

## LUMBERING IN CANADA

Canadian lumber was a much sought world commodity early in the 19th Century. Because of Napoleon's blockade of European shipyards, European powers began searching their colonies for supplies. Philemon Wright learned of this potential and organized a raft of lumber to go down to Quebec city in 1806. As a result, scouts were sent out to quantify the lumber limits, mapping and searching for groves. In these groves, shanties were built to house the hundreds of shantymen hired to harvest and drive the logs. Shantymen worked 12 hour day, 6 days a week for 6 cents per hr. Boys/Apprentices earned 2 cents per hr. and masons 8 - 19 cents per hr. A raft contained 100,000 cu. ft. of lumber or about 50-100 cribs. Workers to man a raft - 30 strong men for a duration of 2 months.

At rapids and falls on the Ottawa River, the cribs had to be disassembled and reassembled on the other side. At the Chaudiere Falls, timber had to be hauled overland which took up to 20 days. To speed up navigation, in 1829, Ruggles Wright (son of Philemon) had a slide constructed on the north side of the river which could accommodate an entire crib and was available for a toll.

Early raftsmen on the Ottawa were French Canadian descendants of early voyageurs. By 1820, immigrants from the British Isles, soldiers from the War of 1812 and UELs swelled the ranks and increased the competition. Clashes between newcomers and established shantymen fuelled with alcohol were common. Carousing was tolerated as a necessary evil as everyone profited from lumber anyway.

Twice a year Bytown was invaded by migrant workers. In the fall, loggers took up lodging in hotels and taverns to wait for the arrival to team bosses. Innkeepers assisted the hiring by staking men to food and bed and "recommending" his men.

Ann Leighton-Kyle

# Osgoode Township Historical Society & Museum at the Old Vernon School Newsletter

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## PRESIDENT'S MESSAGE

Well as summer is slowly going by, I must say it has been a hot one. The growth in this area has been fantastic, lots of rain and heat. Being a farmer, I must admit this is what pleases us, even getting the crops off the fields proved a bit tricky.

Here at our Museum the turn out for events has been pleasing. Our archivist, Donna Bowen has done a wonderful job. Her assistant, David Garby, a summer student, I'm sure has helped ease the work load. Two lovely volunteer school students, Shannon and Jill who have gladly volunteered their very able assistance with Donna's many duties. Thanks girls!

We have also installed an air conditioner this summer to help make the place more liveable. We know Donna surely appreciates it as much as the rest of us.

Memberships are still coming in even as far away as Calgary. Mr. and Mrs. Ambrose Comchi, (nee Marilyn Stanley) formerly of Metcalfe joined our society. Glad to have you aboard!

Also we had some visitors from Detroit, Mich. Charles Dalglish Jr. and brother Doug along with their sister (dear me I've forgotten her name). We were ever so pleased to have you visit us and thanks for the donation folks.

We have had some very interesting guest speakers in the past and hope we can be as fortunate in the future, thanks to Elizabeth Stuart and all of those involved.

Hope to see you at our next meeting.

Murray Little

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## ARCHIVIST'S REPORT

Much has been accomplished this summer with the help of David Garby, our summer student and volunteers, Jill St. Denis and Shannon Morrison. Information from the County Registration of Births, Marriages and Deaths for 1873, Osgoode Twp, have been typed on cards. Contents of the Families of Osgoode files have been photocopied and are completed. This will preserve and prevent important clippings from deterioration and loss.

David has been transferring information from the 1901 Census onto a computer disk and print-out sheet. This is another step in the process of getting the 1901 Census into a more useable form.



These are just a few of the tasks undertaken this summer.

We have recently acquired two bibles with important family history, donated by the family of the late Bill and Doris (Dempsey) Morrison. One bible had belonged to Doris' grandmother, Mrs. Solomon Dempsey. The other belonged to Henry Hughes. An inscription on the inside cover reads; "Mr. Henry Hughes, West Winchester, June 5th, 1887." Checking in the Dempsey file, I discovered that Henry Hughes was married to Jane Dempsey, sister of Solomon. Also, Henry was a brother of Elizabeth Hughes, wife of Solomon. Helen (Dalglish) Lenke also donated a public school Drawing Course book, Jr. Fourth. This book had belonged to her mother Mary Robertson (Mrs. Thomas Dalglish). In pencil, it is dated 1894. It is amazing, leafing through the pages and seeing the drawings done so long ago and with such care.



Donna Bowen

## NOTE OF INTEREST

-From Glengarry Highland Games, 1993 by Kenneth McKenna

A Mòd is a festival of Scottish Gaelic music, dance and literature. Mòd-Ontario has been held annually in Toronto since 1977, modelled on the Gaelic Mòd in Scotland which has been held there for over a century. Scottish Gaelic was once the third language of Canada. The first two Prime Ministers of Canada, Sir John A. Macdonald and Alexander Mackenzie, were Gaelic speakers, as well as the Glengarrarian, John Sandfield Macdonald, the first premier of Ontario.

Gaelic is an Indo-European language (non-Latin) and is one of the oldest language of Europe. Scottish Gaelic derives from Irish Gaelic and it came to Scotland with Celtic people some 1,500 years ago. Most of Scotland was once Gaelic-speaking, but because of repression and emigration it exists in the more remote parts of the Scottish Highlands and the Islands, and Cape Breton in Canada. Until recently, in the Greater Glengarry area of Ontario, where the original settlers were mostly Gaelic-speaking, the language was used.

At one time over 85% of the people of Glengarry were Gaelic-speaking, and the daily life of the county was carried on in that language. Gaelic was the language in regular use in many families until the last generation. Some of the early French-speaking settlers often had Gaelic as their second language. This is a part of the heritage of Glengarry that should not be forgotten.

## ONE HUNDRED YEARS AGO

1894 was a year of change in Ontario, such change gradually filtering down to the rural municipalities.

The abolishment of Statute Labour to be conducted under the supervision of the community Pathmasters was replaced by a comparable increase in taxes and township road and drainage overseers. Ratepayers could and did appeal to council to have the tax increase devoted to specific projects in their own neighbourhoods. Five merchants in Metcalfe were permitted to devote three years worth of said tax increase to the construction of a wooden sidewalk on the east side of Albert St. from Victoria to Kent Street.

A Mr. John Bower Lewis of Ottawa was hired to supervise the construction of ditches, bridges and culverts within the township.

The teaching of Agricultural Science was introduced into rural Public and Secondary Schools, with the last hour on Friday to be devoted to that subject. Horticultural Societies and Mechanics Institutes were further interest and knowledge of improvements in farming practices.

The depression of the 1880's was easing and life looked brighter for the future.

Bob Usher

### DID YOU KNOW

*"England would be better off without Canada; it keeps her in a prepared state for war at a great expense and constant irritation.*

*Napoleon I at St. Helena, 1817*



### OSGOODE TOWNSHIP HISTORICAL SOCIETY & MUSEUM NEWSLETTER

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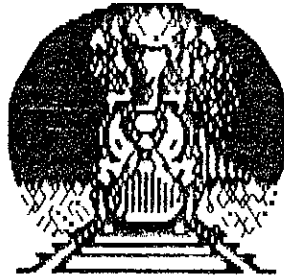
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## BYTOWN & PRESCOTT RAILWAY

### -A PART OF OUR TOWNSHIP HISTORY

For those of us living on the western side of the Township, our recollection of the steam train runs deep in our memories. Memories of that haunting sound of the steam whistle as it faded away in the distance, or on a calm soft morning in the spring when the pounding of the wheels on the track made you think it was in your back yard, but actually was still, as the crow flies, 2 miles away from home. I remember the morning passenger train taking people into the city, being able to return the same day on the evening train. There were many freight trains and always the Midnight train to Toronto. The morning train would pick up the farmers' cans of milk, those who were fortunate to have a contract or quota, with one of the Ottawa Dairies. Milk was picked up at Osgoode Station, Bray's Crossing, Manotick Station and other points along the way. The evening train returned about 7 p.m. bringing people from the city. Especially on a Saturday evening, many people drove to the station to pick up passengers home for the weekend, pick up their mail or just to see who got off.

One remembers the Stock Yards, where cattle were loaded for the slaughter house at Osgoode and Manotick Station; the siding where freight cars were spotted at Moses Mill; the feed store; and Boyd's Block plant. Cars were spotted at Manotick Station to unload freight for the village merchants in Manotick. My memory may be fading, but I seem to have a recollection of a water tower along side the tracks at Osgoode (stand to be corrected) from which the steam engine could take on water. I mind my father telling of a group of farmers who had to drive their cattle by foot from the Metcalfe area down to Greely and up the Prescott Road to the stock yards at Osgoode. They had to go that way because of the swampy conditions in Snake Island. Some farmers would load their produce of corn or potatoes on the train at Osgoode or Manotick Station on Ottawa Market days, have it taken to the market and return the profits home that evening. The Union Station in Ottawa was not all that far from the Farmers' Markets.



*Excerpts from the Bytown-Prescott 1854-1979 by S.R. Elliot*

The town of Prescott, lying at the head of a chain of rapids on the St. Lawrence River was a major trans-shipping point between the lake traffic and the river boats. Many shippers found it cheaper to send freight to Bytown down the St. Lawrence and up the Ottawa than to use the Rideau Canal. In June 1848, a group of Prescott businessmen discussed the prospect of shipping freight through Prescott to the Ottawa Valley and proposed the construction of a railroad to Bytown. As the

population of Prescott was then about 2,000 it was obvious they needed help. They asked the businessmen of Bytown to join them and pay half the cost of a preliminary survey and the legal cost of incorporation. The Bytown group agreed, an application was prepared in 1849 and the Charter was granted on May 10, 1850 for the construction of the Bytown and Prescott Railway. On January 22, 1851, the company hired an engineer, Walter Shanly, A Canadian who had just finished the western end of the railroad line from Ogdensburgh to Rouse's Point on Lake Champlain. Shanly spent the next three months walking the routes between Prescott and Bytown, mostly on snowshoes through dense cedar swamps that covered much of that region. The route to Bytown was relatively straight, there were swamps in Edwardsburg Township and two river crossings, one over the South Nation River near Spencerville, the other over the Rideau at Bytown. Shanly would have to dig 5 cuts through ridges that lay across this line. The biggest of these was at Prescott and could not be avoided. One in Gloucester Township was largely of rock.

Actual construction was straight forward. Shanly's staff had finished the final surveys and detailed estimates by the end of July 1851. The first contractors, French, Ferguson and Fraser apparently of Brockville, started clearing and "grubbing" on Sept. 2nd, 1851. The formal opening of the work took place on Oct. 9 with a parade from the company offices which may have been at No. 3 Rideau Street to the site of the new station. This was on McTaggart Street just off Sussex Street. Here, President McKinnon proceeded to break the ground and tossed the first sod in first rate style. At the same time, Howard and Goslin of Prescott began work in the big cut, east of Fort Wellington at Prescott.

The basic formation was nearly complete when Walter Shanly presented his progress report at the Annual Meeting in August 1852. The work to that point had cost the company \$238,480. They still had to spend \$55,300 to complete the line. They still had to buy iron rails, locomotives and rolling stock.

President John McKinnon went to England with \$400,000 worth of first Mortgage Bonds. With them he bought 5400 tons of rails and other track fittings from Ebbw Vale Iron Company at a cost of \$232,000. The rest of the Bonds were left in London to be sold as opportunity presented. Secretary Robert Bell went to Boston where he bought six locomotives from Hinkley and Drury. (The Boston Locomotive Works) He also bought 131 cars, six passenger cars and an unstated mix of freight cars at a cost of \$180,000, 100,000 paid for in shares of the company, 80,000 through a loan from the Commercial Bank at 8% interest, a high

interest rate for the time.

The concern still had to find \$277,764 to finish construction (at the General Meeting of 1853). The only remaining source was a government agency, the Municipal Loan Fund. The Corporation of the City of Ottawa agreed to back the railroad's note for \$200,000, the Prescott one for \$100,000. The two communities took a joint second mortgage on the railroad as security.

The rails arrived in Canada in 2 shipments, one in late 1853 and other in the spring of 1854. The first locomotive Oxford, an 0-4-0 tender switcher was delivered via the Northern R.R. of New York and by barge through Ogdensburg on May 19, 1854. The track had already been laid in the yard at Prescott and she started pushing her train of iron, up the main line into the big cut the next day.

The rail was laid to the American gauge of 4'8 1/2 inches rather than the provincial gauge of 5'6". The line reached Spencerville on June 21, Oxford Station sometime in July and Kemptville on August the 9th. Gloucester Station was in use on November 11. By Dec. 7, iron was reported at "Billing's Sawmill" in Gloucester 3 1/2 miles from Bytown. On Dec. 25, a work train generally believed to be powered by locomotive No. 2, the St. Lawrence, reached Bytown. Scheduled service began on Dec. 29, probably behind locomotive No. 3, the "Ottawa." The line changed its name to Ottawa Prescott in 1855, following the change of name from Bytown to Ottawa.

Traffic started well before the line was officially opened. When the iron reached Kemptville, arrangements were made to handle passengers from Bytown and way points. Travellers could take a steamer up the Rideau on Tuesday, Wednesday or Friday, get off at Beckett's Landing, board a stage and be taken to Kemptville in time to catch the 3 o'clock train south. When the traveller got to Prescott he could catch a steamer down-river or go across to Ogdensburgh and catch the Northern for Rouse's Point and the Champlain and the St. Lawrence to Montreal. North bound passengers arrived in Kemptville at 10:45 a.m in plenty of time for lunch and catch the downriver steamer from Beckett's Landing.

The service after Nov. 11 required passengers to take a stage to Gloucester, where the train left at 7 a.m. Service was offered from the Montreal Road from Dec. 14. This did 2 things. It ended the stagecoach service that had been used to Gloucester and it introduced a new railroad line. Standard time did not come into official use until Nov. 1883. Each town had its own time. Railroads which had to work to a common time as soon as they connected with other lines or, for that matter, connected two towns, in order that schedules would work had their own time. In this case "railroad time" was a half hour ahead of "Bytown Time."

When the Grand Trunk completed its Montreal-Toronto line beyond Prescott, the Ottawa-Prescott became a connecting service and "Montreal time" was introduced on it as the standard. This was

four minutes ahead of "Ottawa time."

The company's financial troubles became acute in 1858. (too numerous to list here) The construction of the new Parliament buildings in 1861 brought new business to the line but it still was not enough (business recession in 1857 cut revenues). The line was reorganized as the St. Lawrence-Ottawa in December 1867. Thomas Reynolds had bought in and became the new company's Managing Director and later Vice President. He ran a reasonably efficient line for some 15 years. It made money every year till 1883, paying an average of just under \$41,000 a year between 1870-1878 on its debts. During the Fenian Raid crises of 1869 and the early 1870's its men formed their own militia rifle company.

Reynolds died June 28, 1880. His death came at a particularly bad time for the company. About that time the C.P.R. syndicates were seeking to expand their eastern lines so as to develop feeders to their new Transcontinental line. Duncan McIntyre, Director of the C.P.R. bought most of the St. Lawrence-Ottawa shares, which had formed Reynold's Estate. He then managed to have the line placed under the control of Archie Baker, who had become General Superintendent of the C.P. Eastern Division. The first few years of the C.P. control were disastrous. The St. Lawrence lost seven of its eleven locomotives to C.P. service and five passenger cars. This left it with barely enough passenger equipment to run two trains a day each way when previously, it had been running four. Vast changes have taken place in the railway environment of the region since the line was built. Some lines have been relocated and many have been obliterated. What is perhaps exceptional is that much of Walter Shanley's original line still performs a useful role over 140 years after it was opened.

Michael Daley

#### PAST WELL-RECEIVED SPEAKERS

- ▶ **Margaret Casselman;** (native of Osgoode) Chesterville Heritage Society - June 7/94
- ▶ **Symposium on Springhill Blueberry Marsh;** Katie Campbell (moderator), Alec Campbell, Phylis Campbell, Cecil Waddell (3rd generation and lifetime in neighbourhood) - July 5/94
- ▶ **Oscar and Grace (Boyd) Kingston;** Boyd Block Industry, Metcalfe - Aug. 2/94



**DON'T FORGET!**  
**YOUR 1994 MEMBERSHIP**  
 Family \$9.00  
 single \$8.00

## TREADMILL TRIAL

About 1840, the first treadmill, as it was called, was introduced and thereby hangs a tale. It surprised the natives wonderfully; it was worked by one horse, and the first experiment was the last for a time. The difficulty of getting a horse to place himself in such a ridiculous position as that of a treadmill was a formidable one; it was however accomplished and he was firmly secured in his narrow and elevated stall. The drag was removed from the wheel; at the first revolution off came the belt and away went the horse. The bystanders fled in consternation to the remotest corner of the barn, while the astonished horse increased his velocity with every stride. John Gilpin's speed was nothing to his. The rattling din of the machinery revolving under his feet terrified him to madness, and at the same time prevented the bystanders from suggesting any feasible remedy for the case. With desperate plunges the horse essayed to keep his feet, but it was evident that this could not last forever. The straps that secured him to the infernal machine gave way, and with a whirl that filled the beholders with dismay he was violently discharged upon the floor, whence, with a couple of summersaults, and effecting a breach through the barn door, he eventually landed hors de combat in the yard. The neighbours alarmed by the noise, hastened to the scene, and assisted in saving the pieces. The horse regained his equilibrium, but was never caught on a treadmill again.

From Croil, History of Dundas County

## CURATOR'S REPORT

A number of items of interest have been received and registered this summer. By Pat Robb of Metcalfe, from the estate of her mother and father, Doris and Bill Morrison, we received a number of books, photos, catalogues and household items including a lovely 1920's style green ladies bathing suit (our first), and a pair of brown ladies ice skates. The

Morrison's were lifetime residents of Metcalfe.

George Neville of Ottawa, an OTHS supporter and a frequent visitor has donated a beautiful, decorative green settee. It was from the estate of Julia and Fannie Ward, daughters of John Ward, industrialist of Smiths Falls.

Also received was a stove pipe plate by a young Jason Weeby, whose father owns the local Abby's Restaurant. Found on their site, it is believed to have been from McKercher's store which burned before the restaurant was built.

Many other books and photos were donated, though too numerous to itemize here. Notably, Mr. Taylor of Kenmore has donated photos of Kenmore folk. We now need some older people to drop by to identify them.

Ann Leighton-Kyle

## KEMPTVILLE ADVANCE EXCERPTS

- From the Archives card file

Vernon News, Nov. 19, 1904

The village is somewhat improved by the new sidewalks. It is hoped (with) the improvement society will still continue its good works.

July 13, 1904 - Metcalfe

The Higgins brothers have established a cheese box factory and are doing an extensive business.

Mar. 24, 1904 - Osgoode Station News

The young men have all returned from the lumber camps looking well.

Dalmeny - June 27, 1905

On Sunday a foreign mission service was held, H. Laflamme, returned missionary, addressed the meeting pointing out the great good that has been accomplished in heathen India and the great need of workers and funds to further carry on the work.

Sept. 3, 1914 - Metcalfe

A new story is being added to the high school. The new part contains three rooms and will be a useful addition to the building.

Scale 40 feet to one inch (Scale of some Plans)

TAKE THE TENS FROM RIGHT OF ZERO POINT, - THE UNITS FROM LEFT.

**SCALES FOR USE WITH INSURANCE PLANS.**

SURVEYED BY

**CHAS. GOAD**

CIVIL ENGINEER

102 ST. FRANCOIS XAVIER ST.

Exchange Bank Building

**MONTREAL,**

**CANADA**

Scale 50 feet to one inch (Scale of some Plans)

THE UTILITY OF THESE PLANS IS MAINTAINED BY CORRECTIONS BEING PRINTED FROM PERIODICAL REVISION SURVEYS

Figure 14.3 A Goad business circular (1879) promoting the use of his fire insurance plans. (National Archives of Canada, C 61913.)

FIRST ENJOYED  
- WORTH RE-READING .

REPRINTED FROM VOL. I - 1975 -  
NUMBER I

This is our first Newsletter to members near and far who have expressed interest in preserving, recording and studying any historical data relating to Osgoode Township. Our sentiments are similar to those expressed so beautifully in the poem "I Must Make a Memory" written by Lillian Allin Hawkshaw, formerly of Dalmeny and Vernon.

*New Lake you have a story  
Men may some day forget.  
The Muses that you murmur  
Are they Joy - or sad Regret?  
I'll linger here to listen  
While you whisper - soft and low,  
And I will make a memory  
Of this before I go.*

The old house, shrouded with lilac bushes, (pictured though not reproducible here), was the home of John Ferguson 'on the sixth.' It stood just west of Vernon close by the old north-south road. There were nine other stone houses recorded in the 1860 census. They belonged to: Robert Lowery, D. Doyle, George Popham, Daniel Ferguson, William Kearns, Samuel Loney, Peter Grant, James McDonald and Donald McLaren. Mrs. Roger Shorey of north Metcalfe, is convening a group to work with the Dept of Indian and Northern Affairs in compiling an inventory of Heritage buildings in Osgoode Township. The accumulated information about buildings and people will furnish valuable historical data.

Miss Arlowa Ferguson, our Archivist, is giving ungrudgingly of her time and experience to catalogue the wealth of precious documents that have been contributed by more than 100 individuals. The April Newsletter will begin to acknowledge these contributors. Gary Maunder and James Lambert from the Manuscript Division of the Public Archives visited our Centre, later gave us a tour of the Archives and presented us with carefully laid out instructions on how we could proceed with cataloguing our material. Ross Reid of the Public Archives helped us secure a micro-film reader.

An enthusiastic charter member, the late Miss Louise Stearns, was our first secretary. Her brother, Olin Stearns, presented the Centre with an old oak writing desk in memory of Louise.

Our most comprehensive collection comes from the Estate of the late Wm. S. Bower of Osgoode village, through the generosity of Mrs. Bower. Rare books, pamphlets, scrapbooks, legal documents, artifacts, were donated.

The oldest document in our possession is an 1811 Crown Deed to Lot 34 in the First Concession to James Fraser, son of Captain Wm. Fraser UE Loyalist, reserving all mines of gold and silver and

all whit pine trees 'that shall or may now, or hereafter grow' on any part of the said parcel. There was a proviso that in 'a good and sufficient dwelling house' be erected within 3 years and 'some person to be therein resident for and during the course of one year .ensuring the building of the same.' Another deed indicates that James Fraser sold the same land to Jonas Jones for £50 in the year 1818. These deeds, along with other artifacts were presented by Mrs. Hedley Boyd (Clara Allen) now of Kemptville.

Special events included two travelogues, one through Ireland with Michael Daley, another through Scotland with Lawrence and Katie Brunton. At the later meeting, Katie presented books, records and pictures from the estate of her late mother, Mrs. Margaret Briggs-Carkner, a long time resident of Vernon and a member of the McTavish Clan.

Dr. Michael Lewis, Geologist, on the Dalmeny Road, assisted by his wife Ann, explained and illustrated some of the strange features of the earth's surface in the Ottawa District.

Mr. Ron Curtis of the River Road described his extensive research in producing a Saunders Family Tree.

At the first Open House, Frances Iveson of Ottawa, formerly of Metcalfe, indicated the wide range of subjects that constitute Osgoode History. At the second Open House, Miss Iveson, by means of a large display of artifacts, indicated the involvement of her family in Township affairs.

In our files there are valuable Church Records, many indexed, and we are in the process of recording the 4600 names on the 1861 Census.

Numerous very old Crerar letters reveal the social conditions of Scotland, especially Perthshire, the district from which many emigrated to Osgoode.

Old correspondence dealing with early settlements, the so-called Township papers, have been carefully micro-filmed by the Ontario Archives, Toronto and can be read at the Centre in Vernon.

E. Stuart, President  
G. Hill, Vice-President  
H. Anderson, Secretary  
J. Dow, Treasurer  
A. Ferguson, Archivist  
S.M. Lee, Social Convenor

*Polling up a shallow river*

