

THE NEIGHBOURHOOD MESSENGER

NEWSLETTER OF THE ADOLPHUSTOWN-FREDERICKSBURGH HERITAGE SOCIETY

Issue Number 28

April 2023

Hay Bay

The townships of Adolphustown and Fredericksburgh are surrounded by the waters of the Bay of Quinte. Such extensive access to water, and the easy transportation it afforded, allowed our townships to develop quickly and prosperously. Hay Bay played a big part in facilitating water access to all lots in four of the five concessions in Adolphustown, and most of the lots in the six Fredericksburgh concessions. While Hay Bay gave the much-coveted water access to mid-township lots, it also severed both townships, creating a barrier for land-based transport and, more critically, community interaction. That barrier was the reason for the partitioning of Fredericksburgh into the North and South townships in 1857, and today continues to isolate the communities to the north of the bay from those to the south. In this issue of the *Neighbourhood Messenger*, we will look at people and places "north of the bay".

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

A Glimpse of the Past



AFHS Photo

Old Hay Bay Church
Steamers and other craft docking for the inaugural
Annual Pilgrimage Service August 12, 1912

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!

St. Jude's — The Other Church on Hay Bay

Jane Lovell

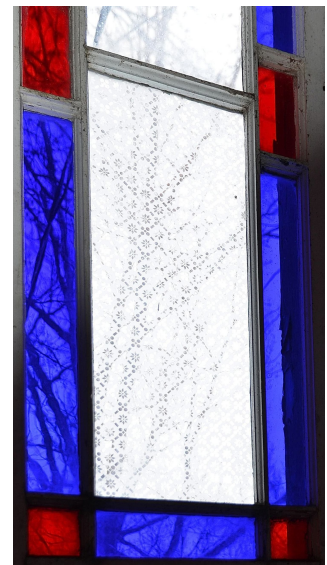
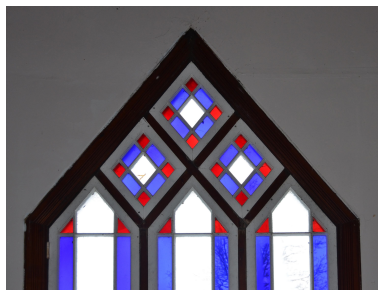
Several churches once graced the shores of Hay Bay. The first to appear was a Methodist church, now known as Old Hay Bay Church, erected in 1792 on the south shore of the bay. It took another century before an Anglican church, St. Jude's, was built on the north shore directly across the bay.

The story of St. Jude's is one of passion and dedication on the part of the people it served and the clergy who sought to provide a place of worship for a community long denied a church of their own. Built in 1892, this tiny church survives today after having played a part in the spiritual needs for the residents of the community for over 70 years. When no longer in use as a church, St. Jude's continued to play other roles in the community for a further six decades.



Photo: Judy Smith

Gosport Church 2015



Windows at back and front of church, and window detail showing etched clear panel
Shadow of pews once affixed to wainscoting on both sides of the church, and transom window over diagonally panelled double doors

St. Jude's Church, in the community of Gosport on the north shore of Hay Bay, resides in the Anglican *Parish of Adolphustown and Fredericksburgh*. The parish was established in 1822, and it was in that year that St. Paul's Church was built in the village of Adolphustown, thirty-one years after a church had been built in Fredericksburgh at Sandhurst—confusingly also called St. Paul's.

Both townships of the parish are split by Hay Bay, and so while Anglicans who had settled to the south of Hay Bay were well served by the two St. Paul's, those on the north shore had few options.

Gosport was not far by water from St. Paul's in Adolphustown village, and so, at least from the mid-1880s, the spiritual needs of Anglicans of the area were seen to by the rector residing in Adolphustown.

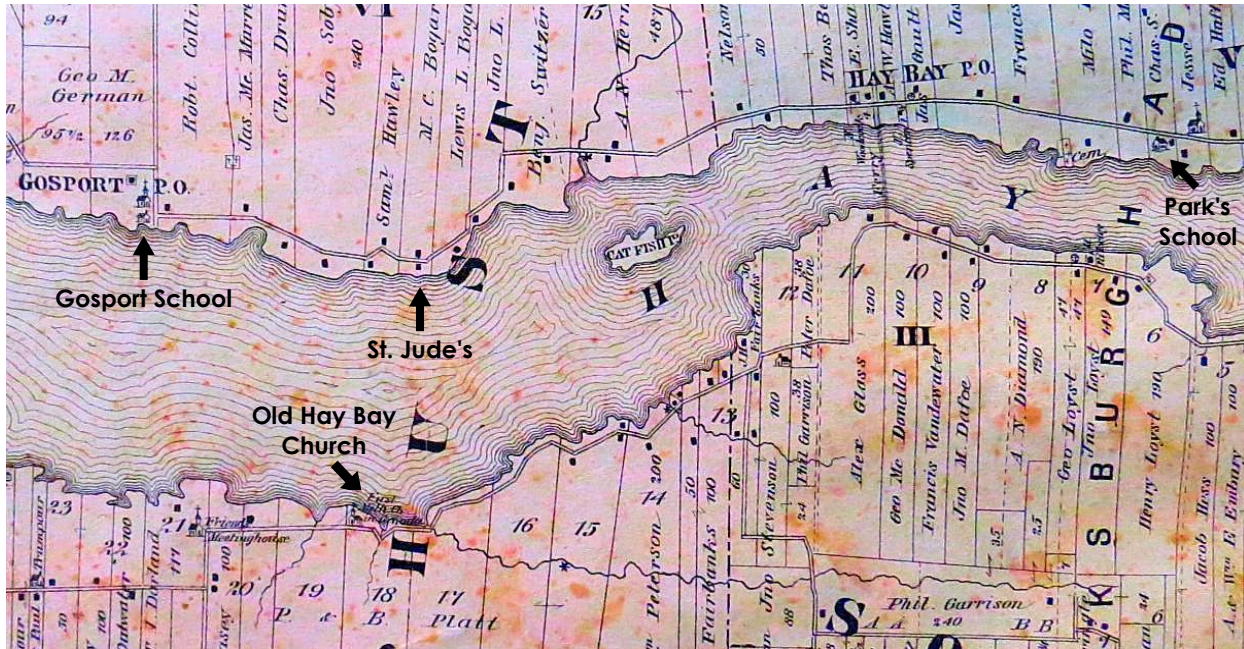


Wallings map 1860

The *Parish of Adolphustown and Fredericksburgh* is split by Hay Bay. Initially, the only Anglican churches serving the parish were the two St. Paul's Churches in Adolphustown (A) and Sandhurst (S), a long way by road from the community at Gosport (G).

Reverend Richard Sykes Forneri became the rector of the parish in 1883. He soon became immersed in a mission to replace Adolphustown's St. Paul's Church with a new memorial church, to be built to commemorate the centenary of the landing of the United Empire Loyalists in 1784. Throughout Reverend Forneri's campaign for funding, and later the building of the new St. Alban's Church, he did not neglect his responsibilities to other communities in the parish. An October 20, 1887 article in the *Dominion Churchman* relates that Reverend Albert Geen had for "over two years...come from Belleville at all seasons to take Sunday duty among us, assisting Rev. Mr. Forneri to keep up his numerous services." Albert Loft Geen, brother-in-law to Reverend Forneri, was ordained in 1885, suggesting that services in Gosport had been held at least since then. However, it is of course possible that Gosport had benefited from Reverend Forneri's ministry from the start of his tenure in Adolphustown in 1883.

The St. Alban's Vestry Minutes, now residing in the Anglican Diocese Archives in Kingston, are heavily sourced in *In the Beginning*, a 1984 history of St. Alban's Church. *In the Beginning* indicates that services began to take place regularly in Gosport in 1886, with sixteen services held there that year. It is unclear where the congregation met during the 1880s, but by 1891, seventeen services were held in Gosport, possibly at the schoolhouse there, and a further five held at the nearby Park's schoolhouse in North Fredericksburgh. Such attendance was deemed sufficient to warrant the building of a church.



Meacham Atlas 1878

The site chosen for the new church was between the Gosport and Park's schools and directly across the bay from Old Hay Bay Church.

Flush with success after finally completing St. Alban's in Adolphustown in 1890, Reverends Forneri and Geen set about fundraising for an Anglican church on the north shore of Hay Bay.

By May of 1892, a site 100 feet by 70 feet on part of the East Half of Lot 18 in Concession 4 in the township of Adolphustown had been donated by Frank Bogart. Sufficient funds had been raised by the parish and collected from Picton and Belleville to enable Alfred Rundell of Napanee to build the small wooden church for the modest sum of \$500, "covering everything except pointing and glazing". According to the November 3, 1892 *Weekly British Whig*, it was Reverend Geen who provided the windows, "giving all the glass used in the building".

Only 32 feet by 18 feet in size, the tiny St. Jude's was nonetheless well appointed. Completed within two months, the church was officially opened October 28, 1892, on the Feast of St. Jude. Its opening was recorded in both the Napanee and Kingston papers where much attention was paid to the details and appointment of the church.

The style of the building is literally 'pointed', as the windows and doors are triangular headed. The entrance is by a porch, on the north side facing the road, the church standing east and west. ... The wainscoting and ceiling, which follows the roof lines, are formed of narrow ash bordering[sic] oiled and varnished. A central aisle divides the seats.

A Napanee Paper
Early November, 1892

The altar stands on an elevated dais, and the wall about and on each side of it is panelled to form a reredos. The centre panel over the altar has the word Jesus inscribed in gilt letters over a cross. The side panels contain the sacred monograms Alpha and Omega. The windows are glazed with colored glass in the margins and enamelled centre lights.

Daily British Whig

November 3, 1892



Photo: *Hay Bay Women's Institute Tweedsmuir Book*

Interior of St. Jude's Church decorated for Harvest Sunday August 27, 1922

Reverend Geen continued to assist Reverend Forneri in taking services at St. Jude's, and when Reverend Forneri left the parish, Reverend Geen performed those same duties for Forneri's successor, Canon William Roberts. Canon Roberts was especially diligent in taking services at St. Jude's, making an effort to visit fortnightly. This was not possible on several occasions when bad weather made the crossing of Hay Bay hazardous.

Had an Experience

The Ontario Churchman says: "Adolphustown, on the Bay of Quinte, at its most picturesque section, is looked upon as one of the front parishes, and therefore a perpetual "clerical picnic." It is ancient enough to be accounted the very best, too. But it has a mission outpost, St. Jude's Gosport, on the other side of Hay Bay, opposite Sir John McDonald's boyhood home. On the Sunday evening of the sudden great storm, June 25th, Rev. Canon Roberts held service there. While rowing with his son as companion, a flat bottomed boat across the bay on his way homeward, the storm broke violent with rain, wind and lightning. The boat was tossed about almost unmanageably, and in darkest Canada a landing sought at the point of nearest light. Change of drenched clothes was sought at Parker Buck's and then a mile of a walk was necessary to rescue the canon's horse, where tied. It was the rough experience of a lifetime, and then came a drive of four miles to the parsonage. The trials of that night of a mere trip home from church will long live in his memory without a doubt."

Napanee Express

July 21, 1905

Rowing a boat across Hay Bay was not the only way those early clergymen traveled to St. Jude's from Adolphustown. An article compiled in 1974 for inclusion in the *Hay Bay Women's Institute Tweedsmuir Book* contains accounts of ministers traveling by horse and buggy. From Adolphustown, the route first went up to Old Hay Bay Church and then followed the south shore of Hay Bay to the Woodcock Ferry, situated where the bay narrows roughly two miles east of the church, and then back along the north shore to St. Jude's. It is unknown if crossings were ever made over ice during the winter. Boats may have again been employed for a time after the ferry was discontinued in the 1920s, but at some point access to St. Jude's could only be gained by driving an automobile around the the east end of the bay—a much longer and time-consuming journey.

In the Beginning records services being held at St. Jude's throughout the 1930s. After languishing for some years, and apparently briefly closing, a 1940 resurgence in attendance brought renewed attention to the church, and a visit by the Bishop the following year.

St Jude's is located in North Adolphustown. At present, plans are under way for repairs for this church. This congregation has become a definite appointment in the parish and services will be held there regularly.

Kingston Whig Standard
May 8, 1940

St. Jude's Church Re-opened

On Wednesday, October 1st, the Rt. Rev. J. Lyons, D.D. visited the Church of St. Jude, Gosport. This occasion is of special interest, because the little church, built over fifty years ago, has just been redecorated. This is a splendid achievement because the Anglican population in that community is very small, but very keen workers and most faithful in their worship at the church services.

St. Jude's Church will, it is hoped, be stuccoed in 1942 and, with the new decorations on the interior will then present a handsome appearance and will be in a splendid state of repair for many years to come.

Napanee Beaver
October 8, 1941

It is unclear what the 1941 redecorating entailed, but it is possible that the stenciling around the ceiling evident in the 1963 photo, right, might have been part of that redecorating effort. The hoped-for stuccoing of the exterior did not occur.

Further improvements to St. Jude's came in 1957 with the painting of the exterior of the church.

With St. Jude's always small congregation, and considering its distance by road from Adolphustown, it was deemed impractical to retain St. Jude's under the ministry of the rector at Adolphustown, and so in 1960 the responsibility for the church was transferred to the Parish of Napanee.

Warden Fred Terry, Bishop Kenneth Evans, Warden Roy Abrams, and Lay Reader Ralph Dale

September 26, 1963



Photo: *Hay Bay Women's Institute Tweedsmuir Book*

Under the auspices of the rector of St. Mary Magdalene Church in Napanee, further upgrades to St. Jude's were carried out, starting with the wiring of the church for electricity in 1961. That year also saw the installation of a cross on the roof and a new sign over the entrance, along with some interior furnishings. A wood-burning cast iron box stove located at the rear of the church was replaced in 1961/62 by an oil-fired space heater. The stove pipes that had run along the ceiling to the central chimney were removed at that time, but the brick chimney was sealed and left in place. A concrete block chimney for the new furnace was erected along the side wall of the church.



Photo: Hay Bay Women's Institute Tweedsmuir Book

The windows of St. Jude's had been boarded up for protection while the church was not in use. When sold in 1973, the cross was removed and returned to St. Mary Magdalene Church in Napanee.

Note the old brick chimney in the centre of the roof and the newer concrete block one on the side wall.

Despite these upgrades, attendance at St. Jude's dwindled further, and St. Jude's was closed and deconsecrated in July 1965.

The church sat empty until it was purchased in March 1973 and moved two lots to the west to be re-erected at Perfect Vue Resort on part of the East Half of Lot 20. Placed on new foundations, the building was rotated 90° so that the entry faced east and the front of the church was oriented to look south across Hay Bay. The donated land on which the church once stood was sold in December 1974.

When moved to its new home at Perfect Vue, St. Jude's looked much as it always had, with its interior little changed from 1922 photograph. The 14 pine pews, affixed to the walls, were accompanied by unpadded kneelers. The pews and kneelers were removed to open the space to be used by Loyalist Antiques, which operated from 1976 until circa 1988. Since then, little use has been made of the church.

Perfect Vue Resort has recently changed hands and an encouraging future awaits St. Jude's, the tiny church that has been a fixture on the shore of Hay Bay for 131 years.



Photos: Hay Bay Women's Institute Tweedsmuir Book

St. Jude's before and after its move to Perfect Vue Resort in 1973

The remnants of the old brick chimney in the centre of the roof were removed when the roof was shingled. The concrete block chimney on the the side wall had yet to be re-erected when the photo on the right was taken.

Thanks to the Hay Bay Women's Institute for granting access to their *Tweedsmuir Book*, and to Barb Weese for details about St. Jude's Church once it had moved to Perfect Vue.

The McMurrins of Gosport

Susan Wright

John McMurrin, born in 1821, his wife Sarah and his two sons, Robert and James, came to Canada from Ireland in 1854. The two boys, assumed to be twins, would have been about ten at the time. It is said that the crossing took three months.

John worked as a stone mason in Kingston, and about four years later, moved to Adolphustown and worked on the Gibbs farm on the west end of Adolphustown village. The family is listed in the Adolphustown Census in 1861.

In 1867, John purchased 187 acres at Parma on Lot 10, Concession 2 in South Fredericksburgh Additional for \$4,400, although it appears that he didn't live on the property until later.

Accident at Toronto.

MAN DROWNED.

About half-past seven o'clock last evening a boat, in which three young men were out sailing, was capsized in the bay by being struck by a squall. It appears that when the squall came on the main sheet was fastened down so tight that they could not let go in time. She therefore went over with the wind, and her occupants were precipitated into the water. The cries of the men were heard distinctly for some 15 minutes by many persons on the wharves, who were unable to render assistance. The propeller Avon was just coming in to Yonge street wharf, but on finding out that an accident had occurred, she immediately went out, and happily succeeded in rescuing two of the three men; but one, named McMurrin, was unfortunately drowned. Those saved were Wilson, hussman of the American Hotel, and a man named Allen. Mr. T. Tinning was out nearly as soon as the propeller, but his services were of no avail. He deserves credit for his efforts, as it was certainly a dangerous undertaking for any one to go out in an open boat. It is to be hoped that this will be a warning, but it seems that such occurrences have only a momentary effect upon those who escape. It may be mentioned that Wilson's conduct and language, after being rescued from a watery grave, were of the most heartless character. He used the most profane expressions while talking of the accident, a few minutes after his rescue.

The man who was drowned, McMurrin, was employed in the warehouse of May & Co., Yonge Street. No efforts were made to recover the body last night, as the bay was too stormy to venture out in small boats.—Toronto Telegraph, Thursday.

By 1869, John's son (and James' brother) Robert, had moved to Toronto and had taken a job in a warehouse there. On May 12, 1869, Robert and two of his friends were out sailing when a squall came up and the boat capsized. Unfortunately, Robert, only 24 at the time, did not survive. He is buried in St. Alban's Cemetery, Adolphustown.

NOT RECOVERED.—The body of the young dry goods clerk, McMurrin, of Fredericksburg, who was drowned in Toronto Bay last week, has not yet been recovered.

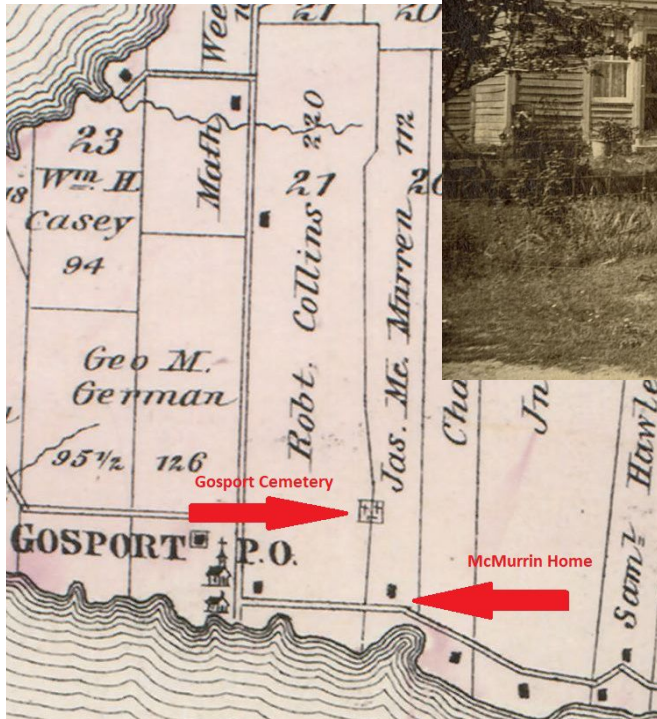
Daily British Whig
May 19, 1869



Robert McMurrin's Stone at
St. Alban's Cemetery

Daily British Whig
May 14, 1869

In 1874, John McMurrin and his son, James, purchased the west half of Lot 20, Concession 4, North Adolphustown for \$4,800. It was a hundred-acre parcel, "except for a small piece now fenced in and used as a burial ground." This 'small piece' was the eastern section of the Gosport Cemetery. Both John and his son James are listed at this location on the 1876 Adolphustown voters' list.



Meacham's Atlas 1878

Lot 20, Concession 4, Adolphustown
on the North Shore of Hay Bay



Photo: A2019.074.101, Parks Family Photograph Collection,
Museum of Lennox and Addington

An early photo of the McMurrin home at Gosport
The land is currently part of Kaiser Farms

By 1881, John and Sarah had moved to the farm at Parma in South Fredericksburgh (confirmed in an 1886 directory), while James and his wife, Mary Ann, remained on the farm at Gosport. Sarah passed away in 1889 and John in 1928 at the age of 90. There is no record of their burials, and we were unable to find any gravestones or cemetery records to identify the site, but it is possible that they are buried with their son Robert in St. Alban's Cemetery.

James' wife, Mary Ann McCornock, a native of Prince Edward County, died in 1895. Two years later, James married Mary Jane Lapointe, the widow of William Sharpe. They lived on the farm on the north shore of Hay Bay.

In 1905 James and his second wife, Mary Jane, moved to Napanee. James was named a Justice of the Peace and was a member of the Orange Order and a Royal Arch Mason and both were members of St. Andrew's Presbyterian Church. He died at his home on Thomas Street on September 12, 1928 at the age of 83. He is buried in Glenwood Cemetery, Picton beside his first wife.

A quiet wedding took place at the residence of Mr. A. C. Parks, Napanee, on Thursday, when Mr. James McMurrin, a prosperous and highly respected farmer of Adolphustown, was united in wedlock to Mrs. Wm. Sharpe, of Hay Bay. The ceremony was performed by the Rev. W. W. Peck. THE EXPRESS extends congratulations.

Napanee Express
January 15, 1897

Clippings

SAD CASE OF DROWNING.—The following is narrated by the *Napanee Standard*:—On Friday last a man named William Sharp and his nephew, a boy about ten years of age, were crossing Hay Bay on foot, when they broke through the ice and were both drowned. A dog that had accompanied them returned with his master's hat in his mouth. The friend's became alarmed, and started at once for the ice. They were not long in finding the hole where the unfortunate persons had broken through, and in it the other hat and a spear which they had evidently taken along to try the ice. The bodies were recovered next day, and from their position Mr Sharp had evidently got the boy upon his back, determined to save both their lives if possible.

Kingston News
January 12, 1876

1899
Grand Evening Festival.

Napanee Driving Park,
Thursday eve., Aug. 3rd,
Baseball Match
Camp Le Nid vs. Napanee,
at 6 o'clock.

BICYCLE - RACES

at 7 o'clock.
Competition, Best Decorated Wheel--Ladies and Gentleman.

CALK WALK

Drill of Boy's Brigade.

FIREWORKS

PICTON BAND WILL

Run an Excursion.

Sports begin at 6 o'clock

Admission - - 15c.

Children - - 10c.

Napanee Star
August 2, 1899

THE BRIDGE COLLAPSED.

And The Engine And Outfit Went Almost Out of Sight.

FREDERICKSBURG, Aug. 12.—A serious accident occurred this afternoon near North Fredericksburg town hall. A threshing engine owned by W. J. Chambers was moving over to Little Creek, and in crossing Lucas' bridge over Big creek, the collapse occurred. The engine, horses and driver went down with the wreck into several feet of water. The engine is nearly out of sight. One horse was badly marked and bruised, the extent of which is hard to say as yet. The driver, George R. Chambers, swam ashore, badly jammed and bruised about the body. Medical aid was at once summoned, and on examination it was found one rib was broken, and had pierced the lung. At present he rests as comfortably as can be under the circumstances.

This is the bridge the municipal council held a special session two weeks ago to examine and decide as to repairs, or rebuild. Notices were at once posted condemning and warning the public of its condition. In the meantime it is said estimates were to be made on the cost of an iron structure.

Daily British Whig
August 13, 1896

The only way a newspaper can give all the local news is by aid and cooperation of friends and well wishers. The editor is not ubiquitous, and order to make his paper as complete as he would like to have it, and as newsy as readers think it ought to be, he has to rely upon helpers. Send in the news, and send it whilst still hot.

Napanee Express
July 17, 1908

Hay Bay was apparently not an impediment for the *Grand Evening Festival* of 1899. Held at the Napanee Driving Park (now the Napanee Fairgrounds), the festival included the Camp Le Nid baseball team from just north of Adolphustown village.

Note: The featured **CALK WALK** is likely a morphing of "cakewalk", or "chalkline-walk". The Cakewalk was a strutting dance popular at the end of the 19th century, developed from an African-American contest in graceful walking that had a cake as a prize.

In modern usage, "a cake walk" means something easy, likely indicating that the cakewalk dance was easily mastered. "Takes the cake" and "a piece of cake" are also derived from cakewalk.

It would make sense that an easy dance that all ages could participate in would be part of the evening's entertainment. While now no longer part of our modern lexicon, the term Calk Walk would obviously have been in general usage at the time, and apparently considered a highlight of the evening.

Then and Now

Jane Lovell



AFHS photo

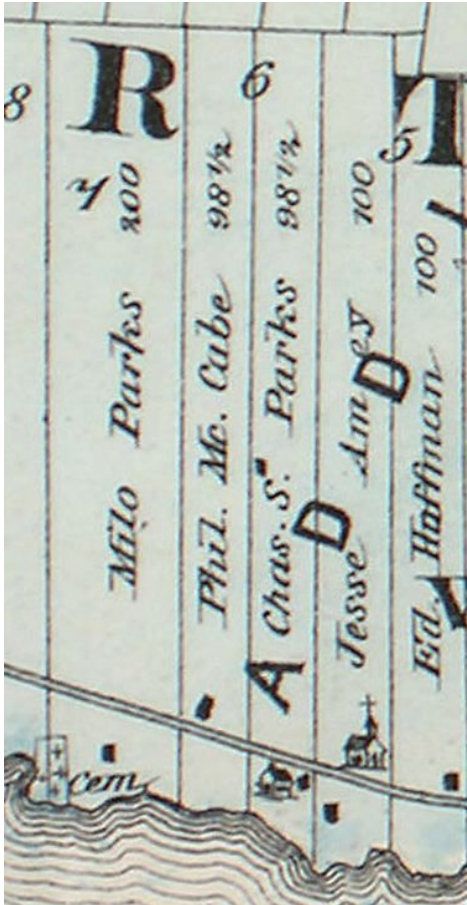
c1915



AFHS photo

2013

5364 County Road 9

East Half of Lot 6 Concession 4
South Fredericksburgh Additional

Lots 6 and 7 along the north shore of Hay Bay were originally granted to Cyrenus Parks in 1802. Title for both lots passed to his sons David and Milo in 1828, with Milo registered as the sole owner the East Half of Lot 6 in 1858.

Twenty years later Milo sold his lot to his son Charles Benjamin Seymour on the condition that Milo and his wife Bathsheba retain lifetime rights to the property.

On Charles' death in 1931 the lot was inherited by his two daughters, and finally sold by the last of them in 1967, 165 years after the Parks family first settled there.

The age of the house is uncertain. Although the 1878 Meacham Atlas map, left, shows a house beside Parks School on the south of the road on East Half of Lot 6, no house appears on the north side of the road. The 1881 census has Charles living with his parents, presumably at the family homestead near the shore on Milo's Lot 7. Charles was wed in 1887, and it is perhaps around that time that he built a new brick house on the East Half of Lot 6. Certainly by the time of the 1891 census, Charles and his family are listed as living in a one-and-a-half-storey, ten-room brick house, not far from the where Milo and Bathsheba resided in a one-and-a-half-storey, five-room wooden house.

The Hay Bay Ferries

Susan Wright



Two ferries once operated across the narrowest portions of Hay Bay, linking North and South Fredericksburgh. The route of the Woodcock / Brooks Ferry is marked on left side of the 1878 Meacham's Atlas map. The Hay Bay Ferry ran between Hayburn (marked by a church in the lower right of the map) to the island directly north across the bay.

The Woodcock / Brooks Ferry

In the mid 1800s, Nelson Woodcock began a ferry service across Hay Bay which connected the No. 11 Road Allowance from South to North Fredericksburgh Additional. It was powered by one horse on a treadmill. Both landings for the Woodcock ferry had steep hills, which limited the loads that could be transported.



1877 - "The Ferry boat under the able management of Captain Woodcock, is still running. We understand he intends adding twenty feet to the length of his store house, to meet the increased demand for storage."

1904 - "Mr. Woodcock had conducted the ferry across the bay for the past thirty years and during that period he had never had an accident occur. His fees were moderate and he made the trip across the bay on an average of five minutes."

1906 - "Woodcock's Ferry is running as usual for the accommodation of the travelling public every day of the week, weather permitting, Sunday excepted."

Charles Brooks later owned the property on the south landing which became known as "Brooks Ferry Landing."

1910 - Mr. Chas. Brooks intends installing a gasoline engine on his ferry the coming season."

Charles Brooks often received grants from both the Napanee Council and the County Council in order to keep the ferry running.

The Hay Bay Ferry (the Napanee Merchant's Ferry)



AFHS Photo

Hay Bay Ferry c1908

This ferry ran from No. 1 Road at Hayburn in South Fred to Huffman's Island on the North Shore of Hay Bay. It was sponsored by a group of Napanee merchants who were trying to draw business to the town and away from Picton and Bath. The ferry was powered by two horses on treadmills, one on each side of the ferry deck.

Feb 1906 - "An agreement has been entered into between Ernest Loyst, of North Fredericksburgh and the citizens of the town of Napanee for the running of a ferry boat across Hay Bay. The money for the purchase of the ferry boat is being raised among the citizens by subscription."

May 1906 - "The new Hay Bay Ferry boat was completed this week and sent to Hay Bay and is now at her station doing business. The new boat is extremely well built, first-class materials having been used in her construction and new up-to-date tread mills for power. The new boat should be perfectly safe in any storm, the machinery for her control being ample to control her in any wind."

July 1906 - "Hay Bay Ferry – Schedule time and rate this boat will be run as follows from 6 a.m. to 7 p.m. day rate 40c, night rate 75c. The ferry will make one trip every half hour. Sunday hours, 7 to 11 a.m.; 4 – 7 p.m. Positively no credit. E. Loyst, Manager."

Feb 1922 - It was "decided that an effort should be made to secure better ferry accommodation across Hay Bay. The present ferry operated by Mr. Ferguson has been well conducted, but it was considered that this ferry was too small to give the proper and desired service. An effort will be made to interest the Provincial Government in this matter, requesting the Government to establish and maintain a proper ferry service across Hay Bay."

April 1923 - "The ferry boat that ran at Hayburn last year is running daily across at Mr. Brooks'."

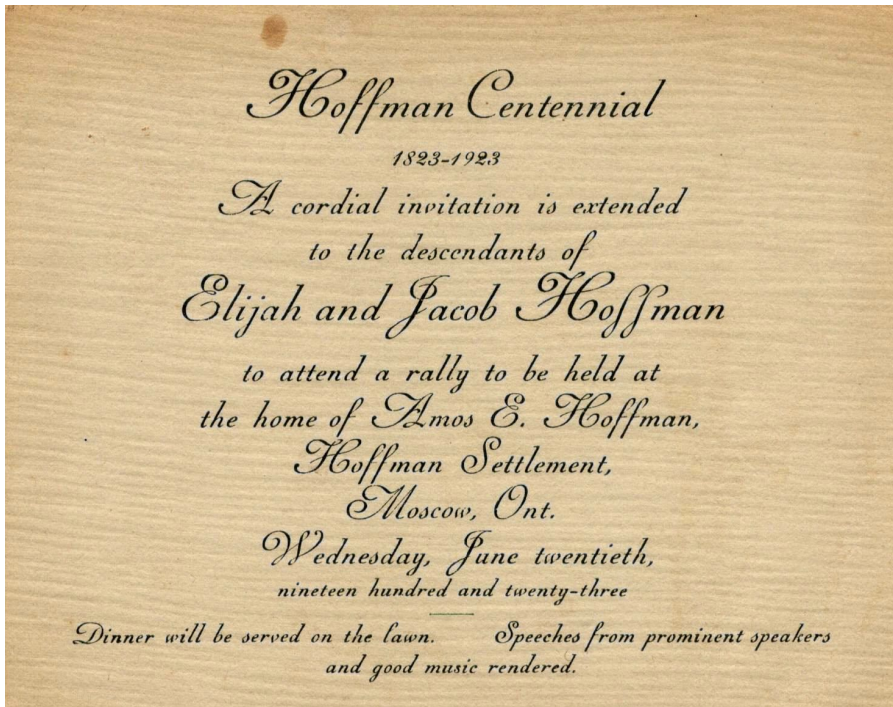
Ferry managers later included Roy Ferguson, Gilford Post, Michael Wagar, Roy Wagar and Adam Howitson.

It is unknown whether a larger ferry was procured for the Hay Bay crossing. If not, the 1923 article might indicate that the Hay Bay Ferry operation ceased in 1922, with the Brooks Ferry providing the only ferry service from 1923 on. It is unclear how much longer the Brooks Ferry continued to operate.

The 1923 Huffman Centennial

Amy Nikkel

Elijah and Jacob Huffman were the two eldest sons of Elias Huffman and Nancy Reed. They had been born in Fredericksburgh township before the Huffman family moved to the banks of the Napanee River in Richmond township. In 1823 Elijah travelled north on a hunting trip and found some land that had excellent soil. He returned the next year with Jacob and by 1825 they had built log cabins. Their cousin Peter Huffman joined them in 1826, and the settlement became known as the "Huffman Settlement", later renamed Moscow.



In 1923 the Huffman family held a centennial reunion at the home of Mr. and Mrs. Amos Huffman to commemorate the arrival of brothers Elijah and Jacob at Moscow. Two hundred friends and relatives attended the celebration. The guest of honour was Mrs. Emily Van Luven (née Huffman), one of the daughters of Elijah Huffman. She was the eldest surviving descendant of the brothers.

It was a day packed with activities. A memorial service was held at Moscow Cemetery, W. S. Herrington gave a speech on the genealogy of the family, photographer G. E. Marrison

took a group shot of the descendants, and two of the youngest Huffman descendants were even baptized at the celebration! After a buffet luncheon, the Yarker Orchestra played an evening musical program, and the reunion concluded with singing and fireworks.



Invitation and Group Photo Courtesy of David Barker

Hoffman Centennial June 20, 1923

Huffman descendants are invited to gather once again, for a bicentennial celebration to be held the afternoon of June 10th, 2023 in Moscow. Group photo at 1:30pm at the old Amos Huffman homestead, followed by a meet and mingle with cake and punch at the Friends Meeting House from 2-5pm.

References:

"The Hoffman Centennial". *The Daily Standard* (Kingston, Ontario, Canada), 25 June 1923, p. 6; image copy, Newspapers.com (www.newspapers.com/image/785119575: accessed 6 Jan 2023).

"Villagers feel deeply about their loss of identity". *The Whig-Standard* (Kingston, Ontario, Canada), 24 August 1973, p.9; image copy, Newspapers.com (www.newspapers.com/image/728538043: accessed 27 Mar 2023).



THE NAPANEE BEAVER
"The Best Advertising Medium in the County"

COVERS THE COUNTY

Job Work Department
No Better Work Done in Ontario

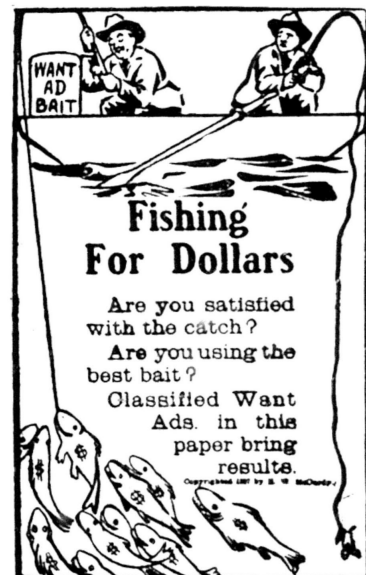
Bill Heads Note Heads
Sale Bills Posters
Wedding Stationery
Financial Statements
Business Stationery

Prices as Low as
Consistent with High-Class
Work and Materials

A WIDE AWAKE PAPER

FEATURES:
Local and County News Editorials Farm Notes
News of the Week Women's Work

Napanee Beaver
December 27, 1933



Napanee Express
May 7, 1909

Mapping our History

Jane Lovell

Old maps have been invaluable in researching and illustrating articles appearing in *The Neighbourhood Messenger*. Some of the early maps are little more than sketches, often only vaguely resembling the contours of the Bay of Quinte and the lots within our townships. Nevertheless they can still relay important and otherwise undocumented information.



Source: Archives of Ontario
Adolphustown Township circa 1784

One of the earliest maps of the area is undated, but appears to show an initial 1784 allocation of lots in Adolphustown. Much is illegible, and the map has clearly been updated at a later date. The updates include the renaming of North Channel to Long Reach, East Bay to Hay Bay, and Bafe Cove to Bass Cove. Other late notations are the naming of Thompson, Trumpour, and Lenid Points, the last of which would have acquired that name sometime after the establishment of Camp Le Nid on the point in 1886.



Detail: Roblin lots on north
shore of Hay Bay

Here is an example of maps helping us discover the past: Philip and Owen Roblin are shown on the circa 1784 map as owning Lots 24 and 25 at the west end of the north side of Hay Bay. The Roblin brothers were among those who landed at Adolphustown with Captain Peter Van Alstine in 1784. Lots were soon allocated, but many of the lots changed hands before being officially registered. The land registry shows Lots 24 and 25 deeded to William Casey in 1801. By that time, Philip had left for Prince Edward County and Owen had moved to the south shore of Hay Bay, settling on Lot 24 of the Third Concession (marked "3rd Co" on the map, off the end of Trumpour Point).

In this example, the 1784 map provided a glimpse further back in time than discernible from the land transfer records—showing where the original settlers had drawn lots, and perhaps lived for some time.

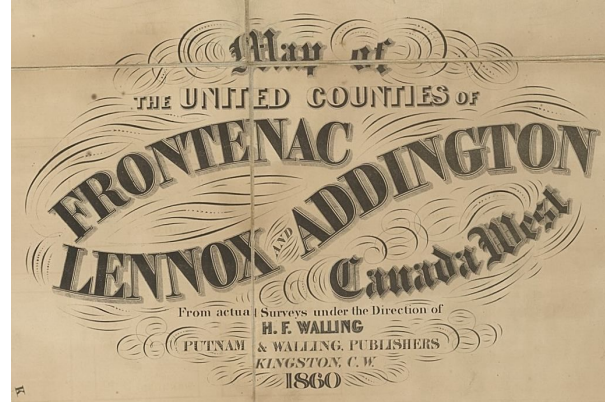
Other early maps holding clues but also many mysteries are two maps of the Adolphustown Town plot dated 1822 and 1823. These too have problems of legibility, mostly to do with the overwriting of earlier inscriptions. This certainly muddies the waters—there is no way to know if any particular marking is original to the map or was added later. Still, certain details can be seen on these maps that confirm other data or add new information, such as for Reach House and Ranney Inn in Adolphustown (*Then and Now*, in the [April 2018](#) and [November 2018](#) issues of *The Neighbourhood Messenger*).

Two other maps have proven to be rich sources of information. Both were mass-produced and made available to the public. Now, both have been digitized and are accessible online.

The first is the [1860 Walling Map of United Counties of Frontenac, Lennox and Addington](#). A wall map five foot square, its size allowed the three counties to be depicted in remarkable detail. Priced at \$5 each, such maps could be purchased from Messrs. Putnam and Walling of Kingston.

The New County Map of Frontenac, Lennox and Addington.

The public will be glad to learn that at last we have a County Map of these United Counties. We have been favored with a copy of the work now hanging in our office, and are happy in stating that in our opinion it is highly meritorious, and that it cannot fail of giving universal satisfaction. The map is somewhat over five feet by five feet on surface, is beautifully colored, and substantially mounted, and altogether makes a very presentable appearance. It is very complete in detail. It shows the concession and lot lines; all the public highways by actual survey; the location of dwellings, schools, churches, places of business, &c.; and the names of nearly all the real estate owners in the counties. It is not to be presumed that a work of such extent could be got up without an error – our only surprise is that there are not more. We congratulate the publishers on the success of their laborious enterprise, and sincerely hope the public of these counties will give the work a liberal support. We are authorized to state that only one edition of this map will be published, and in order to secure copies of the same, orders must be forwarded at once to Putnam & Walling, Post Office, Kingston.



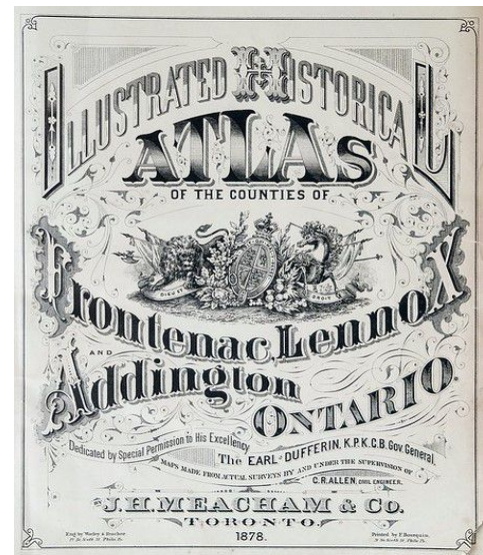
As extolled in the October 17, 1860 *Daily British Whig*, left, all lots were drawn and identified by owner, with houses, stores, churches, black smith shops, shoe shops, post offices, grist mills, and sawmills marked.

The Meacham [Illustrated Historical Atlas of Frontenac, Lennox and Addington Counties](#) was issued in 1878. In addition to detailed township maps, it contains histories of the county and townships, as well as list of patrons and sketches of properties belonging to patrons who paid extra for their inclusion.

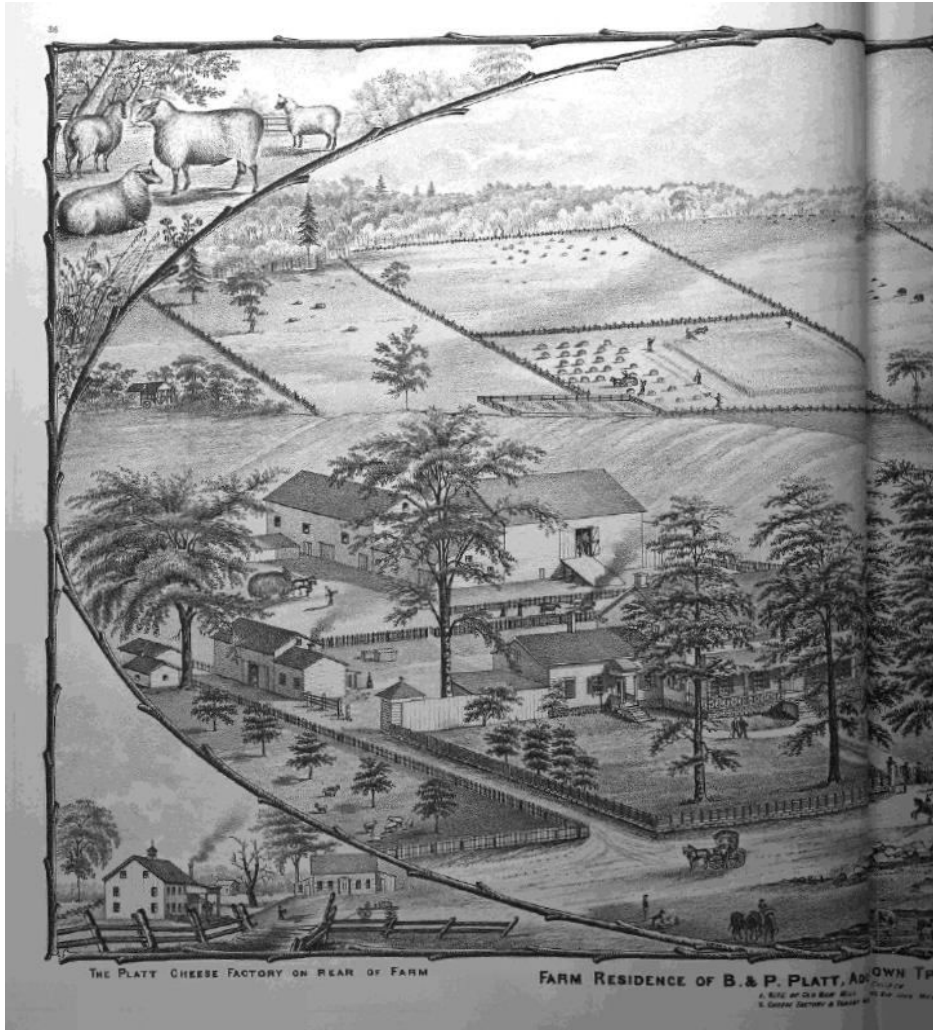
While the location of houses, schools, churches, and post offices are marked, few businesses are. However, wharfs are labelled and each lot is marked with not only the owner's name but also the number of acres in the lot.

Unlike the older sketch maps, which were updated over time, the Walling and Meacham maps represent snapshots of a

specific year. The information they contain was current (likely within a couple of years) at the time of publication. This has been particularly valuable in dating buildings featured **Then and Now** segments, and in finding the location of the schools in the the *Early Schools in the Area* articles published in several recent issues of *The Neighbourhood Messenger*.



The township maps in the 1878 Meacham Atlas have undeniable utility as a record of the farms and businesses making up the townships. However, the illustrations have also proven useful in capturing features otherwise lost to us.



As successful farmers owning a large tract of land on the south shore of Hay Bay, brothers Benjamin and Percival Platt were wealthy enough to commission a rare two-page sketch of their farm for inclusion in the Atlas. The illustration shows the house and barns, but also lists and shows the saw mill, cheese factory, and tenant house elsewhere on the property. The Atlas's Patrons Directory has the Platt brothers on Lot 15 of Concession 3, but they were in fact owners of Lots 15 through 20, comprising an estate of the 1100 acres proclaimed on the sketch. Indeed, they owned those lots when the Walling map was produced nearly two decades earlier. The saw mill was mentioned on the earlier map; the later sketch helps place it on the property.

FARM RESIDENCE OF B. & P. PLATT, ADOLPH TWP. ONTARIO, CONSISTING OF 1100 ACRES

1. SITE OF OLD SAW MILL
2. CHURCH
3. CHEESE FACTORY & TENANT HOUSE
4. JOHN MACDONALD SPENT HIS EARLY DAYS

The sketch tells us that a cheese factory and saw mill existed on the property, and in the case of the saw mill, approximately where it was located. It also shows us what they these buildings looked like. This is valuable information when all but one of the buildings once on the lot have now vanished. The



THE PLATT CHEESE FACTORY ON REAR OF FARM

exception is the small square building with a hip roof just to the right of the lane. This was the smokehouse, and still graces the property.

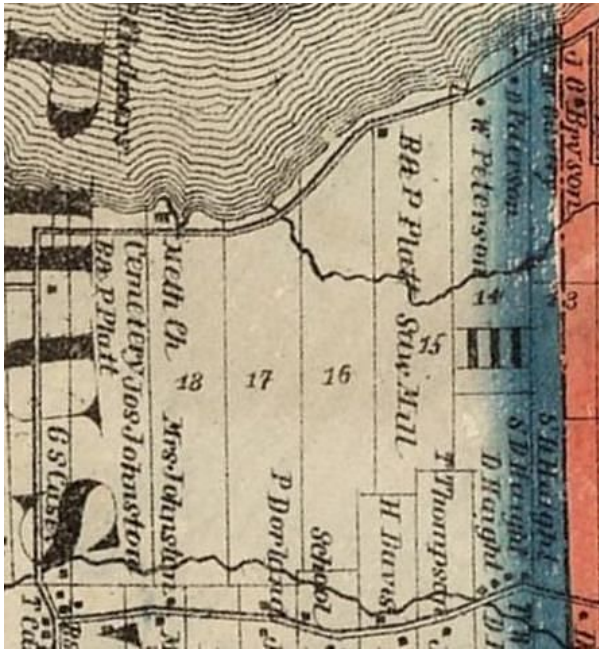


1878 Meacham's Atlas Smokehouse

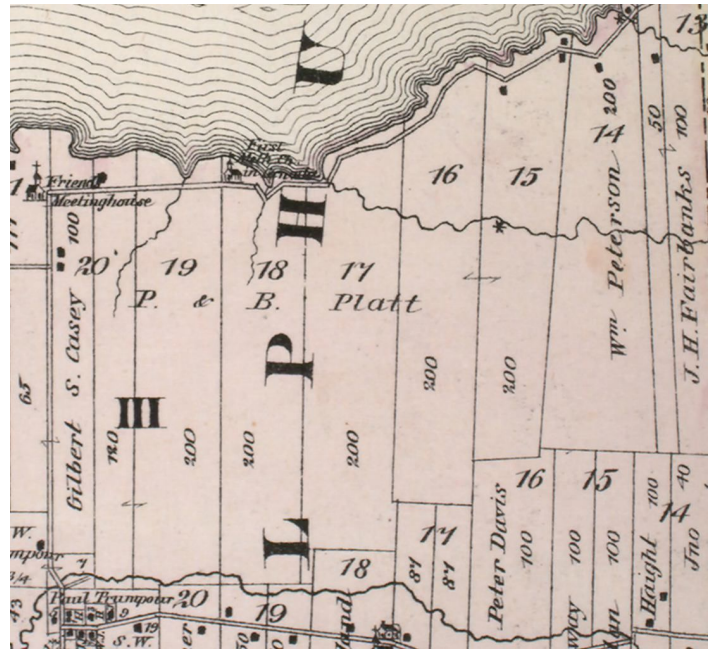


Photos: Judy Smith
Platt Smokehouse 2013

A bit about the Platt Farm: According to the Land Registry Records, Joseph Platt bought Lots 15, 16, and 17 in 1837-1839 from the Estate of Judge Alexander Fisher. Title for the lots was transferred from Joseph to his sons Benjamin and Percival in 1851, and the Platt brothers acquired Lot 18 the same year. By this time they had already owned Lot 19 most of Lot 20 for a decade.



1860 Walling Map Platt Farm



1878 Meacham's Atlas Platt Farm

While not as obvious as on the 1878 Atlas map, the Platts are shown as the owners of those five lots on the 1860 Walling map too.

The Platt sawmill is labelled on Lot the 1860 map. Mills are not noted on the 1878 map, but curiously there is an asterisk on the stream running through Lot 15. It is possible that it indicates the location of the mill. No other asterisks have been found on the Adolphustown and Fredericksburgh maps.

The U.E.L. Cheese Factory – The Middle Years – 1908-1948

Duncan & Ruth Hough

As noted in the article appearing in the [April 2021](#) issue of the *Neighbourhood Messenger*, The U.E.L. Butter and Cheese Manufacturing Company of Adolphustown Ltd. celebrated it's Tenth Anniversary with a picnic on Aug. 31, 1907. The business was a success, providing a market for milk from sixty-three share-holders and two dozen non-shareholders. The non-shareholders were largely smaller shippers and may have been tenant farmers on a short term basis. In most cases, shares transferred to heirs, with purchase of a farm, or to neighbours. Both groups were paid the same price for their milk and no dividends were paid to share-holders. The only difference between the two groups appears to be the right to vote at meetings and to serve as a director.

Dorland Dec 29th 1958

Dear Sir

Please make Andrew McIlwain's share in the cheese factory over to James McIlwain and oblige

Mrs. Andrew McIlwain

Lillooie, B.C. Feb 5th 1941

U. E. L. Butter and Cheese Manufacturing Co. Ltd.
Adolphustown, Ont.

I wish my stock in your Company transferred to my daughter, Hattie Magee and oblige,

Yours truly
John Magee

44 Okell St. Kingston
April 9, 1958

U. E. L. Butter and Cheese Co.
Dorland, Ont.

Sir - The share that I hold in the U. E. L. Butter and Cheese Co that is in my name will you please list it under the two names of Hattie and Margaret Magee as I wish my sister's name to be added.

If anyone wishes to buy the share at the price of thirty dollars, please let me know.

Yours truly
(Maggie) H. G. Magee
44 Okell St.
Kingston
Ont.

Rt. Bath, Ont.
February 17/42

The Directors
U. E. L. Cheese Factory
Adolphustown.

Dear Sirs -

Please transfer my share in the factory to Richard M. Davenne. Value Received

Yours truly
George Davenne

Transfer of Share

herby transfer one share U. E. L. Cheese Factory

Wendy Smith.

Rory Smith

Napanee R.R.2.
February 13, 1954

I hereby sell my share in the U. E. L. Butter and Cheese company of Adolphustown for the sum of fifteen dollars (\$15.00) of lawful money to one Robert Rosseau. Paid in full February 13, 1954.

Mar 12/54 Wm & M. Craddock
Sold to Frank Mallory the sum of \$5.00
Robert Rosseau

Lillooie Dec 15/42

To whom it may concern -

I hereby state that ~~my~~ the share belonging to Mr. Alex. Magee of the U. E. L. Butter and Cheese Factory, Adolphustown be transferred to Edwin A. Magee Esq. Lillooie, Ont.

Alis Magee

Albion, Feb 7, 1966.

Dear Ruth -

I would appreciate it if you would transfer my shares in the U. E. L. Cheese Factory to Jack. This should have been done long ago but is something that has neglected.

Hope you came through the big storm all right. We had a lot of snow here too.

I thank you

Yours sincerely
Genevieve Roblin.

U.E.L. Cheese Factory share transfers 1938-1966, showing inheritances as well as sales.

Apparently Hattie Magee was unable to sell the share she inherited from her father at the \$30 asking price.

For the next thirty years, the number of shippers remained roughly the same. A few shareholders no longer shipped milk but retained their shares. New shippers either bought shares or shipped as a non share holder.

Over the thirty year period, the amount of milk shipped and the amount of cheese produced remained within roughly the same range, averaging 287,000 pounds. In 1910 and 1925, production exceeded 344,000 pounds. In 1922, it was 229,000 pounds and in 1930, 260,000 pounds. The variation between years would almost certainly be due to pasture conditions. In wet years, with lots of pasture, there is lots of milk. Dry years are the opposite.

The price of milk paid to shippers, which was derived from the price of cheese, was much more variable. In 1910, it was \$.84/hundred weight (cwt). By 1916 (in war time), it rose to \$1.46/cwt and rose again to \$2.12/cwt in 1919. (That price was never equalled until 1947, 28 years later.) Times were good! However, by 1931, in the midst of the depression, prices dropped to \$.70/cwt and stayed below \$1.00/cwt until 1940. My father, Donald Hough, in describing the depression years, repeatedly said, "There just wasn't any money." Times were tough for the cheese factory as well. Loans had to be taken out just to keep the operation going. Apparently, the board had taken a pay cut, as in 1937 the secretary's payment was 'restored' to \$175/annum.

Of interest is the acquisition of the Adolphustown wharf, east of the Allison House in the current UEL Park from whence cheese was shipped. The wharf had been damaged by ice in 1913 and was unusable. In 1914, cheese was shipped from the Allison Wharf on the Bayshore Road, but the arrangement was deemed unsatisfactory. Accordingly, at a meeting on April 2, 1914, by a vote of 23 to one, it was decided to buy and repair the Adolphustown wharf. The costs of \$150 for the wharf and \$303.39 for repairs were financed with the help of a \$400 loan. Fred Pollard was hired to supervise the wharf operation, collect wharfage (including \$37.43 from Canada Steamship Lines) and ensure no goods were left more than 24 hours. In 1914, proceeds of \$219.63 were applied to the loan. It was obviously a good purchase. However, no one could foresee that in a few years road transport would make the investment obsolete.

At some point, probably in the 1920s, milk drawers retired their horses and purchased trucks. Even in later years, dump trucks with the tailgate or sides removed, drew milk and whey in the morning and with the tailgates or sides back on, hauled wood or gravel in the afternoon. Some early truckers were



Photo: Judy Smith

Warren Bird loading milk cans

Jim Powell, Frank Mallory, Bert Lloyd, Albert Tompkins, Dick Daverne and Orison Benn. Orison's sons Harvey and Don continued to draw milk in later years, as did Lyle Smith. The milk drawer was a valuable source of news, having visited numerous farms along the route. One thing I remember vividly when I was relatively young was overhearing Harvey Benn reporting that John Dickson had died. John was a close neighbour and good friend and I was quite upset, until it was explained that it was his grandfather John who had passed away.

Times were hard in the depths of the depression but in 1937 hydro was installed in the factory and in the cheesemaker's house. The arrangement was for the factory to pay the hydro bill for the house from April to November and the cheesemaker pay from December to March. Electricity powered pumps, agitators, and lights. It was not until 1942 that the curing room was fitted with refrigeration.

The decision to install this upgrade resulted from a meeting in March of 1941. Mr. Buchanan, the L&A Agricultural representative and a Mr. Newman from the Canadian government, outlined incentives to

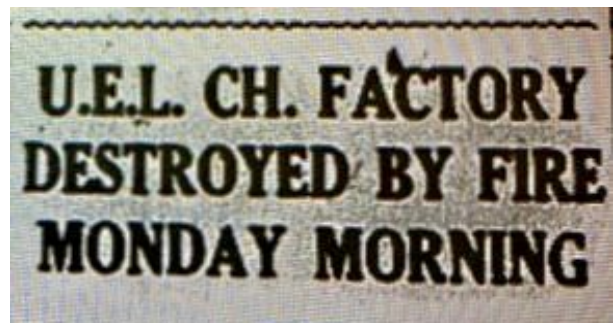
produce extra "Cheese for Britain". It was war time, and Britain needed extra food, especially cheese and bacon. These were storable, portable and were much in demand, especially for underground miners who were supporting the war effort. Apparently, the goal for Canada was to ship 112 million pounds of cheese to Britain annually. The Cheese and Hog Subsidy Act (1941) authorized a federal subsidy for 50 percent of the cost (\$2,250) to install refrigeration in cheese factories. A real incentive to farmers to produce milk for cheese was an extra payment of 5 cents/pound of cheese (3 cents federal and 2 cents provincial).

The payment for milk was \$1.17cwt in 1940 and 1941. The extra payments brought the average price of milk for the period 1942-1946 to \$1.78/cwt. Farmers responded with more milk which resulted in more cheese. For the period 1931 to 1940 the U.E.L. Factory produced on average 282,000 pounds of cheese annually. For the years 1941-1945, production almost doubled to 500,000 pounds/year. Despite the labour shortage, farmers shipped more milk to support the war effort but also to respond to the price increase which was nearly double what they had experienced only a few years earlier. The directors voted to keep the factory open longer even through the winter "providing there was enough milk".

However, another reason the huge increase in cheese production by U.E.L. was the increase in the number of shippers. Through the depression years, roughly 80 farms had shipped to U.E.L. By 1942, that number had gone up to 154. Virtually every farm in Sillsville (including the Houghs) switched over to the factory. Shippers in Hawley, Parma, Hayburn, Conway, Sandhurst and even into Ernestown began to ship to U.E.L. I cannot prove this, but I suspect the subsidy program applied only to cheese milk and excluded milk for fluid, powder and condensed milk. Acme Farmer's Dairy in Napanee where most of the extra shippers had sent their milk, produced milk powder and condensed milk. It must have been at a severe disadvantage.

The increase in milk created a stress on the system. Larger vats and more mechanized equipment were purchased. To ensure winter operation, the cheese maker was paid more to produce winter cheese. Truck routes were combined in the winter and there was a higher rate for winter hauling. Extra labour was needed to make and cure the extra cheese, but cheese production in 1942 set a record of 622,000 pounds.

But disaster struck on Monday Mar. 8, 1943. The worst storm of the winter raged in the days before. The cheese had been made on alternate days throughout the winter. The cheese maker, Mack Remington and his helpers had prepared to make cheese early Monday morning, but no trucks arrived. They left, but later in the morning the fire was discovered. The factory was totally destroyed, though some equipment was saved.



Napanee Beaver
March 10, 1943

Two days later, a general meeting was convened by chairman Roy Johnson. After the facts had been "duly considered", it was moved by Jack Prout and George Loyst that the factory be rebuilt and a refrigeration plant be installed. This was carried unanimously. Roy Johnson, Herman John and George Loyst were chosen to "visit other factories, study lay-outs and gather all possible information to assist in rebuilding the factory". It was revealed that insurance would only cover the exact value (20 cents/pound) of the cheese lost, but not the extra premiums. It was agreed to pay patrons on the higher value of the cheese. A week later, the committee reported that a cinder block building was not suitable due to dampness. It was decided to construct a frame type structure with metal siding and a steel roof. It was also decided to build using day labour versus a contract. Herman John, a local farmer and expert builder, was to be in charge of the project at a cost of \$5/day. Mack Remington was to serve as book-keeper and time-keeper at

\$4/day. Milk was diverted to Acme Farmer's Dairy in Napanee as well as to several Kingston dairies. Joe Shelley was paid for a fire extinguisher to replace the one he had used to try and hold back the factory fire. The insurance coverage was inadequate to cover the rebuild and refit. Accordingly, a \$5,000 loan was negotiated with the Napanee Royal Bank. Part (\$1,000) was repaid by year end, but the problem of the remaining debt was hotly debated at the annual meeting. In 1946, \$2000 was paid on the loan.



Photo: Judy Smith

The New Factory

Construction was completed and milk was accepted on June 1, 1943. Despite the shut-down, annual production was 389,000 lbs. of cheese, less than other wartime years, but far greater than in the depression. With a new facility and good prices, cheese production exceeded 500,000 lbs. for 1945, '46 and '47.

The number of producers declined to 118 by 1948. Factory jobs were available in other industries and many small producers took off-farm jobs. However, mechanization had really arrived on the farm allowing farms to milk more cows. This meant that despite fewer producers, production remained relatively constant. In 1947, the price of cheese increased, rising to 24.7 cents/pound, giving a milk price of \$2.14/cwt, just barely over \$2.12/cwt established 28 years before. Things got better yet. In 1948, milk returns were \$2.60/cwt.

Although cheese sales were the major source of revenue, whey cream and a federal quality bonus helped out. Also, especially in winter, when less milk was available, tanker loads of milk were sold to dairies in Kingston. The salesman negotiated with cheese buyers, sometimes selling a lot for a premium of $\frac{1}{4}$ or $\frac{1}{2}$ cents/pound making a 90 pound cheese worth a few cents more. Some cheese was sold locally. In 1944, Cowlings Grocery in Napanee purchased 21 boxes (1,890 pounds) for 2 $\frac{3}{4}$ cents/pound over the regular price giving an extra \$52 in income. A nice sale when lots of other local factories were competing.

In 1948, the price of cheese was good and the price of milk was very good. The factory was new. Fourteen truckers were employed and shared \$8,886.00 in income. The cheesemaker was paid \$7,341.00 to make the cheese and employ several helpers. One hundred and eighteen shippers were paid \$143,287. Payments were made to local stores for supplies, to local suppliers for coal and wood, to local men for casual labour, and to H. J. MacFarland Construction for cheese boxes. The U.E.L. factory was a significant local economic force. At 51 years of age, the vision of the original shareholders had born real benefits.

Thanks to the UEL Heritage Centre in Adolphustown for access to historical documents.

AFHS News

Angela Cronk

Happy Spring to All! It is always such a relief to see the rain replacing the snow! That brings me to the big news that our Spring Dinner is on the last day of this month — **Sunday April 30, 2023.**

We are changing it up this year by having Mike Mundell's serve up his Famous Fish Fry Feast. Ensure you do not miss out by reserving your tickets now: Email jane.lovell@kos.net or call or text 613-373-0199.

By not having a speaker this year, we are giving folk more time to mingle, chat, and see all our amazing displays, books, and some antiques (with a few of the Curious Things from our newsletter). If you have an upcoming community event that you would like to share, we can give you the floor to let people know about it.

In other news: Last fall several members toured Carscallen Cemetery and dropped by a few others to scope out the work needed to be done tidy them up. Once we have cleared away all the raspberry canes and grapevine, we need the Town to agree keep the grass cut. Jane Lovell presented a proposal to Town Council, and as a consequence the Budget now includes an extra \$30,000 to remove dead and dying trees that threaten the gravestones and fences. This is great news and we are now eager for spring to be a little warmer and dryer to allow our volunteer crews to start the clean-up work!

From the Kitchen

Jane Lovell

This issue's recipe is another one from an old recipe book—this time from *Dora's Cook Book*. Self-published in 1888, the book was compiled by Dora E. Fairfield, a descendent of Loyalist William Fairfield. William's sons William Jr. and Benjamin built the 1796 Fairfield-Gutzeit House in Bath.

Dora's story is a little murky. Her father Charles D. Fairfield shows up only once in public records, appearing in the 1861 census living with the Bath merchant John Lasher and working as a clerk. Sarah Minerva Davy was living in the nearby household of her father William Henry Davy, another Bath merchant. Sarah and Charles were married that year with Dora's birth following a year later.

It appears that Charles abandoned his family some time after the birth of his second daughter in 1864. By the time of the 1871 census Sarah was living with her widowed father and working as a grocer. Dora and her sister are listed as living in a separate household, but by 1881 all three women were living with Sarah's father, with Sarah running the Davy store. Calamity struck when Dora's grandfather William died in 1887, followed a year later by her mother Sarah. Sarah is listed as married rather than widowed in the census records and on her death certificate, and even though her obituary refers to her "two orphaned daughters", it is supposed that Charles had left the family rather than died.

Both William and Sarah had prolonged illnesses, and it is perhaps the prospect of lack of support on their deaths that spurred Dora to write a cookbook as a means of earning an income. Not long an "orphan", Dora married William Henry Stevenson, a piano maker from Napanee, in 1889. They lived in

Kingston for some time after the birth of their daughter in 1890, and then moved to the United States. Dora died in California in 1941.

Only six copies of Dora's Cookbook are known to exist. Reproductions were produced in 2018 to fund the restoration of an original copy owned by the Fairfield-Gutzeit Society. Another original cookbook has been scanned and is [available online](#).

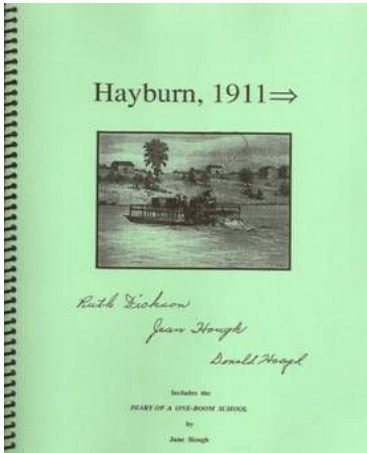
MOONSHINE.

Beat the whites of six eggs into a very stiff froth, then add gradually six tablespoons of powdered sugar, beating for not less than fifteen minutes; then beat in one heaping tablespoonful of preserved peaches cut in tiny bits. In serving pour in each saucer some rich cream sweetened and flavored with vanilla, and on the cream place a liberal portion of the moonshine. This quantity is enough for eight persons.

From the Book Shelf

Hayburn 1911

Ruth Dickson, Jean & Donald Hough



Ruth Dickson, a long time resident of the area, has recorded her memories of the Hayburn Community as a child and into her young adult years. The publication also contains property owners listed for the years 1911 and 1991.

The 21 pages include a district map and some 35 pictures of homes, school and church buildings and resident activities. The district map shows where each of 33 families lived. Also included in the book are children's names and marriage information where it was available.

...&...

Diary of a One Room School By Jane Hough

This book describes the events that occurred in the 1915-16 school year as viewed by the school building. The book comprises 18 pages with text on one side and 7 pictures of buildings and students.

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

A Curious Thing

Angela Cronk



**November's
Curious Thing**

This item is likely best known to most as smelling salts.

This small tin box is labeled "Vaporole" and was a trademark name of Burroughs, Wellcome and Co. London (1924-1940). Inside, there are three cotton and silk-covered glass capsules containing alcohol and ammonia. When crushed, the liquid is released into the cotton, while the glass shards are retained inside. The ammonia-soaked cotton is waved in front of the nose to treat people who have fainted or are feeling faint.

What is this thing?

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 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.



Submitted by Jane Lovell

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.

Contributors to this issue:

Angela Cronk
Duncan & Ruth Hough
Jane Lovell
Amy Nikkel
Susan Wright