgin community who had herds of dairy cattle and were making cheese on the farm, an early cheese factory was established and continued for many years.

The cheese factory was purchased in the early part of the present century by the Borden Company of Ingersoll who expected to secure the milk. The dairymen however, built another factory and continued the cheese making.

A wagon shop was operated firstly by a Mr. Miles, and then by Marshall Mayberry.

Ira Harris owned and operated a blacksmith shop, located on the north east corner, which was later taken over by Wilburt Young.

There was an early grist mill at the west end of the village. It burned down.

The Baptist Church congregation was organized in 1859 and a church was erected in 1861.

It is the only Baptist Church in the village and is also one of the oldest buildings. It has been re-modelled many times.

The first Methodist Church was constructed in 1860. It was a frame church and was destroyed by fire. The second Methodist Church was erected on the same sight but was so poorly constructed, with bricks made from clay from the Cat-tail Hills, that it was torn down and the present church erected in 1900.

Land for this church and the village cemetery was donated by Ira Harris.

Mount Elgin's first school, known as the 'red brick school', was located one mile south of the village on the corner of concession No. 5. It was also a community centre and singing school. This school was demolished and a white brick school was erected in 1872, a half mile south of the village.

A continuation school was erected in the village in 1922.

The first general store in the village opened on the lot occupied in later years by A.E. Gilbert. The pioneer store was operated by W. Robinson. Many storekeepers succeeded Robinson.

GENERAL

(Continued from Last Week)

MOUNT ELGIN

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THE VILLAGE OF  
SPRINGFORD

Springford is located on the 8th Concession line of south Norwich Township, four miles west from Otterville. It was first known as Springbrook, but since there was another settlement by that name in Upper Canada, the name was changed to Springford. Many springs supplied the brook through the village.

A part of the settlement was called Dundee; this part being Lot No. 22 and No. 23 on Concession No. 8 and Lot No. 23 on Concession No. 9. This name did not stick.

Among the early settlers was Josiah Gilbert who arrived in 1808 and settled on the lot later bought by Mr. Anstice. He made the first clearing and brought in the first horse. The Haley family came in 1811, the Burns family in 1832, Mr. and Mrs. Michael Bell and five children in 1835 and the Wardle family in the same year. Then followed the Spillers and the Malcolms. Mr. Haley brought in a barrel of salt, said to have been purchased in Nova Scotia, that cost the equivalent of \$100.

The four corner farms of the settlement were owned as follows: Lot No. 22 Concession No. 9 by the Bells, Lot No. 22 Concession No. 8 by the Haleys, Lot No. 21 Concession No. 9 by Dyer Wilcox. This last farm was later, in 1866, the property of Charles Jenvey, on which he established a brick and tile yard.

Each farm contained 200 acres. The first white child born in the settlement was Sarah Gilbert in 1809.

The first school for the settlement was located west of the village. It was a log school and had greased paper for windows. Desks were boards supported by long wooden pins driven into logs. Seats were split logs. Smithson Waller was the teacher and he boarded where there was the most children attending school. School fees were the equivalent of \$2 per month, for each pupil.

The next school was built in 1835. It was built of large wooden blocks and served also as a church. It was known as the block church.

It later burned and

a new frame school was erected near the site of the present Baptist Church. This school burned in 1869 and school was carried on in the upper part of the wagon shop, which was used as a paint shop. The brick school was constructed in 1870. Dan Donald was the builder. It cost \$1,700. The bricks were from the Jenvey brick yard. The first teacher in this school were Emma Nesbitt of Woodstock. Her salary was \$168 per year.

The first cemetery in Springford was located where the United Church now stands. The bodies were all supposed to have been moved to the present cemetery east of the village. Apparently some were missed, as later, part of skeletons were dug up.

The railroad was constructed through Springford in 1873. At that time engines burned wood. Farmers sold wood to the railroad company for 90 cents per cord of four inch wood. The cost of cutting the wood was 40 cents per cord. The seller received a profit of 50 cents for the wood and the delivery. No limb wood was included. During the winter huge double piles of the cord wood extended from the station to the 8th Line. In the spring a group of men from Chatham would cut the wood in two foot lengths.

In pioneer days there was no store in Springford and settlers went 20 miles to the store of Job Lodor for necessities. Before the general store in Springford opened, soda was substituted by ashes made from burnt corn cobs and tea was made from the leaves of a native shrub. Salt was difficult to obtain. In 1813 Squire Haley gave a dressed hog weighing 240 pounds in exchange for 40 pounds of salt.

The year 1816 was a famine year and the pioneer settlers lived for weeks on wheat boiled in milk. There were only a few cows at the time.

The first road opened in 1827. This road ran easterly from the village. Previously roads were crooked, meandering paths from one settlement to another.

Bears were plentiful in the community and settlers were often called upon to protect their pigs, from raids by these animals at night.

Old residents of the village recall that at one time there were three stores, one tannery, two blacksmith shops, two hotels, a harness shop, a cheese factory, and most important of all the Charles Jenvey brick and tile yard, employing 20 men. The bricks were used for local houses, a church and school and many were shipped to distant places.

The Jenvey home contained 100,000 bricks. There was a brick wall along the road in front of the house. Charles Jenvey was the grandfather of Byron Jenvey.

The founder and promoter of the rural mail system in Canada was George Wilcox of Springford. He began his campaign in 1905 and saw the first rural mail route established between Hamilton and Ancaster in 1908.

The first Baptist church in Springford, 1832, was a frame building. It was replaced in 1855. This one was sold in 1887 for a village hall. The next one was constructed of brick made by Charles Jenvey.

The Methodist church was organized in pioneer days from 1858 to 1883. Charles Jenvey was superintendent of the Sunday

school

## U.E.L. Settled In Ostrander

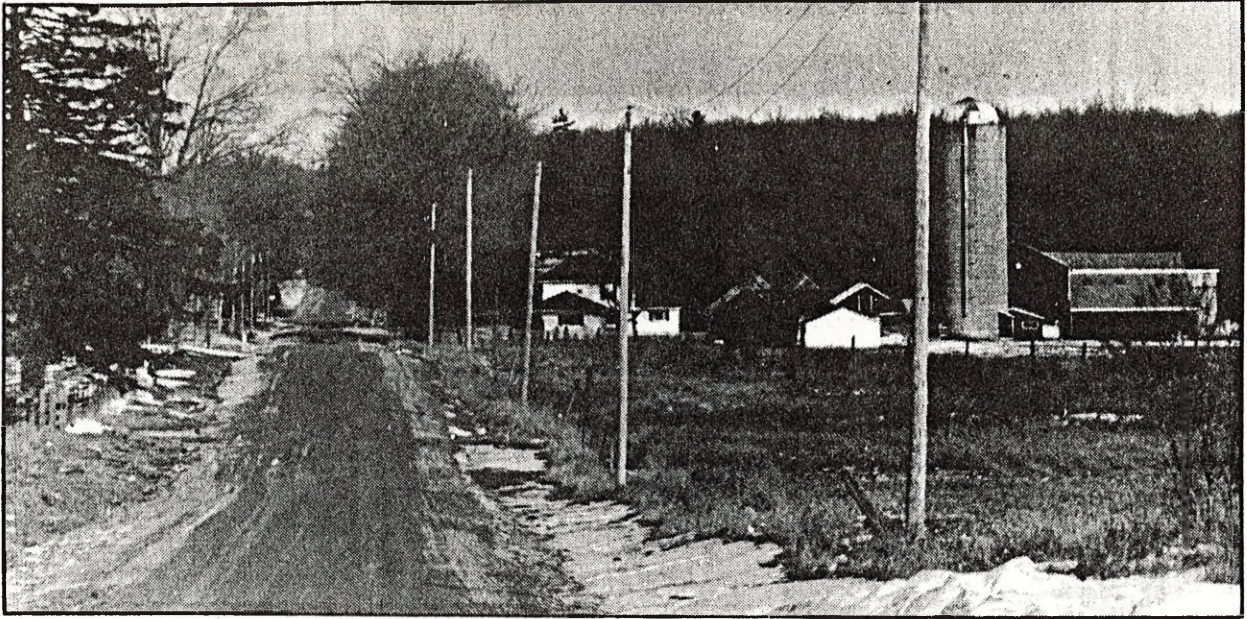
OSTRANDER was founded by Henry Ostrander. When of a ripe old age he told one of the younger members of the family:

"I shall entrust to you the early history of your fathers. Our family came from Germany. In the early 1600's was a time of unrest. People were awakening to self-assertion. Three Ostrander brothers awoke to the fact that they were weary of being interfered with religiously, or having the home wrecked by constant demands of the army. They built their own boat, manned it and provisioned it and came to America.

"These brothers settled in Pennsylvania, where they thrived, becoming one of the first and wealthiest families in their district. They became attached to the flag which protected them in their rise to prosperity, and refused to desert it at the time of the revolution. A number of them trekked to Canada as United Empire Loyalists."

The founder of Ostrander settled there and to that branch of the family fell the teaming from Ingersoll of goods supplying all the merchants from there to Port Burwell.

William Ostrander, who died in 1946, and who was for many years postmaster, was a son of Henry Ostrander.



## OXFORD'S GHOST TOWNS

During recent months, as *Sentinel-Review* photographer Ted Town went about his regular assignments, he's been gathering photos of the vanished settlements that are the ghost towns of Oxford County. Another is Peebles: located on the Dereham-West Oxford Townline, a post office was established here in 1876. It took its name from a town in Scotland, to which even

King James V of Scotland (1513-42) made mention: *At Beltane quhen ilk bodie bownis, To Peblis to the Play*. A sawmill and a few farms are all that remain in the area.

W.J. Wintenberg, reprinted from the Ontario Historical Society's *Papers and Records*, Volume XXII, 1925.

SENTINEL  
REVIEW

May 7, 1988

**NEWSMAKERS****THE  
JENVEY FILES**

Research from the files of Byron G. Jenvey

**VILLAGES**

This article represents the third in a series of same dealing with the history of area villages and marked corners. This is a pioneer-type account and its dealings do not include recent additions to the historical register. It is our opinion that the outlying areas play an integral part in the character and growth of our community and therefore should receive space in this column.

**PIPER'S CORNERS**

Piper's Corners are located on lot No. 13, Concession Two, West Oxford. It is a mile south of the Old Stage Road or two miles north of Foldens Corners.

To reach Piper's Corners from Ingersoll, one would travel south via Highway No. 19 to the first four corners and turn east and travel two miles.

The area was settled in 1817, it being a favourable location to the open road and to Western Ontario.

The actual build-up or concentration in the area was not at the corners, but scattered about surrounding them. The only building designating the corners, located on the site, is a school house.

A meeting was held on December 24, 1817, in a long school near the open road. This log school soon rotted down. The next move by the school trustees, was the building of a new log school at Burtch's Corners, a mile south of Piper's Corners. Apparently there were some nearby settlers who objected to the noise of the children playing games around the school. This school operated one year and was burned down after a threat had been made.

The next school was erected in the north-east corner of lot No. 13 on Concession two marking the designated corners. The land was granted by Simon Mabee, landowner of the lot. The year was 1834.

The other three corner farms were taken up by three men by the name of Piper - Joel, Caleb, and Isaac, hence the name Piper's Corners.

Mr. Mabee had taken up his farm in 1808. He and his brother-in-law Peter Teeple had learned that there was an open road through western Ontario about 45-miles to the north of where they lived, in the Townsend Centre, Haldimand County. They rode their horses through the woods northward, until they reached the open road. Peter Teeple took-up Lot No. 15 in the Broken Front Concession (known as the B.F.), of West Oxford. The

two-hundred acre lot had been by-passed by other pioneer settlers as being a poor lot. Since Simon Mabee could not find a good lot on the open road, he went south one mile and took up lot No. 13 on Concession Two at Piper's Corners.

In July 1808, Peter Teeple, Simon Mabee, Zachariah Burtch, Deborah Sales, Abigail Burtch, and Elizabeth Scott met at the home of Peter Teeple and organized the first Baptist Church in Oxford County.

The church grew rapidly.

In February 1841, elder Simon Mabee offered to give the church one and a half acres on the north-east part of his farm, as a site for a church and cemetery.

The church accepted the offer and a building was constructed in that year.

It was located just south of the school. The cemetery was at the rear of the church and school. Elder Mabee did not long enjoy this church home, as he died in 1843.

It is possible he was one of the first placed in the new cemetery.

Before his death elder Mabee had become a travelling missionary. He worked through the counties on the north shore of Lake Erie.

It is reported that he baptized about a thousand people and organized several small churches.

Among his other accomplishments, he reared a family of 12 - four sons and eight daughters.

His brother-in-law, Peter Teeple, whose wife was Sarah Mabee, raised a family of nine.

**THE CEMETERY  
DOWNFALL**

The cemetery behind the school and chapel became neglected and when Ambrose French owned the farm from around 1890 to 1900, he allowed his cattle to pasture in the cemetery.

The cattle broke down, the marble markers and Mr. French gathered them up and put them in two fence corners along the roadside, at the north of the cemetery. The fence at that time was a zig-zag rail fence.

The stone remained here for some years and then Mr. French made a nice smooth marble walk, from house to barn with these tomb stones.

Not many farmers could boast of a marble walk from house to barn, but Mr. French could.

(To be Continued Next Week)

INGERSOLL

TIMES

March 22, 1978



# THE JENVEY FILES

Research from the files of Bryan G. Jenvey

(Continued from last week)

When Mr. French advertised his farm for sale, a prospective buyer called to examine the farm. The buyer and his wife made a good examination of the farm and building.

Upon re-examination of the house and barn, the prospective buyer's attention was drawn to the smooth walk by the number of rounded ends of the slabs. Grass had overgrown the edges of the walk and he had not paid attention to the walk previously.

He now turned one of the slabs over and found it to be a tombstone.

A sickly feeling came over him.

He returned to the house and told his wife the deal was off. He did not want the farm because he thought it was a cemetery.

When the farm was sold to the new buyer he remodelled the barn by putting up an addition. He gathered up the tomb stones and put them in the ground under the addition to the barn. That is where the tomb stones from the graves of the Piper's Corners area are today.

On the farm immediately west of the Mabee farm, was the pioneer cheese factory of George Galloway. This factory was erected in 1865. This was the same year as the James Harris factory was constructed and where the 7,300-pound cheese was made.

Curd from the Galloway factory was taken to the Harris factory and incorporated in the 'Big Cheese'.

The Free Methodists had a chapel at Piper's Corners on the north side of the concession road opposite the Baptist Cemetery. This Free Methodist group had a burial ground, a mile west of Piper's Corners, on the same concession, on the east side of the road. This cemetery was, for years, surrounded by a row of maple trees, attached with a wire fence. The farm changed hands however and the trees were cut down for firewood. The tomb stones were piled along the fence and the land was put into cultivation.

There were many markers.

A new operator took over the farm and the marble markers disappeared. We have learned that the new operator ploughed a deep furrow across the cemetery and put the markers in this furrow, below plough depth. They are there today.

No area in the early days was complete without a blacksmith shop. The Piper's Corners smithy was east of the corners. It was evidently a good blacksmith shop because young men went there to learn the trade. The last operator of the shop was Solomon Cook.

The Baptist Church prospered. In 1863 it had 235 members.

The trustees of this church joined with the Harris Street Church and in 1864 built a small brick church on the same site as the Baptist tabernacle is at present.

## HOG JOHN

One mile south of Piper's Corners is Burtch's Corners. It acquired its name from Archibald Burtch. In 1811 he was listed in the Oxford-on-the-Thames register, as a township clerk.

The story is told that a farmer who lived on a 200 acre farm a short distance east of Piper's Corners, reared a large number of hogs each year.

It was his custom to turn his hogs loose in the fall to roam where they pleased. Acorns

and acorns were plentiful in the area at that time and the hogs would grow and fatten on these nuts.

About two months after letting the hogs go free, they returned to the farm one night and rooted up the garden and lawn around the house.

It is said there were about 60 hogs in the herd.

The farmer was very angry and did not recognize the hogs as being his own. They had grown a great deal since he had last seen them. He called in help and drove the hogs to the keeper of the pound at Piper's Corners.

A few days later he was informed that these hogs were his own.

He was obliged to pay the pound keeper 25 cents a head and cost of keep, to get them out of the pound.

From this time until his death and afterwards, he was referred to as 'Hog John'.

## THE MUSIC MAN

A man by the name of Thornton farmed in the Sweaburg area for some years. Later he moved to a 50-acre farm at Piper's Corners, diagonally across from the school.

A teacher at the Sweaburg school married Mr. Thornton's daughter. This teacher later became a teacher at the Ingersoll Collegiate. When Mr. and Mrs. Thornton became too old to farm they came to Ingersoll to live with their daughter.

Mr. Thornton liked music and employed a music teacher to come to the house and teach him music.

He finished the course in one lesson.

Mr. Thornton's hands and fingers were so large and crooked that he could not hit one key at a time on the piano, but two.

Mr. Thornton having much time on his hands decided to enter municipal life in Ingersoll. He ran for council and became elected for ward one.

He had no previous municipal experience. In the next election he was coaxed to run as mayor, which he did. It was considered a joke.

During the election campaign many people, as a joke, told him he would be the next mayor of the town. "No doubt about it, just a matter of counting the ballots and announcing the results."

He felt so certain of being elected that he told his wife, she could sleep with the mayor of Ingersoll on election night. The election results - Thornton 14 votes.

Thornton went home and slumped in a rocking chair, terribly disappointed and disgusted.

His wife, dressed in her best outfit, soon appeared before him, putting on her hat. Her husband wanted to know where she was going.

She replied, "Just where you told me to go, to sleep with the mayor on election night."

This was only a joke on her part, but she played it well. She changed her attire and remained home to console her husband.

Mr. Thornton took no further part in municipal politics.

# Prouse's Corners: hydro, tollgates



By **BYRON JENVEY**

**INGERSOLL** — These corners are so named because two farms at the corners were owned by John Prouse and his brother William.

The corners are located one mile south of Clark's Corners on Culloden Rd. where this road intersects the township line, which divides the townships of West Oxford and Derham.

John Prouse owned the farm on the north-west corner and William Prouse owned the farm on the south-east corner, except the corner field which belonged to the Wilson farm.

On the William Prouse farm in pioneer days was a brick making plant. The clay holes can still be seen south of the barns. These holes filled with water and were used as skating rinks in winter time.

### YOUNG PEOPLE

Early in this century, there were many young people in the vicinity of the corners. They bought the unused Maple Leaf Hall that had been previously used as a community hall, located on the south corner of the Harris Street Cemetery. They moved the hall to a site on the John Prouse farm a short distance west of the corners.

They also erected a shed for horses. This building was used as a community hall until the young people married and moved away.

The building was then sold to a Salford Merchant, R. R. Nancekivell, who moved it to Salford and used it as a garage and for storage.

William Nancekivell was a prominent farmer in the area. His farm was the second farm east of the corners on the Dereham side.

He served as reeve of Dereham for several years, and was chairman of the building committee of the county council when the new court house was built in 1890. He also became warden of the county.

Mr. Nancekivell also conducted an extensive business in buy-

ing and selling hides. He built a special building in which to store hides until he had a carload. He would then sell to a tannery. Leather was in good demand at the time.

### BARN BURNED

Samuel Spencer purchased the John Prouse farm in the late 1920s. In April, 1933, the large new dairy barn on the farm was destroyed by fire, along with 48 registered Holstein cattle, seven Percheron horses, 50 tons of alfalfa hay, and 300 bushels of grain.

Hydro electricity came to Ingersoll in 1911. A short time afterwards, Sir Adam Beck caused a transmission line to be constructed from Ingersoll via Culloden Road to certain farms at Prouse's Corners.

His objective was to demonstrate to farmers the use and value of electricity on the farm.

### DEMONSTRATION

The first demonstration was on the John Prouse farm. An electric motor was mounted on a farm wagon and electric wires connected to it. The motor was put in motion and power transmitted by a belt to a silo filling corn cutting box.

There was plenty of power to cut and elevate corn. Demonstrations was given at 2 other farms. The demonstration on the Prouse farm was the first in Ontario.

The Culloden Road was owned by a company of shareholders. One of the tollgates was located on the west side of the road in the corner of the Wilson field.

The Dereham and West Oxford Cheese Factory was one quarter of a mile south of the corners. It ceased operations in 1905, since the St. Charles Condenser got the supply of milk. The factory was sold and removed in 1914.

Dairy farmers, north, east and west had to pay toll each trip to the factory, five cents per horse, or eight cents if returning the same day. Bread then cost 25 cents for six loaves.

## TAVISTOCK

(Continued from last week)

The Presbyterian church was founded in 1878 by a missionary named Reverend Fleming. It started with 12 members. Reverend Stewart took charge in 1879 and the members rented the Baptist church. In 1925 they joined the union and worshipped in the Knox United Church.

The Baptist church was organized in 1851 by Reverend Snider, who held service in a log building. A brick church was built in 1868 and had a membership of 63. The church was rebuilt in 1904. In 1926 it was taken over by the continuing Presbyterians. It is St. Andrew's Presbyterian Church now.

The Zion Evangelical church was organized around 1860 and in 1870 a frame church was erected and used until 1904 when a fine new brick church replaced it. Reverend D. Kreh, was pastor at the time of building. The parsonage was built in 1916.

The Tavistock Lutheran Church was originally a United Evangelical, under the Reformed Lutheran Body. It began in July 1881, under Reverend L. Becker. On November 6, 1882, it transferred to the Missouri Synod with Pastor Kaiser in charge. In 1866, Christoph Merkel became the first resident pastor. A balcony was put in the church in 1903 to accommodate the membership. A parsonage was built in 1888.

The Amish Mennonite group originally worshipped in a country church but now rents the Presbyterian Church.

A new public school was erected in the early 1880's. Val Stock was one of the first teachers. In 1916 a two-room addition was added on the north side.

The Gazette, a weekly newspaper was established in 1895 by J.W. Green. It was independent in politics and kept abreast of the times.

Tavistock was incorporated in 1909. The first meeting of the council was on February 15, 1909, with Reeve H. Vogt presiding and councillors: J. Zimmerman, M. Schlemer and D. Rudy, present. J.G. Field was clerk. Tavistock joined Oxford County in 1909.

The waterworks system was put in, in 1911 and hydro changed from its source at Field's Woolen mills to that of the Hydro Electric Commission of Ontario.

A Carnegie library, very modern and complete, was erected in 1916.

The arena was erected in 1923 and opened in January, 1924. The ice surface was 175-feet by 75-feet.

In 1930 an Old Home Week was held in Tavistock and a souvenir program printed.

## VILLAGE OF SALFORD

This village is located on the bend of the trail between Ingersoll and Port Burwell and about four miles south of Ingersoll. Settlement began here around 1795 to 1800. The area was first surveyed in 1799 by a Mr. Hambley. It was resurveyed in 1810 by a Mr. Wilmot and again in 1822 by Russell Mount.

The entire district was covered with heavy timber, an evidence of good soil. The trees were principally oak, pine, elm, basswood and maple, all considered good Canadian varieties.

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John and George Ball received all of the first Concession (20 of 28 lots) Hon. Robert Hamilton received nearly all of concessions 4-5-6. Robert Addison received the east half of concession 7-8-9-10-11-12. Hon. Peter Russell the east parts of concessions 11 and 12. The first land sold by the Governor in Dereham, the north half of lot 12, concession 1, to Stillson Hackett, was on January 22, 1834 and the price was \$4.20 per acre.

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(Continued next week)

# The Jenvey Files

(Continued From  
Last Week)

The county council purchased this road about 1905 and closed the gates. It was from this toll gate that James Hoag walked to Ingersoll Collegiate each school day to secure his education. He was at one

time continuation school inspector.

The toll gate house was purchased by George Mitchell, cheesemaker at the Salford factory and moved there for his hired help. It was later purchased by William Pullin and moved to his farm east of Foldens, where it is at present.

Salford has a very early interesting connection with the manufacture of cheese in Ontario.

In 1834 Hiram and Lydia Ranney left Vermont and came to Canada to take up land. Their family consisted of Julia, Hiram and Homer. They settled on a 50-acre farm on the second

could not meet on the bridge.

Township's council let a contract to some of the settlers to haul earth from the east bank and cover the logs. This was partly accomplished but was not successful. On returning the morning following, the bridge had sunk out of sight.

After this contract was let for the construction of the first floating bridge. Large timbers were bolted together to span the bog and to these were nailed the floor planks. It is supposed that the first two bridges were built by

bend of the trail at Salford.

Lydia Ranney was a descendent of one of the three Chase Brothers, who came to America in the Mayflower in 1620.

She had learned the art of cheese making in Vermont. Starting with a few cows the herd grew to number 100 head and the farm lands increased to 700 acres. Mrs. Ranney made the milk into cheese and marketed it in London and Hamilton. Her cheese-making began in the early 1840's and continued until the erection of co-operative factories.

Saga of Salford's Floating  
Bridge

Coridan Lewis in the 1870's.

Four bridges have been built with each succeeding one on top of the former one. James Kennedy, father of Aimee Kennedy Semple MacPherson, noted evangelist, was builder of the last two bridges, the last one being constructed about 1890.

About the time of the construction of the last bridge, a number of the village boys, desiring to know the depth of the bog, cooperated with the village blacksmith in welding iron rods to the length of 80 feet.

(To Be Continued  
Next Week)

The bridge was estimated to have been 610 feet long and ten feet wide. It did not remain in a straight line from east to west, but was bowed to the north in some parts and then to the south. The floor was uneven, having sunken some places beneath the water and in other places much higher. Planks became loose and floated in places. A quiet horse was the only safe one to use crossing this bridge. The writer of this article led his horse across most of the time and most of the distance. It was, however, a good road in the winter when everything was fro-

zen. Reports have circulated from time to time that horses, buggies and people have gotten off the bridge and were lost. I believe there is no verification for such rumors.

There was a humorous side connected with this bridge. There was a definite mark at the bridge's center and it was an established rule of the bridge that whosoever reached this center mark first, possessed the right of way to continue. There were times when one end of the bridge was invisible from the other end, even in the daytime. Two vehicles

(From the files of Byron G Jenvey)

Evidently Salford's young men of early days were men of up-to-date styles, as they are at the present time. The more stylish young men of the 70's and 80's wore ear rings.

These were not the ordinary kind kept in place by pressure but were hung permanently in a hole pierced in the lower ear lobe. One of the last to retain the ear rings, as an elderly man, was Robert Stockdale.

1967

INGERSOLL TRIBUNE -  
CENTENNIAL EDITION



Salford Stars Football Team, Gifford Poole, President, 1902. Back row - W. Foster, F. Quinn, S. Mitchell. Centre Row - H. Land, D. Poole, G. Poole, J. Poole, Ed Todd. Front Row - H. G. Mayberry, Ross Mayberry, Fred Poole, R. Warren. (Courtesy Byron Jenvey).

SALFORD

# SALFORD ONCE BUSTLING COMMUNITY ON EARLY CORDUROY ROAD TO LAKE ERIE

File - Dereham



EARLY MORNING at Salford Cheese Factory years ago shows area farmers lined up as they brought in milk and took home cans of whey. In the weigh porch are George Mitchell, cheesemaker and helper Will Swayzie. Driving democrats are R. J. Mitchell, John Warren, R. Mitchell, T. Page, Bob Barrett, Frank Gregg, James Bartram, Bill and Ned Hudson and Will Wilford. (Photo loaned by Mrs. Geo. Nagle)

SALFORD-- In 1849 the Ingersoll and Port Burwell Plank and Gravel Road with eight tollgates brought the outside world into the little village of Manchester.

One of the toll gates was located at the north end of the village and it wasn't until 1855 that Manchester received its own post office and officially changed its name to "Salford".

The first post office in the county of Oxford was at Ingersoll, established in 1821 with Charles Ingersoll its first postmaster.

Salford relied on the Ingersoll post office for its mail for a number of years.

The arrival of the mail in the little hamlet "on the bend of the trail leading from Ingersoll to Port Burwell" was always a moment of excitement for the villagers.

Settlement of Manchester -- or Salford as it became -- began in 1759 with the Hamley survey.

Settlement was rapid in this part of the county with two later surveys by Wilmont in 1810 and Russell Mount in 1822.

## WAS TIMBERED

Manchester was a village in the midst of the primitive Canadian forests with the entire area covered by heavy timber. Oak, pine, elm, basswood and maple were growing in profusion with the early settlers taking ad-

vantage of the handy supply of wood for the building of their homes and barns, fuel for their stoves and fireplaces and natural material for their furniture.

The first crown land farm in the Salford area was bought in 1834 by Stillson Hackett. It was 100 acres and the cost to Hackett was 17 shillings and six pence per acre.

## EARLY SCHOOLS

The settlers were vitally concerned that schools and churches go up in the communities as quickly as possible.

The first school in Salford was located diagonally across from what is now the Baptist church. It was in operation around 1838 and was known as the Ranney school because a Lydia Ranney was the first teacher. An early Gazetteer of 1852 records Mrs. Ranney as the first authorized school teacher in the county. Her school was built of logs.

The second school, also built of logs, stood where the present United church is located.

Early records tell of the well where water was dipped by pail and rope for the pupils. Blackboards were painted boards and the seats were plank benches.

The latter school was in use until 1860 when a "modern" frame school was built across the road to the south. In the

late 1870's it was sold to the Salford cheese factory for a curing room and can still be seen at the outskirts of the village.

In 1877 a white brick school was erected at a cost of \$2,400 with the builders Justus and Roger Miller of Mt. Elgin. The bricks were made in a yard south of Putnam.

The contract for hauling gravel and bricks was awarded to William Chambers and the Newton brothers. These young men had to start their day at 4 a. m., then put in a 17-hour day for which their wages were \$3 a day each.

This school was demolished in 1958 with the bell and slate blackboard retained. The bell now tops a cairn erected by the Women's Institute as their Centennial project.

The present school was built in 1958 and by now the costs of schoolhouses had jumped to \$52,000.

## SALFORD POST OFFICE

The first post office in the village was "on the south side of the first bend of the road as it enters the village from the north".

It was at this time that the name of the village was changed from Manchester to Salford. There was another Manchester in the province so the change was made to

(Continued on Page 9)

INGERSOLL TIMES

December 9, 1969

avoid confusion.

Salford's first postmaster was Jock Snider who also kept a small grocery store. Another occupation of Mr. Snider was that of making shoes with the method of those days that of making-shoes-to-measure.

A teacher in the old frame school was the next postmaster, James Dunphy. He, too, had a general store later run by A. J. Stevens.

Andy Stevens succeeded his father and was postmaster until 1938 when R. R. Nancekivell took over and the post office was moved across the road. Mrs. Nancekivell was postmistress after her husband died and held this post until 1960.

The office moved east to the Gould store and is now attached to the George Mills house.

**VILLAGE CHURCHES**

The village subscribed to two main denominations in the early days, those of Baptist and Methodist with homes used as meeting-places in early days.

In 1850 the Baptists built their church where it stands today and remodelled it in '98. A new building was raised in 1921. It was a "free Baptist" church until 1877 when it became a regular Baptist church.

The first members of the clergy were Elders Stephen Griffin, George Downocker and Henry Blackmar. The first minister when the church reformed was R. J. Loff.

Due to lack of members, the church was closed in 1966 with the congregation joining the Ingersoll church. The Dutch Reformed congregation bought the Salford church.

The Methodists built their church on a corner east of the Baptist church in 1851 and sold this building to a William Piper in 1890. Mr. Piper moved it to his farm and remodelled it into a dwelling which was later destroyed by fire.

The new brick Methodist church was completed in 1891 with Charles Deacon the first minister. It became a United church in 1925.

**EARLY OCCUPATIONS**

Frank Mayberry was the first village blacksmith and he also owned a farm on which a steam-powered sawmill was located.

There was a carriage and wagon shop owned by James Mayberry and just east of this shop was a cooperage owned by A. E. Lewis where the villagers could obtain the latest woodenware in the form of tubs, pails, cheese hoops, churns, flour barrels and other necessities.

Salford is synonymous with the evolution and development of the cheese industry in this area.

In 1834 Hiram and Lydia Ranney came there from Vermont to take up residence.

Besides being Salford's first school teacher, Lydia was an expert cheesemaker, having learned the trade in her native Vermont.

She gave up teaching and started making cheese from the milk of her herd of three cows on their 50 acres. As the farm increased in size to its final 700 acres, Mrs. Ranney's herd grew until she had 100 head of cattle that were milking.

Out of Salford have come many names which have taken their places in the annals of history.

In all fields of endeavour can be found persons who can trace their origin to the little hamlet of Manchester, to become Salford.

Among these is the renowned Aimee Kennedy Semple McPherson who became the great evangelist.

Although Salford is now somewhat a sleepy little village on what is now a highway, it once was a bustling community and an important stop on the trail which led from Ingersoll to the lake shore.

Remnants of its historical past still remain to be seen and it still retains nostalgic memories of the day when Manchester was a thriving community in early Canada.

At the picturesque south boundary of the village of Salford, stands a landmark bound up in the history of the area -- a building dating back many years to the era of pioneer learning in the community.

There, two large shade trees standing guard, huddled around the yawning front door, the old frame schoolhouse of Salford still stands. Grey, weather-beaten and quiet, its bell no longer calls unwilling young to class, its yard no longer resounds to the shouts of play.

#### MOVED

This was not always its site. It once stood on a lot beside the present red brick school built in 1877. With the coming of the new school the old frame building completed its role in the realm of education.

A new lease of life was in store for the old school when the village cheese factory was in need of a curing room.

#### DOWN HIGHWAY

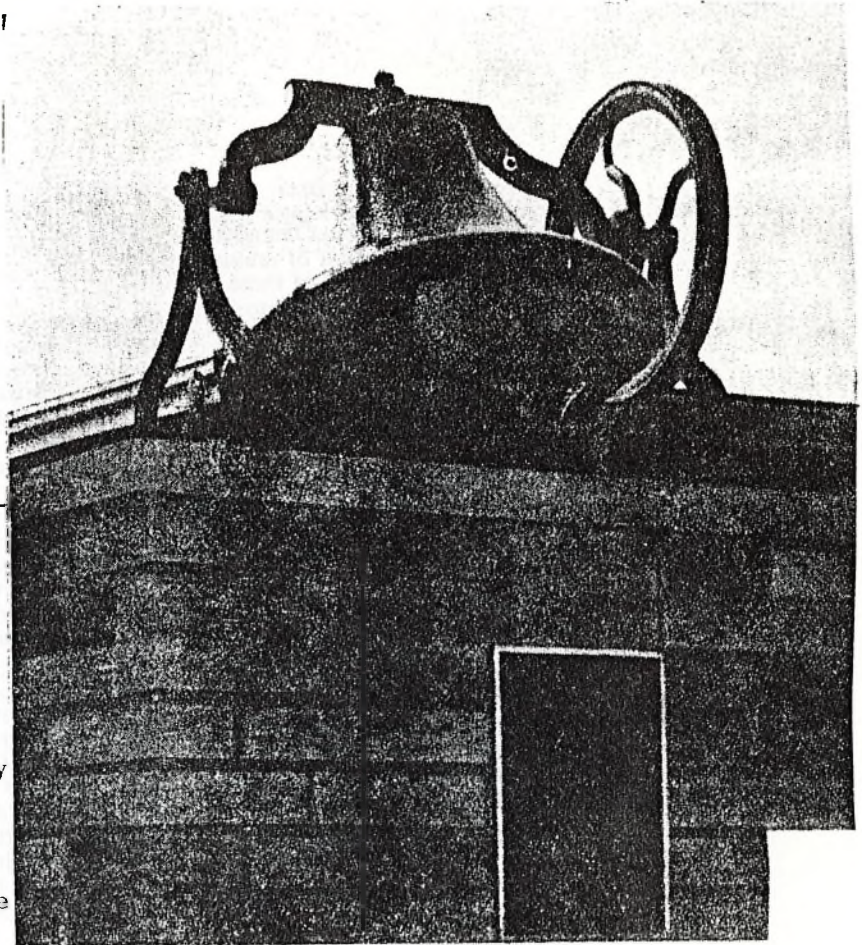
Thus the old school made its way down the highway, transported by means of modern machinery never dreamed of by its builders. It was set in place beside the cheese factory.

For almost 60 years it served well as a curing room, the space once occupied by desks now redolent with the aroma of ripening cheese.

#### NEW ERA

Then came a new era. The Borden Company purchased the building for use as a receiving station. The processing of cheese had ceased and the machinery was moved to Norwich.

The factory adjacent to the highway was expanded. It was demolished but the school was spared. The school-curing house remained standing until



THE VENERABLE BELL FROM SALFORD SCHOOL CAN BE SEEN ON A CAIRN AT THE OLD SITE

INGERSOLL TIMES

July 8 1969



# Salford fire loss estimated at \$75,000

By JIM JEFFERSON

Free Press Woodstock Bureau

SALFORD — Bob York stood by Friday night and watched seven years of work go up in smoke as fire destroyed his home, his wife's business and an apartment in the building.

There were no injuries in the blaze, which left eight persons homeless and occupied three area fire departments for 12 hours.

Mount Elgin Deputy Chief Pat Johnson said the first call came in about 6:10 p.m. Friday. About 40 firemen from Mount Elgin, Beachville and Brownsville stayed on the scene until 6 a.m. Saturday, returning about 11 a.m. to douse another hot spot.

He said the fire started when grease being heated for french fries was momentarily left unattended.

There was no official damage figure, but one fireman estimated the loss at \$75,000. Mr. York said he had insurance but hadn't talked to an adjuster.

Asked to estimate his loss, Mr. York said "your guess is as good as mine."

Since moving into the house seven years ago with his wife, Mr. York has been making additions. Recently he completed a section in the rear using fieldstone he hauled from a nearby field.

Mr. York said he and his family were in the storefront part of the house when the fire was discovered. Someone noticed smoke coming through a door and when he went to investigate he was met by flames and smoke.

"All I had to do was look through the doorway and there it was."

Deputy Chief Johnson said the fire started in the ground floor kitchen, rapidly working its way up the east wall into the attic and then spreading. Firemen's efforts to contain the blaze were hampered by a metal roof.

Residents of the apartment, Mr. and Mrs. Robert Quinn and their two children, were not home.

The Yorks have two children, one four and the other eight months.

The building housed the former Nancekivell General Store, run by Mrs. York. The store closed several months ago but Mrs. York continued to operate a post office, a dry cleaning outlet and a travelling library.

Mr. York said neighbors helped remove some of the family's belongings from the house and were able to save the library books.

LONDON FREE PRESS

July 14, 1975

# Protest against garbage dump in Salford area gaining support

Salford

By IRENE STANIONIS  
Sentinel-Review Staff Writer

DEREHAM CENTRE — South-West Oxford township pledged its support Tuesday to Salford area ratepayers aliming to fight a proposed county landfill site in their backyard.

About a dozen area residents — protesting the county's scheme to use a recently-purchased 60-acre Salford site for dumping solid waste — presented township council with a brief yesterday, listing their objections.

"There are at least four swamp areas that the water run-off reaches from this land," said Louis Barrett, chairman of the ratepayers' group.

"There's no doubt that the garbage run-off would affect our shallower wells."

He told councillors the area was dominated by gravel veins; a fact he said could be verified at most area wells.

"Take our well for instance . . . it's  $\frac{3}{4}$  of a mile south of the site," he said. "It's 102 ft. deep and the last 40 ft. is through a vein of gravel."

He also cited another example of a Salford well that runs through 60 ft. of gravel.

"All wells around there hit rock at about 200 ft.," Mr. Barrett said.

"They didn't come up with anything like this at county council," Mayor George Jakeman said. "The engineer told us there was 125 ft. of heavy soil on top of rock . . . there was no gravel."

"If there's gravel there, there's no way there's going to be a garbage pit."

Mr. Jakeman said councillor-at-large Norman Paton and he were the only members of county council to vote against the introduction of a landfill site in the area when it was dealt with

during an in camera session.

Although councillors were asked not to discuss the matter beyond county council level, he said he felt obligated to let South-West Oxford members know what was going on.

But, Warden Perry Sibbick told the Sentinel-Review later Tuesday he "couldn't swear to it", but he didn't think Mr. Jakeman raised any objections to the proposal.

Both Mr. Jakeman and Mr. Paton said yesterday that there was no recorded vote taken.

Taking issue with the county's tactics in buying the site, Mr. Barrett told councillors the owner was approached by two Woodstock lawyers who said they wanted to build a house and do some farming. The deal was closed Aug. 29.

County council was told they (the lawyers) didn't say that, Mr. Jakeman said.

Responding to Mr. Barrett's objection that the proposed

landfill site would be a health hazard to the community since it was 1,200 ft. from the village, Mr. Jakeman said the county intended to use the parcel as a buffer zone.

"I think they're looking more to a 200-acre site," he said.

In a recorded vote, council unanimously supported the residents' opposition to the proposal. A four-man committee, consisting of Mr. Jakeman, Mr. Paton, and councillors Walter Wilson and Fred Fewster, were appointed to work with the ratepayers in putting together a presentation to county council.

Mr. Jakeman advised the group to get some answers on the depth of wells and amount of gravel in the area before they meet with the county.

He said the county will likely test the parcel before it accepts the Salford resident's claims.

"If there's gravel there, maybe they bought themselves a pig in a poke," Councillor Howard Cook said.

"Maybe we bought a gravel pit," said Mr. Jakeman.

SENTINEL REVIEW

September 7, 1975

# Salford school base for pupil 'enrichment'

BY KAREN MONCK

Public school children in Oxford County are given the unusual opportunity to take a two week leave of absence from school to attend special courses at the Salford School in an Oxford County Board of Education "Enrichment Program."

The program is set up to give specially gifted and talented children an opportunity for an enriching experience not available to them at their regular school. The program is almost finished its second year and will be continued for at least another year, said Norma Nickason, resource teacher for the program.

Children are selected for the program by the teachers and principals of their school on a basis of their interest in the course offered and their academic ability. The program is offered to Grades 4, 5 and 6, said Mrs. Nickason, but usually the Grade 5 and 6 students are chosen because the Grade 4 children still have two years to participate.

The grades participating in the program are all grouped together regardless of age or grade, although they may be separated into smaller groups for specific projects within a course, said Mrs. Nickason.

"Sometimes we don't even know who's in which grade," she said. "But we try to have a variety of groupings in every course."

When they do puppet shows, for example, the children are put into groups of five or six, said Mrs. Nickason.

She said she doesn't hear too much about whether the courses influence the children's work when they return to school but that she hopes they apply some of the skills and ideas, such as research skills, to their school work.

About 30 children are bussed to the Salford School for the two-week courses. They arrive at about 9:30 a.m. and leave at about 3:00 p.m. for their school so they can get their buses home, she said, which makes the school day shorter than that in a regular school.

Two teachers come out from schools in the county every two weeks to assist Mrs. Nickason, who is the only permanent teacher of the courses.

The teachers are not from the same schools as the children they teach, but choose to assist with a course that interests them. Next year the Board of Education will only send out one teacher every two weeks, said Mrs. Nickason, because it is too expensive to have supply teachers replacing two teachers in the county all year while the courses last.

The enrichment program will leave the children with ideas to improve their appreciation of subjects that are not taught in school, said Mrs. Nickason, citing the example of one student she had in a music program who was not musical himself but developed an appreciation for music from his exposure to it at Salford.

The programs that were offered this year, each one two weeks in length, were Ecology, Language Arts and Drama, Canadian Awareness, Valuing (a course on what makes people think the way they do and why different people think different ways), Puppets, Beginnings (a type of archaeology course), Creative Music, Arts and Crafts, and Machines.

Mrs. Nickason said usually she takes whoever is sent for the course, but for the course in Creative Music she is teaching now she specifically asked for musical children because the group will be performing at a Festival of Art and Music at the College Avenue Secondary School in Woodstock on Friday as a conclusion to their course.

The children at Salford now are from five schools in Ingersoll, and the group before them, also taking Creative Music, were from Tillsonburg.

Starting May 3, another group from Tillsonburg schools will be studying Beginnings. As part of their course they will go on a dig for Indian arrowheads, said Mrs. Nickason.

Trips are a major part of the enrichment experience and although there is no trip offered for the present course, during the past year the groups have visited a wide variety of places, such as museums, cattle auctions, the tobacco exchange, grocery stores, banks, the university, schools for the blind and deaf, the community school at Rodney, a sewage treatment plant, cemeteries and gravel pits.

The children are evaluated in different ways for the different programs. In some cases the children evaluate themselves by means of a questionnaire on their progress. In other cases the children are asked to evaluate the course and suggest improvements or alterations to it.

At the end of a course the teachers evaluate the students but Mrs. Nickason said this is probably quite subjective because the teachers and students spend such a short time together.

"We can't get to know them all that well in only two weeks," she said.

Mrs. Nickason said she thinks the program is quite successful and worthwhile and that the Board of Education must think so too, because they are continuing it next year.

## VILLAGE OF SALFORD

This village is located on the bend of the trail between Ingersoll and Port Burwell and about four miles south of Ingersoll. Settlement began here around 1795 to 1800. The area was first surveyed in 1799 by a Mr. Hambley. It was resurveyed in 1810 by a Mr. Wilmot and again in 1822 by Russell Mount.

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At the time of the request (1855) a resident had just received a letter from a relative living in Salford, England. It was from this letter that the village was named Salford.

In early days the main industry in Dereham was lumbering, the township had 12 sawmills valued at 5,700 pounds. Two were driven by steam power, one in Mount Elgin and the other in Salford. In one year these mills turned out 3,950,000 feet of lumber. Four million feet of logs were shipped in one year to the U.S.A. mostly for ship masts. One mast sold for \$450.00. These logs were shipped via the Otter Creek to Lake Erie and thence to Buffalo.

As land became cleared grain growing followed. A report of the year 1850 gives the following grain averages - wheat - 14 bushels per acre, oats - 25 bushels, barley 17 bushels, maize 23 bushels, peas 16 bushels. There were two grist mills in the township with a capacity of 5,000 bushels per year. Dereham also had a carding and fulling mill, and one large tannery with a capacity of 35,000 pounds of leather per year.

The trail from Port Burwell to Ingersoll increased in importance after 1800. It became the main connecting route between the landing place of settlers who came by water and a fast growing village of Ingersoll on the Old Stage Road between Hamilton and London, which was cut through the bush on orders of Governor Simcoe in 1796.

Governor Simcoe intended this road to be a road over which he might transport militia. The road through Salford became a privately owned road and the owners formed a company in September 1849. The road was named the Ingersoll, Port Burwell Plank and Gravel Road.

The entire length of the road was 31 miles, 16 and a half miles within Oxford. Dereham's director in the company was Andrew Bodwell. The gravelled portion of the road cost 275 pounds per mile and the planked portion cost 300 pounds per mile.

Only low sections were planked. There were eight toll gates on the whole road. Revenues were approximately 2,000 pounds per year. Rates charged were for single horse outfits five cents, for teams 10 cents; cattle two cents each and sheep one cent each. Free passage at all times was granted to ministers, people attending their own church, and funeral processions.

It was a rule that gates were left open after 10 o'clock at night but if the gatekeeper wished to stay up and collect toll after 10, he could claim the toll as his own. Many gatekeepers

took advantage of this privilege.

The toll road through Oxford was purchased by the County Council and made a county road without toll gates around 1907-08.

Where early settlements were made, it was necessary to have schools to educate the children. Salford had some very early schools. In 1851 Dereham had 15 school sections with 12 schools in operation. At that time holidays lasted for four months. The 12 schools had 706 pupils an average of 58. The average salary of the 12 teachers was \$125.00 per year. The government paid 50 per cent of the salaries, Dereham's population at the time was 3,600 and the taxes collected amounted to \$1100.00. Apparently the public buildings of early Salford were located on the westerly four corners of the village.

JENNEY FILES

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The first log school, built in 1830, occupied the north east corner. The sawmill, north west corner; the Baptist church on the corner south of the sawmill and the Methodist Church on the south of the school. The methodist church sheds were on the north side of the street.

As the population of Salford grew a larger school was required. A log school was constructed near the spot now occupied by the United Church shed. The school yard was the triangular area to the west of the school. The school well was near the point of the triangle.

Mr. Jenvey's father-in-law, James Mayberry, attended this school and from him Mr. Jenvey said he learned the black boards were made of painted lumber and the seats were benches made from plank. Slates and slate pencils were standard equipment. Scribbler and lead pencils were rare. Only a few text books were available and these were the property of the teacher.

This school carried on until about 1860 when a new frame school was erected across the road south of the log school. At the time of erection this school was considered to be very modern. It continued until 1877 when the present brick school was constructed at a cost of \$2,400.00.

This building was erected by Justus and Roger Miller of Mount Elgin. The bricks were made at the Putnam brickyard, which was a mile and a half south of Putnam near Burnside. The maker was Mr. Weldon. The contract for hawling the brick and gravel was taken by William Chambers and the Newton Brothers. These young men were under 20 years of age at the time. They got up at 4 o'clock in the morning, fed their two teams, got their own breakfast, and then put up their dinners and suppers and feed for their horses.

Thier first trip was to a gravel pit west of Salford to haul a third of a cord of gravel in each wagon to the school. Then they had to go to the Putnam brick yard for two loads of brick. They had good teams and hauled 1500 bricks to the load.

They doubled teams up steep grades. Their day ended around 9 p.m. They received \$3 per day each.

As mentioned previously, the public buildings of early days were at the west end of the village. The first Post Office was located on the south side of the first bend of the road as it enters this village. This house, has been for many years, the home of the village blacksmith. Salford's first postmaster was J.F. (Jock) Sniden, who also kept a small grocery store. He was a shoemaker and made shoes according to foot measurements.

The next post master was James Dumphrey who was also the teacher in the frame school. He had a general store next to the school. His successor was Mr. A.J. Stevens.

The Baptists erected their church in 1850 and the location has not been changed. The Methodists formed their congregation in 1834 using homes for places of worship until 1851 when they built a frame church across the road, east of the Baptist church. This church was vacated in 1891 and soon after was sold to William Piper, who moved it to his farm and remodelled it for a farm residence. It was later destroyed by fire.

The new brick Methodist church was started in the fall of 1890. It was finished in 1891. Reverend J. Hockey was minister in 1890, followed by Rev. Charles Deacon who was minister when the church was opened. The brick for the church came from a brickyard south of Tillsonburg. These bricks were hauled by men of the church. A load of 800 bricks was considered a good load for the average team, considering the conditions of the road at that time.

However Joe Banbury informed me that he owned a very outstanding team and could haul 1,200 bricks.

The blacksmith shop of the village was on the south side of the bend of the road where it has been for many years.

It was operated by Frank Mayberry who owned the farm across the road to the west. It was on the south east corner of the farm where the steam powered sawmill was located. There were two houses north of the sawmill before coming to the farm residence.

Opposite the blacksmith shop, on the north side of the bend in the road was the carriage and wagon shop of John and James Mayberry.

A few buildings east of the carriage shop was the cooperage of Coridan Lewis. Mr. Lewis had the reputation of being an excellent cooper. Everything he did was done to the best of his ability. His machinery was powered by a one-horse sweep power. He made his pails, tubs, boxes, barrels, oats, tanks and plank coffins.

It is related that a Mr. Johnson, who lived in the east part of the village bought two coffins from Mr. Lewis and kept them on hand. He believed in preparedness. Mr. Lewis was an excellent maker of barrels. On one occasion he made a barrel, each stave being of different wood, which he polished highly, bound the barrel with gilded hoops and sent it as a present to Queen Victoria.

It is also said Mr. Lewis possessed natural Irish wit. His granddaughter is Mrs. Frank Gregg. In may 1874 a society in Salford, known as the Good Templars, solicited subscriptions to build a Temple. The temple was built on the south side of the road adjoining the store. It was first called "The Ark of Safety" and later changed to "Fidelity Temple". According to the minutes of many meetings, this society was a temperance society and their meetings were of a literary nature. They had spelling matches, concerts, debates, etc. As time passed; membership dwindled and the society closed its activities

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The temple became the village hall under the control of a group of trustees. The trustees sold the hall and it was removed in the 1940's.

The Salford toll gate was first erected on the west side of the gravel road where the second concession line crosses. It was in the north east corner. It was found that vehicles coming from the east and south could turn west at the corner and come to Salford by the middle townline and escape the toll gate. To overcome this the road company moved the toll gate to the north entrance of Salford. Mr. and Mrs. Robert Peck were the last toll gate keepers.

The county council purchased this road about 1905 and closed the gates. It was from this toll gate that James Hoag walked to Ingersoll Collegiate each school day to secure his education. He was at one time continuation school inspector.

The toll gate house was purchased by George Mitchell, cheesemaker at the Salford factory and moved there for his hired help. It was later purchased by William Pullin and moved to his farm east of Foldens, where it is at present.

Salford has a very early interesting connection with the manufacture of cheese in Ontario.

In 1834 Hiram and Lydia Ranney left Vermont and came to Canada to take up land. Their family consisted of Julia, Hiram and Homer. They settled on a 50-acre farm on the second

bend of the trail at Salford.

Lydia Ranney was a descendent of one of the three Chase Brothers, who came to America in the Mayflower in 1620.

She had learned the art of cheese making in Vermont. Starting with a few cows the herd grew to number 100 head and the farm lands increased to 700 acres. Mrs. Ranney made the milk into cheese and marketed it in London and Hamilton. Her cheese-making began in the early 1840's and continued until the erection of co-operative factories.

INGERSOLL TIMES

June 21 + 28 1978

# Jenvey Files

Due to an error in our composition department, the Jenvey files which appeared in our June 28 edition were incorrect. Therefore, we are running the article again.

## SAGA OF SALFORD'S FLOATING BRIDGES

The North portion of Dereham township was surveyed by a Mr. Hamley in 1799 and resurveyed in 1810 by Samuel Willmot. The first land grants were made in 1800 and were in the Salford area. Salford was Manchester at that time.

Since the village was on the trail that joined Port Burwell to the Village of Charles, later named Ingersoll in 1817, settlers soon took up land along the trail. When no more homesteads were available on the trail it became necessary for new settlers to settle along the concession lines. It was necessary to open roads through the dense forests that covered the land at that time. On the road allowance to the east of Salford, possibly a quarter of a mile distant, was an extensive bog, yet a road had to be made over this bog.

History records that the first bridge was made by felling large trees and using these for a corduroy road. Smaller trees and limbs were used to make the road more passable. This was supposed to be in the 1860's. Since the road was very rough, Dereham Township's council let a contract to some of the settlers to haul earth from the East bank and cover the logs. This was partly accomplished but was not successful. On returning the morning following, the bridge had sunk out of sight.

After this the contract was let for the construction of the first floating bridge. Large timbers were bolted together to span the bog and to these were nailed the floor planks. It is supposed that the first tow bridges were built by Coridan Lewis in the 1870's. Four bridges have been built with each succeeding one on top of the former one. James Kennedy, father of Aimee Kennedy Semple MacPherson, noted evangelist, was builder of the last two bridges, the last one being constructed about 1890.

About the time of the construction of the

last bridge, a number of the village boys, desiring to know the depth of the bog, cooperated with the village blacksmith in welding iron rods to the length of 80 feet. This long rod was carried to the center of the bridge and pushed down its full length to see if there might be a solid bottom, beneath the bog. No solid bottom was found. The young men then found great difficulty in pulling the rod up. It was returned to the black-smith shop, correctly severed and replaced on the rack.

The bridge was estimated to have been 610 feet long and ten feet wide. It did not remain in a straight line from East to West but was bowed to the North in some parts and then to the South. The floor was uneven, having sunken some places beneath the water and in other places much higher. Planks became loose and floated in places. A quiet horse was the only safe one to use crossing this bridge. The writer of this article led his horse across most of the time and most of the distance. It was, however, a good road in the winter when everything was frozen. Reports have circulated from time to time that horses, buggies and people have gotten off the bridge and were lost. I believe there is no verification for such rumors.

There was a humorous side connected with this bridge. There was a definite mark at the bridge's center and it was an established rule of the bridge that whosoever reached this center mark first, possessed the right of way to continue. There were times when one end of the bridge was invisible from the other end, even in the daytime. Two vehicles could not meet on the bridge.

It appears that on a Sunday night, in the fall of the year, when evenings were darkening, that a Salford young man was taking his girl friend from church service to her home east of the floating bridge. The boys from the East resented this. They felt they were able to take care of the girls of their community. Three of them arranged to be at the east end of the bridge, each with his horse and buggy and drive so as to be over the center mark just as the Salford boy and his girl friend neared it. This was accomplished and there was nothing for the Salford boy to do but to unhitch his horse, turn it around, lead it and push the buggy and girl back to the end of the bridge. This happened three times and the Salford boy decided to drive around the concession block. A smart young swain would have done this from the first.

In due time the Municipal council deemed it more economical to construct a road on firm ground around the bog than to maintain a floating bridge. The bog has no supply streams and its source of water is probably subterranean. The bog is one of the sources of the Harris creek flowing through Ingersoll. If one desires to see where the floating bridge was located, drive to Salford, turn East a short distance, and look across the bog. For buried deep within the bowels of said bog will be found the remains of four floating bridges.

## SALFORD BRICK SCHOOL

This school was Salford's fourth. It was built in 1877 for \$2,400. The builders were Justus and Roger Miller of Mount Elgin. The bricks were made at the brick kiln south of Putnam. The contractor for hauling brick and gravel was taken by William Chambers, who was around 19 years of age, and the Newton Brothers. These young men would be on the road early in the morning with their dinners in boxes and horse feed tied in bundles and grain bags. They would first go to a gravel pit a few miles west of Salford and haul a third of a cord of gravel to the school. Next it was off to the brick yard south of Putnam to bring back a load of brick. They had good teams and hauled 1500 bricks to the load. They doubled teams up the steep hills. This was their days work for which each received \$3.

They got up at four o'clock in the morning, fed their teams and got their own breakfasts. They were home again at around nine o'clock at night. They took dinner and supper with them. The brick yard south of Putnam was a mile and a half south, on the next lot south of the Burnside cheese factory. The bricks were made by Mr. Weldon.

The school was sold on April 25, 1958 for \$200 to a London firm. The building was to be removed by May 17, 1958 as part of the agreement. The area school board retained the bell and the blackboards - these were all of slate.

### Methodist Church

In September 1890 for the construction of a new Methodist Church, the following were elected: Samuel Gregg, treasurer; T.L. Newton, recording steward; and a trustee board composed of John Gregg Senior, Samuel Nagle, J.P. Harris, William Wilkinson, J.R. Dickout, H.C. Wilson, Samuel Gregg, Warren Harris, Richard Wilson, W.H. Chambers, J.L. Newton and Reverend J.C. Hockey.

Ideas for the church were obtained from Dorchester and Belmont churches. The church cost \$7,000. Nagle and Bell were paid \$10 for

the pulpit. Lots were earlier offered for a site, including Sally Smith's lot with buildings at \$300, Warren Harris's lot at \$100 and Mr. Johnston's lot at \$500, less house. The Johnston lot was selected and the house moved to the Sarah Lintz lot.

The second story Methodist Parsonage cost \$2300, on May 19, 1968.

### Murder

From early days Salford and the surrounding community could boast of having very little crime. There have been petty crimes such as thieving, falsification and liquor troubles. Only one murder has been committed in the community. This was in October 1904 when Mrs. William Dee poisoned her husband. This family lived a mile west of Salford.

Mr. Dee had drawn the milk to the cheese factory before breakfast and had his breakfast alone on his return. At breakfast he complained that a piece of cake tasted bitter. He became violently ill. Mr. and Mrs. Kennedy and Mrs. Piper, who were neighbors, were called. Mr. Kennedy called a doctor and Dr. Coleridge of Ingersoll came. He soon suspected poisoning by strychnine.

Four minutes after the doctor arrived Mr. Dee died in convulsions.

Since the death was suspicious an inquest was ordered to be held in the Salford Hall.

The following jury was selected for the inquest: R. Mitchell, A. Stevens, William Hudson, H. Shuttleworth, J.E. Atwood, T.J. Turner, C.D. Lindstone, J.E. Poole, George Duncombe, Harry Land, G. Clark, H. Tuttle, G. Poole and A. Tuttle.

The jury recommended the arrest of Mrs. Dee. She was arrested by Chief Wright of Ingersoll and taken to Woodstock to await her trial on a murder charge. When the trial concluded Mrs. Dee was committed to the London asylum. It was at this trial that Aimee Kennedy known to most as Aimee Semple McPherson, demonstrated her ability as an orator to the court.



# *The Janvey Files*

A mile south of Salford, there grew to manhood, a very interesting person. He was Andrew Harris, nick-named "Tobe". He was the son of Lafayette Harris whose farm was a short distance east of the gravel road on the south side of the second concession line. Tobe was a renowned whistler. He could whistle any tune he ever heard and do it easily and naturally. Had he lived a few years longer until the arrival of the radio he could have made a fortune as a radio entertainer. He was also known to enjoy playing jokes on others. Here is a sample of one of them.

Tobe was driving to Ingersoll one warm dry summer day with a nice horse and buggy. Nearing the toll gate a mile south of Ingersoll he overtook two young ladies, walking to town.

These ladies were dressed in white summer dresses and wore white slippers and wide summer hats. In fact they were beautifully dressed. Tobe offered them a ride. They accepted and climbed into the buggy. Tobe was fairly broad and occupied the big half of the buggy seat. One lady sat on the lap of the other. Tobe and the ladies had a nice visit until they neared the bridge at the end of Ingersoll.

Then Tobe thought up a little joke. He explained to the ladies that he usually drove through the creek at the side of the bridge to soak his buggy wheels to keep the spokes from rattling. He pulled off the road, not offering to let the ladies out, but explaining to them that when he was surrounded by water he usually took a fit, which lasted only a few minutes.

He stopped the horse and buggy in the centre of the creek, sat still a few moments, and then began to smack his lips and blow bubbles and whistle. The ladies became frightened and jumped into the water. The water was between two and three feet deep and the north side of the creek was deep with mud.

The ladies struggled out and rushed to the nearest house for help. Tobe enjoyed relating the story. Several other stories were also connected with his name.

INGERSOLL TIMES

August 2, 1978

# Salford United Church marks 90th anniversary

**SALFORD:** Salford United Church is marking the 90th anniversary of the opening of the present church with a service Sunday, November 23 at 3 p.m.

Guest speaker will be the Reverend Glenn Lucas, United Church Archivist-historian of Toronto. Former members and friends are invited to join the present congregation for the service and fellowship hour following.

Rev. Charles Deacon was the minister when the Methodist Church at Salford was dedicated on November 23, 1890. Rev. John Kay, President of the Niagara

Conference of the Methodist Church, preached the morning and evening sermons. Rev. John E. Hockey, a former minister preached at the afternoon service.

On Monday, November 24 the ladies held will hold a tea meeting.

An heirloom quilt made for the opening in 1890 will be on display at the cele-

bration.

Rev. John Huether is the present minister of Salford United Church. While he was vacationing in Germany this past summer he met a group from England. He, along with Mayor Lou Barrett conveyed greetings on the occasion of Salford, England's 75th anniversary of its founding.

INGERSOLL TIMES

November 19, 1980

# Springford Once Called Springbrook

By ART WILLIAMS

The oldest known camp of the Neutral Indians in Oxford County was found on lot 8, concession 7 of South Norwich in 1920 and is known as the Uren Prehistoric Village. This important find gives us a little of the history of the people who inhabited this county prior to 1652 when Iroquois wiped out the Neutral kintfolk. Both these tribes along with the Huron and Tobacco Indians; who were north of the Neutrals; all belonged to the same basic family known as the Iroquoians. The Iroquois were the most vicious and warlike while the Neutrals could be the most peaceful. The Neutrals retained their neutrality by controlling the flintstone beds on Lake Erie and at Kettle Point. The Neutrals when they went into battle were very fierce fighters and records have been found where they fought against some of the Algonkian tribes in Illinois and treated their prisoners with unexampled cruelty torturing even the women whom most Iroquoian tribes adopted into their own families. The Neutrals had a strange custom unknown in the rest of Canada; of killing ever animal they encountered whether they needed it for food or not lest it should carry a warning to other animals of its kind and keep out of reach when food was needed. In the year 1626 it is estimated that there were 28 villages of Neutrals.

### VARIED NAMES

The Indian Tribes in western Ontario were divided into two groups, one known as the Algonkin and the other as the Iroquoian tribes. The Algonkins consisted of the tribes to the north of Lake Huron and different from the Iroquoians in that they were of the hunting class and their chief occupation was hunting fur-bearing animals and lived chiefly on meat. They did little or no farming. The Iroquoians consisted of what is called the agricultural tribes of the eastern woodland and consisted of the tribes of the Hurons, the Tionontates or the Tobacco Nation, the Atiwandaronks commonly called the Neutrals and the warlike Iroquois or the Six Nations. They differed from the Algonkins in that they were an agricultural tribe and grew considerable corn, beans, pumpkins and tobacco which were traded at their Indian fairs for hides with the Algonkins.

The Iroquois name means "real adder" and this they proved when in 1648 they found the Hurons were suffering from a strange disease which proved to be small pox, a European disease introduced by the French and they destroyed three or four villages. Instead of returning home they spent the winter in south eastern Ontario and returned to attack before the snow was off the ground. Many of the Hurons were killed or captured while the rest fled to the land of the Tobaccos or Neutrals or to the French settlements. After this victory the Iroquois systematically wiped out the Tobaccos and the Neutrals, the latter partly because they were holding large numbers of Huron refugees as prisoners which was a violation of their neutrality and also because they no longer needed them to supply them with weapons for the hunt or battle. Remnants of these tribes have been found as far west as Oklahoma and a small reserve was set up for them in Lorette, Quebec. Few of the Lorettes show the slightest trace of Indian today having intermarried with the French.

### SOUTH NORWICH

For the next 150 years the land now known as Oxford was completely in the hands of the Iroquois and it was not until 1799 that William Hambly, a deputy surveyor began to survey Norwich township, laying it out in lines and concessions and 200 acre plots. The only marks being blazed trails, marked trees and by placing of stakes. Norwich township was a part of Norfolk county at that time and became part of Oxford in 1800.

On July 22, 1800 William Wilcocks of York received a crown grant of 1500 acres lying east of the middle townline and from the first to the 12th concessions, one mile in width. In 1855 the township was divided as North and South Norwich, the sixth concession being the boundary line. The first reeve of South Norwich was A. Durker with Jesse Cornell, R. B. Cromwell, Chauncey Wilcocks and David Randall as councilors. E. M. Schooley was clerk and treasurer.

The first concession opened was the eighth concession from Springford to the east quarter townline. Previous to this the only roads; if they could be called such; were paths or trails usually from one settlers' cabin to another. Some were known by the names the Indians had put on them when they controlled the land. One of these was

known as the Wolf Track and extended from Bald Hill to the Coal Road in Otterville. It is interesting to note that about this time the two parts of the township were better known as the Upper and Lower Settlements, or, jokingly, by Sodom and Gommorah.

### SPITLER CREEK

About 1808 the first horse was brought into the township by Josiah Gilbert who settled at Springford. J. Spittler was another early settler. The Spittler Creek bears his name. Anthony Sells, John Phillip and a Mr. Fox were also early settlers. The Foxes settled near the creek at Springford and the first cemetery was known as the Fox Burying Ground, today it is the Springford Cemetery. John Phillip planted an apple orchard in 1810 and one tree still in 1953. Sarah Gilbert was believed to be the first white girl to be born in the township in 1810. By 1811 there were 11 families living in the township and 5,200 acres of land taken up. The first year, 32 acres had been put into crop and the second year 735 acres. By 1817 the population was 170 and 22 families farming. By 1820 there was a surplus of wheat and it had to be taken to Ancaster by wagon, a trip of some 60 miles and 23 bushel made a complete load. The trip required three days. At Ancaster also was the nearest post office, the office at Burford and Ingersoll not opening until 1821. The mail was rather scarce as the rates were too high for the average person. It costing 60 cents for a letter to travel from England and 25 cents from New York.

### SPRINGFORD

Springford was first known as Springford around 1830, but when it was discovered there already was a Springbrook in Upper Canada, the name was changed, but the name Springbrook can still be found under the new siding if the United Church. The land for the village was made up of lots taken from the point where the farms of Dyer Wilcocks, Squire Haley, Joseph Gilbert and W. M. Bell met. Most of the early settlers came originally from England, landed in the United States and for various reasons made their way up to Canada by way of

the Erie Canal to Buffalo and then some came overland while others came by boat to Port Burwell. Some of those coming up from Port Burwell stopped off at Dereham Forge now called Tillsonburg and stayed with the Tillson family before travelling on to Springford.

The first school was built about 1812, a short distance south of the arch on the seventh concession. It was 16 by 18 feet and the walls were built of round logs and logs formed the roof and were covered with four-foot shingles which were held in place by poles running lengthwise of the roof. The door was made of rough boards fastened to cross cleats by wooden inch pins, the windows were holes covered with oiled paper

The desks were boards supported by wooden pins driven into the walls and seats were simply logs placed around the room. For heating a huge fireplace, seven foot in width was built of mud and sticks and it was the duty of the bigger boys to keep a supply of logs ready for fuel. Not a stone, brick or nail was used in the construction of this building. John Phillips, jr. was the teacher.

### DUNDEE

The next school was built of hewn pine logs on the northeast corner of the William Kellit farm in the west end of Springford and known as the "Black School". This end of the village was more commonly known as Dundee. A third school was burned in 1869 and for a time classes were held in the wagon shop. The new school was in use until 1927. Miss Emma Nesbitt, as sister of E. W. Nesbitt, was the first teacher in the new school.

In 1832 Deacon William Henley donated land for the Baptist Church and Dyer Wilcocks gave land for the Congregationalist. The land for the latter later reverted back to the estate and in 1866 Charles Jenvey bought the land and gave it to the Methodist and it is now the United Church. The first Baptist was replaced by a white frame church and in 1887 the present church was built. The frame church was moved across the road and used as a meeting hall. It was set on ground rented to the community by the Bell family at the rate of \$2.00 per year for twenty years. The agreement was between Richard Bell and F. W. Vardon and G. A. Maguire and dated April 1887. At the end of 20 years it was decided that something must be done to the hall or it would fall down, so after many meetings it was handed over to the Women's Institute who are now the owners of the village hall.

Port Burwell has always been an important port of call on the Great Lakes and with the coming of the steam age, a railroad company was formed to connect Brantford with the lake. The line was known as the Brantford, Norfolk and Port Burwell and it joined the Canada Southern Railway at Tillsonburg. The Brantford, Norfolk and Port Burwell railroad passed through Springford in 1875 and since that time this railroad has gone through good times and bad but it has finally had to give way to modern transportation and is now but a memory of by-gone days to the people of Springford.

The earliest mail service in the village came by stage from Woodstock via Holbrook, Burgessville, Norwich and Otterville, until 1872 when it was received from Cornell Station off Canada Southern Railroad and in 1875 mail was received at the station in the village daily. Today trucks deliver the mail on route between Brantford and London. Sydnor Wright was the first postmaster, being appointed June 1, 1852. Since that time there have been fourteen postmasters serving the village with W. A. Mowat being the present postmaster and general storekeeper.

#### MOUNTED SCOUTS

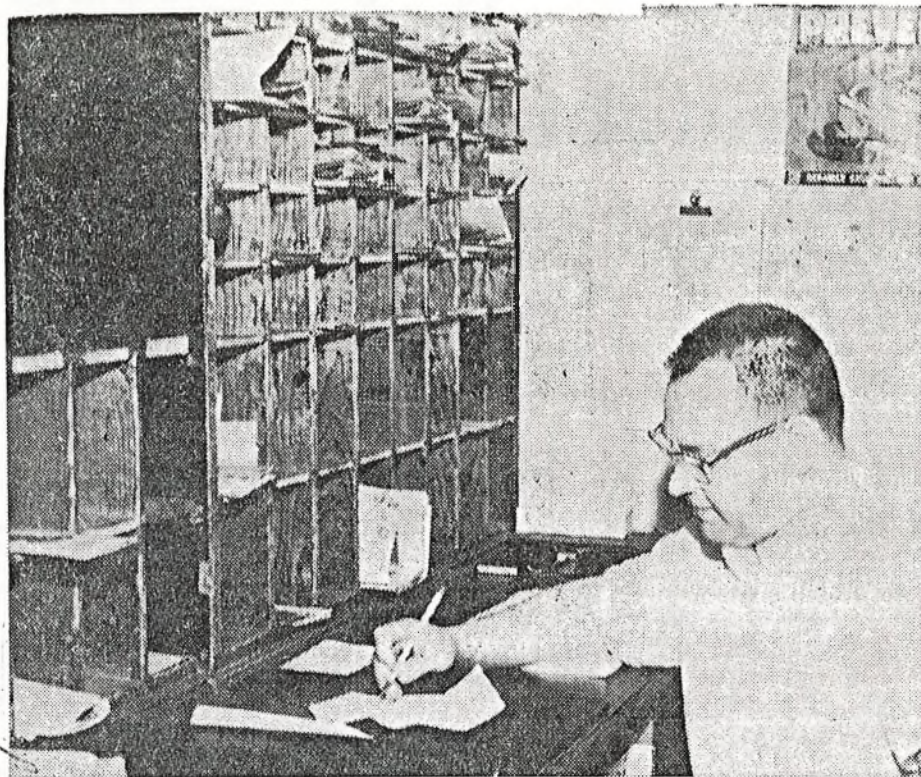
Springford is believed to have the first mounted Scout troop in Canada, being organized May 1, 1957. It is being sponsored by the Lions Clubs of Norwich and Otterville.

Between 1850 and 1860 in and around Cornell there were no less than 20 steam and 14 water mills sawing out fine pine lumber. About 1855 John and Samuel Cornell settled here on the Arthur and Ira Pearce farms. These farms were later marked off as village lots under the name of Cornell.

These two brothers built a large store, a warehouse and a pork packing factory on the

south-east corner of the Arthur Pearce farm. The Cornells developed a large trade in the egg, pork and grain business. Produce was gathered as far west as St. Thomas and as far east as Port Dover. Wagon trains of Cornells were often seen at Woodstock and Brantford and their produce was sold as far away as New York city and the eastern United States.

Cornell came to be a thriving metropolis and in 1872 when the Canada Southern Railroad (now the New York Central Railroad) laid out the Cornell Station it was located on the Jesse Gray farm and the village stretched for two and half miles along the right of way. But fate dealt Cornell a fickle blow when a series of misfortunes befell the hamlet. The main store which served also as a bank was robbed and later it burned. The pork factory also burned. With the end of the lumbering boom the sawmills moved on and the pork factory was not re-built. The Messiah Church and the Dennis hotel went to Tillsonburg and Cornell gradually turned back to agriculture.



Since Sydnor Wright was the first postmaster in 1852, Springford has had 14 postmasters. TOP photo, W. A. Mowat, the present postmaster, sits at the desk which serves as a post office in the

rear of the general store which he also runs. LOWER photo, this building has served Springford for many years being originally built for a Baptist Church. In 1887 it was

moved from across the road to its present site where it served as a meeting hall for the community. The women's institute has remodelled it and plan to use it as their meeting hall. (Staff Photos).

## THE VILLAGE OF SPRINGFORD

Springford is located on the 8th Concession line of south Norwich Township, four miles west from Otterville. It was first known as Springbrook, but since there was another settlement by that name in Upper Canada, the name was changed to Springford. Many springs supplied the brook through the village.

A part of the settlement was called Dundee; this part being Lot No. 22 and No. 23 on Concession No. 8 and Lot No. 23 on Concession No. 9. This name did not stick.

Among the early settlers was Josiah Gilbert who arrived in 1808 and settled on the lot later bought by Mr. Anstice. He made the first clearing and brought in the first horse. The Haley family came in 1811, the Burns family in 1832, Mr. and Mrs. Michael Bell and five children in 1835 and the Wardle family in the same year. Then followed the Spitlers and the Malcolms. Mr. Haley brought in a barrel of salt, said to have been purchased in Nova Scotia, that cost the equivalent of \$100.

The four corner farms of the settlement were owned as follows: Lot No. 22 Concession No. 9 by the Bells, Lot No. 22 Concession No. 8 by the Haleys, Lot No. 21 Concession No. 9 by Dyer Wilcox. This last farm was later, in 1866, the property of Charles Jenvey, on which he established a brick and tile yard.

Each farm contained 200 acres. The first white child born in the settlement was Sarah Gilbert in 1809.

The first school for the settlement was located west of the village. It was a log school and had greased paper for windows. Desks were boards supported by long wooden pins driven into logs. Seats were split logs. Smithson Waller was the teacher and he boarded where there was the most children attending school. School fees were the equivalent of \$2 per month, for each pupil.

The next school was built in 1835. It was built of large wooden blocks and served also as a church. It was known as the block school. It later burned and

a new frame school was erected near the site of the present Baptist Church. This school burned in 1869 and school was carried on in the upper part of the wagon shop, which was used as a paint shop. The brick school was constructed in 1870. Dan Donald was the builder. It cost \$1,700. The bricks were from the Jenvey brick yard. The first teacher in this school were Emma Nesbitt of Woodstock. Her salary was \$168 per year.

The first cemetery in Springford was located where the United Church now stands. The bodies were all supposed to have been moved to the present cemetery east of the village. Apparently some were missed, as later, part of skeletons were dug up.

The railroad was constructed through Springford in 1873. At that time engines burned wood. Farmers sold wood to the railroad company for 90 cents per cord of four inch wood. The cost of cutting the wood was 40 cents per cord. The seller received a profit of 50 cents for the wood and the delivery. No limb wood was included. During the winter huge double piles of the cord wood extended from the station to the 8th Line. In the spring a group of men from Chatham would cut the wood in two foot lengths.

In pioneer days there was no store in Springford and settlers went 20 miles to the store of Job Lodor for necessities. Before the general store in Springford opened, soda was substituted by ashes made from burnt corn cobs and tea was made from the leaves of a native shrub. Salt was difficult to obtain. In 1813 Squire Haley gave a dressed hog weighing 240 pounds in exchange for 40 pounds of salt.

The year 1816 was a famine year and the pioneer settlers lived for weeks on wheat boiled in milk. There were only a few cows at the time.

# THE JENVEY FILES

Research from the files of Byron G. Jenvey

The first road opened in 1827. This road ran easterly from the village. Previously roads were crooked, meandering paths from one settlement to another.

Bears were plentiful in the community and settlers were often called upon to protect their pigs, from raids by these animals at night.

Old residents of the village recall that at one time there were three stores, one tannery, two blacksmith shops, two hotels, a harness shop, a cheese factory, and most important of all the Charles Jenvey brick and tile yard, employing 20 men. The bricks were used for local houses, a church and school and many were shipped to distant places.

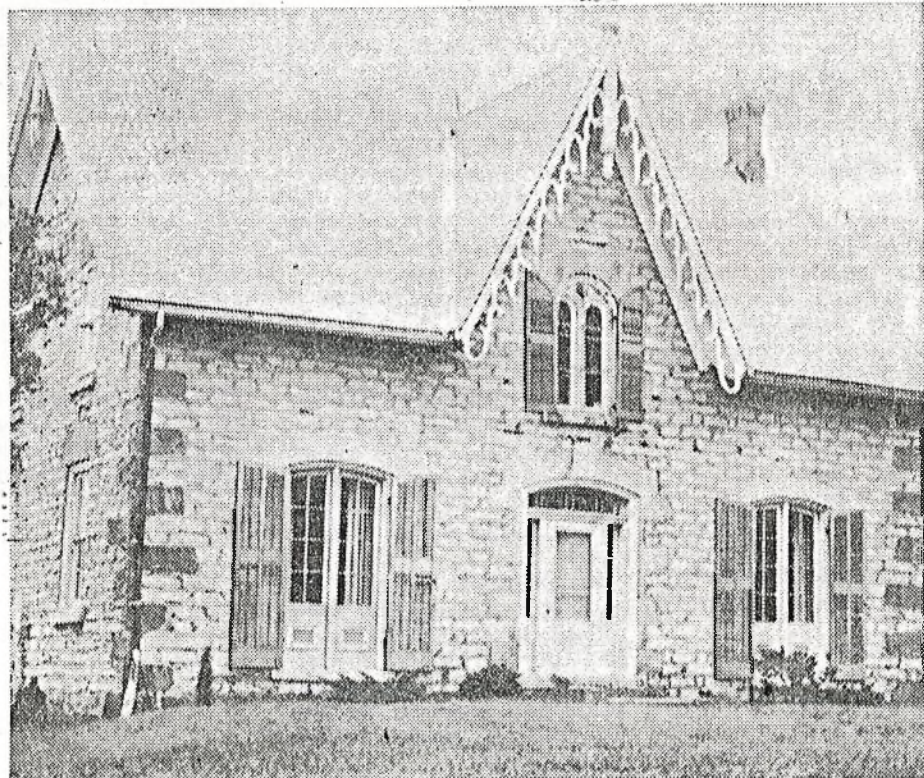
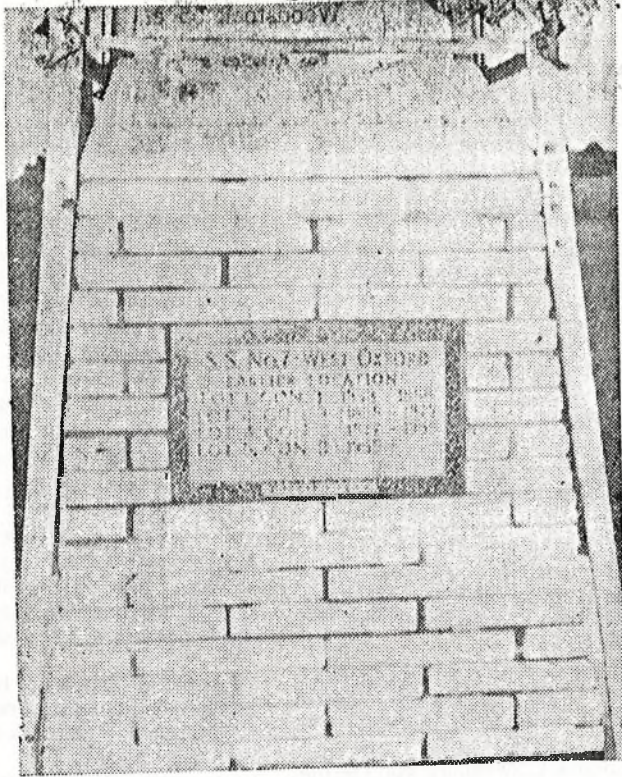
The Jenvey home contained 100,000 bricks. There was a brick wall along the road in front of the house. Charles Jenvey was the grandfather of Byron Jenvey.

The founder and promoter of the rural mail system in Canada was George Wilcox of Springford. He began his campaign in 1905 and saw the first rural mail route established between Hamilton and Ancaster in 1908.

The first Baptist church in Springford, 1832, was a frame building. It was replaced in 1855. This one was sold in 1887 for a village hall. The next one was constructed of brick made by Charles Jenvey.

The Methodist church was organized in pioneer days from 1858 to 1883. Charles Jenvey was superintendent of the Sunday school.

## MEMORIES OF THE PAST



**WEST OXFORD** has made a deep impression in the history books of Oxford County. **TOP** photo, this cairn located at the school in Sweaburg gives the location of all the schools in school section no. 7 from 1838 to the present

time. **LOWER** photo, in all possibilities this is one of the older houses in West Oxford as it was built by Simon Mabee who settled here early in the 1800's. The house is pretty well in its original form. A difference in two types of

stone work may be seen as an addition was built on this house for his son William Mabee. Over the door the inscription reads "Simon Mabee, 1808 and William Mabee, 1868." (Staff Photos).

SENTINEL REVIEW

January 16, 1962

BY CAROL LEARD

Hundreds of people flocked to the old general store in Sweaburg last week to say goodbye to the last landmark standing at the four corners that once marked the heart of a thriving village.

The store, which has been owned and operated by Gordon Wiseman since 1939, has been serving residents in the area for over 100 years, and for many of those who returned Tuesday and Wednesday to say their farewells, it was a trip back into history.

The two-day closing sale was to get underway at 9 a.m. Tuesday, but when Mr. Wiseman arrived at the store at 8 a.m., crowds had already gathered outside, eager to have a last taste of "the good old days."

Shelves and tables were stocked with an array of long-forgotten items, including everything from fleecelined longjohns to stove pipe enamel and Lux soap flakes.

The store filled with customers as soon as the doors opened, and by noon of the first day, Mr. Wiseman had lost count of the number of visitors who had come and gone for the last time.

But he agreed that most of them had undoubtedly come for sentimental reasons, and he himself was not without feelings of nostalgia.

"It's natural to get attached to a place like this," he said. "I've been here since 1939, and I do hate to move away after so long."

Feeling a strong attachment himself, and knowing how life-long residents in the community felt about the old store obviously made the decision a difficult one for the Wisemans.

But for them and their neighbors, there is one consolation. The store, although it will be removed from the corner site, will not be torn down, and it will not disappear from the community.

When arrangements can be made, the century old building will be taken three miles to the George Jakeman farm, where Mr. Jakeman's son Bruce will turn it into a small community museum.

Mrs. Jakeman didn't want to speak for her son, but she said that the idea of preserving the store and moving it to the farm was his.

"I know he's got a lot of ideas

about how to make use of it, but they're still at the idea stage. We've been so busy with the Maple Syrup Festival that there hasn't really been time to make concrete plans," she said.

The Jakemans, whose farm, along with the neighboring Keith Hammerton farm, is the site for the annual festival, have a growing collection of antiques which Mrs. Jakeman suggested could be housed in the former store.

"We need more room for things, and that would be a good place to display them," she said, adding that the store would be kept as it is, and not renovated.

She also suggested that it might be used to serve pancakes at festival time.

But whatever its uses, it will become one of the attractions at the annual festival, providing visitors with a welcome chance to reminisce.

"It's a real good old country store, and a historical building that's well worth saving," she said, adding, "It's quite a landmark. Sweaburg won't be the same."

That sentiment was expressed repeatedly by people visiting the store, and by the staff who were working there for the last time.

Mrs. Grant Hodges was born in Sweaburg and grew up next door to the store on her father's farm where she still lives. She was helping out on Tuesday during the sale, and recalled some of the history of the village.

"This is the last landmark at the four corners," she said. "It's always been here, and I'm really going to miss it."

She plans to be away on the day that the building is removed from the corner because she doesn't think she could bear to see it taken away. "But," she added, "I'm sure glad it's going to be saved."

Mr. Wiseman doesn't know much of the history of the store before he bought it in 1939, but he said that the history is being researched and more details should be available by the time the store is moved to the Jakeman farm.

Available history indicates that the store was owned and operated sometime in the 1860's by Harvey Flood, and once served as a post office for the village. From 1928 to 1937, it was owned by J.G. Smith.

Visitors were reminiscing

come to the store for their groceries and sit on benches around the old potbellied stove, waiting and chatting with neighbors while the clerks filled their orders.

The stove and the benches, along with the old spittoon, have been gone for many years, but other than that, there were few changes made in the original building, and clerks continued to fill the orders of those who shopped at the store.

Even though the old store is going to be gone from the four corners, however, the Wisemans will still be in Sweaburg, and there will still be a corner store with a country atmosphere.

Mr. Wiseman has already built a new store next door to the old one, and has been operating it since December of last year.

"We're still going to try to operate it as a general store," he said on Tuesday, "With the same mix of merchandise."

And to prove his point, he took the writer on a tour of the new store, including the basement which is full of stock, all of which, he said had been moved from the old one next door.

The decision to build a new store and close the old one came about as a result of the county's feeling that the intersection in Sweaburg involved a hazard because of poor visibility, and so the corner was sold to the county so that the intersection could be widened.

Mrs. Jakeman said that her son plans to apply for a government grant to assist him in his plans to preserve and develop the old store as a historical landmark.

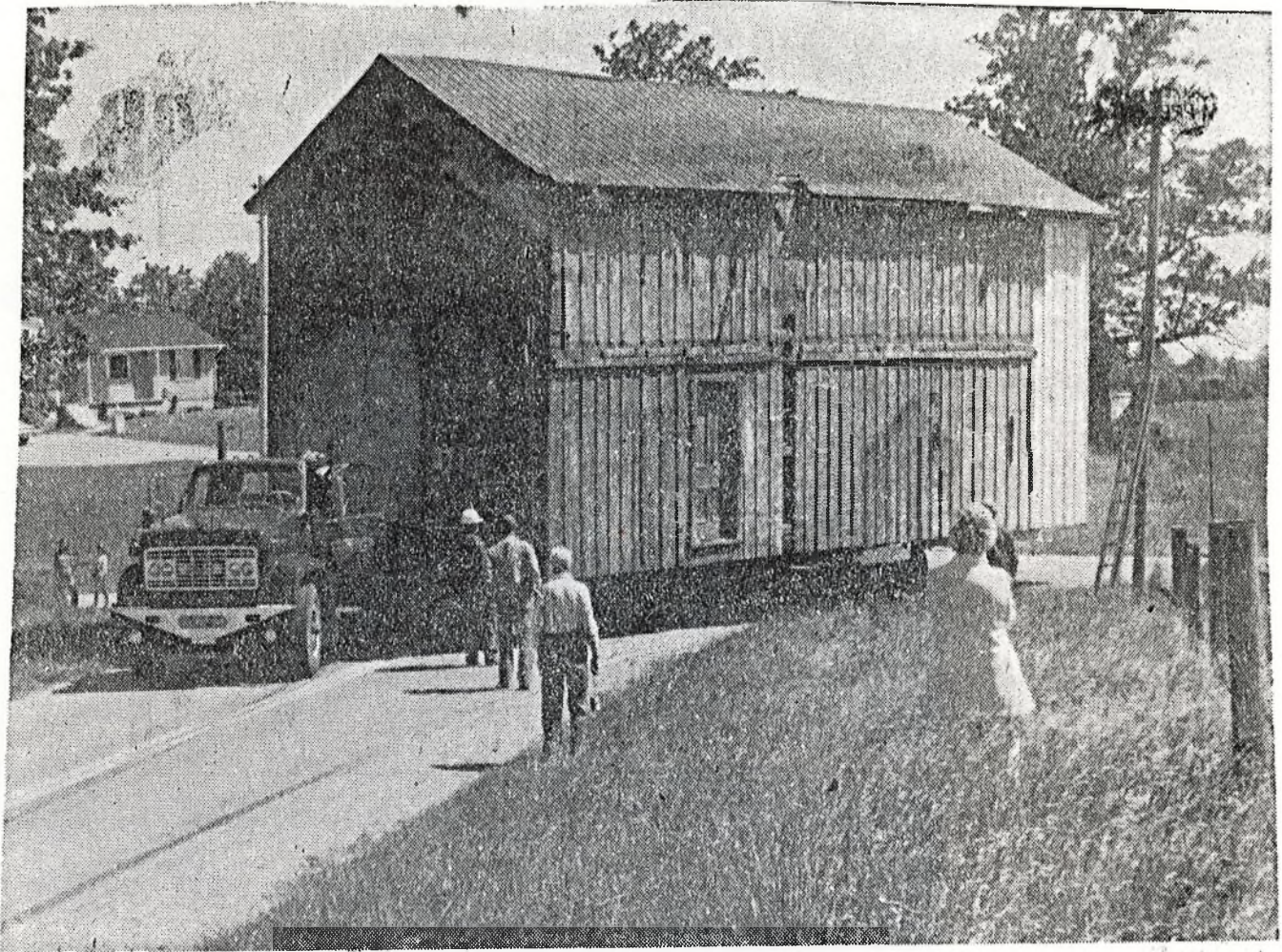


Last week marked the end of an era for the community of Sweaburg where the old general store which has stood at the four corners for over a century opened its doors to customers for the last time. The store is to be removed next month to the George Jakeman farm, where it will be preserved as a museum.



Margaret Hill, right, and her sister Louise, make their final visit to the corner store in Sweaburg where their grandfather, James Harris Hill, used to operate a general store and post office during the 1800's. Margaret was the former dietician at Alexandra Hospital in Ingersoll prior to her retirement last year.





Free Press Woodstock Bureau

A landmark at the main intersection in Sweaburg, the 1880 general store, found a new home Tuesday. The store was purchased by the Jakeman-family and moved to

their farm northwest of the hamlet for use as a museum and hall for the annual spring maple syrup festival and other community events.

## *Sweaburg landmark moved to new location*

**Free Press Woodstock Bureau**

**SWEABURG** — The 1880 Sweaburg general store, a historic landmark, was moved to a new location from this hamlet Tuesday.

The building will now house historic materials, with an emphasis on the evolution of the local maple syrup industry.

South-West Oxford Township Mayor George Jakeman and his family have moved the old store to a location beside a sugar shanty on their 775-acre farm. The store will be used in part to accommodate visitors during the annual spring maple syrup festival of the West Oxford Women's Institute.

The drive shed on a neighboring farm, which was converted to dining facilities for the festival, is being dismantled.

Mayor Jakeman said a collection of early farm tools, now partially housed in the sugar shanty, will be moved to the old store. Included in the display are birch-bark sap buckets and wooden spiles used earlier on Manitoulin Island.

Mayor Jakeman recalled his grandfather

began tapping the maple bush of 4,000 trees in the 1880s. In addition, sap now is purchased from about 600 trees on neighboring properties.

The hall, Mayor Jakeman said, will be open for organizations such as the Junior Farmers and 4-H clubs requiring meeting places.

He said a basement will be constructed under the early store. It will take a lot of work to put into shape, he said, but it will be ready for next spring.

The Jakemans, in addition to the maple syrup operation, have a 150-head dairy herd, hogs on another farm and grow cash crops of corn and seed barley.

Mayor Jakeman said the Sweaburg general store was removed to provide room for improvements at the intersection.

Gordon Wiseman, owner of the Sweaburg general store and operator of the adjoining Gordon Wiseman Ltd. gravel business, constructed a new store further from the intersection.

LOUDDON FREE PRESS

July 14, 1976

# Tillsonburg sees industrial boost

A number of commercial developments highlighted 1966 in Tillsonburg. Among them, construction of new buildings to house the Fleck Manufacturing Co. and Balthes Farm Equipment Manufacturing Ltd.

The 30,000 square foot Fleck building was completed in September and the 12,000 foot Balthes plant will be completed early this year. They are located side-by-side in the Forest Hills industrial subdivision.

In the same area is the new head office of the Ontario Flue Cured Tobacco Growers Marketing Board. The \$400,000 building was officially opened in late November.

Livingston Wood Manufacturing Ltd. took over the former Hagersville military base at the end of July and began manufacturing domestic appliance crates, auto export crates and truck flooring assemblies. About 160 persons are employed in the branch. Extensive renovation was carried out in the 250,000 square foot complex. The main plant in Tillsonburg covers 550,000 square feet.

Tillsonburg Machine Ltd. was purchased by Hoover Ball and Bearing Co. Inc., of Ann Arbor, Mich., in August. The Tillsonburg firm makes structural steel and fertilizer equipment.

The town has purchased 90 acres of land in the southeast section for industrial sites early in 1966. It will be fully serviced, including hard-topped roads, sewers, hydro, water and fire protection.

An addition to the Canadian

Imperial Bank of Commerce on Broadway Street is nearly complete, and renovations were made to Prouse Radio Service Centre, and Thompson's Drug Store. W. E. Lambden and Son lumber yard was purchased by Beaver Lumber.

Willaert Electronics moved to a new location on Oxford Street in May. The firm was formerly located on Broadway.

A new firm, Steven's House of Furniture, opened in March.

Gilvesy Construction Ltd. enjoyed an extremely active year during 1966. In Tillsonburg, the firm built additions at the Canadian Leaf Tobacco plant, Tillsonburg Machine Co. Ltd. and Tillsonburg hospital; the new plant for Fleck Mfg. Co. Ltd. and the head office for the Ontario Flue Cured Tobacco Growers Marketing Board.

Other projects of the firm include additions to the Simcoe Leaf Tobacco Co. in Simcoe, Norwich District High School, a new plant for Canada Wire and Cable Ltd. in Simcoe, Norfolk County Home for the Aged in Simcoe, Brewers Retail outlet in Ingersoll, new library for Waterford District High School, the new Townsend Central School in Waterford and changes at the Hagersville branch of Livingston Wood Mfg. Co.

Under construction are the Norfolk County Public School, and the St. Cecilia's Separate School in Port Dover, and an addition to the Canadian Imperial Bank of Commerce in Tillsonburg.

# Tillsonburg's "Empire"

## One Man's Monument

A MAN OF DEEP FORESIGHT combined with intense vitality, E. D. Tillson founded a town — if not with his hands, at least with his energy and genius—and today the prosperity of Tillsonburg testifies to the "empire" he built in Oxford County.

E. D. Tillson was the sixth son of George Tillson, first settler on the spot where Tillsonburg now stands. Since 1825, when the first Tillson worked his way up the Otter River seeking a place to settle, the family has moved through the town's history like a continuous thread through an ever-expanding pattern of development and prosperity.

George Tillson built a forge and saw mill, supplying lumber for the plank road connecting Ingersoll and Port Burwell. It was he who insisted, despite objections that it was a waste of land, that the main street be 100 feet wide.

One of the widest streets in Ontario, Tillsonburg's main thoroughfare can accommodate angle parking on both sides, with room between for two lines of traffic each way.

By the middle of the century, just as The London Free Press was born, E. D. Tillson began to expand his holdings in the area. With \$70 saved while teaching school, he joined forces with two others, and built a dam and saw mill.

Half a century later, in 1892, he owned the saw mill, as well as a planing mill, stave head-

ing mill, cooper shop, brickyard, 12 teams of horses, much of the real estate in Tillsonburg, and the world-famed Tillson mills, which produced cereals, especially oatmeal, for world-wide markets.

During this period he designed and built a dam across the Otter to provide power for his mills. The dam stood until 1937, when it went out in a spring flood, causing heavy property damage. Tillsonburg residents will tell you, however, that the dam only went out because two dams above it were carried away.

The dam created a four-mile-long lake along the river. Water from the lake was used to fill two ponds which Mr. Tillson kept stocked with trout.

The network of mills are gone now. A few years after Mr. Tillson's death in 1902, they were sold. And in the years that fol-

lowed they gradually burned or were abandoned.

But a solid basis had been laid for future prosperity, and a new impetus was given the community when tobacco growing began in the district.

With the growth of the tobacco industry came other industries, among them plants making shoes, farm and garden tools, and wood products.

LONDON FREE PRESS

June 11, 1949

Dr. L.W.Massey, our president, acted as chairman and welcomed 43 members and friends to the meeting. Tillsonburg

Moved by Mrs. Chisholm and seconded by Dr. H.W.Hedley that the minutes of the last meeting be adopted as circulated. Carried. The treasurer submitted her report which showed a balance on hand of \$413.07. Moved by Mrs. Whitehead and seconded by Mrs. Lapworth that the report be adopted as read. Carried.

Correspondence received during the past month was placed on the table for inspection by the meeting.

Our chairman suggested that a nominating committee be appointed for the election of new officers for the coming year. The following were elected:

Mr. R.Chesney - Moved by Mrs. Serventand seconded by Mrs. Chisholm;  
Mrs. K.Ward - Moved by Mrs. Whitehead and seconded by Mrs. Lapworth;  
Mr. G.King - Moved by Mrs. Woodall and seconded by The Rev.H.E.Wright.

Mrs.Chisholm gave us the details of our suggested bus tour to Toronto to The Royal Ontario Museum and the Planetarium on Saturday, December 15th.

The Rev.H.E.Wright introduced our speaker of the evening, His Honour, Judge R.C.Groom, who is well known to all of us, his subject being "The History of Tillsonburg".

George Tillson is the name you really have to have in mind when you think of Tillsonburg as he founded it. He was born in 1782, an American who came from Massachusetts. He emigrated to Canada in 1822 to Norfolk County, and started in business there. In 1825 he came to the south-west corner of Oxford County in the Township of Durham mainly because there was a source of water power there - the Otter Creek. He there purchased land and some of these lots are now the Town of Tillsonburg. He built a forge and dammed up the stream and was known as Durham Forge. Then for a while it became known as Durham because it was in the Township of Durham. In a letter written in 1842 by Thomas Cabin to his brother he says "If I could find ten good builders I could find employment for them all at 4s. a day plus board and lodgings. Laborers get 2s. a day plus board and lodgings. Provisions are cheap - wheat 3s. a bushel, maize and corn 6d., young cows 2£ and land is 8s. to 20s. an acre with five to ten years to pay for it.

In 1865 Tillsonburg became a police village. George Tillson's son was Edwin D. Tillson and his son was Edwin V.Tillson, the father of Victor H.Tillson, who is now practising law in Tillsonburg and who has a son also practising law, E.V.Tillson.

In addition to the Forge there was water power, and a mill was established. Timber was shipped to the United States for masts for vessels. There was quite a thriving business in timber.

In 1836 the Ingersoll Road was built which went from Ingersoll to Tillsonburg then to Port Burwell. There were only 12 settlers at this time. Mr. Tillson was Commissioner of Roads. He seemed to do pretty well everything and was a very capable and far sighted man. This is evident in the planning of Tillsonburg which has a beautiful wide street. The surveyor, a man named Ball, said what they really had in mind was ample parking on each side of the road and room in the middle for two lanes each way. There is also the overhead bridge which is going to be demolished. It is said they used to like to race their horses and cutters in the winter across the bridge. It is a very broad bridge and people would stand on the bridge to watch the races.

In 1872 the first by-laws were made and appointments of the various people - treasurer, clerk, surveyor et cetera, also a librarian. It is interesting that they would have a librarian under the first by-law. The second by-law paid the clerk \$50.00 a year, the treasurer \$10.00 a year, the assessor \$25.00 a year and the collector of taxes \$20.00. A man named Bocmer, who was the Chief Constable, got \$650.00 a year.

One of the things that is of considerable importance is the number of churches they have there. The Avondale Church was the first one in the area. Those of you who know Tillsonburg at all know that the Avondale Church is the United Church and was dedicated in 1855. It is still functioning on the same site. The Baptist Church was dedicated in 1873 - almost a hundred years ago, and is on the same site that it was then. It is interesting to note that Mr. Tillson was always giving lumber and money, according to the minutes of these churches, to see that they were built - not only to his own church but to any church he thought was important in a community. The Anglican Church was started in 1868 and is in the same location. The Free Methodist Church founded in 1883 was called Ebenezer Church and is still in the same location. The Roman Catholic Church had its first Mass in 1861 and is still in the same place. The building was completed in 1874. There was also a Masonic Lodge.

The telephone system was built in 1885. In 1841 Van Norman, an early industrialist, had the Post Office established there, although originally it was called Durham and later was changed to Tillsonburg. The Chief of Police was originally appointed in 1872. He was a dog catcher, cared for the street lights and any other municipal function which would be passed on to him. The first recorded salary was \$550.00 a year.

The most remarkable man after George Tillson was his son, E.D. Tillson who first was a school teacher and received a salary of \$12.00 each three months in Durham Township. Subsequently he became extremely successful and owned one of the big farms which is now downtown Tillsonburg and has been subdivided. All the Tillson estates are now being liquidated.

The domestic light system was started in 1898 and the plant was owned and operated by the Barclays.

There were two newspapers. The first was The Tillsonburg Observer established in 1863. Subsequently there was a paper founded in 1877 "The Liberal" and then The Liberal and Observer united together and became The Tillsonburg News which we know today, and is published three times a week.

Our Centennial was celebrated this year with a beautiful Centennial Centre being built.

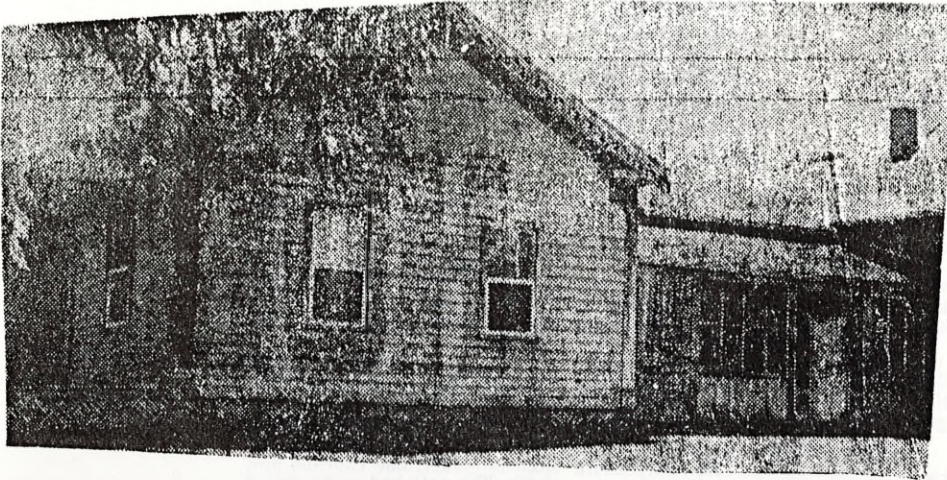
This is a bird's eye view of the history of Tillsonburg.

Mr. George Calder thanked the speaker for an interesting account of the history of Tillsonburg.

After enjoying a social time with our fellow members the meeting adjourned.

.....  
Chairman

.....  
Secretary



**VERSCOYLE**  
The first school here was a log school built in 1857 and was located at Cody Corner on the Cody road, which is now the road from Verschoyle to Beachville. This school burned in 1876 and a new school was erected and forms part of the present school. One of the early teachers was Mr. Wintburne.

In 1877 the first store opened here being in the building built by Mr. Collins and had been used as a hotel. However with the arrival of the railroad at Mt. Elgin, business began to fall off so he sold to Nelson Harris who kept the store here until 1880 when E. C. Corbett purchased the business. Among their competitors was H. Wood who drove a covered wagon from door to door doing a good business with people living on the back concessions. On the main road pack pedlars and tinkers were fairly frequent. They carried a good supply of tinware and would also mend pots and pans for exchange with produce from the farm.

Verschoyle rivalled Culloden and Mount Elgin in the making of cheese and at one time had two cheese factories which later amalgamated and located on the fourth concession at the Culloden road. The lumbering business was also big business here and the Corbett sawmill sold lumber to the Naxon Farm Machinery Factory at Ingersoll and to Baines Wagon Works at Woodstock.

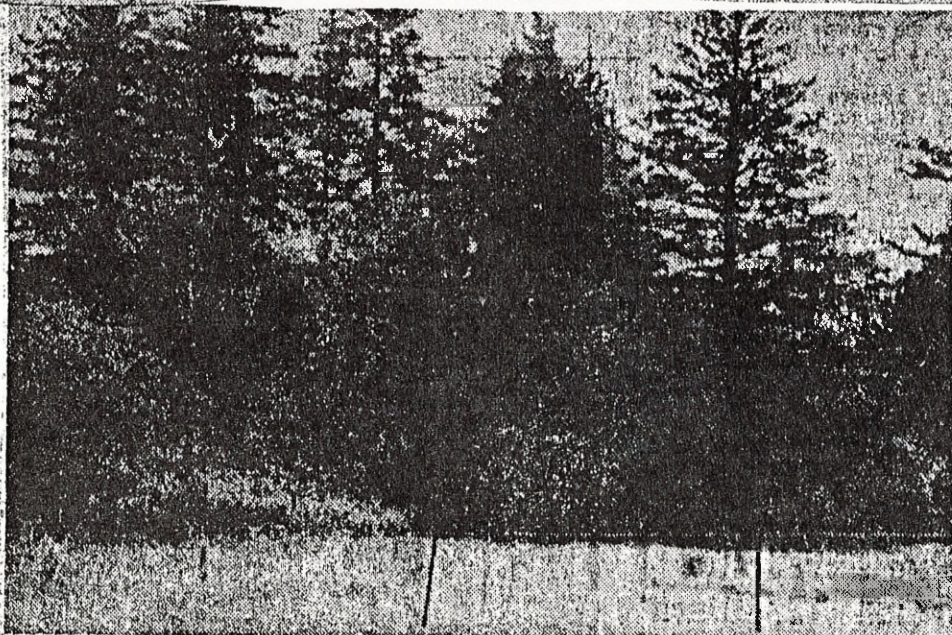
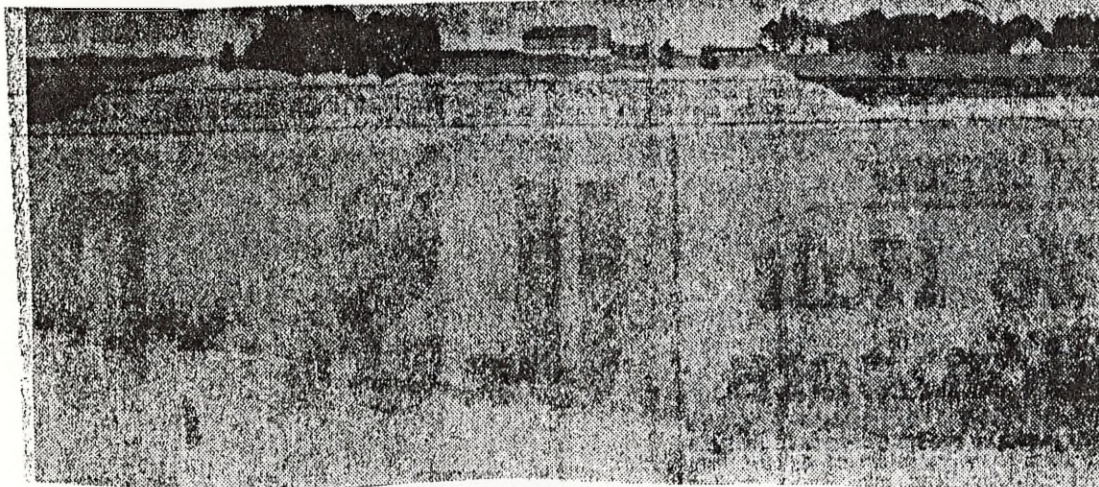
While with most communities the name blacksmith had disappeared and replaced it at Verschoyle Roy Bains still operates a blacksmith shop and can still shoe a horse as good as Charles Marshall could who was the first blacksmith here.

**TOLL GATE**

There was a toll gate at Verschoyle and Mr. Hawkins was the toll gate keeper. It is interesting to note that there was no charge for clergy or for people going to or from church but they did find that it was necessary to move the gate away from the cheese factory as people would go around the factory to avoid paying the fee.

There was a frame church at Ebenezer across from the Wilkinson Cheese Factory before 1880 but it burned and a stone church was built. The Presbyterian Church was built in 1891.

Saturday night was a big night here and for entertainment boxing matches were staged. There were often bouts between the working lumberjacks who had worked for 43 per day outting logs and were ready to take on all comers much to the delight of the local men-folk.



**THE CULLODEN AREA** is filled with many memories of years gone by. Some of these memories can be seen in the homes, in the old swimming place or in the trees. **TOP LEFT** photo, many old homes can be found in the Culloden

area with designs long since lost. An old fashioned screen porch can be seen along with some fancy trim on the end of the house. This handiwork has long since passed away with the men who would spend all winter making these

for the houses they would build the following summer. The favorite spot for everybody on a hot summer day, "The Culloden Swimming Hole," is in the **TOP RIGHT** while in the **LOWER** photo

these trees have overlooked the Culloden Road for over 100 years. They are planted by the sons of Jas. Williams. Behind the trees, the old mansion of Jas. Williams stands. (Staff Photos)

## AREA HISTORY

# First school built in 1865



By BYRON JENVEY

**INGERSOLL** — The name Verschoyle is supposed to be a form of Van Der Schule, the name of a Dutch land surveyor who assisted in surveys along the Culloden Road in early days.

The main building in the village in pioneer times was Collins Hotel, owned by Nelson Harris Sr., and remade into a general store.

The first school to serve pioneers was a log school, located on the west side of Cody Road. The next school, built in 1865, was of frame construction. A brick constructed school was built on the same lot in 1876.

### FIRST CHURCH

A movement to erect a church began in 1891. Mrs. Corbett Sr. gave land for it. Local residents put material on the site during the winter of 1891-92. The corner stone was laid July 13 1892 for Verschoyle Presbyterian Church.

Of Gothic style, the 65 by 36 foot church with a 350-seat capacity cost \$4,000.

In 1894, Culloden Church was added to the circuit. In 1925, the Verschoyle Church became a United Church and the congregation was increased by members from Ebenezer Church on the closing of the latter.

In July, 1929, the Verschoyle Church, the manse, barn and sheds were burned to the ground. The fire was blamed on boys playing with matches.

A new church was completed Sept. 1930 when documents from the old corner stone were transferred to the new corner stone. Cost of the new church was \$17,100. Culloden was separated at this time from Verschoyle and Mount Elgin and Dereham Centre were added.

Just north of the frame school was a Bible Christian Church, a white frame building, later incorporated into part of the local cheese factory.

### CHEESE FACTORIES

One of the earliest private cheese factories in Oxford County was the Charles Wilson factory, located on the north side of concession line one and a short distance east of Culloden Road. A Mrs. Wilson made cheese in this factory in the 1850s and brought a measure of prosperity to the community.

As more dairy herds were built up, William Wilkinson built a factory two miles south of the Wilson factory. John Wilford made cheese in this factory during 1882 and 1883.

At about the same time, Orrin Simmons had a cheese factory in operation on the east side of the road, about half a mile south of Verschoyle.

These factories were too close to each other for profitable operation. Eventually, the Wilkinson factory was moved to Verschoyle and the Simmons factory closed. Parts of the Simmons factory were added to the Verschoyle factory. The Wilkinson factory moved to Verschoyle around 1885. Verschoyle Cheese Factory sold to the Borden Company in 1946 at a reported price of \$32,000.

### TOLLGATE

The first tollgate at Verschoyle was on the east side of the road near the four corners. The gate crossed Culloden Road.

It was possible for travellers

to avoid the gate by going through the cheese factory property.

Owing to vandalism of the tollgate and dwelling by village hoodlums, the tollgate and dwelling were moved a short distance north of the village and on the west side of the road.

Mrs. Walters, mother of Fred W. Waters, Ingersoll jeweller, attended this gate in early times.

David Price, an elderly bachelor, lived on concession line five in a 14 by 14 foot log house. He had no stove but cooked his food in an iron kettle hung on a crane in a fireplace.

### SKITTISH COWS

He kept a few dairy cows and the milk was hauled to the factory by the regular milk drawer. One morning, he was later than usual with the milking.

The milk hauler knew that Davie's cows were frightened of strangers as they never saw an anyone but Davie.

So he quietly peaked around the corner of the barn to speak to Davie. Two cows saw him and fled into the bush. Davie was a long time getting them coaxed to come back to the barn.

Davie died around 1880. A sale was advertised with James Brady as auctioneer.

When the cows saw strange men approaching, they charged the men. Some climbed trees. Others sought protection in the buildings.

Brady in climbing a fence was knocked off and into a two-foot pool of water.

He didn't get a chance to knock that cow down to the highest bidder. She knocked him down. The sale had to be called off.

It is reported that after the funeral of David Price in the Grove cemetery, his grave was opened and his body stolen. One of his stockings was found near the opened grave, identified by Mrs. Naboth Daniels, Sr., who knitted it for Mr. Price.

SENTINEL REVIEW

May 10, 1971

# 175th birthday of Oxford County church

The oldest Protestant church in Oxford County and one of the eight oldest churches in Ontario is currently celebrating its 175th birthday.

For the congregation of the West Oxford United Church, the year 1979 is special.

The church, located two miles east and one half mile south of Ingersoll has great historical significance.

The first settlers—Thomas Ingersoll's group as well as a number of United Empire Loyalists were first to arrive in this region to begin the settlement of Oxford on the Thames.

The pioneers met for Sabbath worship in various homes—though roads were scarcely more than paths through the forest.

## Unforgettable Day

One unforgettable day in August, 1804, Rev. Nathan Bangs (one of those dedicated saddle-bag preachers who travelled southern Ontario) organized the group known as Episcopal Methodist Church.

A desire for a real meeting place prompted the building of a small log edifice, and a burial ground was established nearby.

Unfortunately, during the war of 1812, the infamous Westbrook Raiders rampaged along the Old Stage Road and many homes and buildings were burned to the ground, including the little church.

Undaunted, the congregation met in a log schoolhouse located then near the present site of the church.

## Determined to build again

By 1823 the people were determined to build again, on land purchased from John Galloway. This building was a large plain structure and pioneers came from miles around to attend.

The West Oxford congregation increased significantly in number and by 1832 it became head of the twelve-point Oxford Circuit.

Years later a decision was made to join the Wesleyan Methodist Church of the English Conference. A desire for a new church building was expressed, since now residents were experiencing a time of prosperity and had fine homes and buildings of their own.

Accordingly, in 1854, a new brick church was dedicated.

## Many changes over the years

During the years, the church building has undergone many changes and improvements, including the addition of a basement, a kitchen and a new front entrance-way.

In recent years much work has been done on the cemetery to restore it and to reserve the stone markers—the greatest link to the past.

In 1975, a book entitled 'Heritage Renewed' was published, which included the history of the church, the story of the cemetery's restoration and the history of the pioneer families whose bodies were buried there.

At the 1978 annual congregational meeting, a committee was appointed to plan for this special year and a calendar of events was drawn up.

## Invitations sent out

Letters were sent out to everyone who had been a member or adherent of the West Oxford Church.

Several special occasions have already been enjoyed but the congregation still has much to anticipate.

On May 8 at 8 p.m. there will be a special service with Jack Burghardt of CFPL-TV as speaker.

Rev. Bruce Sutor of Newmarket, a former minister will preach at the special anniversary service on June 10 at 2:30 p.m.

## Coming events

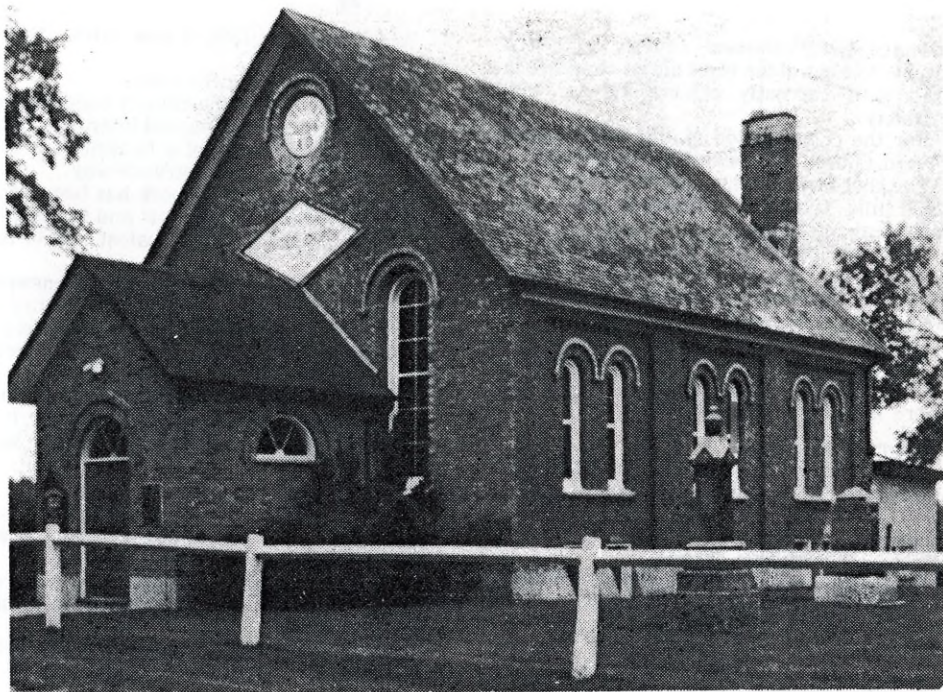
On Sept. 23 at 8 p.m. a community church service will bring together former ministers and representatives from the United Church Presbytery and Conference, and representatives from government offices.

Speaker for that occasion will be Rev. Douglas Ross of Wesley-Knox United Church in London. Rev. Ross is president of the London conference.

On Oct. 14 at 11 a.m. the regular anniversary service will be held with Rev. Harley Moore of Grand Bend as minister.

An evening of music will be highlighted Nov. 18 at 8 p.m. and the year will close with a birthday party and Christmas carol service at 8 p.m. on Dec. 9.





Oxford County's oldest Protestant church--West Oxford United is celebrating its 175th birthday this year. Members have planned several events to honor the

historical value of the building. The church is located two miles east and one-half mile south of Ingersoll.

# Zenda

By ART WILLIAMS

A variety of causes brought about Confederation. In a sense, deadlock was its parent in the Canadas where strife between the parties had reached the stage in which the separation of the two provinces seemed to be the only means of placating troubles arising out of intense racial and religious feelings. Yet disruption of the Union meant increased weakness of organization, policy and influence at a moment when United States hostility was being actively expressed in the abrogation of the Reciprocity Treaty; tactily shown in the toleration of the Fenian Raids and pleasantly pictured forth as to possibilities by the evolution of a million soldiers from the recent Civil War. So it was that external pressure largely helped to avert internal disintegration and to bring about closer provincial union. The kindly help advice and cooperation of the mother country must not be forgotten.

Although Confederation became a reality in 1867 it had been proposed as early as 1690 when General Francis Nicholson proposed the union of all Anglo-American colonies and in 1783 Col. Morse proposed a union of all remaining British possessions in North America and in 1837 the Imperial Parliament passed a resolution in favor of it and from then until 1867 it was strongly supported by nearly all who sought public office. In 1864 delegates from the Maritimes met at Charlottetown to consider a Maritime Union and at this conference delegates appeared from the Canadas and applied for permission to discuss the larger union.

## FIRST MEETING

As a result of this request a meeting was held at Quebec on October 10, 1864, with delegates from all the provinces of British America including Newfoundland and Prince Edward Island, Newfoundland was represented by Sir F. B. T. Carter and Sir Ambrose Shea. P.E.I.'s representatives were Col. Gray, E. Palmer, W. H. Pope, George Coles, T. H. Haviland, E. Whelan and A. A. McDonald. The delegates from the other provinces who became known as the Fathers of Confederation included Honorable Sir Etienne P. Tache, John A. Macdonald, George E. Cartier, William Macdougall, George Brown, Alexander T. Galt, Alexander Campbell, Oliver Mowat, H. L. Langevin, Thomas D'Arcy McGee, James Cockburn, J. C. Chapin, representing Canada, Honorable Charles Tupper, W. A. Henry, Jonathon McCully, Adam G. Archibald and R. B. Dickey came from Nova Scotia. Honorable Samuel L. Tilley, John M. Johnstone, Peter Mitchell, Charles Fisher, E. B. Chandler W. H. Steeves and John Hamilton Gray were from New Brunswick

The result of the conference at Quebec was 72 resolutions which practically constitute the British North America Act of 1867, so far as terms and conditions of that measure are concerned, but there was a long struggle before complete success came. The Union Resolution was adopted in the Canadian Assembly in 1865 by a vote of 91 to 33 and in council 85 to 45. In the Assembly the vote was Upper Canada 54 and Lower Canada 37 and constituted a favorable vote. After two general elections in New Brunswick and a change of government the resolution was approved in July 1866 by a good majority. In Nova Scotia the resolution was passed by the Legislature on a motion by Hon. Dr. Tupper by a vote of 31 to 19 without a general election. P.E.I. and Newfoundland refused to enter the Union and British Columbia and North West were not sufficiently organized and populated to deal with the question but the door was left open for any or all of them to join at a later date.

In December 1866 the delegates from the four provinces met in London to make the final arrangements and the Hon. John A. Macdonald was appointed chairman. New names among the delegates were those of the Honorables J. W. Ritchie, W. H. Howland, and R. D. Wilmot. The final details were settled and on March 28, 1867, the Resolution after passing through the Imperial Parliament as the British North America Act received the Queen's assent and became the Constitution of the Dominion of Canada as of July 1, 1867.

## CONSTITUTION

The terms of the new Constitution included or have since adopted the following: 1) A governor - general representing the Crown to be appointed by the Crown for a term of five years and to hold the same place in the Canadian Constitution as the Sovereign does in Great Britain. 2) A cabinet - to be composed of members of the Privy Council for Canada, chosen from either branch of the Parliament and whose chief is termed Premier. He is usually the leader of the House of Commons as well as leader of his party. The Cabinet must command the support or confidence of a majority in the Commons. There are twelve ministers and usually one or more without office. 3) A Senate whose members are appointed for life by the Governor - General in Council to be composed of 78 members who must possess property qualifications, be 30 years of age, and British subjects. They are to receive \$1,000.00 for a session of 30 days and travelling allowances. 4) A House of Commons - composed of members elected for a maximum period of five years by popular vote; from 1898 under the franchise of the respective provinces. There is no property qualifications but a member must be 21 years of age, be a British subject and not disqualified by law. There are to be 213 members and the sessional allowances to be \$1,000.00.

The provincial governments were to be composed of the Lieutenant - Governor appointed for five years by the Governor - General in Council, a cabinet and a legislative assembly elected for four years by popular vote. 6) Under the Union the Dominion Parliament was to have control of the general affairs of the Dominion including matters not specifically delegated to the Provincial authorities such as: trade and commerce, postal system, public debt, militia, navigation and fisheries, currency and coinage, banks, patents, Indians, marriage and divorces, custom and excise, public works, railroads and penitentiaries and criminal law.

## REPRESENTATION

Under the terms of the British North America Act Ontario was to have 92 representatives in the House of Commons, Quebec 65, Nova Scotia 20, New Brunswick 14, P.E.I. 5, Manitoba 7, British Columbia 6, North West Territories 4. The basis according to the population is that Quebec with its 65 members and a re - arrangement to take place after each decennial census. The average population to each representative is 22,688.

On July 1st, 1867, the first Dominion Ministry was formed by Sir John A. Macdonald and his colleagues were Hons. Alexander T. Galt, William Macdougall, George E. Cartier, Samuel L. Tilley, J. C. Chapin, Alexander Campbell, Peter Mitchell, W. P. Howland, Adam J. Ferguson - Blair, Edward Ken- ny, Hector L. Langevin and Adam G. Archibald.

The township of North and South Norwich was originally one township and formed part of Norfolk County until 1798 when an Act of Parliament was passed and detached this township from Norfolk and was one of the townships forming Oxford County and in 1855 the township was divided into North and South, the sixth concession being the boundary line. The first land granted was in 1800 and the first lot sold was in 1830 to James Holmes. Norwich was surveyed in 1790 by Mr. Hanly and Col. John Bostwick. The "gore" was surveyed by Peter Carroll in 1835. The first township meeting was held in 1816 with Thomas Lossing being appointed township clerk.

## ZENDA

On the township line between North Norwich and Dereham there is located a community that, even though it was never considered a village, its fame spread through the length and breadth of the county for its garden party.

Zenda received its name which it was required to have if it was to have a post office in a rather unusual sort of a way. In 1895 Charles Banbury had Michael Walsh a lawyer at Ingersoll draw up a petition for signatures to obtain a post office here. When the petition was sent to the postmaster general he suggested that they take the

name "Bowel" in honor of Sir McKenzie Bowel, Prime Minister of Canada at that time, but before it could be accepted it was learned that another community already had that name so the name Zenda was suggested by local residents, being taken from the novel by Anthony Hope "The Prisoner of Zenda" which was the current best-seller at that time. Later in 1937 the residents of Zenda were given a trip to New York to see the premiere of the film by the same name.

The first settler of which we can find any information was a Mr. Gibbs who came out from England and was a man of considerable means and purchased a large amount of land between Zenda and Mount Elgin and built a large log mansion on the present Banbury property which among other things had a large porch all around the house and even a coachman's quarters. He would remain here for the summer and return to England in the fall and eventually he decided to stay in England and his property went to ruin and different families took possession of his farms as squatters and eventually claimed them as squatter's rights. Gibbs eventually contacted a lawyer who got in touch with the squatter and had them sign a paper. They thought it was to obtain the deed for the land but it was a paper relinquishing their rights to the land and they had to leave. A family of Negroes moved into the house and one day it caught fire as they put the ashes on the floor rather than take them outside. Everything burned but the coachman's quarters which remained for some time. This property was obtained by the Banburys in 1849. Others who settled here included the Thomas, Fewster, Moyer and Blanchflower families. The Moyer house was located on the northwest corner from the present church and stood until just recently, being the oldest house around Zenda.

In 1857 a school was built on the third concession on what was to become known as the Arthur Smith farm; this house was the original school and was known as the Red School. There was another school on the Swance and Thomas farms. The Zenda school was built in 1873. The Swance and Thomas farms. The Zenda school was built in 1873. The first trustees were Joe Kirwin, William Fewster and Willard Thomas and between them they sent 21 children to school at Zenda.

After the bush was removed and lumbering began to give way to farming cheese factories began to appear and were originally a private affair with a farmer the cheesemaker, taking in milk from his neighbors. There was a factory at the Arthur Smith farm and at the Banbury farm and another was located on the Ed Stone farm.

This one was operated by Mr. Moore, one of the earliest settlers in these parts. In 1885 a factory was built on the site of the present factory and was operated by Ezra Bates. The old smoke stack still stands as does the curing room.

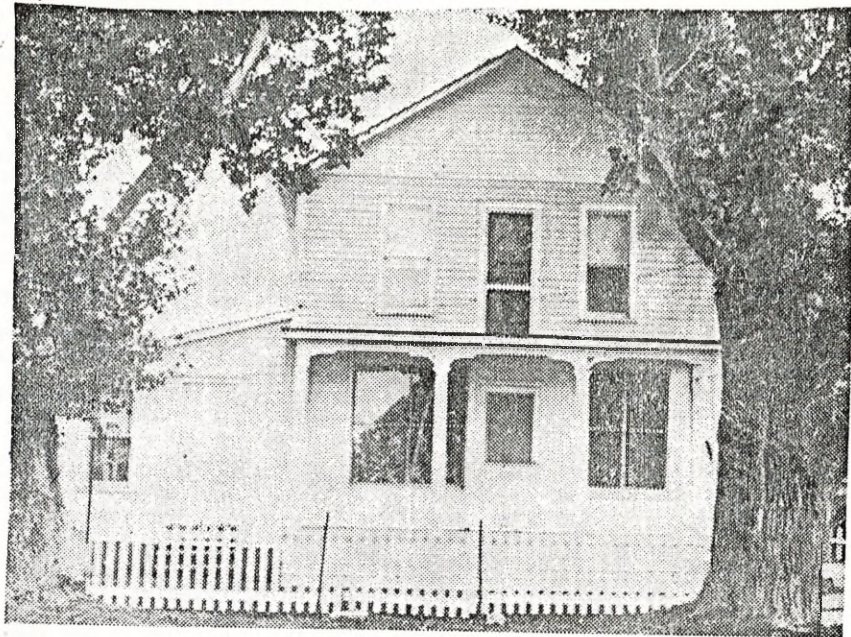
**FIRST CHURCH**

Some time prior to 1870 the first church was erected and was known as the Salem church. In 1900 it was decided to build a new church and in less than a month \$2,675.00 was subscribed and in February 1901 the New Salem Church was opened. On the southeast corner of the first church was a Sunday school room and in 1901 it was purchased by the Foresters Lodge and moved to its present site. A blacksmith operated beneath the Lodge Hall. The Lodge was formed on October 27, 1891, and six of its members purchased the hall for the lodge at a cost of \$100.00 each.

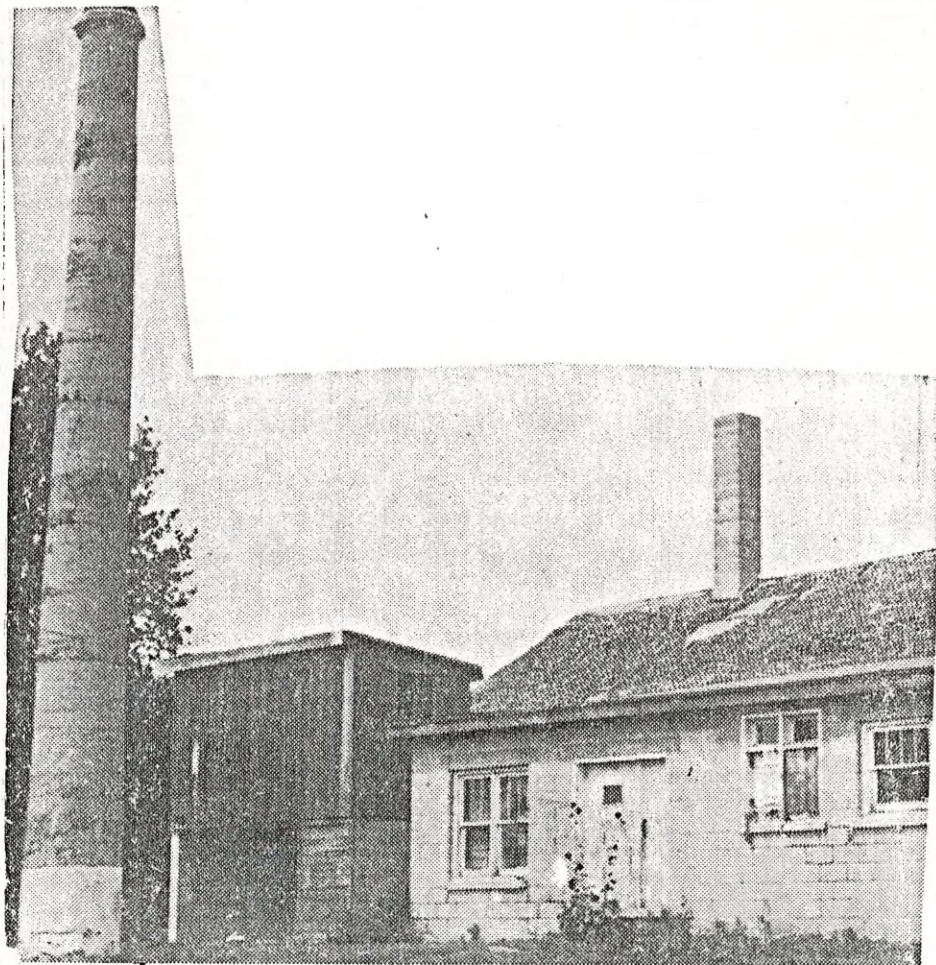
Prior to November 1, 1895, the Zenda store was moved from Milton Banbury's farm and became the only post office Zenda ever had and C. J. Banbury was the first postmaster with David Waggomer assisting him, later William and Hamilton Kennedy until August 8, 1914, when the office was closed.

No story of Zenda would be complete without the story of the Zenda Garden Party. The first party was held in 1912 and the Canadian Order of Foresters' Lodge decided to hold it on the lawn of Mr. Jeremiah Hughes, the third farm west of the church on the north side. It was in the form of a supper followed by entertainment and the gate receipts amounted to about \$70.00 and of course everyone came by horse and buggy. This garden party was later moved to the park which the Foresters created next to the cheese factory which at that time was used as a dumping place for the surplus whey and took considerable work to make it into a park, but it was worthwhile. For over a quarter of a century this garden party became a must for all who could crowd into the grounds which at times reached 5,000 to see what William English, the popular MC would have to offer in the line of entertainment.

But like other such events, the changing times brought smaller crowds and it was forced to close and now the garden parties of the gay twenties are only fond memories of not only Zenda, but all of Oxford.



**ONCE GENERAL STORE AND POST OFFICE**



**STACK OF ORIGINAL CHEESE FACTORY**

SENTINEL REVIEW

August 18, 1962

~~North Norwich~~

# ZENDA UNITED CHURCH

## MEMORIAL CAIRN

2.30 P.M.      Rev. Wesley G. Mitchell, Minister \* Sunday October 10, 1971

TRUSTEE BOARD AND CAIRN COMMITTEE: Messrs. Sam Banbury - Sam Chambers - Lewis Clark -  
Geo. Thomas - Chas. Harrison - Harold Harrison - Harold Harvey - Grant Hughes-Floyd Swance.

UNITED CHURCH WOMEN: Mrs. Gerald Pearson (President) - Mrs. Carl Little - Mrs. G. Thomas.

\* \* \* \* \*

Only the brick walls of ZENDA UNITED CHURCH building remain following a fire which broke out sometime early on Friday morning, JANUARY 23 1970. By the time two fire trucks arrived from Burgessville, the roof was gone, and the popular gathering place for more than 60 families was destroyed.

Church officials and members of the congregation met to consider the future of the church, but postponed any decision until six months had elapsed. Rev. Wesley G. Mitchell pastor of the three point Salford Church: Salford, Folden's and Zenda, estimated that it would cost about \$100,000 to replace the brick church insured for \$27,000.

Sometime prior to 1870 a white brick church stood on the present site. It was called SALEM METHODIST CHURCH. It was a small one story church, and the Sunday School was held in a separate frame building just East of the church. This building is now in Zenda. The Canadian Order of Foresters purchased it in 1901 for their hall. At this time it was a five point charge: Salem - Zion (Ostrander) - Springford - Newark - and Miller.

In 1900 it was decided to build a new church with a basement for the Sunday School. It less than a month \$2,675 was subscribed by the families of the community. The little church was torn down, but the white brick ~~was~~ used to make a double brick wall in the new church. Some of the windows and lumber was used in the building of the farm home of Mr. William Thomas, now owned by his grandson Edward Thomas and family, situated South of the church. Services were held in the Sunday School building while the church was being built.

Supplies were hauled by horses and wagons from Woodstock. Members of the congregation worked with the carpenters to tear down the old , and build the new church. Stone from a nearby farm was cut for the foundation. Brick from Milton was hauled from Burgessville Station. Mr. Harry Little, who is now in his eighties, tells of the work of drawing lumber and bricks. His father, James Little, sent him with a team and wagon to help Mr. Robert Kirkpatrick bring loads of brick from the station. One wagon after being loaded became wedged on the track, and the horses could not pull it off. It had to be unloaded because a train was due soon. The station master ran up the track to stop the train, while the men and boys worked fast to unload the bricks.

The subscription list shows many familiar Zenda names: Jones, Thomas, Pearson, Longworth, Moyer, Allen, Service, Brooks, Little, Banbury, Wilford, Fewster, Stone, Groves, Cooper, Atwood, Hughes, Kennedy, Mitchell, Burrill, Coventry, Kirkpatrick, and Branchflower. Descendants of many of these names are still residing in this area. In February 1901 the church was officially opened.

With the help of the Ladies' Aid which was organized on January 23 1901 the work of the church carried on. New improvements were made each year. Rev. W. J. Brandon helped organize this Society. The next minister was Rev. J. H. Wells. The ladies met twice a month. With teas, bazaars, chicken suppers, quiltings, etc. the ladies worked faithfully for the church. In 1907 Salem and Newark appointments joined in the Burgessville Circuit. A modern parsonage was built at Burgessville in 1908.

On Sunday September 1st 1912 misfortune befell our little church. A cyclone hit the district. It happened between the SundaySchool and Church service. There were many horses and buggies in the shed at the time. The church sheds were levelled. All buggies but one were damaged, but fortunately all horses escaped with little injury. Part of the roof of the church was torn off. Grain from the nearby fields blew in thru the windows. No person was injured. Once more the people were canvassed for money to rebuild the shed, to repair the church, and decorate it. The minister at this time was Rev. I.M.Moyer.

In 1921, the congregation decided to purchase an organ. The ladies organized a contest. The members were divided into two groups. Each member was to see how much money she could personally earn for the organ fund in a period of three months. Their motto was "You help me, and I'll help you." The group earning the least money was to provide a supper and social evening for the winning side. The ladies raised \$368.02 for the fund. During the social evening the members told how much money they raised, and how they raised it. This caused much merriment.

The officers of our first Ladies' Aid were: President: Mrs. BenThomas  
Secretary: Esther Moyer. Treasurer: Mrs. John Groves.

Not only did the women work for their own community, but they also helped to supply money for the new parsonage built in Burgessville. Most of their meetings were work meetings. They quilted, sewed carpet rags, and packed bales to be sent out West. In 1914 the following invitation was sent to the members of the congregation.

The SALEM METHODIST CHURCH  
requests the pleasure of your company and lady at a  
FOWL SUPPER and JUBILEE ENTERTAINMENT  
and the burning of the church note, in the SALEM CHURCH  
on THURSDAY EVENING, DECEMBER 3rd, 1914, at 6.30 P.M.

ADMISSION FREE by INVITATION ONLY.

\*\*\*\*\*

In 1915 the minutes of the Ladies' Aid tells of their work for the Red Cross and the sewing for the Belgians.

Prior to 1919 the young ladies of the community met and worked with the Ladies' Aid. Finally in 1919 a MISSION CIRCLE was organized and Miss Ada Kneal, now Mrs. Wesley Osmond, was the first President.

Until 1918 the church had been lighted with gas, then electricity was installed.

In the years following these ministers served our community:

- |                                   |                                   |
|-----------------------------------|-----------------------------------|
| Rev. Wray L. Davidson (1917-20)   | Rev.Theodore B. Edmonds (1920-23) |
| Rev.Elijah P. Coish (1923-24)     | Rev. W. G. Shaw (1924-28)         |
| Rev. J. Elwood Mitchell (1928-31) | Rev.Arthur W. Brown (1931-33)     |
| Rev.Stanley A. Moote (1934-38)    | Rev.LeRoy C. White (1939-44)      |
| Rev. C. C. Strachan (1944-45)     | Rev. R. B. Cumming (1945-47)      |
| Rev. R. A. Passmore (1947-51)     | Rev. S. R. Cooper (1952-57)       |

Rev. A. E. Menzies (1958-68)

Rev. Wesley G. Mitchell (1968-

On January 26, 1926 at our Annual Meeting our church became ZENDA UNITED CHURCH. In the year 1945 Zenda became united with Salford, Folden's and Zenda. In the fall of 1947 under the ministry of Rev. R. B. Cumming the shed was made into a skating rink for the young people. Following this the Canadian Order of Foresters drilled a well on the church property to supply water for the rink and for the church. The rink was enjoyed by both children and adults, not just for Zenda but from a large surrounding area.

With the changing times, and surrounding towns with artificial ice Zenda's little place of activity faded out. During 1960 the shed was purchased by Mr. Leo Brackenbury, which was torn down and moved to his farm, and reconstructed into a barn to house cattle. This farm is now owned by his son Ronald Brackenbury and family.

In 1950 the ladies of the church with the help of the man set up a tent at the Provincial Ploughing Match held on the farm of John and Jack K. Hargreaves at Beachville. The money made at this project was used to build a new kitchen at the church, with a new electric stove. One of our families donated a refrigerator. The minister at that time was Rev. R. A. Passmore. Sometime during 1950-1955 an oil furnace replaced the old coal and wood furnace. A new electric organ was also installed. Rev. S. R. Cooper served on this charge from 1952 - 1958.

For a number of years the ladies met as two groups. The afternoon W. M. S. and the Evening Auxiliary. Finally in 1962 the organizations became known as the United Church Women. There was an afternoon and an evening unit. This in time was combined as one unit. A washroom was then added to the basement. In 1967 for their Centennial Project the ladies of the U.C.W. and the Building Committee undertook renewing the stained glass windows in the church at a cost of \$3,000.00 Finally in May 1969 they were completed. The interpretation of the emblems in the glass were:

LIFE OF OUR LORD EMBLEMS

- |                                |                                   |
|--------------------------------|-----------------------------------|
| 1. Annunciation                | 7. Triumphal Entry into Jerusalem |
| 2. Nativity                    | 8. The Last Supper                |
| 3. Presentation in the Temple. | 9. Gethsemane                     |
| 4. Baptism                     | 10. Crucifixion.                  |
| 5. Sermon on the Mount         | 11. Resurrection.                 |
| 6. Transfiguration.            | 12. Triumphal Cross.              |

Rev. A. E. Menzies served on this charge from 1958 until retiring in 1968. Rev. W. G. Mitchell came to this charge and served in our church until tragedy struck in 1970. Memberships were then taken to the church of their choice.

Through the winter months the blackened church walls defied nature and stood erect. Finally in early Spring they were torn down. Stones from its foundation, brick from the walls and corner stones were saved for the building of the Cairn.

In 1900 when the corner stone was laid a glass jar had been placed in the South-West stone containing papers of interest. When the walls came down the corner stone toppled over and the little glass jar still unharmed by the terrible tragedy came rolling out. This jar was opened by Rev. W. G. Mitchell assisted by Mr. Harry Little, and Mr. Charles Pearson at a special meeting held at Folden's United Church. This same jar is being placed in the same corner stone with the original documents and history of our so beloved and longed for beautiful church.

This cairn is being built by Mr. John Pettit of Ingersoll Memorials, Ingersoll, Ontario, assisted by stone mason and bricklayer Mr. Alvin Sherman. The Dedication Service and unveiling of the cairn in memory of the church and all who worked so hard to bring the Word of God to this community was held on Sunday at 2.30 P.M. October 10, 1971.

\* \* \* \* \*

"We watched her breathing through the night,  
Her breathing soft and low,  
As in her breast the wave of life  
Kept ebbing to and fro.

So silently we walked about,  
Our very hopes our fears belied,  
We thought her dying when she slept  
And sleeping when she died.

And when the morn came, dim and sad,  
And dews with earthly showers  
Her weary spirit took its flight,  
She had another morn than ours."

\* \* \* \* \*

METHODISM IN OXFORD COUNTY - Contributed by Byron G. Jenvey.

The community of Zenda is served by a Wesleyan Methodist Church, located a half mile North of the Store and Canadian Order of Foresters' hall. The first church was a small white frame building that was torn down in 1900, and a new red brick church erected in the same year. This became the United Church in 1925.

This church has perpetuated on the corner stones the names of many municipal officials, and members of parliament. On the South-East Corner Stone are the names of H. Hogarth and M. Durkee, County Commissioners, Division 6.

and the names of the North Norwich Council members:

C. W. Carroll, Reeve, M. Bushel, F. Abraham, J. Fleming, and F. Cohoe.

G. Burgess, Clerk, W. Walker, Treasurer.

On the front stone are the names:

Dr. McKay, M.P.P. and M.S. Schell, Esq.,

On the South-west corner are the names of Dereham Council:

William Jones, Reeve, George Partlo, J. Morrison, E. R. Brown, W. S. Scott, Councillors. A. Bell, Clerk, S. Gregg, Treasurer.

On the West Side are the names of: J. Baxter, and T. Fero, County Commissioners Div. 5.

The architect was M.L. Buffy, London.

A large shed for horses was erected at the rear of the church. This was later removed when no longer required. The name "SALEM" was given first church, and attached to the new church. There is no cemetery in connection with the church.

Harris Street, and Burgessville Cemeteries serve the Zenda community.

At one time there was a frame building on the East side used for various meetings.

It is reported that this was an early school house West of the Church located between the farms of Swance and Thomas.

The red brick Zenda United Church was destroyed by fire on Jan. 23 1970.

\* \* \* \* \*

In 1794 the first Quarterly Meeting of the Methodist Denomination in Niagara District was held. It was from this area the work spread. REV. NATHAN BANGS of Connecticut, U.S.A., who, it is said, was converted at Methodist Episcopal meetings at Niagara, in which Major George Neal took part, from whom Dr. George Neal Hazen of London was a direct descendant. He became an itinerant Methodist preacher.

As early as 1802 Nathan Bangs travelled Westward introducing Methodism to the Burford and Oxford areas. Mr. Bangs always stated his attitude was to stand while singing, kneeling to pray, and standing to preach. On August 4 1804 he attended a Quarterly Meeting in Oxford, and was the means or starting the work at West Oxford which became the head of the Circuit later.

The war of 1812-14 gave Methodism a set back. Most of the Missionaries were Americans and were considered as spys, so the religious movement was looked on as pro-American. The result was that for about five years Methodist congregations were prohibited from holding property, and Methodist ministers were not allowed to conduct marriages. By 1820 opposition had almost disappeared, and in 1823 the Methodists purchased property for a church building.

The first Methodist Episcopal Chapel was built at West Oxford. The deed is registered on February 19 1824. OXFORD CIRCUIT formed part of the LONG POINT CITCUIT, which was composed of eleven churches: WEST OXFORD as head of the circuit:  
WEST OXFORD \* BEACHVILLE \* INGERSOLL \* 12th CONCESSION - ZORRA - WOODSTOCK - NORTH OXFORD (Banner) - EMBRO ROAD - AYLMER - MOUNT ELGIN - DEREHAM - S.L.FORD.

The West Oxford Church was located on Lot 15, Con. 1, West Oxford Township. It became the mother of the Methodist Church in Western Ontario. The first church was of frame construction. A new white brick church replaced it in 1854, and is still in use. A basement was constructed under it in 1948.

In 1842 the circuit became known as the Woodstock Circuit, and in 1849 was divided, half becoming the Woodstock Circuit, and the rest the Ingersoll Circuit. The first Sunday School was in 1827 in the Oxford Chapel with 15 pupils and Willard Scott as Superintendent. (Contributed by Byron G. Jenvey).

Between 1840 and 1900 there was a small Wesleyan Church & Cemetery on SE corner of Lot 4.  
\*\*\*\*\*  
On Sideroad between 1st & Townline  
Now part of Floyd Swance farm.

ZENDA UNITED CHURCH MEMBERSHIP in 1971.

Banbury, Mr. and Mrs. Sam.  
Bennington, Mrs. A. and Kathryn.  
Chambers, Mr. & Mrs. Sam. and Llewellyn.  
Chambers, Lloyd  
Clark, Mr. & Mrs. Lewis, and Karen.  
Coventry, Mr. & Mrs. Robert A.  
Cuthbert, Mr. & Mrs. Melburn, and Peter.  
Esseltine, Mr. & Mrs. Irwin  
Esseltine, Mr. and Mrs. Donald.  
Gillies, Mrs. Goldie, and Scott.  
Edelman, Mrs. Klaas.  
Harvey, Mrs. Harold  
Harrison, Mr. & Mrs. Harold, Jean.  
Harrison, Mr. and Mrs. Charles H.  
Jones, Lloyd  
Kankel, Mr. & Mrs. Adolf  
Little, Mrs. Carl  
Thomas, Mrs. Edward  
Malcolm, Mr. & Mrs. George, Edward, Gloria.

Nancekivell, Douglas  
Jansen, Mr. & Mrs. Henry  
Osmond, Mrs. D. W.  
Pearson, Mrs. Stanley, Gerald.  
Pearson, Mr. & Mrs. George, Frances  
Pearson, Mr. & Mrs. Walter  
Painter, Mrs. Kenneth, & Debotah  
Smith, Mrs. Robert  
Swance, Mr. & Mrs. Robert  
Swance, Mr. & Mrs. Floyd, Violet, Roger, Keith  
Swance, Miss Ann (Mrs. Evan Wilson)  
Swance, Lloyd, Cheryl.  
Gerhardt, Mr. & Mrs. Andrew  
Thomas, Mr. & Mrs. George  
Wilford, Mrs. Wray  
Wilson, Mr. & Mrs. Charles, Elaine, Brenda.  
Yeoman, Mrs. Robert and Nancy  
Tattersall, Mr. & Mrs. Eric

Rev. R. Blumming