



## ROADWAYS IN OSGOODE TOWNSHIP

The first roads in Osgoode Township, as in all of Carleton County, were rude Indian trails over rocks and fallen trees. Road building in Osgoode Township was particularly difficult due to the nature of low and swampy grounds. Only the stern character of our pioneers persevered and they trudged to the promise of their homesteads. Rough wagon rides and river traffic were the first means to traffic the township. Because the Rideau River forms the western boundary of the township, the river road area was the first to be settled. The Rideau banks were also familiar to squatters and Indians who were able to travel easily summer and winter. A crude road known as the River Road was probably the first to be built. One of the earliest settlers was the Jones family who were granted 700 acres in 1799 in the Kelly Settlement.

As early as 1834 the Bytown Prescott stagecoach passed through the Township from Bytown to Prescott. It was known as the Old Prescott Road, now known as the Stage Coach Road, though it varies somewhat from its original course. It was noted by an early pioneer that a ride from Bytown "was a springless wagon and went only as fast as a man could walk." Other pioneers settled more centrally had heard of the settlement called Bytown and decided to test out its distance as compared to Cornwall. The booming of dynamite from the building of Colonel By's canals heard faintly in the distance reasoned it to be not as far. They set out due west along what is now No. 6 turning towards what is now Greely and headed to the ridge at the Hogsback.

The first macadamized road completed in 1876 extended from the terminus of Ottawa Gloucester roads to within 1 1/4 mile from Metcalfe approximately where highway 31 now runs. It was through the exertions of Ira Morgan, Reeve and its total cost was said to be \$8,537. It had one toll gate at Parkway and Highway 31, in what is now known as Greely.

Road workers like the ones pictured above were neighbours who were employed to build roads for their community. The late Leslie Robinson of Metcalfe identifies his father Henry and his uncle William in the picture. He's unaware of the wages earned, but says the team of horses provided by his father were worth \$1.25 a day.

Ann Leighton-Kyle



# Osgoode Township Historical Society & Museum

at the

Old Vernon School

## Newsletter

Volume XXXI

No 4

DEC 2004

OTTAWA CITIZEN

26 November 1853

### DIED

At his residence in the township of Osgoode, on the evening of the 22<sup>nd</sup> instant, Archibald McDonnell, Esquire, Lieut-Colonel Carleton Militia, aged 77 years.

Col. McDonnell served in the last war between Great Britain and the United States as Assistant Adjutant General of the militia of Upper Canada and was well known as an active and efficient officer. About 24 years ago he settled in the township of Osgoode where he owned a tract of land and was the first settler in the Township. Many of the old settlers at this day speak in grateful terms of the hospitality and kind attention shown to strangers by him and his family in that then almost unbroken wilderness. Until within a few years back he had taken an active part in the public affairs of this County but latterly had almost wholly retired from public business. He will long be remembered and mourned by an extensive circle of friends.

Found in the Ottawa Citizen, 26<sup>th</sup> Nov, 1853, pg 3  
Archives & Library Ottawa

O.T.H.S gratefully  
acknowledges the  
financial support of  
the City of Ottawa



### OSGOODE TOWNSHIP HISTORICAL SOCIETY & MUSEUM NEWSLETTER

Published quarterly at the Museum in Vernon.  
Objective is to promote, preserve and publicize  
history in the Township of Osgoode and to foster  
genealogical research. Museum & archives are free  
admission. Open Tues to Sat. 9:00 to 5:00  
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Webmaster: Doug Hughes

## ANOTHER BUTCHERING RECOLLECTION

submitted by George Neville

The glimpse into past butchering of hogs as recollected in lines written by Michael P. Dewan and submitted by Michael Daley (OTHSM Newsletter, Vol. XXXI, No. 2, June 2004) brought back vivid memories to this reader. I was 8-years old some sixty years ago, when I first witnessed the slaughter of a pig on my Uncle Harold Pettem's farm a couple of miles north-west of Lyn, Ontario. Much of what was described in the referenced article was common to my experience, but with some differences.

Instead of a cauldron, a 50-gallon milk-can half full of water had been set up on some rocks over a fire-pit for later scalding of the dead pig. Nearby, a tripod hoist had been erected from three stout cedar poles bearing a small block-and-tackle, and the pig was hoisted up by its tied hind legs well clear of the ground. I don't remember if it was stunned first by a blow to the head, but I do remember it squealing and squirming briefly as it was hoisted up until it seemed to become tranquil as its blood pooled in its head. Then with a quick slice of a butcher knife, the jugular vein was cut, and blood pulsated to the ground. The eyes, initially widely open in terror, soon began to relax and finally close as the last of the life blood drained from the carcass.

I don't remember how the tripod device was manipulated, but I distinctly remember seeing the hoisted dead pig being transferred from on high into the boiling water of the big milk-can and dipped into and out of it about three times before being hauled out and swung away to the clear. There, it was scrapped of its bristles with butcher knives held like drawing-knives until a glistening hide presented itself.

Next came an evisceration that must have left me pop-eyed because, before that, I had only seen my mother eviscerate a dead chicken on the kitchen table. Here, a full frontal incision was made up the full length of the belly, and out fell a massive entanglement of intestines and organs. My cousin, Alvin, three years older than me, was quick to holler out, "I want the bladder; save me the bladder." It was sliced off and tossed out to him as a somewhat flattened translucent thing, and I couldn't imagine why it could be an object of excitement for him. Transfixed, I watched as he took the tube end of it and kept blowing into it until he had formed a ball about nine inches in diameter. After tying off the tube, he gave the sac a mighty kick. He had a wonderful football!

By this time, My Aunt Edna had appeared on the scene with a dishpan, and she was busy harvesting the heart and liver. I didn't think anything more of this until we all sat around the big kitchen table for the noon-day meal, and a platter of fried liver was circulated. I was fond of liver, but no sooner than I tasted a piece of it that day, I could taste the pig and suddenly I felt squeamish. My Aunt understood right away, and with a smile she said, "It's OK; it's too fresh for you, isn't it; you don't have

to eat it if you don't want to". I nodded in agreement with relief, having seemingly also lost my tongue. Everyone else ate with gusto as I contented myself with fried potatoes and vegetables while visions of the morning's slaughter replayed in my mind's eye.

Although raised as a city lad, I spent much of my boyhood during summers on my Grandmother Shipman's (Uncle Walter and Aunt Rita) farm as well as with my cousin on the Pettem farm roughly 3 miles apart. I loved the farming experience, and it in turn opened my eyes, girded me with practical knowledge, awareness and sensitivity, and it remains to this day part of my being. Every kid should have to do time on a mixed-farm; they would love it, and society would be the better for it!

### NOTE OF INTEREST

The Heritage Committee of the Osgoode Village Community Association is producing and publishing a new book entitled *The Osgoode Village Story*. In addition to historical facts and information regarding the settlement of Osgoode Station/Osgoode Village, the book will include valuable information on the many historic homes and industries located there, and a collection of invaluable oral histories from some of the older residents. If you are, or were a resident of the Village and would like more information, or would like to contribute to the book, please contact Judy Carey at 826-1243, or send us an e-mail at [osgoodehistory@rogers.com](mailto:osgoodehistory@rogers.com)

Submitted by Michelle Lachance

### WEB SITES OF INTEREST

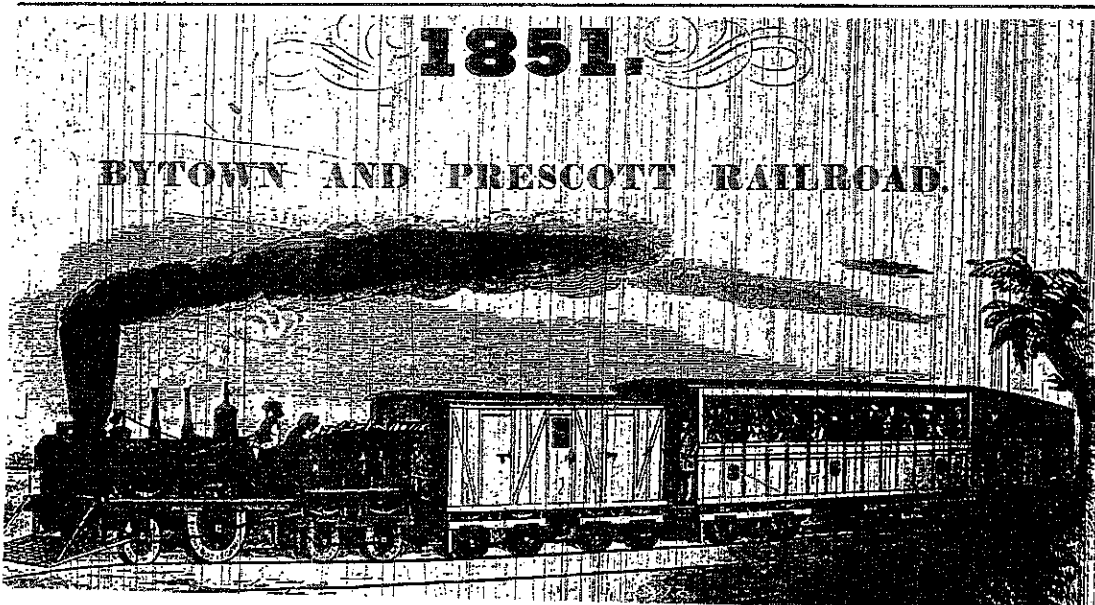
The Canadian Military Heritage Project. This site is dedicated to presenting Canadian military history the wars, uprisings and conflicts in which Canadians participated. Select "Choose a War" and follow links to a variety of sources and information. <http://www.rootsweb.com/~canmil/>

British Maritime History. Genealogical guides for researching mariners in both the British merchant service and the Royal Navy (the former from 1835 and the latter from 1793) are available at <http://www.barnettresearch.freeserve.co.uk/>

Canadian Service Medals. If your family have Canadian War Service Medals and you do not know the terms under which they were granted go to the following web site provided by Veterans Affairs Canada to find more details <http://www.vac-acc.gc.ca/remembers/sub.cfm?source=collections/cmdp/mainmenu>

Canada in Khaki. A description of the Canadian Expeditionary Force (CEF) in World War I, with details of campaigns, medals, maps, memorials, and badges, plus naval and air details. <http://www.militarybadges.info/canada/>

Submitted by Doug Hughes



## BYTOWN AND PRESCOTT RAILROAD

The original settling of Upper Canada, depended on crossing the heavily wooded country by water. Ultimately the trafficking of goods on water would be take shape by establishing ferries and connecting railways.

In 1854, Bytown a lumbering community in the Ottawa Valley was incorporated into a city and changed its name to Ottawa. That same year the railway came to the future capital of Canada. The first train steamed into the newly erected station at the corner of Sussex and McTaggart Streets. Soon after, regular service began between Ottawa and Prescott with important connections via Ogdensburg to Montreal.

The Bytown Prescott Railway was chartered in 1850 and later was renamed the Ottawa Prescott Railway. The surveying of the line had been done by Canadian railway engineer Walter Shanley who walked over four possible routes, a combined distance of two hundred miles before recommending the route via Kemptville.

A shortage of funds forced the company to exchange mortgage bonds for steel rails. In addition Bytown voters were asked to authorize a municipal loan to pay for the 8 locomotives and one hundred thirty-one cars. The company was so hard pressed for money that the last few miles of rail to New Edinburgh were hardwood rails capped with strips of iron.

The whole purpose of the Bytown to Prescott was to provide an outlet for Ottawa Valley lumber by feeding it into the Northern Railway to American rich markets. To bridge the St. Lawrence River between Ontario and the United States, a ferry was placed between Prescott and Ogdensburg. The railway profits were so low that the management was forced to issue a large number of promissory notes. These notes, from five dollars upward, circulated for a while in the area just like ordinary paper currency. One of the reasons the railroad failed to gain was that it failed to locate its Ottawa terminus close to major sawmills and as a result lumber traffic decreased and the railroad found itself in receivership in 1857.

Comp. By Ann Leighton-Kyle  
From: *Railways of Canada: A Pictorial History* Auth: Nick & Heima Mikz  
"Rails into Ottawa"



### The St. Lawrence and Ottawa

#### RAILWAY CO.

The Shortest, Quickest, & Best Route  
from Belleville to Ottawa.

ASK FOR TICKETS BY PRESCOTT  
JUNCTION.

#### Winter Arrangement, 1871-2.

FOUR Passenger Trains will run daily on this Line making CERTAIN CONNECTIONS with those on the GRAND TRUNK, the VERMONT CENTRAL and the ROME and WATERTOWN RAILWAYS for all points East, West and South.

#### Comfortable Sofa Cars

On the Train connecting with the Grand Trunk Night Expresses, available only to passengers with first class through tickets. Charges for berths 50 cents each.

20 Minutes Allowed for Refreshments at Prescott Junction.

Through Tickets for sale at all the principal Stations on the Grand Trunk. Baggage checked through.

#### FREIGHT NOTICE.

A FLOATING ELEVATOR always in readiness during navigation at Prescott Wharf, where Storage for Grain, Flour, Pork, &c., can be had.

#### A Change Gauge Car Pit

Is provided in the Junction Freight Shed by means of which freight loaded on Change Gauge Cars COMES THROUGH TO OTTAWA WITHOUT TRANSHIPMENT.

THOS. REYNOLDS,  
Managing Director.  
R. LUTTRELL,  
Superintendent, Prescott.  
Ottawa, Nov. 17, 1871.

Advertisement of the St. Lawrence and Ottawa Railway in the Carleton Place Herald, 1871

## VOLUNTEERS NEEDED

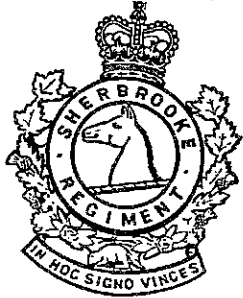
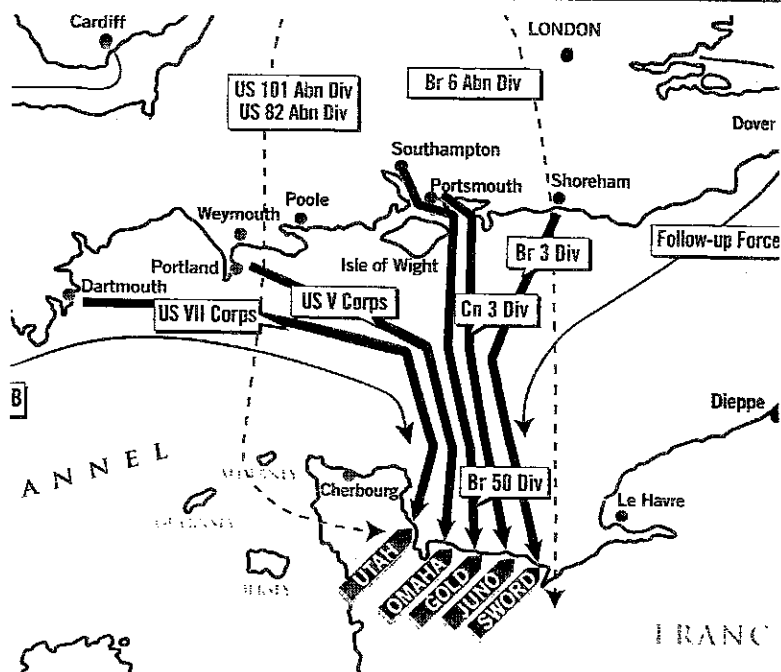
Your Historical Society needs volunteers to aid the curator and to promote more community interaction. If you can spare some time, contact the curator at 613-821-4062 with your considerations as to time commitment and your interests. Check some of the areas in which you are interested and would be willing to assist.

- |  |   |
|--|---|
| <input type="checkbox"/> Original land owners and settlers | <input type="checkbox"/> Early buildings and Heritage Homes |
| <input type="checkbox"/> Programming and display           | <input type="checkbox"/> Membership                         |
| <input type="checkbox"/> Newsletter and News articles      | <input type="checkbox"/> Cemetery recording                 |
| <input type="checkbox"/> Photography and old photographs   | <input type="checkbox"/> Typing/filing/photocopying         |
| <input type="checkbox"/> Genealogy                         | <input type="checkbox"/> Census recording                   |

The museum is open from 9:00 a.m to 5:00 p.m. Tuesday through Saturday. Group tours are available. Monthly meetings are held on the first Tuesday of the month at 7:30 p.m. usually with a speaker or program.



Naim Stewart Boyd

Sherbrooke Fusiliers  
27<sup>th</sup> Armoured Regiment

Kenneth Archibald Boyd

7<sup>th</sup> Recce Regt.  
17<sup>th</sup> Duke of York's Hussars

## BOYD BROTHERS OF VERNON

Both sons of Malcolm and Jean Boyd of Vernon were killed in the line of duty following the Normandy landing. Naim served in the Sherbrooke Fusiliers (Royal Canadian Armoured Corp), with the 27<sup>th</sup> Armoured Regiment. Lieutenant Naim was killed in the taking of a strategic point near Caen on July 8, 1944. Trooper Kenneth was killed as part of the 7<sup>th</sup> Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars) on July 9, 1944. They are both buried in Beny-Sur-Mer Canadian War Cemetery, Reviars, Calvados, France.

Naim Stewart Boyd was born on 14<sup>th</sup> of December, 1917. He grew up near Vernon, attended S.S.#20 School and Vernon Baptist. He attended Winchester High School where he excelled athletically. He was particularly adept in hockey, football and track, named by one biographer for Winchester High yearbook "King of the Track in Eastern Ontario". Academically he qualified for university admission and in 1937 he entered McMaster University. There, his athletic and scholastic prowess landed him an Ontario Hockey Association Scholarship. To make ends meet he worked summers on a Canada Steamship Line cruise ship and at a Muskoka resort. His aim was a possible legal career.

At six feet and weighing 200 pounds, Naim was a formidable opponent. His athletic career on campus included hockey, playing in the City Hockey League, football, badminton, track and field in which he dominated in the 100 yard dash and broad jump. These versatile contributions netted him his 1<sup>st</sup> Grade Athletic Colours Award in 1939. He was nominated Head Boy in 1940 emblematic of outstanding academic and extra-curricular activities. He graduated in 1941 but his career was interrupted by the war.

Naim volunteered for the Canadian Officers Training Corps he enlisted on 27 Sept 1941 and began his training and learning the finer points of tank warfare at Borden, and later at Halifax.

Attached at this time to the Halifax Rifles, he left Halifax on June 17, 1943 for Britain. Arriving in Britain, he was attached to the 2<sup>nd</sup> Royal Canadian Armoured Corps Reinforcement Unit and by March 1944 to 27<sup>th</sup> Armoured Regiment which was later scheduled to the D-Day Landing.

Less is known of Kenneth Boyd, younger brother of Naim. He was also 6' tall, an excellent athlete. He also attended S.S.#20 in Vernon, graduated from Winchester High School, and was helping his father on the farm at the time war was declared. Ken could have claimed exemption from military service when his call came because he was needed on his parents' farm, but he chose to fight for his country. Local newspapers at the time said he graduated from Winchester High School where he took an active part in sports, particularly hockey and football.

Kenneth enlisted on November 11, 1942, training for part of a year. He sailed for Britain on 10<sup>th</sup> of June 1943, arriving on 18<sup>th</sup> of June where he continued to train. Training and preparations for D-Day were to take the better part of a year. When D-Day arrived, he and his regiment were ready to take a key and active role. He served with the 7<sup>th</sup> Reconnaissance Regiment, attached to the 17<sup>th</sup> Duke of York's Hussars Regiment of which he was part of the Royal Canadian Armoured Corps. On a scouting maneuver following the initial invasion, he was killed July 9, 1944, one day later than his brother.

D-Day Landing was at day break on the morning of June 6<sup>th</sup>, 1944, it was the largest invasion fleet ever assembled, arriving at 62 miles of the Normandy coast of France. An armada of 5,000 ships, 8,000 aircraft were coordinated after months of training and planning, to deliver 150,000 men to 5 landing areas. Juno Beach was where the Canadians were concentrated.

Though not where Germany expected them to land, defenses were thorough. Thick wooden posts were driven into the ground to deter glider landings, fields were flooded to impede invaders, machine gun nests covered approaches and land.

mines littered the beaches. Steel posts were topped with mines and were submerged at high tide as obstacles to landing craft or amphibious tanks

At 7:15, Juno Beach was stormed by British 1 Corp's 3<sup>rd</sup> Canadian Division comprising the 2<sup>nd</sup> Canadian Armoured Brigade, the Canadian 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> Brigades and the 48 Royal Marines. At high tide nearly all of 1 Corp's landing craft were damaged or destroyed by submerged mines on their way to the beach. Despite this, the assault fought on and had secured the beach and captured Bernieres by mid morning. 21,000 men had come ashore though with 1200 casualties.

On the morning of D-Day plus one the Canadians began an advance toward the next target, the key airfield at Carpiquet near Caen. A battle shaped up between the 12<sup>th</sup> Panzer Division and the 27<sup>th</sup> with major action taking place near the towns of Buron and Authie. Naim and his 27<sup>th</sup> had to contend with a battle hardened enemy as well as solid fortifications. Naim was one of the fatalities a month into the advance, his Sherman tank being one of the ones destroyed. Sherman Tanks were at a disadvantage advancing against the 12<sup>th</sup> Panzer Division who had a further firing range. Shermans when fired upon reportedly went up in a burst of fire and were nicknamed "Ronsons" for this quality. Not far away, the very next day, his brother Kenneth was also killed in action during a reconnaissance mission.



Compiled by Ann Leighton-Kyle  
Research Assistance Patti Mitton

*Info from:*

1. CEF Service File (Library and Archives of Canada.) Kenneth Boyd Reg# C101848 RG 24; Vol 25511
2. McMaster Alumni Assn - [www.mcmaster.ca/ua/honourRoll/boyd](http://www.mcmaster.ca/ua/honourRoll/boyd)
3. 7<sup>th</sup> Reconnaissance Regiment (17<sup>th</sup> Duke of York's Royal Canadian Hussars [www.rcaca.org/r-17H.htm](http://www.rcaca.org/r-17H.htm))
4. Regiments & Corps of The Canadian Army Vol I of Canadian Army List, Ministry of National Defence
5. War Diary, 7<sup>th</sup> Reconnaissance Regiment ((Library & Archives of Canada) RG-24, C3, Vol 14217

## Museum Ramblings

Winter is upon us and visitor activity at the museum has declined. Genealogy requests and research activities are still being pursued and some free time is being allotted to the reorganization of the family files. As always the first Tuesday in every month a speaker is present prior to the membership meeting to give a talk on various aspects of local and historical interest. Decembers offering will be somewhat of a change from the usual format as the members of the Greening of Vernon Committee will be lighting the Christmas trees in front of the museum. Hot chocolate and a coral recital will be presented in the museum following the tree lighting ceremonies. A children's Christmas program is being planned for the 21<sup>st</sup> of December and there will be craft activities as well as treats available.

New to the museum is an exhibit to honor the Veterans of Osgoode Township. This exhibit was installed prior to Remembrance Day Services conducted on November 6<sup>th</sup> at the Cenotaph.. Considering the inclement weather the ceremony was well attended with representatives from the Regional, Federal and Provincial Governments, the Regional Legions with a color party from the 589 Osgoode Branch and representatives from the various community organizations.

In celebration of the City of Ottawa's 150<sup>th</sup> Anniversary the Nepean Museum expressed an interest in obtaining four pictures that are representative of the Township life. These pictures are to be posted on a soon to be constructed web site along with pictures from all the regional museums. Each picture will be shown on a rotational basis over a one year period. The pictures sent are listed as follows and copies are available to view in the museum archives.

- 1) Steam engine and threshing mill at the Quinn farm August 1926. Andrew and Alice Quinn with son Barker, dog Tuss and horses Rose and Luther. The threshing mill is in the collection of the Osgoode Township Historical Society and Museum.
- 2) Sawing stove wood on the Gillespie Place c.1910.
- 3) Rafting on the Castor River, timber rafts and logs traveling down the Castor River c.1900.
- 4) Canadian Pacific Railway tile works Osgoode 1909. The factory produced cement culverts for use on the C.P. rail lines into Ottawa.
- 5) 1920's Car on a collapsed bridge on regional road # 4 between the 8th and 9th line, c.1929.

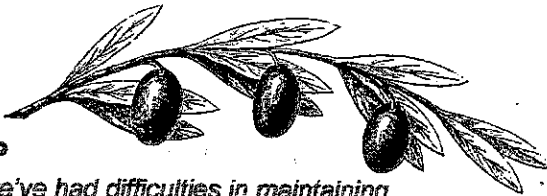
In mid November Tony Atherton from the Ottawa Citizen newspaper was out to view the museum and make a selection of artifacts for a representative shoebox collection of Ottawa memorabilia. Pictures of these items, as well as other items from the various museums, will be presented in a series of news articles highlighting an aspect or an event in the City history. Although a list of interesting artifacts has been compiled the final selection of items to be used in these articles will be made at a latter date.

The past few months have been fruitful in terms of new contacts and volunteer help. Steven Woodland has been very helpful in dealing with computer problems at the museum and he did an excellent job as a speaker representing us at the Community Information night held at the Vernon Rec.Center. Pat Trudel has been busy working on an emergency response plan for O.M.A. course and this plan will be available to the museum. Pat has been a great help with the installation of the Veteran's exhibit. She has lent time and material to the

## MEMBERSHIP

In the past year we've had difficulties in maintaining membership records. There were staff changes and there were computer viruses and problems. To rectify membership renewals, please note on your address label, upper right corner, the date that your membership is due. If an extra payment was made, it will be reflected in your due date. A charitable tax receipt is issued for your tax records. If you feel there is a discrepancy please contact me at [aleightonkyle@sprint.ca](mailto:aleightonkyle@sprint.ca) or 613-821-2301. Membership will continue at \$15.00 domestic and \$15.00 American for US and foreign membership.

Ann Leighton-Kyle



**MUSEUM RAMBLINGS CONT'D**

development of the exhibit and did some much needed conservation work on the trunk that belonged to Nursing Sister Ella Campbell. Pat has also been helpful with ideas for educational programming and suggested she would be interested in helping with these activities when a program is developed.

**Florence McRostie** has typed out the remaining marriage index cards for the Carleton County and is interested in continuing with typing of museum materials.

**Denyse McNeely** of Edwards has expressed an interest in aiding or participating in a memories program for senior citizens.

**Elizabeth Stuart** continues to come in to organize the family files and to provide us with new information or resources on the various township families.

**Heather Hughes** has expressed an interest in typing the Iveson Letters.

As always **Bill Zandbelt** has been very helpful in the development of the exhibits and maintenance of the museum facilities.

To all of the above mentioned and all the museum volunteers again I offer a special thank-you, because without your assistance the museum would not function as well as it does. A special thank-you goes out to the people at the Cumberland Village Museum for the loan of much needed mannequins which enabled us to display the veteran's uniforms and greatly enhanced the exhibit.

Researching Robert Sully family, son Newton Sully

Edwards Jim [jim.edwards@ualberta.ca](mailto:jim.edwards@ualberta.ca)  
Alexander Cameron Rutherford, Cameron family tree

Jim McKenna [jimmckenna@sympatico.ca](mailto:jimmckenna@sympatico.ca)  
Bridget (McKenna)Moore family wife of John Moore

Denyse McNeely, Edwards Ont.  
Phair – Lewis families, Marcie (Lewis) Phair is a family friend and Mrs. McNeely was interested in finding history for Mrs. Phair

Paul Simoni, 3 Norcap Ave,  
Agincourt, Ontario, M1T 3B1  
Interested in McCamen, and surnames McKernin,  
McCarney North Gower, and Manotick Station 1860-1900's

Cathy Cummings - 692-4714  
Researching James Sharp and family  
James drowned in the Nation River in 1870

R.Glenn Duncan  
Researching, Duncan, Davey McMullen, Blake, Morris  
Not Contact Information given

Lorna McGarry,  
Researching McGarry, Martin, Waddell, Boyd,  
No contact information given

John Kenny - Orleans, Ontario  
Researching Thompson and McEvoy  
No contact information given

Genealogy information forms have been completed on the following families and these contain partial listings of the family relations

Leonard Horn and Shirley Davidson  
P.O. Box 162, Winnipegbeach, Mb., R0C 3G0  
Researching Harold Horn and Margaret, John Horn and Ettie May

Diane Christopher - 821-4806  
Researching – Christopher, Patrick and Catherine ,  
Patrick and Mary, and McGees, Denis and Alice

Freida Mason, [freidam@shaw.ca](mailto:freidam@shaw.ca)  
P.O. Box 33, Nanoose Bay, B.C. , V9P 9J9  
Researching Boyds 1847, Carson 1852, John Lee and Stanley Greely 1820-1830, Harrison 1816

Florence McRostie - Contact Museum  
Researching McRostie, McNab, Janet Cram, Margaret Stewart Family Information on file

James Stevenson - Archivist/Curator

**MUSEUM NOTES/UPCOMING EVENTS**

✓ December 21<sup>st</sup> Children's Party 1:00 to 3:30 p.m. Making of Christmas decorations and refreshments

✓ January 4<sup>th</sup> monthly meeting -speaker not finalized

✓ February 1<sup>st</sup> - Annual General Meeting. Come and help choose the officers and board

*Merry Christmas & Happy New Year to our Supporters*



**IN SEARCH OF THEIR ROOTS**

Jeannine M Dodds  
<[jdodds@verizon.net](mailto:jdodds@verizon.net)>  
Subject: Skuce family tree

Richard Leigh Andrews [xiiger@sonnet.com](mailto:xiiger@sonnet.com)  
Joseph Greenway Allen, Contact has been made with the relatives in the Allan family

Margaret.Shane@assembly.ab.ca  
Subject: RE: Rutherford, James and information on his position on the Osgoode Council

John Lecuyer <[jlecuyer@ci.aurora.co.us](mailto:jlecuyer@ci.aurora.co.us)>  
Subject: Re: Map of Osgoode Township and the Lecuyer family

Morgan York [myyork@shaw.ca](mailto:myyork@shaw.ca)  
2086 Buckingham Road  
Duncan B.C. V9L 6X7  
Researching William York and family, Christopher, Robert and Elmer

Diane LaCavera [lacadian@hotmail.com](mailto:lacadian@hotmail.com).  
Researching Mac/McDonald families of Osgoode

Dave Giacomelli <[dgiacomelli@shaw.ca](mailto:dgiacomelli@shaw.ca)>  
Subject: Re: John Bailey Obituary in Kemptville Advance, North Gower

Kim Nielsen" [chriskim@telusplanet.net](mailto:chriskim@telusplanet.net)  
Subject: Saunders, ggg grandfather George Saunders

Colleen Kubis, [kubis@mnsi.net](mailto:kubis@mnsi.net)  
Windsor, Ontario