

# THE NEIGHBOURHOOD MESSENGER

NEWSLETTER OF THE ADOLPHUSTOWN-FREDERICKSBURGH HERITAGE SOCIETY

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## Found Things

“Found Things” has such a promising ring to it. It supposes that those things were lost and their finding is a valuable discovery. “Lost”, however, possesses much nuance: Things can be casually lost, or misplaced, or wrenched from us or eroded slowly by forces of nature or by society. They can also simply be forgotten. Other things were never really lost—they have just moved out of our ken, no longer present in the realm of our awareness. In the pages of *The Neighbourhood Messenger* we often write about these latter kind of found things. Be it a recently acquired old photograph, or the stitching together of details from land records and census data and old newspaper articles—all have stories to tell and can indeed constitute valuable discoveries. In this issue we will continue to find stories in “not really lost” things, but will highlight some of the more tangible found things long-hidden all around us.

### Our Society

Members of the Adolphustown-Fredericksburgh Heritage Society have a common desire to deepen our knowledge of the history of our community. In researching and capturing aspects of our past, we seek to preserve, promote, and share our rich local heritage.

### Our Executive

President: Angela Cronk  
Vice President: Frank Abbey  
Secretary: Marg MacDermaid  
Treasurer: Jane Lovell  
Webmaster: Susan Wright  
Book Directors: Joan Reynolds  
Elizabeth Vandenberg  
Communications Director: Jane Lovell

### Our Meetings

The Society meets on the third Monday of the month 5-8 times a year at the South Fredericksburgh Hall at 2p.m. Check for the next meeting on our website.

*All welcome!!*

### Our Website

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

### Our Facebook Group



### Contact Us

If you have questions or suggestions regarding any aspect of the Society, including *The Neighbourhood Messenger*, please contact :

- Angela Cronk, President (373-8888) [angelacronk@gmail.com](mailto:angelacronk@gmail.com)

## A Glimpse of the Past



Photo courtesy of Mertie Jean Ackerman

Wilfred, Harold, Evelyn Ackerman  
ca 1930

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

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

Membership to the Society is free. 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 clicking [HERE](#).

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

## Bargain Bridges

Duncan Hough



**Stone Bridge on Lot 1 Additional Concession 3  
South Fredericksburgh**

Farmers in the past, similar to today, improvised to solve problems. Consider the problem: how to cross a ditch or water course without getting machinery or wagon loads of produce stuck in the mud. Today we would hire a backhoe, buy a culvert and gravel to solve the problem. These solutions did not exist then. What did they do?



Many parts of the townships are underlain with flat limestone. Large slabs could be dug out along the shorelines or where pits or quarries existed. The crossings were constructed with smaller flat stones to support large slabs to carry the load. Generally, the bridge was 10-12 feet wide, sufficient to carry horse-drawn wagons and equipment. The surfaces of several of the bridges still in existence are smooth. This could be a result of using stones off the surface (glacier polished) or from hundreds of passes by steel wheeled implements and iron shod horses.

Building these bridges using basic tools would have been straight forward. The tough part would be extracting and moving the tops into place. A slab of limestone, such as the one pictured to the right, with dimensions of roughly 3½ ft. by 3½ ft. and ½ ft. thick (over 6 cubic feet), would weigh around 1,000 lbs. Imagine: loading this slab onto a stone boat and hauling it to the site; then, with the use of horse power, chains, pry bars, and skids, getting the slab into position; then, prying and lifting to fit in stones under the slab to keep it from teetering when crossed. Not the same scale as building the Pyramids or Inca temples, but quite a feat, for a couple of men or a bit larger crew of neighbours.



**Stone Bridge on Lot 4 Concession 2  
South Fredericksburgh**

Most of these crossings have been torn out to allow for bigger, wider, modern equipment to cross. However, a few still exist, as a tribute to their builders.



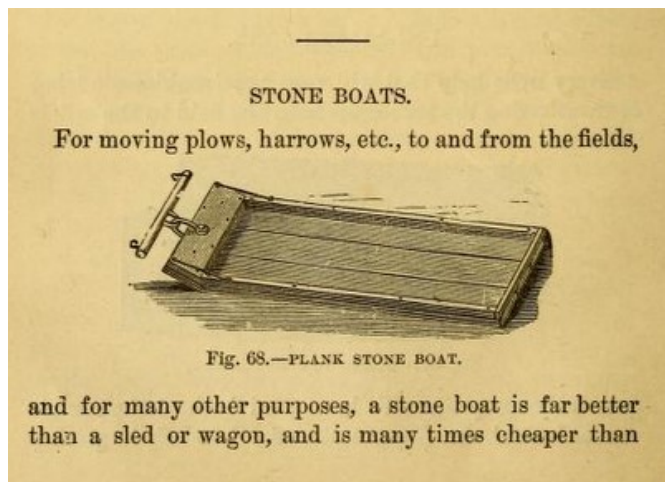
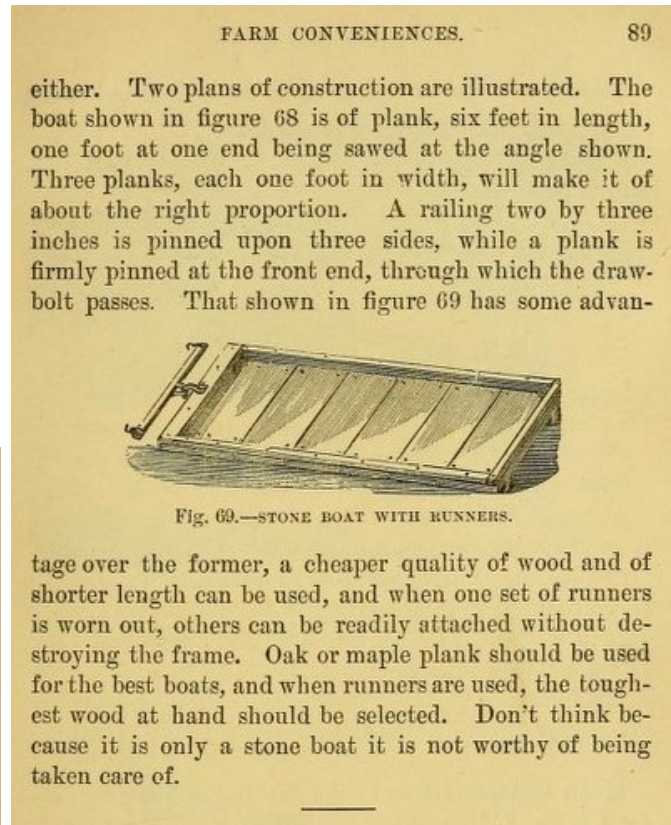
Stone bridges such as these are well camouflaged but still in use on Lots 1 & 2 Additional Concession 3, and on Lots 4 & 5 Concession 2 in South Fredericksburgh.

Stone Bridges on Lot 2 Additional Concession 3 (left) and Lot 5 Concession 2 (right) South Fredericksburgh

### Stone Boat

What was a stone boat? Every farm had one. They were usually home built, of oak or elm lumber, with scrap iron for runners and fittings. They were usually pulled with a chain but some had a tongue for 2 horses. In later years, a tractor might be used.

They were especially useful for hauling heavy stones, or a load of small ones over rough ground. They could also be used for hauling hay bales, firewood, bags of seed, or retrieving a new born calf from a remote calving site. Tractor loaders and ATVs made them obsolete.



Farm Conveniences. A Practical Hand-Book for the Farm. 1884

## Early Schools in the Area, Part 5 — South Fredericksburgh Township 1826-1900

Susan Wright

As mentioned in a previous article, by 1825 there were 15 schools open in Fredericksburgh Township; six built before 1816, two in 1817, two in 1818, and one each in 1819, 1820, 1822, 1824 and 1825. Because Fredericksburgh was not divided into North and South until 1857, we do not know the exact locations of these schools, but would assume most of them were on the lots shown on the 1860 Walling map.

The 1855 School Report from the Minister of Education states that there were 19 schools in Fredericksburgh; one brick, 15 frame and 3 log with a total of 813 children enrolled; 14 male teachers and five female teachers. Again, individual school section numbers are not given. It is also recorded that 22% of the population at the time were unable to read or write.

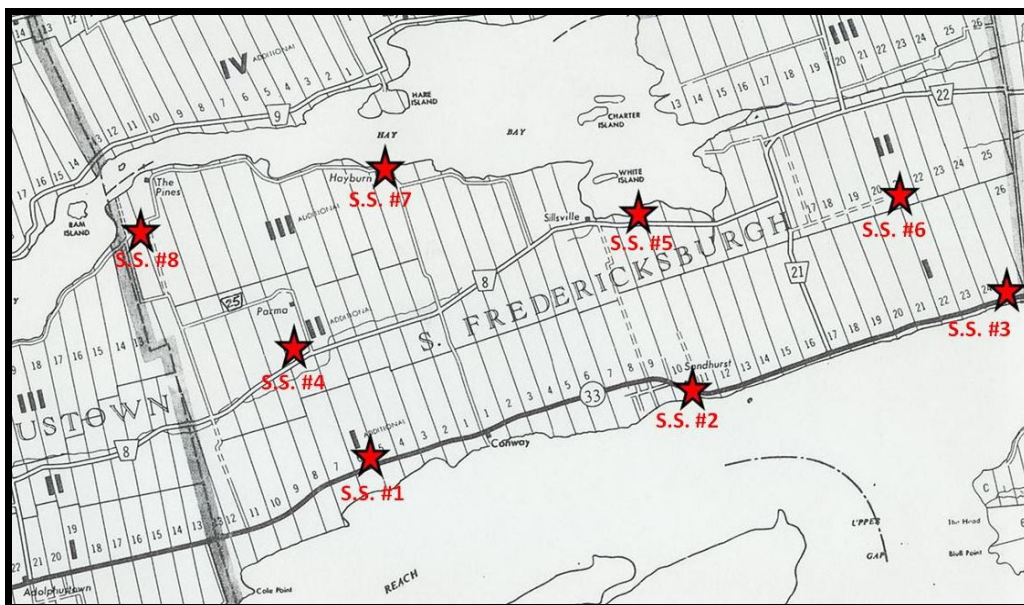
By 1860, there were eight established schools in South Fredericksburgh, as identified on the Walling Map.

Frederick Burrows, Public School Inspector for the County of Lennox and Addington, later reported that two new schools had been built in South Fredericksburgh between 1871 and 1874; one brick and one frame.

### Promotion Examinations to Fourth Class

(from the *Napanee Standard* August 22 1885)

- S.S.1** – George Ham, John VanDyke
- S.S.2** – Edith Gurren, James Hill, Jane McNabb
- S.S.3** – Laura Howard, Stella Dennee
- S.S.4** – Mary Clute, Jane Chambers
- S.S.7** – Martin Garrison, James Spencer, Annie Rikley



Schools in South Fredericksburgh from the 1860 Walling Map

In 1896, James Forrest recalled his early teaching days in Fredericksburgh, starting in 1853:

*"The first school, in which I taught was in the Township of North Fredericksburgh, County of Lennox. The building was of hewed pine logs, very well put together and plastered with mortar, so that it was very warm and comfortable. It was heated by a large box stove and ventilated by means of sliding windows.*

*The desks for writing were fastened along two walls of the school room, and benches were used for the children to sit on. As a rule they were very uncomfortable, as the elbows of the children were nearly as high as their shoulders.*

*There were no maps and not even a blackboard until I had been there nearly a month, when the addition of one seemed to put new life into the school, and I never had a better lot of pupils during all my teaching. The people were poor, but very kind, and for salary I received nine dollars a month and my board.*

*My second school, in South Fredericksburgh, was a frame building, 24 x 30 feet, with seats and desks as just described, but not quite so rough made. There was a small blackboard and a few maps. My wages were thirteen dollars a month and my board. The parents of the pupils were very kind to me.*

*My next school was about two miles east of the former one, and was a frame building of the old style, which, however, was replaced in 1866, by a very fine building, fitted up with modern seats and desks for two, a chair for the teacher, a blackboard, clock and maps. In the old school my wages were fourteen dollars per month, and board, as in the other schools; but after the new school house was built, I received three hundred dollars a year and boarded myself. This was after I returned from the Normal School in Toronto.*

*At the end of my term in the new school house, three of my pupils attended the County Board at Newburgh, and each obtained a Certificate, a Third, a Second and a First.*

*Again I taught in the Township of South Fredericksburgh, in a frame building about 24 x 36 feet, which was finished in good style and ventilated by a pipe running from the outside, under the floor to the centre just under the stove, and on which was placed a ventilator.*

*It was furnished with maps, a revolving globe, with the principal stars revolving around it. I was paid a salary of three hundred dollars a year.*

*My next school was in the same township as the last, and it was known as the worst school in the township. It was an old-fashioned school like those already described, and the salary was also the same. The pupils were, however, quick to learn after I got them tamed and in working order."*

## **S.S. #1 (Conway)**

Records for the original schoolhouse in what would later be called 'Conway' are scarce.

The 1860 Walling Map shows a school on Concession 1 Additional, Lot 6, on the property owned by George Ham.

In 1842 the *Upper Canada Herald* contained a notice "That the report and estimates of erecting certain school houses in Fredericksburgh, be accepted, and we recommend that the following sums be assessed on the respective inhabitants accordingly; No. 1 [Conway] £10; No. 2 [Sandhurst] £7; No. 6 [Hawley] £50; No. 8 [Union] £47".

A notice from the *Kingston Herald* announced a temperance meeting to be held on December 29 1846 at "Isaac Ingersoll's Esq., School House, Fredericksburgh." The Ingersoll family lived just to the east of what we believe was the site of the first schoolhouse in Section One.

From the old township record books from 1859: "Paid to the Trustees of school section No. One, three hundred and eighty dollars special tax."

It wasn't until July 19, 1875 that the School Trustees of S.S #1 South Fredericksburgh purchased the 200' x 120' lot on the east quarter of Lot 6 from Canniff Haight for \$80.00.

The school building that most of us remember wasn't erected until 1909.



Said to be an old Conway School house, the building was moved to Concession 1, Lot 1 South Fredericksburgh, and in later years repaired and painted.

## S.S. #2 (Sandhurst)

Located in the old village of Fredericksburgh, Concession 1, South Fredericksburgh, the first school building in Section Two was erected in 1817. In 1847, a new schoolhouse was built.

*The Memorial of the Trustees, and inhabitants of school section No two in the Township of Fredericksburgh in the Midland District of said province Most respectfully representeth That your Memorialists have at a considerable expense - erected a school house on Lands known as the village of Fredericksburgh, in which they have kept a School constantly open under the superintendence of a qualified Teacher for several years, which Lands being now open for sale - induces your Memorialists to pray that a grant of Lots Number twenty one, twenty two, twenty three and twenty four. South of George Street may be made to the Municipal Council of this District for the use of the school as above stated - being the Lands whereon the school is erected and which have been occupied soley for school purposes for upwards of thirty years -. and as in duty bound will ever pray*

*Fredericksburgh Jan'y 27th 1847*



**Sandhurst School 1900**

Back Row: Nell Downey, Mabel Hurlburt, Margaret Wright, Roy Fleming (Teacher)

Middle Row: Maude Galloway, Kate Ruttan, Pearl Mellow, Anne Galloway, Blanche Peters, Molly Carroll, Mabel Peters, Mary Ann Francis, Agnes Carroll, Bert Morrow, Archie Wright, Dick Ruttan, Ralph Sills

Front Row: Maude Carroll, Jessie Wright, Edna Beaubien, Vera Wakeford, Della Ruttan, Edna Morrow, Neilson Ruttan, Harold Sills, Harold Wright, Arthur Francis, Arthur Carroll, Earl Galloway



**Sandhurst School 1908**

Standing: Egerton Boyce, Tommy Ruttan, Clarence Young, Fred Wright, Gerald Wright, Miss Josephine Dennee (Teacher), Cora Morrow, Ida Hill, Ione Young, Queenie Reid, Kathleen Wright, Grace Danford

Seated: Sam Amos, Kenneth Morrow, Kenneth Hill, Percy Hatchett, John Morrow

### S.S. #3 (Elm Beach)

S.S. #3 was located on Lot 25 at the eastern end of South Fredericksburgh on what is now Highway 33.

Again, early records are scarce, although it seems reasonable to assume that it was among the earliest of the school sites in the township.

The building shown in the photos below still stands today, part of a larger property.



Early undated photos of S.S. #3, Elm Beach



S.S. #3 South Fredericksburgh Elm Beach School			
Teacher: Annie L. Price			
Students & Ages May 1890			
<b>4<sup>th</sup> Class</b>		<b>2<sup>nd</sup> Class</b>	
Thomas Craiven	15	Willie Craiven	7
Mabel Craiven	14	Robert Burgess	12
Annie Craiven	12	Arthur Huffman	8
Sidney Howard	11	Mary Gill	11
Ralph Huffman	16	Agnes Shortsleeves	11
Thomas Clifford	17	Josie Dennee	7
Helena Dennee	15	Thomas McCaugherty	9
<b>Sen 3<sup>rd</sup> Class</b>		<b>Part II</b>	
Annie Clifford	11	Robert Gill	7
Myrtle Belfour	13	John Belfour	8
Annie Belfour	11		
John Dennee	13	<b>Part I</b>	
John Lane	15	Maggie Shortsleeves	7
Herbert McCaugherty	12	Mary Shortsleeves	9
		Stanley Burgess	8
<b>3<sup>rd</sup> Class</b>		James McNab	5
Nellie Craiven	9	Ernest McCaugherty	5
Harry Belfour	9		
Ethel Dennee	10		

### S.S. #4 (Parma)

Located on Lot 7 on the second concession of Fredericksburgh Additional, at the northwest corner of what is now County Road 8 and County Road 25 (the Gore Road).

The land for the school was deeded in April of 1874 when one and a half acres was purchased from Benjamin Seymour.

Jonas Garrison, a student at Parma between 1870 and 1875, gives the following account of the school:

*“The seating was one continuous seat on each side of the building. The scholars faced one another with a walk between. The ceiling was plastered. The building now [1940] looks about the same from the outside as it did then. Of course the woodshed has been added and there have been extra windows cut.”*





An old photo of the Parma Schoolhouse



Class at Parma 1898

### S.S. #5 (Sillsville)

One of the first published notices regarding Sillsville School was included in the *Kingston Herald* on January 21 1845:

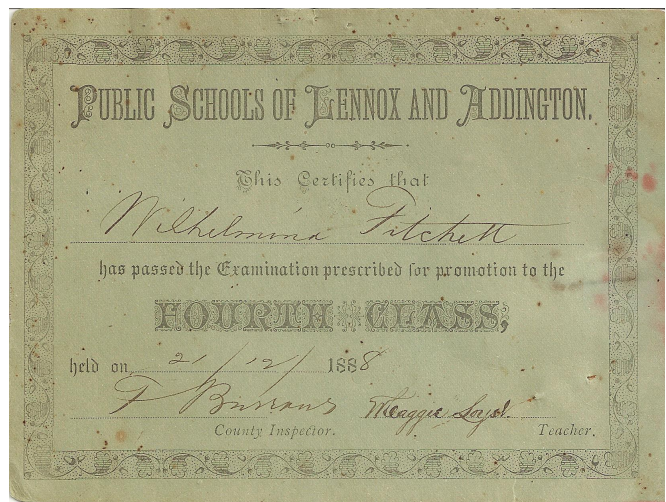
*“In pursuance of a General Public Notice given and in accordance with the 42nd and 43rd sections of the Common School Act, a full meeting of the Freeholders and Householders resident in School District No. 5, was held in the school house on Lot No. 10 in the 2nd Concession of the Township of Fredericksburgh, in the Midland District in Canada West, on Tuesday the 14th January.*

*Mr. William Merrill was acting chairman of the meeting. Jacob Ruttan, John G. Hough and John M. Rombough were elected as Trustees for 1845. Others present at the meeting included Jacob W. Wagar, Henry Sharp, John Diamond, Moses Fitchett and George F. Sills.*

*The sum of Five Pounds was subscribed to repair the school house and purchase a good metal stove.”*



Sillsville School in the late 1800s



Wilhelmina Fitchett Certificate 1888

## S.S. #6 (Hamburg / Hawley)

Peter Bristol (1820-1915), who was raised on County Road 22 in the Hawley area, states that his first school days were spent in a schoolhouse just over the line in Erneststown on the farm of Davis Hawley.

*"A few years after this an Irishman called Paul Shirley, came to the neighbourhood and offered his services as teacher for the winter in a log school-house situated in the front of the third concession of Fredericksburgh, near or upon the land of Jacob Detlor. My father, John Ham, Jacob Detlor, and Henry Ham took the matter in hand, and made a bargain with Shirley, and I went to that school that fall and winter. I walked through the bush about a mile and a quarter with my sister to school, stopping on the way to pick up the Ham children who accompanied us through the woods over two streams which in the autumn we crossed on fallen timbers. I then took up the study of geography and grammar. I also attended school on the farm of the father of the late Sheriff Pruyn and had to travel two miles and a half. This was the last I attended in this county. The reason I was shifted about from one school to another was that the district was not divided into sections, and the schools were not kept open with any regularity, and my father would send me wherever he thought I could receive the best training.*

The original Hamburg School House was located on Richard Ham's property, the west half of Lot 21 Concession 2, on what is now part of the Sonneveld property. A notice from the *Kingston Herald* announced a temperance meeting to be held on December 28 1846 at "R. Ham's School House, Fredericksburgh."

In 1862, a half acre lot on Concession 3, Lot 19, was purchased from John and Eliza Bell for \$40.00 on the east side of what is now County Road 8, directly across from Huyck Street. The sale was conditional on the Trustees keeping the land well fenced on the northerly and westerly sides. This school burned down in February of 1964.



**An early photo of the Hawley School**



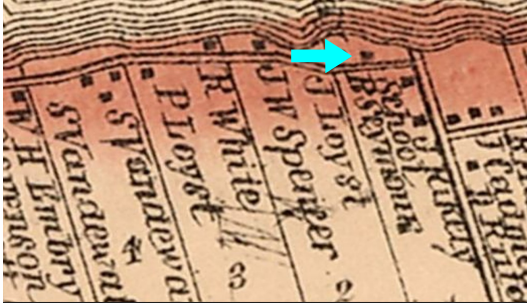
This is a picture of the students of S.S. No. 6, the old Hawley Public School, taken in 1904. From left are: (first row) Stanley Sweet, Bruce Lloyd, Arthur Smith, Walter Detlor, Morley Creighton, Bob Graham and Georgie Davey; (second row) Reta Cronkright, Velma Creighton, Hora Graham, Ada Cronkright, Lottie Asselstine and Lulu Russell; (third row) Ross Fretts, Edith Fretts, Laura Benn, John Craven, Maude Cronkright, C.B. Creighton, Florence Graham and Jim Russell; (fourth row) Miss Aileen Haight (teacher), Cora Creighton, Laura Meyers, Ada Asselstine, Bernice Creighton, Maurice Asselstine, Clara Craven and Louise Creighton.

**Class at Hawley 1904**

## S.S. #7 (Hayburn)

As can be seen in the 1860 Walling map, the school at Hayburn was originally located on Concession 3 Additional, Lot 1, at the northern end of Township Road #1.

By the time Meacham's 1878 Atlas was produced, the school had been moved further west to Lot 4, Concession 3 Additional. At that time it was clapboarded and given a coat of red paint.



Original Location of Hayburn School  
on the 1860 Walling Map



Location of Hayburn School  
on the 1878 Meacham's Map



An early photo of Hayburn School

## S.S. #8 (Union)

The Union School was originally built on Concession 3, Lot 12, near the South Fredericksburgh and Adolphustown border (the South Shore Road), in an area later known as "The Pines." It was used by students of both Adolphustown and Fredericksburgh. By 1885, the building had been renovated and was being used as a church for the area.

An 1842 petition to the Midland District regarding Common Schools included S.S. #8 South Fredericksburgh, confirming a schoolhouse in that location.

On January 12, 1847, a meeting was held in the schoolhouse. The trustees elected were Sylvanus Mullett, J. Wilson Spencer and Bathus Diamond. Others attending the meeting were William F. Diamond, Jacob Rickley, William Merrill, Andrew Embury, Stephen Vandewaters, Peter Loyst and Elias Wagar.



Undated photo of Union Church, formerly Union School

## New Homes for Old Things

Jane Lovell

Recently, the AFHS was approached for a suggested new home for this wagon.



Little is known about the wagon, but some simple sleuthing gives some clues. A small plaque on the tailgate proclaims J. W. Bertram of Harrowsmith as the maker.

Born in Kingston in 1847, John Wesley Bertram, along with his brother George, established a carriage making business in Harrowsmith sometime in the early 1870s. John's 1871 marriage record has him working as a blacksmith and living in or around Harrowsmith. The 1881 census lists John and George as *Carriage Maker* and *Blacksmith*, respectively.

The 1880s saw a flurry of expansion, with more staff and with entries of buggies and wagons in local fairs and competitions, garnering prizes and praise.

BERTRAM BROS., of Harrowsmith, Ont., write: "Our shops are sixteen miles north of Kingston, in a small village called Harrowsmith, on the line of the Kingston and Pembroke R. R. We build all classes of work, and employ 14 hands. We could not commence to fill the demand for carriages last summer, on account of not having shop-room, but we have remedied that by building a new shop, 30 x 60 feet, which we have recently moved into, and we have commenced 50 Buggies for the ensuing summer."

*The Hub* February 1, 1883

attractive.—A set of bob-sleighs for the "Ontario Tea Company," of Napanee, have just been finished by the Bertram Bros. It is a model of workmanship and is attracting considerable attention.—Rev. G. A. Bell, of this

*Weekly British Whig*  
December 10, 1885

day evening, the 30th inst.—Bertram Bros. are doing a very large business in their carriage factory, employing no less than seventeen hands.—The late fall of

*Weekly British Whig*  
January 29, 1885

Bertram Bros., Harrowsmith, the successful carriage makers, have so much ordered work on hand that they could not spare the time to prepare for an exhibit at the Midland Central Fair. Their customers may rest assured, however, that they are still up to the times in good work and good styles, and that they will fill all orders promptly.

*Weekly British Whig*  
October 1, 1885

Notwithstanding the hard times Bertram Bros. have their whole force working on full time and are turning out a superior class of cutters and sleighs, many of which find their way to the city. Dr. McKenzie last week carried away a fine sample, a two-seated family sleigh. Credit is due this enterprising firm; fifteen years ago they commenced with a very limited capital; now their shops cover nearly one and a half acres of ground.

*Weekly British Whig*  
January 30, 1890

Obviously doing well for themselves, the brothers are found living beside one another in the 1891 census, each in a two story brick house with seven rooms. John was living with his wife, their two children, and three apprentices. George and his wife have just a single child living with them, along with two apprentices. While both men are listed as *Carriage Builders* with 10 employees each, the number of employees likely refers to 10 for the enterprise rather than 10 each.

**DISSOLUTION OF PARTNERSHIP.**  
 THE PARTNERSHIP under the name of Bertram Brothers, Carriage Manufacturers, Harrowsmith, has been dissolved by mutual consent, and the business will be continued on by George H. Bertram.  
 All accounts of the old firm must be paid at once to J. W. Bertram to save costs.  
 J. W. BERTRAM,  
 GEORGE H. BERTRAM  
 January 2nd, 1891.

*Weekly British Whig*  
 January 15, 1891

John Bertram left the carriage making business with the dissolution of Bertram Bros. in 1891, to focus on an undertaking business the brothers started in 1886. The 1897 *Foster's Kingston Directory* has him representing Harrowsmith on the Frontenac County Council for 1897—an obvious reflection of his esteem within the community. And finally, the 1901 census lists his occupation as *Undertaker*, but he also acted as Postmaster, a position he took on in that year and continued until his sudden death, at just 60 years of age, in 1907.

The fact that the plaque on the wagon names J.W. Bertram rather than Bertram Bros. is curious. The earliest appearance of Bertram in the Kingston papers was in 1878, where the name was paired with Cannon. By 1881, however, it was Bertram Brothers who were making the news. This may suggest the wagon was manufactured before 1880 or so. According to the 1881 article, right, Bertram was producing utilitarian wagons at that time. This could also be a clue to the wagon's age.

Messrs. Bertram & Cannon, Harrowsmith, have not aimed at the production of ornamental so much as serviceable articles. Their four top waggons, open buggy and democrat waggon on exhibition are, however, good looking as well as substantial.

*British Whig*  
 September 22, 1881

Although the wagon exhibits extremely well-crafted components, its purpose is clearly practical in nature. Likely a Democrat (also known as a Buckboard or Spring Wagon), this well-sprung wagon is clearly intended to carry passengers, but also designed to transport goods. Once equipped with a tufted leather, horsehair-stuffed seat (currently stored for safekeeping), the wagon also has removable side bars and a lowerable tailgate so the wagon can be configured to the task at hand. The brake lever is notched to easily apply the appropriate pressure to the rear-wheel brakes in order to prevent the wagon overtaking the team when traveling downhill.



The break lever, above, to activate the breaks on both rear wheels, left. Note the leaf springs and gracefully curved iron brace supporting the sidewall. The side rails, right, are removable, slotting into brackets on the sidewalls.





The tailgate can be lowered by operating the sprung thumb-pry latches on either side of the wagon. Note again the curved sidewall brace. The brackets on the inside of the tailgate allow end rails to be installed.

With a possible date of manufacture being circa 1880, or earlier, the wagon fell from view for over a century and a quarter. It wasn't until 2012 that the wagon made its way to Adolphustown from the Harrowsmith area where it had reportedly been used to deliver groceries in Sydenham.

The wagon's new home was on parts of Lots 29, 30 and 31 of Concession 1, where Sue and Les Shemrock were developing a vineyard and winery. When the Shemrocks sold the winery a few years ago, the wagon accompanied them to their new home along the Adolphus Reach where it graced their lawn until just recently.

Searching for a new home for the wagon eventually brought the Shemrocks to the [South Frontenac Museum](#). The museum, run by a local heritage society, is based out of the old schoolhouse just 4 km north of Harrowsmith in the hamlet of Hartington, which, according to the 1878 article, right, may have been where the wagon was built. Soon to be restored, the wagon will be the beneficiary of ongoing maintenance to ensure it can be long enjoyed by the public as a fine example of local craftsmanship and industry.

**HARROWSMITH.**

The blacksmith shop kept by Bertram, Cannon & Co. does a very large amount of work in this village, and carries on business with another shop in Hartington, in carriages, sleighs, &c. Mr Bertram imports largely from Montreal, and turns out first-class work generally.

*Kingston Daily News*

May 23, 1878

## More Old Things with New Homes

The Shemrock farm was originally deeded to Captain Philip Dorland in 1801. This frame for a roller used to level land was found on the property and was likely used by the Dorland family during their nearly 130 year stewardship of the farm. When the Shemrocks sold their winery, they moved the roller to their son's cottage on nearby Perch Cove where it remains awaiting repurposing or display.



Dorland roller frame and restored example from [Farmtown Park](#), the Hastings County Museum of Agricultural Heritage

And another Democrat—this time just the seat, and not so finely crafted as the one belonging to the Shemrock's wagon. This one is quite crudely made of wood and came from my husband's grandparents' farm near Chatham Ontario. From there the seat moved to my husband's parents' home where, sometime in the mid-1950s, it was upholstered for use as a child's sofa. Most recently it has made its way to the Bay of Quinte, where once again stripped of coverings, it has been mounted on lumber from a nearby barn to take it to a height serviceable as a seat for putting on boots. Note the mounting braces that would once have slotted into the sidewall brackets of the wagon.



This old thing, about 10" in length, was found near Schomberg Ontario in the late 1970s. Its shape suggested a decorative use as hook, and mounted on curly maple, it has been in use in my parents home and mine since then. Its intended use is unknown but its barbed shaft and tapered end is very similar to pintles which form the the pivot for a barn door hinge. Several such hinge parts and similarly crafted pieces reside on the Hough farm in South Fredericksburgh. The tapered and barbed hand-forged spike would have been driven into the large wooden column framing the door, and the strap part of the hinge mounted on the pin of the Hough examples. A time frame of manufacture is unknown.



Photo: Duncan Hough



This Sawyer & Massey grader arrived at the Ruuth farm in the mid-1950s as surplus equipment from Adolphustown township. It was used to grade

Photos left and right: Eric Ruuth 2005



Ruuth's Lane, at that time part of the farm. Since shortly after its arrival, the grader languished beside the barns, eventually enveloped in part by a tree and entangled in vine.



The tree was cut to allow the grader to be moved to a nearby clearing where it has begun again to be encroached upon by the surrounding brush.

Between 1889 and 1892 the Massey family of Toronto became major investors in the Agricultural Works of L. D. Sawyer and Company, established in Hamilton in the 1850s, creating the Sawyer & Massey Company Limited. The company was converted to war production after 1914, and following the war the company concentrated on the manufacture of road-making machinery. After World War II, the Hamilton Bridge Company bought Sawyer & Massey.



It is likely that the grader dates from the years between the wars.

Designed to be fully configurable for the width of roadway and angle and depth of the blade, the grader would have originally been horse-drawn. The municipality may have converted it to be towed by a truck or tractor. Certainly the Ruuths used a tractor with the grader to manage their lane.

## Clippings

**T**HIS is to forbid any person or persons cutting timber or grain, or destroying my grain now on Lot No. 13, in the fifth concession of Fredericksburgh, allotted to me by Government, and by a survey made by the late Alexander Adkins.  
**DAVID BRADSHAW.**  
 June 10th, 1814. 22

Kingston Gazette  
 July 18, 1814

### RULES and Regulations for the Steam-boat CHARLOTTE.

First—Immediately on leaving any place where passengers have been received on board, a Bell will be rung as a signal for the Passengers to choose their Berths and pay their passage.  
 Second—All freight to be paid for on delivery.  
 Third—No smoking allowed in the cabin, nor any gentlemen allowed to visit the ladies cabin without special permission.  
 —May 17, 1819.

Upper Canada Herald  
 June 22, 1819

### SHOCKING ACCIDENT.

An accident which resulted in death took place last Sunday afternoon about 5 o'clock at Fredericksburgh Station, four miles east of Napanee. Peregrine Presley, of Deseronto, a young man about 18 years of age, and a cousin, attempted to board a moving train at Fredericksburgh, when Presley fell off and was drawn under the cars. Both legs were severed below the knee. The young man was brought to Napanee and his injuries attended to by two doctors. Later he was sent to Kingston hospital, but the shock of amputation was too much, and he died about eleven o'clock Sunday night. He leaves a widowed mother in Deseronto, of whom he was the main support. His father was killed at the same place about sixteen years ago.

[Local Paper]  
 July 24, 1903

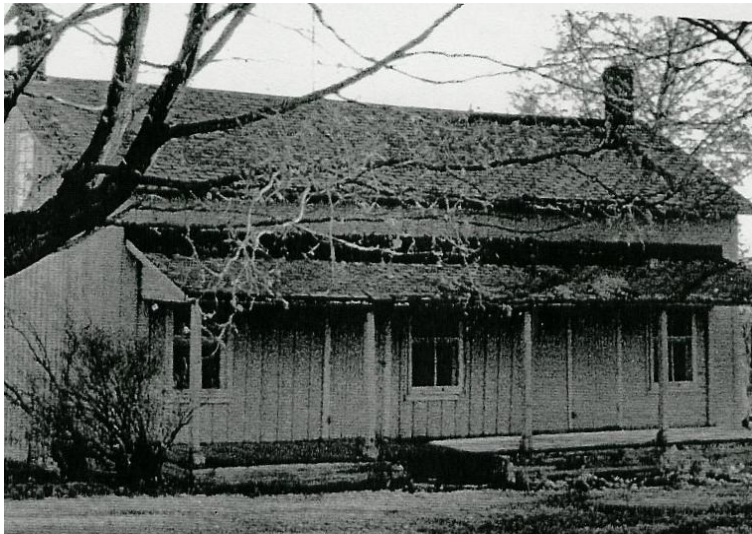
**ADOLPHUSTOWN—HAYBAY.**  
**C**AME into the inclosure of the Subscriber, on the sixth day of June, A BRIGHT BAY HORSE, and a yearling COLT, the horse is between six and seven years old, the owner is Requested to prove property, pay charges, and take them away.  
**BURGER HUYCK.**  
 Haybay, August 13th, 1838.

Upper Canada Herald  
 August 14, 1838



Then and Now

Jane Lovell



Undated



2022



1989



**8620 A Loyalist Parkway  
Part of Lot 1 Concession 1  
South Fredericksburgh**

Originally deeded to William Crawford in 1804.

By 1876 it was owned the Neilson family. With the exception of a four year period between 1904 and 1908, the property remained in the Neilson family until 1968.

A decade later the lot was acquired by Jack and Beryl Hamilton.

Much is unknown about this house.

Used for many years to accommodate staff working at Tarry Hall in Conway, the house has been long known as “The Gatehouse”.

The house faces the Tarry Hall lane and is composed of two distinct sections: the front shown here, and another section to the rear, joined to form a “T”. Significant differences in the floor level between the two sections on the main and upper levels suggest that the two sections may once have been two buildings. Only the rear section has a basement beneath it.

The front section originally had two doors, just discernible in the undated photograph and more visible in the 1989 photo. Also visible in that shot is the horizontal siding on the right-hand portion. The removal of the veranda has exposed the red colour of the house at the time the veranda was added – over top of the vertical board and batten and horizontal clapboard siding.

The oddity of the cladding and placement of doors, as well as evidence of an extension to the left side of the front section do little to tell us of the provenance of the house. It is almost certain, however, that the house, or a portion of it, was in place by 1897 when John and Sarah Higgins moved to Conway from Amherst Island, with at least nine of their eleven children, to work for the Neilson family.

The Neilsons had amassed an estate of 300 acres by the time they built Tarry Hall as a “summer residence” in 1883. Included in their holdings was all of Lot 1. Both on the 1860 Walling map and in the 1878 Meacham's Atlas, there is a house depicted on Lot 1 more-or-less where the Gatehouse is currently located. Of course, there is no way of knowing if the houses appearing on the maps represent the Gatehouse. However, if they do, or if those structures had been re-positioned (for example to face Tarry Hall lane, instead facing of the road or the waterfront), or combined with other buildings from elsewhere, then at least part of the Gatehouse could be very old.

A persistent story, related by several sources, is that a granary for the barn across the road was moved into place in the early 1920s. The poured concrete foundations and large cistern under that part of the house are consistent with that date.

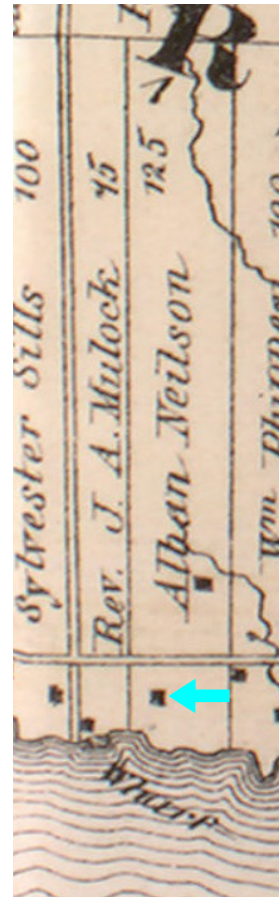
A note about the 1860 Walling map: There are three buildings shown along the east side of Road 1 south of the Front Road (Loyalist Parkway). These are likely the store and storehouses operated by John Oliphant at the wharf at the end of the road. The label “J Oliphant Store” likely refers to the storehouses at the wharf, while the label “Store PO” refers to the shop and Post Office, also along Road 1—not along the Front Road. The position of the labels is likely an artifact of lack of space on the map and not an indication that there were two stores on lot 1.

### The Gatehouse Occupants

For virtually all the properties we have featured in *Then and Now*, it has been the owner of the property who occupied the house. This is not the case for the Gatehouse.

Of all the families to have lived in the Gatehouse in the past century and a quarter, the Hamilton family is the only one to have actually owned it. Indeed, they may be the only family ever to have lived in the house and also own it. The early owners of Lot 1 were known land speculators or had large land holdings, and while it is of course possible they lived in a house on the lot, it is more likely that they installed tenant farmers there to work the land. It is also possible that the Neilsons lived for a time in the Gatehouse before Tarry Hall was built, but again it is unlikely as they were also owners of the store and other houses nearby, including a farm in Sandhurst.

It is unknown who occupied the house prior to the arrival of the Higgins in 1897, but for the next 80 years the house was used as staff quarters for Tarry Hall. An April 1897 notice in the *Kingston Daily Whig* has John Higgins “in the employ of the Neilson Bros”. This likely meant he worked at the storehouses at the wharf as well as at Tarry Hall. In the 1901 census he is listed as a *Servant*, probably indicating that he was by then working exclusively at Tarry Hall. The 1911 census lists John as a *Labourer* in the employ of a *Private Family*, and by 1921 John (then aged 80) employment is listed as *Hired Man* alongside his wife Sarah (aged 77) a *Housekeeper*.



1878  
Meacham's Atlas



1860  
Walling Map



**Sarah & John Higgins**  
At the Gatehouse ca 1920

John Higgins died in 1922 and it is around that time that Alex and Kate Murray started working at Tarry Hall. According to Nan Tibbutt, the Murrays' niece who arrived in 1922 from Scotland to work as a domestic at Tarry Hall, Alex and Kate were already working there as gardener and laundress, and living in the Gatehouse.

It is unknown how long the Murrays lived at the Gatehouse or when they were replaced by Albert (Ab) and Cassie Wilson as Tarry Hall staff. It is also unknown if any other family occupied the Gatehouse after the Murrays moved out and before the Wilsons moved in. Voters lists show the Wilsons on the property from at least 1936.

The Wilsons were well provided for by the Neilsons, given lodging in the Gatehouse while employed at Tarry Hall, and ensuring that they were able to continue living there after the Neilsons had sold the property. A 1949 deed transferring title from Martha Neilson to her nephew Robert Allan Neilson included the condition *"Reserving however to one Albert Wilson and his wife Cassie Wilson and the survivor of them, the right to have a home in the house on the premises hereby conveyed; but such home to be only for themselves and the survivor of them"*.

So while the Gatehouse property was sold by the Neilsons in 1968, it was not until the death of Ab Wilson in 1978 that the Gatehouse could be occupied by the owner of the property. It was in that year that the property was sold to Jack and Beryl Hamilton. Jack continues to live in the Gatehouse, over 40 years later.

## AFHS News

**Angela Cronk**

I feel that there has been a collective sigh of relief now that the worst of the pandemic is over!! We were finally able to participate in a couple of events this summer and fall, contributing displays to the Jubilee UEL Tea held at the Old Adolphustown Town Hall in June, and also to the Remembrance Day Observance at St. Alban's.

We resumed our regular meetings in September and held our Annual General Meeting this month—a few of us with masks but we were in the same room face-to-face. We are starting to plan an AFHS community gathering in the spring—with food likely to be the main focus. Stay tuned for details.

Recently we held a special meeting to formulate a detailed plan to 'spruce up' the abandoned cemeteries in our township. The response to our plea of assistance was very encouraging—several had specific skills that will be very valuable to the task at hand, but the rest of us just want to help. Many had a familial connections and are willing to assist us in this important and challenging project. We will be forging ahead to preserve the past!

We would like to congratulate Judy Smith on being the recipient of Greater Napanee's *Senior of the Year Award*. Judy was nominated by Ward 1 Councillor John McCormack in recognition, in part, for her many decades of dedication to capturing and promoting local heritage. Thank you so much for all you do for us, Judy!

Wishing everyone a very festive and peaceful holiday season that we can finally share with our loved ones!

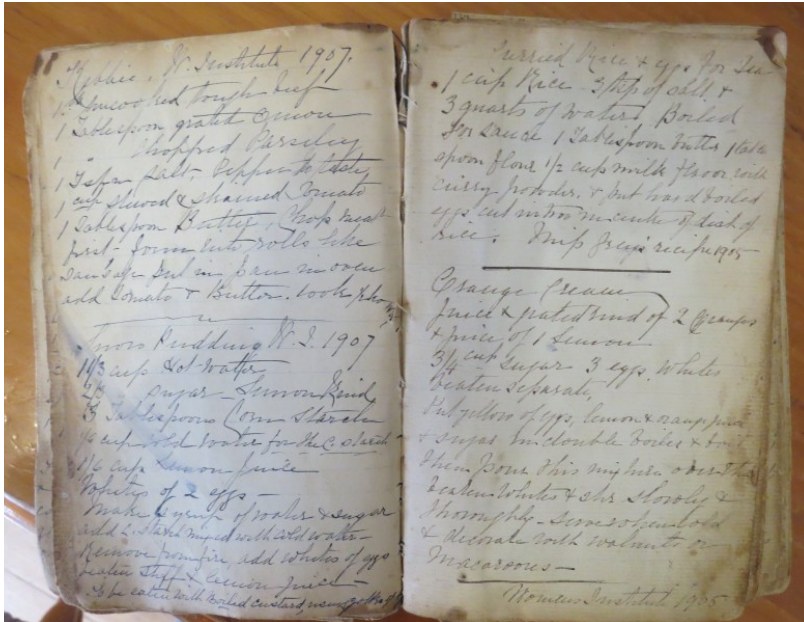
## From the Kitchen

Susan Wright &amp; Jane Lovell

## The Mary Adelaide (Minnie) Watson-Duffett Cookbook

Minnie was born in 1848, the daughter of John Joseph (J.J.) Watson and Gertrude Allen. J.J. was a successful businessman and local politician, who among other things, operated the store and post

office in Adolphustown and donated the land on which St. Alban's Church was built. It is unknown if Minnie kept a recipe book prior to her marriage to William Sealy Duffett in 1884, but one containing recipes from 1905 and 1907 survives today, a century after her death



Mary Adelaide Watson-Duffett  
1848-1922

**Kibbie, W. Institute 1907**

1 lb uncooked tough beef  
1 Tablespoon grated Onion  
1 " chopped Parsley  
1 T spoon salt, Pepper to taste  
1 cup stewed + strained Tomato  
1 Tablespoon Butter

Chop meat first; form into rolls like sausage put in pan in oven add Tomato + Butter Cook ½ hour

**Snow Pudding W.I. 1907**

1 ½ cup Hot Water  
⅔ " sugar -- Lemon Rind  
3 Tablespoons Corn Starch  
¼ cup cold water for the c. starch  
¼ cup Lemon Juice  
Whites of 2 eggs

Make syrup of water + sugar add C. Starch mixed with cold water

Remove from fire, add whites of eggs beaten stiff + lemon juice

To be eaten with boiled custard using yokes of eggs

**Curried Rice + Eggs for Tea**

1 cup Rice 3 tsp of salt + 3 quarts of Water boiled

For Sauce, 1 Tablespoon Butter, 1 Tablespoon flour, ½ cups milk, flavor with curry Powder + put hard boiled eggs cut in two in centre of dish of rice

Mrs. Grey's recipe 1905

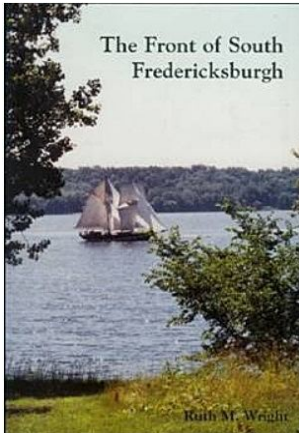
**Orange Cream**

Juice and grated rind of 2 oranges + Juice of 1 Lemon  
¾ cup sugar 3 egg whites beaten separate

Put yellows of eggs, lemon + orange juice and sugar in double boiler + boil. Then pour this mixture over the beaten whites + stir slowly + thoroughly. Serve when cold + decorate with walnuts or Macaroons

Womens Institute 1905

## From the Book Shelf



### The Front of South Fredericksburgh

Ruth Wright

Published in 1999, this indexed book is a valuable resource for anyone doing genealogical research pertaining to the original settlers of the "Third Town of Cataraqui", Fredericksburgh.

The "Front" or Front road was the description used in earliest days to identify the land area of Fredericksburgh bordering on the Bay of Quinte.

In laminated soft cover, this 164 page book includes two fold-in maps of the Original and Additional Lots of Concession 1 Fredericksburgh.

The Society periodically publishes books reflecting our local history. Our catalogue now contains fifteen titles.

See our website (<http://www.sfredheritage.on.ca/Books.htm>) for a full list, along with a brief description of each book.

## A Curious Thing

The Curious Thing of our last newsletter may have been obvious to many. They are known as spindles or shuttle bobbins originally used in woolen or yarn mills. They have many different shapes and sizes and over the years have been repurposed as a variety of items such as toys, candle holders, light pulls, skipping rope handles or just as a decoration. How many women remember French Knitting which was done with a wooden thread bobbin and four little nails??



Submitted by Angela Cronk

**What are these?**



April's Curious Thing

Please contact [angelacronk@gmail.com](mailto: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 known 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.

## 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
- Tarry Hall

### **CORRESPONDENCE:**

- Letters or postcards bearing postmarks from local towns and villages
- 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!**

### **Contribute to *The Neighbourhood Messenger***

We publish *The Neighbourhood Messenger* several times a year. If you have an old photograph or newspaper clipping to share, a story to tell, or an event to publicize, let us know. Please send submissions to [jane.lovell@kos.net](mailto:jane.lovell@kos.net).

#### **Contributors to this issue:**

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