



THE NEIGHBOURHOOD MESSENGER

NEWSLETTER OF THE ADOLPHUSTOWN-FREDERICKSBURGH HERITAGE SOCIETY

Issue Number 5

April 2013

Spring: A Time of Renewal and Discovery

As we look forward to the arrival of spring and warmer weather we can anticipate with delight the way in which the natural world around us awakens with such shiny perfection and abundance. Even our

man-made world can benefit from the exuberance many of us feel on the arrival of spring. There can be pleasure gained from the sense of renewal that "spring cleaning" around our homes and gardens can bring. And who knows, there may be room for discovery too – possibly resulting from own efforts but more likely amongst items found at the many yard sales that the coming of spring seems to encourage.

Beyond our homes and gardens, there is much room for renewal and discovery amongst the decay and neglect of our abandoned and forgotten cemeteries. These cemeteries will be the focus of the Society in the coming months and we hope to harness inspiration infused by the coming of spring to energize our efforts in assessing and preserving our many inactive cemeteries.

Our Society

Members of the Adolphustown-Fredericksburgh Heritage Society are your neighbours, your friends, your family. We are new to the area or have lived here all our lives. Some of us are descendants of the Loyalists who settled the shores of the Bay of Quinte. We all share a desire to deepen our knowledge of the history of our local community and to share our passion with others.

Our Executive

President:	Angela Cronk
Vice President:	John Gordon
Secretary:	Kathy Staples
Treasurer:	Stan MacMillan
Book Director:	Peter Cameron
Webmaster:	Susan Wright
Newsletter Editor:	Jane Lovell

Our Meetings

The Society meets every fourth Wednesday in the month at the South Fredericksburgh Community Centre at 6.30 p.m. All welcome!!

Our Website

<http://www.sfredheritage.on.ca/>

Contact Us

If you have questions or suggestions regarding any aspect of the Society, including *The Neighbourhood Messenger*, or anything else of interest to you or to the Society, please contact one of the following-

- Angela Cronk, President (373-8888) angelacronk@gmail.com
- Jane Lovell, Newsletter Editor (373-0199) jane.lovell@kos.net

A Glimpse of the Past

Do you have an interesting photo of people, places or events that show things as they were in the past? Let us feature it here!



Photo Courtesy of Bud Hawley

Hayburn School S.S. #7 South Fredericksburgh, year unknown

The Neighbourhood Messenger is an electronic newsletter distributed exclusively to members of the Adolphustown-Fredericksburgh Heritage Society.

As the receipt of our newsletter is one of the major benefits of Society membership, we ask that you NOT forward the newsletter to friends or relatives. Instead, we suggest that you encourage anyone you think might be interested in receiving a copy of The Neighbourhood Messenger to join our Society. A lifetime membership costs \$5, and in addition to ensured e-mail delivery of the newsletter, Society membership entitles those interested in our local heritage to be kept informed of, and participate in, all aspects of Society activities.

Anyone can become a member by sending a cheque for \$5 made payable to the Adolphustown-Fredericksburgh Heritage Society, c/o Kathy Staples, 304 Staples Lane, Napanee K7R 3K7.

If you are not currently an AFHS member please consider becoming one!

Events Calendar

April 27	Prince Edward County Doors Open Prince Edward County Sites around the county open for free tours See http://countymemorytrail.ca/index.php/doors-open-sites/
April 28	North Fredericksburgh Cemeteries Abandoned Cemeteries Tour 1:30pm
May 18	Museums of Prince Edward County Opening Day
May 23-26	Fairfield-Gutzeit House, Bath Port of Bath Marine Heritage Festival 7 p.m. Friday 9

July Sale

—OF—

Men's Oxfords



During the month of July we are putting on sale our entire stock of Men's \$3.50 and \$4.00 Oxfords; every pair is made by the famous Good-year welt process on neat, popular lasts; in Tan Calf, Black Calf and Patent Colt; sizes 5½ to 10; Button or Lace styles; while they last—

\$2.49

THE J.J. HAINES SHOE HOUSES

Largest Shoe Dealers in this Section.
NAPANEE, BELLEVILLE, TRENTON AND SMITH'S FALLS.
Headquarters at Belleville. Phone 171.

Napanee Beaver

July 9, 1915

Abandoned Cemeteries Tour

One of the Society's goals is to protect and maintain the many abandoned cemeteries in Adolphustown and North and South Fredericksburgh. A first step in achieving that goal is to ascertain the condition of the sites and the stones. With that mission in mind, we have organized a tour of some of the cemeteries in North Fredericksburgh. We will rendezvous at 1:30 on Sunday April 28 at Carscallen Cemetery at 445 River Road, just south west of Napanee, and then proceed to several nearby cemeteries. We will simply have a look at the sites and make a determination on their condition, noting what remedial or maintenance work might be required. This is a great opportunity to discover these lost sites – we welcome anyone to join us!

Feature Event: Port of Bath Marine Heritage Festival

Brigantine Inc. runs sail training programs aboard their brigantine-rigged tall ship the *St. Lawrence II*. This ship put in an appearance during last summer's 1812 celebrations as part of the American Fleet perusing the British ship *The Royal George*. This year, in celebration of the 60th anniversary of the launching of the *St. Lawrence II*, Brigantine Inc. has partnered with the Fairfield-Gutzeit House in Bath to present a three-day festival commemorating the freshwater boating heritage of the Great Lakes and Upper St. Lawrence River. The *St. Lawrence II* will join other boats typical of those built in the region at the pier in Bath for deck tours. Other events will include a bateau race, a gunboat battle, speakers

and presentations on the history of the freshwater shipping and boat building industries. Heritage workshops including blacksmithing, wooden boat building, sail making and rope making, will allow participants to try their hand at crafts and skills once well known and practiced along our shores. Local entertainers, a pig roast, and a beer tent sponsored by Barley Days Brewery will add a true festival air to the weekend.

The Program

Friday, May 24 4 p.m. to 9 p.m.

Free public access: Arrival of the St. Lawrence II, Official Opening of the Festival, Fairfield-Gutzeit House, Lafarge 1812 Discovery Centre, deck tours of all ships, encampment, local beer for sale.

Saturday May 25: 10 a.m. to 11:30 p.m.

\$7.50 General Admission (good for 2 days): Deck tours, encampment access, workshops (boat building workshop ticketed, draw for finished boat)*, speakers, bateau race, mock gunboat battle, pig roast**, music by Gopher Baroque and Ian Bell, local beer for sale, rum tasting***.



Sunday May 26: 10am to 2 p.m.

\$5 General Admission: Deck tours, speakers, artillery demonstration, gate prizes, encampment access, workshops, raffle draw for finished boat, award for best boat in show and winner of bateau race.

* limited participation – extra fee of \$125

** only 350 tickets available – extra fee of \$15

*** limited participation – extra fee \$20

The Speakers:

Saturday May 25:

- Ian Bell, Curator, Port Dover Marine Museum, will talk about Rum Running on Lake Erie.
- Maurice Smith, Founder, Marine Museum of the Great Lakes at Kingston, will talk about ship building on the Great Lakes.
- Sherry Pringle, author of *All the Ship's Men*, will talk about HMCS Athabaskan
- Deborah Dunleavy, actor, will present *Battlefield Petticoats*, a one-woman show.

Sunday May 26:

- Brian Johnson, Captain of Wolf Islander III, will talk about Islanders and the Lake.
- Ron Beaupré, Marine Historian, will talk about wooden boats on Lake Ontario.
- David More, Historical Novelist, will talk about the French naval connection on Lake Ontario, 1755-1794.

The Sandhurst Airfield

Pat Galt

As international affairs in Europe went from bad to worse in 1939, Britain joined France in declaring war on Germany on September third. Shortly after, Canada and other British Empire countries declared war on Germany also.

By December 1939 the British Commonwealth Air Training Programme, known as BCATP, was organized, and was instituted in January 1940. It was decided that Great Britain was too small and too unsafe an area for carrying out primary pilot training and aircraft maintenance training for this commonwealth airforce effort. Canada had open space and dependable weather for the venture.

Satellite airfields were constructed for some larger airfields. Kingston was the largest airfield in the area. This Kingston field was named after Norman Rogers who was a Kingston M.P. as well as Defense Minister. Norman Rogers was killed in a plane accident between Ottawa and Toronto in June of 1940. The larger Kingston airfield was a controlled field. VHF radio frequencies and a bright light (green, red, and white) were focussed on the planes in the circuit and were used by controllers to manage traffic.

Kingston had two satellite fields; one at Sandhurst, and the other at a location north of Gananoque (now the municipal field for Gananoque). This latter field had the traditional, triangular BCATP plan: three tarmac runways forming the equal two thousand feet long sides. Sandhurst field was designed with a packed earth grass surface for the purpose of training pilots to land at uncontrolled airports without runways and without formal directional references. A windsock on a tall pole or highly visible plane shape on the ground, rotating to face the direction from whence the wind blew, were the basic landing aides.

By June 1940, the federal government of Canada had bought or expropriated lots #16 to #18 in the Township of South Fredericksburgh for the construction of the Sandhurst airfield.

W ½ 16 – 50 acres from Thomas Hill
W ½ 16 – north portion from William Rikely
E ½ 16 – from James Hill and son Kenneth
Plus the township road #17 (now #21) between lots 16 and 16 and 17
W ½ 17 – from Gerald Young
E ½ 17 – from Arthur Ruttan
W ½ 18 – from John and Horace Spearing

Construction began in summer 1940. The Liberal government of Mackenzie King was in power. Some local farmers were employed, using their tractors and other equipment, to level the ground surface for the airfield. The field was designated by a large billboard sign on Highway 33 – BCATP Airfield.

By midsummer, the airfields were being leveled, the flat areas were being drained and runways were being constructed. Large hangers, barracks and classrooms were being built. Obsolete aircraft (1930s vintage) from Britain, and newer advance training aircraft from the U.S.A. were brought in.

During the construction at the Sandhurst airfield, traffic continued to cross the area. On one occasion, a large Fairey Battle, imported from Britain made an emergency landing because of a mechanical malfunction, giving the local people a first close up view of a large warplane.



**Royal Air Force Cap Badge worn by
trainees at BCATP bases**

Originally the airfield was used by Fairey Battles and Westland Lysanders – 1930s vintage planes. In 1941, one hundred and nineteen Yales, manufactured in the U.S. for the French Air Force, appeared on the scene. When France was occupied by the German army the French aircraft were shipped to BCATP. The Yales were advanced trainers with fixed landing gear and a less than satisfactory wing design. Although similar to the later Harvard, they were less stable in flight. Several Yales are still flying with the Harvard Association at Tilsonburg. The North American Harvards replaced the Yales. Mark IIs were purchased in the U.S. Others were manufactured by Canadian Car and Foundry and Noorduyn Aviation of Montreal. The Lysanders were used as observation planes. Some were used on moonlit nights to drop off spies and equipment, and to return with intelligence people from Europe. They were capable of very short landings and takeoffs.

Sandhurst local field was used as a spot to drop off drogues. These drogues were targets, resembling a windsock on the end of a long cable which the Harvard training pilots shot at with live ammunition. Half a kilometer offshore at the now demolished Millhaven Fiber Plant there was a pyramid-shaped target for live bombing, used by those noisy Harvards. There were other minor satellite training sites in the area. North of the Bath School there were two targets that the pilots used to check the accuracy of their aim. Cameras were used for the calculations, rather than ammo. What a distraction for young scholars!



On Sunday, July 13, 1941, a Fairey Battle, flying north from the Sandhurst field, developed mechanical problems and was forced to land near Big Creek. The pilot managed to fly under the power line along Big Creek Street and to avoid crashing into the creek embankment. He ploughed through a vegetable garden and four fences, destroying the braking system and entangling wheels before coming to a stop in farm fields. Another occasion for the local folk to see a real, big plane up close.

Richard Morrow remembers his father telling him that there was no telephone at the field. The personnel on duty would come down to their house to make phone calls. His father also recalled times when aircraft taking off toward the lake, flying into wind, landed in the water. Fortunately, no young fliers lost their lives, as they learned to remember their checklists.



Photos from the site of the emergency landing of a Fairey Battle in June 1941. The top photo shows fencing wire entangled in the landing gear. Interest by local men and boys was intense. It looks as if an airman was assigned to attend the aircraft until it could be removed from the field.

Photos Courtesy of David Fretts

Mishaps like this brought back memories of WW I biplanes, based in Deseronto that would come crashing down in the countryside.

Local farmers cut hay on the hilly north portion of the Sandhurst property. On one occasion during WW II, Morley Creighton of Sillsville, was standing on top of a large load of loose hay when he was swept off the wagon by a low-hanging telephone line crossing the open end of Road #17. Needless to say, he was seriously injured. His family and Mrs. Bert Elliot, an experienced R.N., cared for him during his recovery that summer.

On another occasion, during a heavy thunderstorm, in June 1945, lightning struck the steeple of the Sandhurst (St. Paul's) Anglican Church, setting it on fire. The airport was still staffed, and when some citizens contacted the airport, a fire truck, loaded up with water came to the rescue. The fire was extinguished. Three cheers for this effort!



Filling Sandhurst Airfield fire truck with windmill-drawn water at the Morrow farm to fight the fire at St. Paul's Church in Sandhurst in June of 1945.

Photo Courtesy of Richard Morrow

The war ended in May 1945. The field was closed to further flying and Road #17 was re-opened to through traffic.

In March 1948, Hubert McCracken and his family purchased the five hundred acre site as a farm. The family recovered the remaining house at the rear of the W ½ Lot 16 as well as the military garage and office. With great effort the two structures were moved to the front of E ½ Lot 16. This farm was in use as a farm by Don and his brother, Glen McCracken until 1969 when Ontario Hydro purchased the property for the Lennox Generating Station. E ½ Lot 18 and Lots 19 through 22 were also purchased or expropriated for the hydro station land parcel. The fuel tanks on the hydro site west of Road #17 (now Road #21) are located on part of the leveled portion of the old BCATP airport.

During the early forties a young local farm boy watched by the hour, enraptured, as the wonderful flying machines came and went though that Sandhurst field. Then, in the fifties, as a young man he was able to realize his dream of piloting those same roaring Harvards high above the clouds, as so many other young adventurers have done in their time.

Clippings

A BOLD BUCCANEER

Mr. J. F. Chalmers keeps a general store at Adolphustown and is also postmaster of that village. On Sunday night his place of business was broken into and a miscellaneous quantity of goods carried off, comprising shirts, coat, pants, overcoats, socks, stockings, mitts, fur caps, laced and top boots, hardware, tobacco, etc. It looked as though the robber had decided to lay in a stock for a store for himself. The sum of \$8.13 in change was also taken. The Kingston police were only informed of the robbery Tuesday morning, and in the afternoon the culpable renegade was under arrest. The offender is none other than John Jackson, the notorious Mexican Indian, who has committed several robberies in this locality. John built and sails a small boat, living the life which satisfies the wildness of his Indian blood. He is a regular pirate on a small scale, only his depredations are committed on land instead of at sea. He loaded his stock into the boat and headed for the river St. Lawrence, along the banks of which he usually camps. He got as far as Baker's point, just west of Rockwood asylum, when the heavy gales drove him ashore. His peculiar actions in trying to navigate in such weather with so small a boat aroused the curiosity of some of the asylum employees, who watched the sailor with interest. Sergt. Snodden and P.C. Aiken drove out to the point. - They saw the boat floating at the shore, and concluded that their man must be in the boat-house, the only shelter near by.

Continued ...

BUCCANEER continued – They kept the rear end of the house directly in front of them, so as to prevent anyone inside learning of their approach. On entering the house their suspicions were verified, for there stood John, the guilty man by confession. "Only the centre board of my boat was broken you would never have caught me here," boldly spoke John. Mr. Chalmers said that the burglary was a neat piece of business, very little property being destroyed. Entrance was gained to the store by the removal of four panes of glass. Jackson did not enter the post office department, and fortunately he did not, for an objectional opposition would have been found in a huge dog of the bulldog type. The prisoner was sentenced to ten years in the penitentiary.

Napanee Beaver
November 5, 1897

R.A.F. PLANE CRASHES AT ADOLPHUSTOWN

On Friday last at 5:15 p.m. a plane from R.A.F. Station, Picton was forced down on the farm of J.F. Mack, near Adolphustown. The plane was an Avro-Anson twin motored trainer and was forced down due to motor failure and a storm.

Slight damage was done to the plane and none of the three fliers was injured. The plane was dismantled and the motors were taken on trucks to the R.A.F. station at Picton.

Napanee Beaver
July 22, 1942

Clippings courtesy of Susan Wright
& Jane Lovell

Then and Now

Parma School



1898
AFHS Photo



1950
Photo courtesy of Graham Robertson

Parma School was located on the northwest corner of the Gore Road (County Road 25) and County Road 8 and was in use from the early 1870s to the late 1950s. The 1950 photo of the school was received from Graham Robertson and was accompanied by the following description: "The view is of the south end and the east side; the woodshed can be seen at the north end. The west side had four or perhaps five windows. The school was closed about 1960 and purchased by the Brooks family (Irvin Brooks and his son Evan owned the farms to the west). It was then moved to the Irvin Brooks farm and a garage door installed in the south end. It is now used as a utility shed."

The bank of six windows visible in the 2004 photo jives with Graham's description of the west side of the school, and evidence one of the front windows can be seen to the left of the garage door.



2004
Photo courtesy of Susan Wright

Discovering Parma School

Jane Lovell

We are always searching for old photographs of the area and so when Graham Robertson sent in the 1950s shot of Parma School I was intrigued. It looked like a perfect candidate for our *Then and Now* feature and so I cast around to Kathy Staples and Susan Wright for other photographs of the school. We in fact had quite a few, including some very old ones. What struck me about the old photos identified as Parma school was that they looked quite different from Graham's shot, especially the windows. The windows in the older photos had panes in a twelve-over-eight pattern, while the 1950s windows were two-over-two. When I went over the photos from the 1800s and one from the mid 1930s with a magnifying glass (literally!) scrutinizing proportions of the elements of the building with respect to figures in the photos, I was able to satisfy myself that all of them were of the same building. The key to tying the older photos to the more recent ones was found in the two photographs below.



1935 or 1937

AFHS Photo

TOP ROW - Cummings Daverne (Teacher), Orville McCrudden, Gertie Howie, Evan Brooks, Doris Campbell, Cameron McCrudden

MIDDLE ROW - Kelvin Campbell, Burkett Powell, - Peters, - Peters, Agnes White, Janet Brooks, Allan Mallory

BOTTOM ROW - Jimmie Gallagher, Billie Howie, Harold Garrison, Lawrence Howie, Carl Mallory, Jack Howie, Ross Powell



Date unknown

AFHS Photo

Jimmy Gallagher, Allan Mallory, Carl Mallory, Cameron McCrudden, Kelvin (Doc) Campbell.

The photo on the left was taken in 1935 or 1937 and is clearly of the same building as in the 1800s shots. The windows have panes in the twelve-over-eight pattern and other building elements match those in the older photos. The shot on the right is identified as Parma but shows the windows being two-over-two. This photo is undated but the boys appearing in it can be found amongst their classmates in the 1935/1937 shot. The boys in the undated shot appear to be a few years older than they were in the class shot, thereby dating the shot at between 1937 and 1939. This would seem to indicate that the windows were replaced sometime in the late 1930s, something I found hard to credit, given that this was at the end of the Depression.

It turns out that the AFHS is the custodian of a number of ledgers or log books that were used by the Board of Public School Trustees to record the minutes of their annual meetings along with the funds provided to the school and the expenditures incurred during the school year. I was thrilled to discover that we had such a book for S. S. No. 4 (School Section Number 4 in Parma) for the years 1923 through 1939. What a gold mine that was! Zeroing in on the entries for the end of the 1930s I found exactly what I was looking for.

The minutes for the annual meeting held at schoolhouse December 29 1937 record that it was moved that "the school house be sided on the west and east sides and painted and closets moved and built over and woodshed repaired." Note that the "closets" referred to here are "water closets".

At a special meeting was held at the schoolhouse on Friday July 29th 1938 where "The Trustees of School Section No. 4 South Fredericksburgh" moved that a "By-Law be passed to authorize the Sec.-Treasurer and Chairman of the school board to borrow from Mr. Claringbold the sum of two hundred + seventy five dollars for the purpose of repairing the schoolhouse wood shed and building two new closets and painting the same and all other necessary repairs to the buildings." Interestingly, the minutes show that the original sum sought was \$175 and this was struck out and replaced with the \$275 figure. Also, the board originally intended to acquire the loan from the Dominion Bank of Napanee, the institution that held the school's account, but this was crossed out and replaced with Mr. Claringbold, at a rate of six percent interest per annum.

It also appears that the work on the school begun in 1937, before the trustees sought a loan to cover the costs of the renovation. Here are the ledger entries for 1937 and 1938:

Sept 20 1937 paint furnished school (cost \$13.40)
 Dec 23 1937 repair to closets (cost \$1.00)
 Dec 24 1937 84 hours of work painting and work on school building (cost \$33.60)
 Dec 24 1937 glass and glazing putty, hinge and latch (cost \$6.47)
 Dec 24 1937 window sashes (cost \$11.85)
 Dec 24 1937 stove (cost \$16.50)
 Dec 24 1937 freight on stove (cost \$0.25)

Aug 2 1938 roofing + hardware (cost \$16.21)
 Aug 4 1938 sand (cost \$0.50)
 Aug 6 1938 lumber (cost \$76.59)
 Aug 8 1938 2 frames + sash + lumber (cost \$16.39)
 Aug 18 1938 paint (cost \$24.45)
 Aug 18 1938 man and helper 13 1/2 days labour (cost \$80.00)
 ? blinds (cost \$0.98)
 [1938: sale of old sash \$2.00 and stove \$0.50]

It is clear that there was some window work done as part of the upgrade. From the photos it seems likely that the windows on the east side were replaced and the two windows on the west side were removed and replaced with the bank of six windows visible in the 2004 photograph.

There were a few other nuggets of gold to be found on the pages of the Parma school ledger.

Jonas Garrison was the Secretary-Treasurer from 1915 until 1940. In the 1922-1949 ledger he included a list of Secretary-Treasurers for the school from 1884 until 1940.

Year	Secretary-Treasurer	Year	Years
1884	C.P. Allison	1884	14 years
1896	J.P. Allison	1896	3
1899	M.V. Davis	1899	2
1901	F.B. Galt	1901	12
1913	Bruce Russel	1913	2
1915	Jonas Garrison	1915	

To January 17th 1940
 When six sections were made a Township
 School Board. in the year 1940.

The funds required to operate the school were, for the most part, received in the form of grants from the provincial, county, and township treasuries. Other sources were township and section levy taxes, temporary loans, and something called a "grant on equipment and accommodation" (what institution supplied these monies is unclear). From an annual income of approximately \$1,400 during the entire period spanning 1923 to 1938, the trustees were required to manage and maintain the school. The teacher's salary represented the bulk of the annual expenses, running at approximately two thirds of the disbursements.

In addition to recording his predecessors in the Secretary-Treasurer position Jonas Garrison listed all those who taught at the school from 1884 until 1940. This list has been reproduced in several of our publications, and will not be duplicated here. However, It is interesting to note the fluctuation in teachers' salaries over that nearly 80-year period. The wages for the three decades between 1884 and 1914 remained relatively static, hovering at around \$275 per annum. In 1914 they increased to \$350, and then almost doubled to \$600 for the remainder of the First World War. Salaries increased steadily until they reached a high of \$1,000 in 1923, 1927 and 1930. The rest of the 1930s saw wages plunge to half that amount by 1936, and only increased marginally to just over \$600 by 1940.

The school trustees were responsible for authorizing expenditures on periodic maintenance costs such as the repair broken windows, the oiling of the floor, the purchase of brooms, etc. In addition, there were a number of recurring expenses to be covered: firewood (three or four cords would suffice for the season), chalk and black-board brushes, the services of a caretaker, school fair prize money, insurance premiums and money for the purchase of books for the school library. A list of books purchased for the library in 1936 and 1937 is an interesting mix of classic literature, subject specific textbooks, and stories and readers appropriate to all of the ages of the children who attended the school.

David Copperfield	Marvelous Adventures of Percy Pig
Play Story Geography	Ballads for Boys
Tom Sawyer	Ann of Green Gables
Winnie the Poo	Discoverers and Explorers
Delivery Man	Boys and Girls Far Away
Nature Study Manual	Two Little Indians
The Postman	Geography at the Green Grocers
Everyday Primer	Agriculture & Horticulture Manual
Happy Days	The Wonderland of Common Things
Glengary School Days	Canadian Stories in Verse and Prose
Our Little Reader	Children's Artist Friends
Primary Poetry	The Book of Boys and Girls Around the World
The Maple Leaf Primer	The Silent Reading Book for Second and Third Classes
Explorers & Soldiers	In City & Country
Play out of Doors	Little Folks Canadian Stories

The Minutes of the Board of Education of the Township of South Fredericksburgh for the Year 1958 record a motion passed on June 7 to close Parma school at the end of the month, and to terminated the caretaker's contract at that time. At a meeting on July 11th of that year a motion was passed to cancel the hydro contract at Parma School. The school stood empty until an April 6th 1963 motion was passed stating that "The building formerly No. 4 school, South Fredericksburgh, be advertised for sale by tender. The buyer to pay cash at time of acceptance of tender. The building to be removed from No.4 school property within six months of acceptance of tender." During the meeting of May 11th 1963, the board accepted "the tender from Evan Brooks for \$150 for the purchase of No. 4 school building". The school building was transported west to the Brooks farm where it stands today as a utility shed. The blackboards remain on the walls to this day.

Remembering Parma School

Graham Robertson

I attended Parma S.S. No.4 Public School from grades one to eight.

The east wall of the school had only two windows and the west wall had a number of windows during the time I attended Parma (1949-1957). In the 1950 photograph you can see the Gore Road where it intersects with County Road No. 8. The south end of the school faced No.8. and the Gore road was on the east side. The roof in the photograph was steel and would be the one installed in 1938.

It is interesting to note that this school had indoor toilets (most rural schools had outhouses). The toilets were not much better than the outhouses (other than being inside) as they consisted of a raised seat above a tank to which a chemical was added by the caretaker. These were probably installed during the 1938 renovation. You can see the vents from the toilets adjacent to the chimney. There was a boys' cloakroom in the south-east corner and a girls' cloakroom in the south-west corner. The windows you see in the south end of the school were the cloakroom windows. The toilets were located adjacent to the cloakrooms, next to the outside walls and had no windows. The school had electricity when I started but had no running water. A well was drilled to the west of the school, about 1953 or '54; however we still used a bucket as water was not pumped into the school.

I suspect the stove purchased in 1937 was the one in service when I started school in 1949. I remember a leg falling off it when the teacher was wrestling with a block of wood that had got jammed. The stove went over on its side, the pipes came down and the school was filled with smoke. The teacher scooted the kids outside and we ran over to the Brooks farm to get help. About 1953 a Duo-Therm oil burner was installed for heating.

I do not recall any major improvements during my time there. The desks when I started were dark in colour and some of them could seat three students. They were changed about 1952 to single student desks. There was a one-hour lunch period for the whole school. Everyone brought their lunch and it was eaten at your desk.

The mention of the \$0.98 for blinds reminded me of another detail. The blinds on the east side windows were dark green in colour and probably dated to 1938 or earlier. I know they looked old and I have never seen blinds of that colour anywhere else. The blinds on the west windows were white. About 1955 or '56 the interior wall area below the west windows was covered with plywood to reduce the drafts.

The school library was a large cupboard filled with books. As I recall, some of the books were very old. Each year the board purchased a few new ones. The cupboard was located at the back of the classroom.

Duo-Therm Circulating Heaters

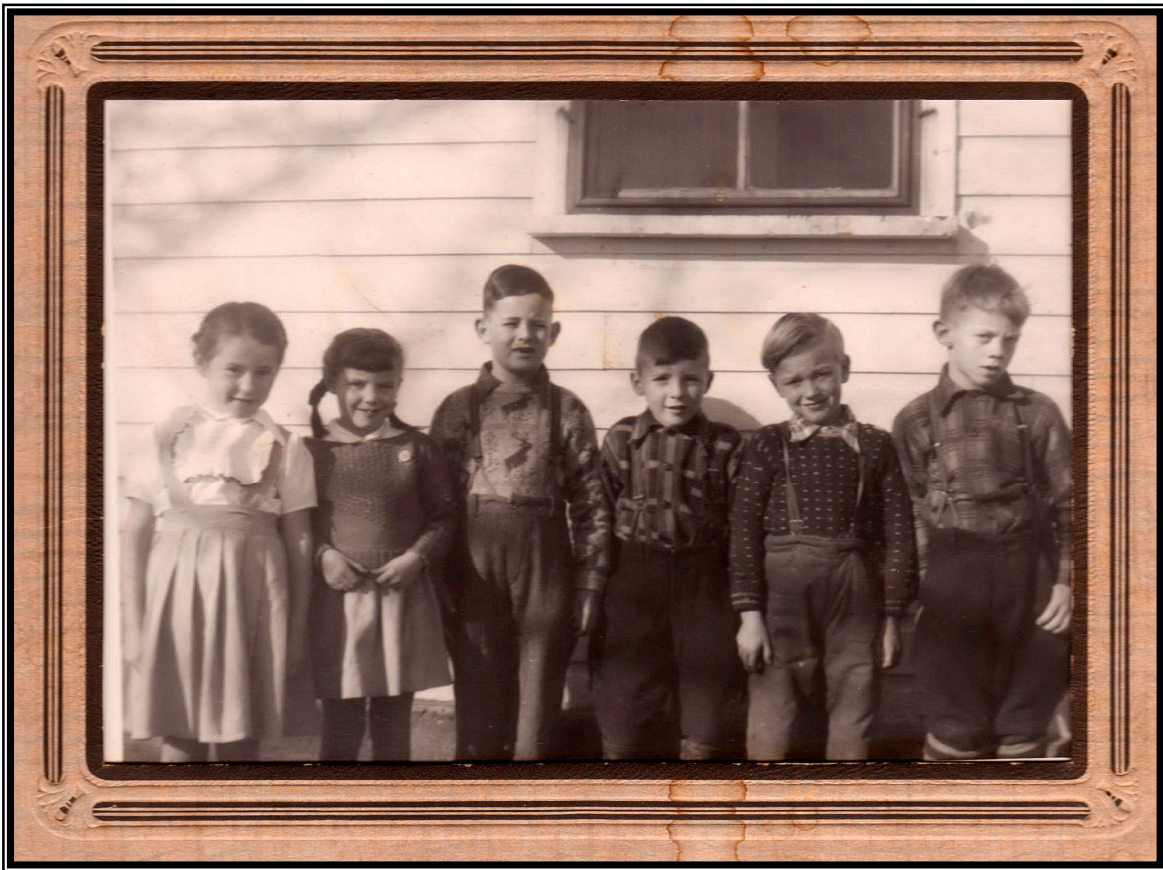
Available in six beautiful models with the choice of handsome two-tone walnut porcelain enamel or smart black crackled baked enamel with chrome trim. A beautiful heater for home or business use. Scientifically designed top grills for more uniform heat distribution; built-in humidifiers, side and front grills to increase radiant flow of heat visible-flame door panels; handy waist-high heat selectors; large fuel tanks; precision methods; many other features. All models equipped with revolutionary Dual-Chamber burner to give clean economical Thrift-Zone performance.

1936 promotional material from Duo-Therm "America's Finest Line of Oil Burning Appliances"

The bus service to the school was run by the late Evan Brooks. The bus was the old style van with no side windows; the kids sat on wooden benches along the sides of the bus and across the back. The benches were padded and covered with a green plaid material by Evan's wife Ruth.

Here is a list of students (as best as I can recall) that came from around the Bay and the Gore Road who rode the bus when I started in 1949.

Carla Sills - grade two
Dallas Sills - grade one
Hazel Ben - grade eight
Marie Benn - grade seven
Lyle Benn - grade two
Donald Brooks - grade six
Carson Brooks - grade four
Ronald Brooks - grade two
Fern Magee - grade eight
Fred Magee - grade four or five
Bessie Garrison - grade seven



Gail Brooks, Dallas Sills, Patrick Pettifer, Graham Robertson, Ronald Shelly, Rodney Loyd

The obverse reads:

*Graham Robertson
Grade 1-1949-1950
A Merry Christmas from S.M. Lasher*

Photo Courtesy of Graham Robertson

I had the following teachers:

- Mrs. Lasher, grades one and two. I think her first name started with an S and may have been Shirley.
- Kay Galt, grades three, four and five. (It was Mrs. Galt who had the mishap with the stove.)
- Willis Boston, grades six and seven. Willis was about eighteen, and this was his first teaching job.
- William Denison, grade eight. Bill was about eighteen, and this was his first teaching job.

During the mid-'50s there was a shortage of teachers. A grade twelve graduate could take a six-week summer course and then get a teaching job. After a period of two years they had to go back to teachers college and obtain full certification. Willis and Bill were graduates of this program.

We had a travelling music teacher. Her name was Mrs. McTavish and I cannot recall the frequency of her visits; they may have been bi-weekly. We had a piano but no musical instruments. The piano was used, purchased from the Berndt family (their daughter Gaynell was in grade eight when I started) with money raised by the students. I can recall only one concert at the school, a Christmas concert when I was in grade one.

On occasion the strap was used. Usually it was administered in the vestibule with the inner door closed (those inside still heard everything). There was no private teacher's room or area.

The public health nurses visited the school periodically, usually to give shots.

The school caretaker was Mrs. Brooks, who lived next door. She swept the floor (it was wood), cleaned the toilets, lit the stove and filled the water dispenser (a cylindrical tank, with a top and a spigot on the side, probably of about two gallon capacity, it was painted red). There was a pail of water left beside the dispenser. Freezing during the winter was not a problem as at the end of the day there was not much water left to freeze. If we ran out of water an older student was sent for it. There was a single wash basin for the whole school that sat on the same shelf as the water dispenser and the lunch pails. The older boys brought firewood in from the woodshed as needed.

The area around the school was always muddy in the spring of the year; this problem was solved with a load of cinders, safety was not a concern. When the schoolyard was dry in May and June and in the fall we played ball. The only recreational equipment that the school board provided was a bat and a baseball each spring. If the bat was broken, we had to find our own money for a new one. During the winter we played hockey on the frozen ponds in the fields of the adjacent farms. In the early spring, skipping, tag and playing Annie Annie Over were the games.

Sporting events were limited, however the schools occasionally competed in a ball game. During the late 50's or early 60's there was an outdoor rink that was operated by Ken and Bob Dickson. The schools in South Fredericksburgh and Adolphustown would compete in hockey games on the weekends and at night.

I left Parma school in 1957 to attend high school in Napanee. The Parma school was closed the following year, and the building was moved from the corner of the Gore Road and County Road No. 8 a few years later.

*History, by appraising. ...[the students] of the past, will enable
them to judge of the future.*

Thomas Jefferson

Help Us Identify This:

Do you recognise the building in this postcard? It was sent from the Adolphustown post office by Marion Armstrong to Mrs. Shore Loynes (or possibly Lyons) of Napanee in 1915.



Postcard Courtesy of Susan Wright

Feedback from January's Help Us Identify This:



No feedback was received to identify this house.

Do you have an old photo for which you cannot identify the people, the place, or the occasion? Let us scan it and we can feature in an upcoming issue of The Neighbourhood Messenger. One of our readers might know something that you don't!

AFHS News

Jane Lovell

The Society had a strong presence in Napanee during Heritage Week (February 18-24).

The event of which we are most proud was the presentation of the Lieutenant Governor's Ontario Heritage Lifetime Achievement Award to Susan Wright in the Napanee Council Chambers on February 21. Ted Davie was on hand to speak on behalf of the Society. He enumerated to those assembled Susan's many outstanding contributions in local cultural heritage, highlighting her quarter century of involvement in the Adolphustown-Fredericksburgh Heritage Society, and its predecessor, the South



Napanee Beaver
February 28, 2013

Fredericksburgh Heritage Committee. Susan's leadership in establishing and maintaining our website, and her extensive efforts in amassing, documenting, preserving and presenting written and photographic artifacts have made our Society a respected repository of local history. Susan took the opportunity of using the occasion of the presentation of the award to promote the work of the Society. In an interview published as a feature article in the *Napanee Guide*, Susan stressed the importance of capturing oral history, and of retaining old photos and documents. She also highlighted our extensive use of the Napanee Archives in researching people in places that thread their way through our local historical landscape. Work with our many abandoned cemeteries has been an ongoing project for the Society, but has been a passion for Susan. Her zeal for discovery and preservation is so clearly evident in the hundreds of hours she has spent

in our cemeteries photographing and transcribing headstones, witching for lost graves, righting fallen and buried markers, raking up brush and even sowing grass. Thanks to Ted for working behind the scenes to nominate Susan for this prestigious award, and for shining a public spotlight on Susan's achievements. And thanks to Susan for her dedication, commitment, long hours of work researching, documenting, editing and publishing the history of Adolphustown and North and South Fredericksburgh. Susan continues to be an inspiration to the rest of us!

Susan's winning of this award should make us doubly proud as she is the second member of the Society to win this award. Kathy Staples was the recipient of the Lieutenant Governor's Ontario Heritage Lifetime Achievement Award just last year. Kathy also appeared in a full-page feature article in the *Napanee Guide* where she was honoured for her three decades of volunteer work, including extensive involvement with Old Hay Bay Church, the AFHS, and work at the United Empire Loyalist Heritage Centre. Kathy, too, used her interview to promote the work of the Society and to stress the importance of volunteer contributions. Her diligence and commitment to preserving our architectural heritage can be seen in her ongoing work in photographing and cataloguing area buildings. Thanks to Kathy for all of her valuable work, and for focusing the attention of the Napanee Town Council on the activities of the Society by being the first of our group to be acknowledged publicly.



Napanee Guide
February 16, 2012

Other Heritage Week involvement:

The Society was invited by the *Napanee Beaver* to submit articles for their month-long celebration of Heritage Week. We kicked off the month with an article on Sans Souci, a cottage community encamped along the eastern shore of Long Reach since 1912, and followed up a few weeks later with an article reprinted from our most recent publication, *Remembering the Christian Neighbourhood*.

Not to be left out, the *Napanee Guide* has asked us to contribute old photographs for use in their weekly "Look at the Past" feature. This we hope to do throughout the year. If any of you have old photographs or postcards that you'd like to see appear in the *Guide*, send them in and we will pass them along.



What Will You Do For Help?

FARM help is scarce, but this condition can be relieved to a marked degree by using machines that accomplish more work in a given time with less man power.

Why should the farmer cling to horses—a slow, expensive means of power—when every other business is adopting the truck and thereby reducing the cost of hauling, speeding up deliveries, and saving for human needs the food that the horses would otherwise consume?

The motor driven truck can work constantly at maximum load under the burning summer sun, or in the coldest weather. Unlike the horse it needs no rests while working, it eats only while in actual use, and when the day's work is done it requires very little attention, and leaves you free for other "Chores" about the place. Then, it can be housed in one-quarter the space of the horses, wagon and harness it replaces.

It is a mistaken idea that a truck is useful only for driving upon paved roads. The Ford can be driven all over the farm, and used for hauling grain, potatoes, fruit, roots, fertilizer, wood, stock, milk or any other product. The speed it travels, the time it saves, and its low upkeep cost appeal very strongly to all users of the Ford Truck. If you need help, order your Ford One Ton Truck today.

All prices subject to war tax charges, except trucks and chassis

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THE UNIVERSAL CAR

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Runabout - - - 560

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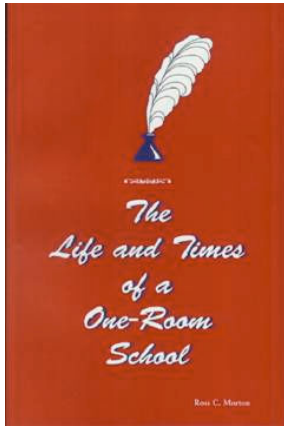
Sedan - - - 1,075

Chassis - - - 625

F. O. B. Ford, Ont.

Napanee Beaver
August 30, 1918

From the Book Shelf



The Life and Times of a One-Room School Ross C. Morton

This book takes a look at early rural education, describing the working conditions for teachers and the students at Conway Public School (1875-1966), many akin to other one-room schools across Ontario. Memories of Christmas concerts, schoolyard games and practical jokes are shared by students, teachers and the author. The book also contains the names of students (1910 through 1966), teachers (1882 to 1966) and trustees (1895 through 1940).

From the Attic

We are looking for old photos and documents from Adolphustown, North and South Fredericksburgh. Just about any old photograph would be of interest: photos of people, homes, farms, schools, churches, or community or family events. Even if you do not know the people or places in the photos, maybe someone else in the community does. Old publications relating to township businesses, schools and churches often contain fascinating details of life in their era.

Some items we are currently looking for:

OLD PHOTOS or Real Photo POSTCARDS:

- The Adolphustown Town Hall
- The South Fredericksburgh Town Hall at Sillsville
- The U.E.L. Cheese Factory, Adolphustown
- St. Paul's Church, Main Street Adolphustown
- The Old Store at Adolphustown
- The Old Hotel at Adolphustown
- Conway Store
- Conway Wharf
- Phippen Cheese Factory
- Fredericksburgh Train Station
- McDowall Presbyterian Church
- Camp Le Nid
- Glen Island

Other Correspondence:

- **Letters or postcards bearing postmarks from local towns and villages**
- **Letters from political figures such as Sir W. Laurier, Diefenbaker, etc.**
- **Correspondence from someone serving overseas during either WWI or WWII**

BOOKLET:

- Constitution and Roll of Officers and Members of Camp Le Nid, 1902

If you are looking for any specific photos or documents, let us know and we will add it to our "Attic" list.
Newly added items will be highlighted in blue!

A Curious Thing

Angela Cronk

Circa 1865 "The Safety Co." Gas Lamp Igniter. During the decade from 1865 - 75, gas lighting brought significant progress. Soon much of America as well as other countries were lighted by gas. The lamp lighter became a familiar figure, bringing a warm friendly glow to the streets at night. Eventually, gas lights phased out around 1916 making way for electric street lamps. The gas light era was a period of unhurried and gracious living never to be forgotten.



January's Curious Thing

This gas lamp igniter would have been used for inside lamps as the top brass piece would wind the lamp down from those high ceilings so that the wick (in the side arm) could reach the lamp.

Anyone remember the song "The Old Lamplighter" - I remember my Dad singing it.

What is this?



The base of this object is approximately 6 inches long

Submitted by Bud & Marg Hawley

Please contact angelacronk@gmail.com if you recognize the item. Tell us what it is called, what it is used for, during what era it was used, and anything else you can tell us about it.

Do you have some weird thing hanging around your home or barn? Take a photo of it and send it in – we can feature it here in a future issue.

ONLY BIG CIRCUS COMING THIS YEAR

SPARKS SHOWS
WORLD'S FAMOUS



GORGEOUS GLITTERING STREET PARADE AT 10 A.M. DAILY

One Day Only **NAPANEE** Two Performances

THURSDAY JULY 3

THREE RING CIRCUS
PERFORMANCE PAR EXCELLENCE
THE
BIG MENAGERIE
IS ONE STRIKE AHEAD OF HUMANITY AS MANY OF THE ANIMALS ARE REPRESENTED BY MORE THAN ONE PAIR.
SENSATIONAL ACTS
THRILLING PERFORMANCES AND A HOARD OF
FUNNY CLOWNS
GATHERED FROM EVERY NATION OF THE EARTH



THIS SHOW HAS BEEN IN LEADING CITIES OF ONTARIO SINCE JUNE 9th
Read What London, Ont., Free Press of June 12th, Says

Napanee Beaver
June 27, 1919

Contribute to *The Neighbourhood Messenger*

We publish *The Neighbourhood Messenger* 4 times a year: in April, June, September and over the winter. If you have an old photograph or newspaper clipping to share, a story to tell, or an event to publicize, let us know. Submissions for the June issue can be sent to jane.lovell@kos.net anytime before the end of May 2013.

Contributors to this issue:

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All uncredited photographs supplied by Jane Lovell