



Welcome

Bienvenue

**Greely**



# **GREELY and the *“Travelled Road to Bytown”***

Gateway Project

Greely Community Association

Lori Erling

## FOREWORD

This essay is a short history of Greely, from the early years to the turn of the 20<sup>th</sup> century. It is written in conjunction with the GATEWAY project sponsored by the Greely Community Association (GCA) and is intended to be used for the furtherance of the project especially with reference to a proposed walking tour of the community.

It is our sincere hope that others will join us in our passion to see Greely as a designated historical site and help build it into a flourishing and prosperous community once again, perhaps in this century as a cultural centre. As such, this work is freely given to interested parties who wish to contribute to the efforts of the GCA in their promotion of the community.

Much thanks to the librarian of the MORRISBURG Library, the research experts of the regional museums of CORNWALL, GLOUCESTER TOWNSHIP and OSGOOD TOWNSHIP, Justus Knierim, past editor of the POSTAL HISTORY SOCIETY OF CANADA Journal, and of course all those who have shared the bounty of their labour and research on the web site "Bytown or Bust" to say nothing of the other sites which gave valuable insights and direction to my research. Also, much thanks to Glen Clark and Bob Sere, President of the Gloucester Historical Society and Michael Daly, past-president of the Osgoode Township Historical Society. And of course, thanks to those who live in Greely and gave so freely of their time and recollections.

Lori Erling February, 2013

## INTRODUCTION

*“From “generations that have gone to dust and come to life again,” one can learn about significant individuals across the centuries, who in their own way, played a part in the development of Canada, for things done in the past produce the present and become our future.”* (William R. Wilson, Early Canada Historical Narratives, Foreword)

Many years ago, while attending a COMMUNITY DESIGN PLAN meeting for Greely I was struck by the contrasting attitudes of those who were natives of Greely and those who were new to the area. Of the first group, their desire was to keep the community “as it always was”, thus shunning proposals for further development. The opposing group was just as adamant in their desire to change the community. The first group felt the community was complete in its perfection-but the second group felt the community was clearly in need of regeneration. As an outsider, I could see both sides of the argument.

It is undeniable that the community was built with some unique features, not the least of which it’s linear design plan following the old road, (variously known as MAIN STREET and today MEADOW DRIVE) instead of the classic North American grid plan of most villages. The road is lined with various old homes designed and built in a by-gone era, many still secured by magnificent wooden front doors clearly original to the home when it was built. Between these lovely old homes are a scattering of new in-fill homes, curiosities by virtue of their contrasting designs and the hint that they stand on ground which once represented a part of Greely’s past, the story of which is probably long forgotten and certainly not easily accessible to the curious.

Second only to Meadow Drive in importance, is the side road called PIG ALLEY. Not only does the roadway of the alley contribute to the formation of a unique triangle in the heart of the historic area of the community, but the road is marked by a sign which is surely one of the most frequently stolen street signs in the city of Ottawa.

PARKWAY ROAD (originally designated simply as a government road allowance) forms the third arm of the triangle which marks the centre of the community and doubles as a “link road” connecting Main Street (Meadow Drive) and Pig Alley. In the early days it continued westward to intersect with the PRESCOTT ROAD but was little more than a rough trail to the east, a situation long since corrected.

By contrast, there are those who see the village as tired, featureless and, sad to say, lacking in character. In the judgment of this camp the place needs to be “revitalized”, or at the very least, upgraded. Usually their arguments suggest that Greely has no relevance to their 21st century life experiences, the historic homes are just “old”, and the community offers few commercial services and even fewer social services especially

for the youth and the elderly. From the adherents of this camp there is often a distinct sense of distance from community activities. This lack of involvement is where a lack of personal investment in the community begins to show itself. However, in their defense, what has the community offered to outsiders to instill relevance, appreciation, and involvement?

This is the question which spawned the third camp in this discussion, one new to the debate. This camp, of which this essay is part, seeks to “reinvent” the old quarter with the utmost respect for its history and unique character while making it fully relevant in the 21<sup>st</sup> century. The vision of this group is to merge the story of the past with modern amenities such as a dynamic commercial centre complete with restaurants and coffee shops, cultural facilities, and community-driven and community-oriented projects which appeal and inspire residents to participate and invest of themselves.

Among the ideas proposed was the introduction of a self-guided walking tour of the historic neighborhood, giving significance to those “old houses” in the village core. This proposal also includes the desire to pursue registration of the village as a Provincial Historic Site, a designation which would include a bronze plaque for the village and provincial grants to the owners of the historic houses to aid in their maintenance. Hopefully this designation will also include individual plaques for each significant house on the tour.

Our objective in this exercise is to see these ideas trigger other dreams: perhaps a cultural program including a band-shell for summer concerts and special events, or the establishment of a community sponsored Commemorative Garden to remember and honour the dead of the region, including those presently honoured at make-shift roadside memorials. This garden would provide a quiet, safe, respectful place to pay homage to loved ones whether taken by war, disease or highway tragedies.

By making these projects accessible and relevant to all, they would inspire involvement and personal investment in the community, qualities which have the power to unite and hold the residents in a bond of respect and honour and pride-of-place. But where does one start when planning such a gigantic project?

The first step came unexpectedly in the form of an offer from Ms. L. Bushey, an architecture student of Carleton University, who proposed a partnership with the Greely Community Association to build a small permanent installation directly relevant to the community. It was summarily decided that the best project was a community “gateway” structure which would serve to introduce one and all to Greely; its history, its presently available services, and its future prospects. Fittingly, it is expected to be

installed in the north end of the village at a location which approximates the placement of the toll-gate of 1876, originally installed to pay down the new road, which was itself the gateway to the outside world for almost half a century.

To introduce the community's past, an overview of the early history of the village was commissioned, the purpose of which was to provide an easily accessible summary of the earlier period, as well as material for the preparation of the self-guided walking tour. This is that overview, spanning the years from the first permanent white settlers in the township to the early 20<sup>th</sup> century.

The writing of this essay required an enormous amount of research; some from personal interviews, some from print publications as well as internet publications, and some simply the product of unrelenting "sleuthing". The outcome of this effort is an inordinate and sometimes "unruly" amount of information and wonderful stories about the people and places of Greely's past. In some cases these stories were contradictory, and fought among themselves for dominance, but in most cases I was able to sort out the details in a satisfactory way.

While this exercise may be a breath of fresh air to some, others will undoubtedly take umbrage with the manner in which Greely is presented. Therefore, I apologize in advance if this exercise causes displeasure among those who object to the dismantling of some of the traditional stories of Osgoode or if some of my conclusions are upsetting. In my defense, I urge you to read the END NOTES before dismissing these submissions outright.

It should also be noted that if I could not verify a piece of information, preferably with three independent sources, then it was either dismissed as myth or the lack of authentication was noted and, despite every effort to the contrary, there will inevitably be mistakes whether through missed opportunities to pursue a line of inquiry or typographical errors. For that too, I apologize in advance.

Regarding the layout of the essay, please note that footnotes have been discarded and in their place are brief bracketed annotations, (where applicable,) in an effort to facilitate the flow of the prose. Also, the first appearance of each new individual or place is printed in CAPITAL LETTERS to facilitate the browsers among you. Last but not least, addresses have been added in connection with various places or people: please note that these are approximations and subject to revision.

## HISTORY MAKES NO LEAPS (Wm. R. Wilson): STARTING AT THE BEGINNING

*“England would be better off without Canada; it keeps her in a prepared state for war at a great expense and constant irritation...”* Napoleon at St. Helena, 1817 (Osgoode Township Historical Society Newsletter 1998, #3)

Our focus in this essay is primarily on lot 5 of the fifth concession as this is where the notion of a community was first seeded in the early 19<sup>th</sup> century. But to fully understand Greely’s story, we must begin our story with the first days and the first men of Osgoode Township. The first days of settlement take us back to the end of the wars with the Americans and the French, and the first men, to those who fought those wars.

At the end of hostilities with the Americans (1812-1814/15) and the Napoleonic War (1803-1815 in France), discharged officers and men of the British military were strongly, even aggressively “encouraged” to settle in Upper Canada in lieu of assistance reintegrating into their respective communities. From the Crown’s perspective, this was a brilliant policy. Not only did they duck their moral and financial responsibilities to their troops, but they also saw these men as willing pawns in a race to populate the land with a fully trained “army”, ready, able and willing to defend the Crown’s interest, if only as a byproduct of defending their own homes. The fact that this “army” was no longer on the pay-role was an added bonus. In modern terms; this was the ultimate combination of social assistance and make-work projects with just a little social engineering.

For the troops too, this arrangement was an extraordinary gift. Permanently discharged from their regiments, homeless and out of work, they were released to the prospect of returning to their former homes in Canada which, more often than not, had been damaged through wartime activities or worse, released to return to Great Britain where there were virtually no prospects for housing or employment. When they accepted this offer, they were provided with a land grant and thus the potential for a permanent home and a farm by the sweat of their brow. Some officers retiring in-country were offered half-pay to stay in Canada, and all were given eight months rations and supplies to sustain them until the farm became viable. The only requirement in return was their unwavering loyalty to the Crown, and a pledge to honour a SETTLEMENT DUTIES AGREEMENT requiring them, among other things, to clear and permanently inhabit the land, usually within three years.

To prepare for the anticipated flood of land petitions in response to this “encouragement”, government orders were given to finish surveying the last uninhabited township, Osgoode Township. Begun in the north end in 1795, the job was

completed in 1820 by W. MCDONALD, P.L.S. (Source: The Carleton Saga, pg 538,: according to Helen J. Dow, a "*William McDonald of Cornwall*" was "*given 5000 acres compensation for his survey*" of this township: Source: Helen J. Dow, "*The Dows of Ontario*", Canadian Genealogist, Vol. 1, #2, 1979).

Unfortunately, the results were disappointing. Despite an abundance of valuable oak forests, it was summarily ... "*condemned ...for colonization purposes ... (and) first believed to be useless...*" because of the number and size of the swamps and the virtually impenetrable wilderness (Source: Carleton Saga, pg. 537). Needless to say, it took little time for the lumber barons to stake their claims on the timber, establishing winter camps to harvest the oak, but settlement prospects were not promising.

### STILL THEY CAME

Arguably, difficult land can be tamed but "waste" land sounds futile, however, despite the warnings, disenfranchised veterans and eligible United Empire Loyalists were accepting, and even requesting grants of home sites on the "*useless*" land.

Unquestionably, some would have requested the "*waste land*" precisely because of their experiences working as "shanty men" in the lumber camps where they learned that there were some good lots to be had; but some would have come in response to personal needs.

By personal needs, we refer to the fact these men were soldiers and as such they were men who lived with the realities of soldiering as a profession and the truth of battle as an unavoidable part of that profession. Warfare has changed greatly over the centuries, but the impact on the spirit of the men who fight them has not. Seeking the security of wild places is one of the constants of the psyche of the soldier, regardless of the era. So, whether simply desiring a solitary place to challenge their mettle and raise a family in peace, or suffering from post traumatic stress disorder, various officers and men who served in the wars undoubtedly choose to build a life in the wilds of Osgoode Township for personal reasons.

However, there were those whose choices make no sense. A case in point is Archibald and Catharine McDonell, reputedly well established (and seemingly wealthy by local standards) "Canadian" petitioners who asked for property specifically in Osgoode Township while it was yet known as waste land (1820).

While we are bewildered that they would choose to abandon a lifestyle others only dreamed of creating to start over in the punishing privation of the back woods, we marvel at the remarkable end result. Probably more through good luck than good planning, the McDonell family was in the right place at the right time to play a pivotal



role in building the “*principal road*” through the township. This road was important because it was the first public road through the area (and the lifeline of the future community of Greely) providing both a supply route for the settlement and, equally important for the time, a possible “back up” supply and communication line for the military.

This was precisely the outcome the Crown had hoped for when “encouraging” the troops to settle in Canada; “unwavering loyalty” from the men who played the role of “pawns...ready, able and willing to defend the Crown’s interest, if only as a byproduct of defending their own homes”. Whether he knew it or not, Archibald McDonell played a key role in defending Canada once again from the ostensible threats of the old enemy, the Americans.

#### FOR KING AND COUNTRY: STOPPING THE YANKEES

About the Americans: history has revealed that Anglo-Canadian relations with them were, at best, strained in the aftermath of the war. Aside from battle scars and the natural animosity one would expect from warring neighbours, it was summarily discovered that the American forces had contemplated a maneuver which, had it been enacted, would most certainly have crippled Upper Canada. The plot: to disrupt shipping traffic between Montreal and the naval shipyards of Kingston by setting up blockades and causing general mayhem in the shipping lanes, even to the point of all out attack on British and Canadian shipping in the St Lawrence River.

The British knew only too well how effective this tactic could be: warships and privateers of both sides attacked each other’s merchant ships during the war, and the British had themselves, blockaded the Atlantic coast of the U.S. Admittedly, there was enough blame to go around, but the British were particularly worried about the possibility of blockades in the St. Lawrence River (there had been significant naval battles in the waterway, thus such a campaign was entirely within the realm of possibility) because of a slight oversight in their communication and supply lines. In fact, the St. Lawrence River was the *only* such route, and as the only means of providing supplies and communication, it was the life line of the defending army. (Source: History of the Rideau Canal Waterway/ on-line encyclopedia entries re: War of 1812). Had this strategy been enacted, it would have presented a clear and present danger to the security of the colonies. Furthermore, despite the peace agreement (Treaty of Ghent, Dec. 24, 1814) there seems to have been lingering fears in the colony that the troops on the ground were not as willing to lay old hostilities aside as “*His Britannic Majesty* (and) *William Adams, Esquire, ...President of the United States*” (Source: Bartleby.com full text of: Treaty with Great Britain (End of the War of 1812) had declared. After all, this war

was sometimes called the second Revolutionary War (only 30 years after the first) and one could be forgiven if one wondered if the Americans contemplated a third in the face of their defeat. Regardless of the reason for this fear, the defending forces in Canada believed a blockade was entirely possible in the near future. Decidedly more than an *"irritation"*, this matter needed immediate remedial attention.

Thus, it was easily decided that the St. Lawrence River supply corridor needed to be defended and the best defense was an alternate inland route. Hence was born the idea of building a canal which would allow ships to "sail westward from Montreal, travelling along the Ottawa River to Bytown, then south-west by way of the canal to the all-important shipyards of Kingston" (source: History of the Rideau Canal Waterway).

The building of the Rideau Canal was initiated in 1816, when Lieutenant JOSHUA JEBB accepted the task of conducting the surveys for the projected waterway. In 1826 Col. BY was commissioned to oversee the building phase, which was essentially complete in November of 1831, thus allowing the canal to open in 1832. The finished product was a masterfully planned and executed canal system which, although costly, was considered to be nothing less than essential for the security of Canada. The only problem remaining was the defense of the canal itself. The proposed solution to this dilemma was the construction of a series of defensive blockhouses at vulnerable locations. Although expensive, Colonel By believed it was the only way to protect the new supply line and stop the Yankees from overtaking Canada.

But it would seem the public purse was growing thin and funds were not approved for all the defensive structures, regardless of the credibility and urgency of the request. However, this did not mean that the authorities were indifferent or unconcerned in the face of this potential crisis. It is suspected that the Crown may simply have had other, more cost effective, solutions in mind.

This is where the story of the Rideau Canal and the story of Osgoode Township converge. It is this need for a cost effective, emergency back-up military supply route that may have brought about the commission of a *"principal road"* through Osgoode Township, over which Archibald McDonell was one of the Crown appointed commissioners.

#### BUILDING A ROAD TO BYTOWN

This hypothesis begins to take shape when we fully appreciate that there was real fear for the security of the new military supply route, and that *"being in a prepared state of war"* meant being prepared to ensure the army had a reliable supply corridor at all times. Col. By feared for the security of the canal, but defending it was going to cost

enormous amounts of money and time. Therefore a less expensive and timely solution was clearly needed.

As the waterways had already been conscripted, perhaps it was time to follow the lead of the Americans who built entire highways specifically to transport their troops and supplies. However, being strapped for cash, this option would need to be inexpensive, being short of time it would need to be built quickly, and having a relatively sparse population base, its success would rely on having men and materials on-site.

Because it was an emergency measure for crisis management, the route of the back-up supply highway would need to be compatible with the Rideau Canal by being a direct line from the St. Lawrence River to Bytown (the head of the canal system). The most practicable (and inexpensive) route would take advantage of any and all existing travel ways. Thus the arrival of Messer McDonell and York in Osgoode Township illustrated that men and material could travel from the St. Lawrence River front, north as far as present day Metcalfe; and the arrival of the early families to South Gloucester from the disembarkation docks of BOWESVILLE illustrated that it was possible to traverse Gloucester Township from the Rideau River to the Gloucester/Osgoode “town line”. But, Osgoode was the weak link in this plan. Poor as these other trails may have been, they were better than Osgoode’s offerings with not so much as a footpath through the township. Therefore it was Osgoode Township, wild, uninhabitable, waste land that it was, which needed to be traversed with a cheap but custom-made roadway deliberately placed to link the southern trails leading into the township with the northern trails leading to the Rideau River and Bytown.

As preposterous as this suggestion may sound, that is exactly what happened according to a map of the area, dated 1835, as per a document (circa 1831) entitled: STATUTES OF THE PROVINCE OF UPPER CANADA: 1792-1831, where we read in paragraph XI “...on the principal road leading through the Township of Osgoode to the river Rideau and Bytown the sum of 50 Pounds and that Archibald McDonell, William York and Peter McLaren be commissioners for expending the same ...”. (See END NOTES)

In this paragraph we find several notations which can only be explained if this theory is accurate. First, we are surprised at the very idea that Westminster was in any way cognizant of the transportation needs of this remote, newly surveyed and largely wild Canadian township. But more than that, we are truly amazed with the fact that the Crown gave such precise instructions with the commission of this road. Let’s be honest, the odds of this planned and scripted road being an arbitrary act of benevolence from an indifferent, dismissive, distracted and destitute, or at least, cash strapped Parliament on the other side of the ocean, are slim at best. There were certainly better ways to

spend 50 Pounds than to lavish it on such a primitive community populated with little more than a sprinkling of out-of-work British servicemen.

Unquestionably a road to “civilization” for supplies and services was a priority for the settlement, but they had hoped for a road south, to Cornwall. After all, Cornwall was a familiar town, closer than Bytown, and semblances of trails were already established; trails which could become roads with much less effort than cutting a new road through the unforgiving bush of a northern route. But it seems no quarter was given to such rational arguments. The road must be north-bound and it must terminate at the Rideau River somewhere close to Bytown, an odd demand as this would place the twin termini at newly established, sensitive, and secure military supply installations, neither of which would have been a destination of choice or chance for civilian purposes without specific permission to do so.

However, in the end, all these reservations were obviously dismissed by the men in the settlement and consequently, with the requisite “unwavering loyalty” to King and Country, they accepted the commission and built the road. According to the map of 1835, the Rideau River access point chosen was the village of HOGS BACK on the Rideau Canal waterway.

So when we read Paragraph XI we are truly left with only one conclusion: during the years of fear, at precisely the time that Colonel By was requisitioning funds (and being denied his petition) to build defenses for the new military supply canal, the British Parliament was commissioning a new “*principal road*” to be built in just such a location that, should an emergency situation arise, it could serve as the only direct link on land between the St. Lawrence River and two of the secure points of this very supply canal; one at the Hogs Back docks and the other at the entrance to the canal at Bytown.

In addition, those who were charged with building the road did so against their better judgment and contrary to local interests, across approximately 22 miles of extremely difficult terrain, through the farms of neighbours and strangers alike, on a “shoe-string” budget (50 Pounds translates today as \$74, 369.68: while a lot of money it could not build 22 miles of new road), to serve a relatively small population. So small in fact that it was going to be difficult to recruit sufficient manpower to clear, build and maintain this road. This was a very special road, custom-built, at a very special time

But whether we subscribe to this theory or not, it is irrefutable that, with the commission, was given a grant of money to be placed under the administration of three men, summarily identified as discharged military officers of the Crown; Archibald McDonnell (Colonel. 1<sup>st</sup> Regiment Stormont Militia/ war of 1812), William York

(Lieutenant, Royal Engineers/ Napoleonic War) and Peter McLaren (Lieutenant, but little else is known of his past).

The chief overseer in this project seems to have been ARCHIBALD McDONELL, with WILLIAM YORK participating on a more grass roots level. Arriving separately in 1827, both are immortalized in Osgoode Township history as the first permanent white settlers (a claim which is not the only contradiction in their stories). However, in this context it is sufficient to acknowledge that they were indeed among the first arrivals in the township. (See END NOTES)

#### A ROAD RUNS THROUGH IT

The path of the new “*principal road*” is described best by the noted historian ELIZABETH STUART: “... *two roads, a short distance apart, that led out from Hogs Back: one road went east through Gloucester, Cumberland, and Clarence, following in the main the south side of Bearbrook; the other veered through Gloucester to the present site of Greely, where there was a divide in the road. Just before this divide there was later a tollgate. One crooked road went south two concessions, east one concession, and then south to the Winchester Township boundary where a “wilderness” was indicated on the map for most of Winchester. The road coming through Gloucester passed through Cunningham’s Tavern. At lot 5 in the 5<sup>th</sup> concession of Osgoode where the road divided was Barton’s Inn, a house on the west side of the road that continued on through W. Osgoode to McCargar’s Inn. Along this road is written “Travelled Road to Bytown” and “Indifferent Road” (Osgoode Historical Society newsletter No 4 Vol.3 1977).*

When we read through this description, map-in-hand, we are struck by the clarity of purpose and direction of the planning committee, assumed to be the officers previously mentioned. As holders of the Royal purse-strings in the township, they were ultimately responsible for the faithful completion of the new road. Where they acquired the information necessary to accomplish this is not known, but it is clear that their source was up-to-date and knowledgeable regarding the topography, the presence of existing trails, and any settlements along the way which could be used as supply depots. What is most striking though, is to see the path of the road running through the township, not along surveyed property boundaries or concession lines reserved for government roads, but directly through it. Like an army on the move, the road crews doggedly cut through the land of any and all that stood in their way with what appears to be total disregard for property boundaries. This activity begs two questions: by what authority did these men trespass on the farms of strangers to clear bush and push a public road through their farms with impunity: and what road was so important that there was no opposition to its trespass on private property?

The answer to these questions is not known, thus in the absence of certifiable documents, we are left with some interesting, and certainly long lived local traditions to explain these things. As with all such myths, there is always a core of truth, but over time the details have become less reliable. Such is the situation here; at the core we find men of knowledge and experience sharing their insight with Squire McDonell leading to the successful completion of the road. But, the details imply that this meeting was a chance encounter with random men from Gloucester Township who reluctantly entered the wilderness of Osgoode only out of the direst necessity, that being searching for lost livestock. In addition, we have no less than four incarnations of the same tale, each purporting to be the seminal, accurate and literal account of this pivotal meeting of the men of Osgoode with the men of Gloucester.

Keeping in mind that each of these narratives seems to be much loved by their respective adherents, it is with the greatest respect and latitude that I present them here in brief, but in their entirety in the END NOTES.

#### A MEETING OF THE MINDS

The skeleton of the narratives consists of oxen, or cattle, in pairs or single, which either wander away from home or return to home, in either the depths of winter or the splendor of autumn, in 1832, or not. Whether by coincidence or Providence, the beasts find their way to the clearing of Archibald McDonell (and only farmer McDonell), and are summarily joined by their respective owners, or alternatively, pass by the McDonell clearing giving their determined owner an opportunity to spend time with the family before proceeding on his way to retrieve the wondering animals. In all versions of the story, it is the individual who is pursuing the animals who shares his experiences and information with Archibald McDonell. Fortunately, the outcome of the assorted narratives is always the same: *"...Mr. McDonell proposed they should open a road to connect with the Fenton Settlement in Gloucester giving them access not only to the Rideau River but also Bytown" , ..."the Squire collected all the settlers together, and they agreed among themselves to cut out a road from their location to connect with the road to Bytown."*, or in the gleeful romanticism of Emily P. Weaver, *"Happily their escapade gave him (McDonell) a hint, and calling his five or six neighbours together they cut a road..."*

Despite any doubt about the absolute accuracy of these narratives, one is hard pressed to argue against the impression that a great deal of credit needs to be given to Mr. HUGH MCKENNA (a British veteran of the Napoleonic Wars) who, above all men, was best equipped to offer the most factual perspectives. Records tell us that he had been a settler of Osgoode some years earlier, putting down roots on the north-west corner of

lot 1 of concession 6, immediately adjacent to the boundary line of the two townships. He had subsequently purchased land in Gloucester, (lot 30 of both concession 4 and 5, abutting his land-holding in Osgoode township) thus giving him valuable insight into the terrain of several hundred acres on the “town” line. His time as “Pathmaster” for South Gloucester Township (Atlas of Carleton Co.1879, pg. XXXVII) would have made him an expert in the location and condition of the roads and settlements as well.

From him the Osgoode men would have learned about the swamp lands to the north and of the high ground of South Gloucester. This last feature would have been confirmed by ISAAC BROWN who is said to have used this route to “...( come) to Gloucester (by travelling) up the St. Lawrence River to near Prescott and then working his way over the high ground to near Gloucester” ...and thence to his new home. (Source: the story of James BROWN, a son of Isaac Brown, as recounted to Michael McEVOY published in December, 1981 Osgoode Township Historical Society newsletter, #4).

Of the roads, Hugh McKenna would almost certainly have told him about the ...“road they (Gloucester residents) had “bushed out” from there, extending at least half-way in their (Osgoode residents) direction...” (Belden brothers, Atlas of Carleton County-1879), summarily identified as the FENTON SETTLEMENT ROAD by D.C. Cameron, {“a roadway (which) was being opened southward through Gloucester as far as the Fenton Settlement” },as well as the condition of the road at the township line, which many years later was described by GRACE JOHNSTON (President of the Gloucester Historical Society, newsletter Nov.1981, #2) :“...what is now Highway 31 (Bank Street) was a very narrow rough trail from Bytown to South Gloucester in 1827-1828 ending in a wall of tall trees and thick underbrush. ... (there was) a trail into Bytown (but) ...No entry had been made into Osgoode ...” It would also have been prudent of him to advise that the roads leading to the disembarkation docks of BOWESVILLE were still rudimentary though an improvement over their condition at the time of the arrival of the JOHNSTON family: “...there were no roads-not even trails- simply “blazes” left by the surveyors who had finished up the laying out of the plan for the township begun some years before...” (pg XXXVI: Belden’s Atlas).

#### BUILDING “THE TRAVELLED ROAD TO BYTOWN “

Local history tells us that the path through Osgoode which was to become the road was marked (blazed) by a group of men from the McDonell settlement, “...by the names of Archie CAMPBELL, (Timothy) CRAIG, (James) DEMPSEY, (Samuel) LONEY, (John) WILSON, (James) KEARNS...” . The three Crown appointed commissioners, all of whom were probably older men by this time and in some cases, preoccupied with their own

domestic problems, are conspicuous by their absence from the pilot group. (See END NOTES).

In the words of D.C. Cameron, men *...”armed with axes ... assembled on a set day....cut the underbrush which was sufficient to identify clearly the general line to be followed till they found the Fenton homestead...”*(today: Analdea Road, Ottawa). As trouble-free as this description may sound, the actual event would have been much more labour intensive. The Osgoode Township Historical Society (Newsletter: 1986 #4) described their exploits in slightly different, and much more realistic terms: the men began their journey“*...(with ) a map showing a settlement in what is now the Uplands Airport area (Bowesville settlement)...set out to find the Rideau River and Bytown...travelling west from their homes along what is now County Road 6, they arrived at Grey’s Creek (Middle Castor) where they came up against dense swamp (later known as Snake Island) back-tracking a bit, they then turned north and blazed a trail through the bush lands toward what is now known as Greely. Mr. James KEARNS was the first man to fell a tree across what was later to be called DUNLOP CREEK. The group continued to the Gloucester Boundary and there bearing to the left, followed the height of land to Johnson’s Corners then on to the highlands of the township and on again to Hogs Back...”* (Researchers note: non-italicized words mine)

Following the “Pioneers” were the teams of men who,*”...day after day ...were at work felling trees and getting trunks and brushwood out of the way so as to provide room for a yoke of oxen to get through with a sleigh.”* (Source: D.C. Cameron as quoted in Osgoode Historical Society Newsletter 1992, #2). Thus was the task of the second wave, the work gangs who actually wrestled the road into existence. These men would have been recruited from the ranks of the willing, first from the settlement founded by the McDonell and York families, where the reported population numbers of 1832 varied from 4 to 12 to...*”37 respectable Scotch families, 25 Irish, 5 English and 4 Canadian born...”* (Source: letter from Archibald McDonell to His Excellency Sir John Colburn, Lt. Governor of the Province of Upper Canada, dated 6 December 1832), and later from farms and settlements along the way.

Despite the considerable influx of new muscle into the township during the early years we are aware of the fact that they still had a small work force to call upon. And what is more, this work force was fully occupied with the day-to-day tasks of caring for their own families and honouring the Settlement Duties agreements under which every farm was subject. It’s hard to imagine what incentives one could offer a man to convince him to journey away from home for a prolonged period of time to spend his energies on building a road. Considering the (cash) grant was certainly conservative when applied



to building 22 miles of new road through the bush, we know they were not paid wages to engage. However, scattered and largely overlooked comments in the newsletters of the Osgoode Township Historical Society may hold the best clue to this mystery.

According to these notes, William York is said to have willingly taken on the settlement duties of other men in the community (Osgoode Historical Society Newsletter 1976 #3 as one example). As this is such an unusual activity for men living in wilderness situations, it immediately draws our attention and encourages us to speculate as to his motives. Why would he free these men of the burden of their settlement duties, when he had a family and farm of his own to care for? (some historians suspect that his house burned in 1831, thus requiring even more attention to his homestead). Could it be that he was allowing these men to apply their energies to a task of higher calling? What but building The Road would qualify for such a sacrifice?

Thus by brute strength and sheer determination, gangs of men brought down the *"wall of trees and underbrush"* and the *"...principal road leading through the township of Osgoode to the river Rideau and Bytown..."* was built. It was soon known as *"the winter road to Bytown for all that district"* and was eventually *"the highway to market, mill, and store" ...* (Emily P. Weaver, The Story of the Counties of Ontario, pg.136-7) and *"...the means by which some of them saw Bytown for the first time..."* (D.G. Cameron: Twigs from the Oak and other Trees: Osgoode Newsletter 1991 #2). *"...to procure what few necessities they required, which they were previously obliged to go to the St. Lawrence front to obtain."* (Belden Brothers, Atlas of Carleton County 1879, pg XXXVIII). It was also the missing link joining the lines of transportation leading away from the St. Lawrence front to the roads of Gloucester, and from there to the Rideau River and Bytown as per the terms of Paragraph XI.

Thankfully, the fears and anxieties of 1831 did not materialize. The Yankees did not blockade the St. Lawrence River, the Rideau Canal was not needed as a military supply route, the blockhouses were never used as defenses, and the *"principal road"* through Osgoode Township remained just that, the main road to the Rideau River and Bytown.

Whether a reflection of the haste with which it was built, the small amount of money granted to build it, or the lack of proper equipment to build it, The Road quickly gained a reputation for being *"incipient"* and miserable to navigate other than in winter. But as wretched as it may have been, it was the beginning of great things for Osgoode Township. But more important, to us that is, it was the road which gave birth to the place we know as Greely, and the pulse of the traffic along this road became the very heartbeat of the community.

## THE HOUSE ON THE WEST SIDE OF THE ROAD

After being surrendered back to the Crown in the early 1800's, lots 5 and 6 of concession 5 remained untouched for more than a decade. (Osgoode Township Historical Society Newsletter 1977 #4) Not until 1831, the year of the inception of the road, was the land occupied by Mr. JOHN KEALEY (var. spelling) and family. It was he who assumed the massive task of clearing the land, eventually releasing an incredible 24 acres to the higher calling of farming.

However, only one year into their tenure, the family found themselves in a unique situation. When Mr. James Kearns "...fell(ed) a tree across what was later to be called *Dunlop Creek...*" they realized that they had built their home and farm on land destined to host the new road through the township. In fact, the farm was cut almost in half by The Road crew, and it seems they had no recourse but to allow this incursion onto their property. On the other hand, the fact that a road ran through their acreage brought with it the potential for the property to become very profitable in the hands of an enterprising man. John Kealey seems to have been just that man.

Thus, sometime between the arrival of the road crew, probably in 1832, and the arrival of the stagecoaches in 1834, a house was built on the west side of the road, identified as "BARTONS INN" on our map dated 1835. The presence of this house poses two important questions: how did the Kealey family build a true house in such a short period of time and: who was "Barton"?

We marvel at the existence of a true house (as opposed to a shanty) so soon after arriving on the virgin land because we are aware of the enormity of the task of settlement. It was required of every settler to clear the land sufficiently to meet the demands of the Settlement Duties Agreement, as well as to provide shelter, food and water immediately upon arrival at the site. It has been established that a man could clear between 4 and 7 acres per year (1822-1839) and that the standard Settlement Duties Agreement demanded the clearing of 5 acres for every 100 acres along the road allowance to maintain the property, (Frank D. Lewis, et. al., Growth and the Standard of living in a Pioneer Economy" Upper Canada, pg 174). In addition, land had to be cleared and prepared for crops and pasture for livestock as well as the construction of a warm safe home. Aside from food which needed to be grown, prepared and stored, all the nuances of life needed to be provided by the sweat of their brow, the ingenuity of their minds and the nimbleness of their hands. So demanding were these requirements for mere survival in the Canadian wilderness that a man had very little time, strength or resources to spend on any other activity, much less undertaking a project large enough to be called an inn. Consequently, we are left questioning whether this inn stood as a

monument to hard work and strong sons or as the result of assistance from some outside source.

This statement leads us to the second question about Barton's Inn: who was Barton? For this question our attention is turned to a small community located in the north-eastern quadrant of the junction of what we know today as Mitch Owens Road and Bank Street, in the township of South Gloucester. BARTON'S CORNERS was the home of MILO BARTON, a man of considerable influence in the community, and as he is the only man by this name in the area, and inns tended to be named for their owners, we are led to suspect that the inn may have, in fact, been his establishment.

Presumably he had an agreement with John Kealey whereby the inn was built and owned by the Barton family, enabling them to capitalize on the escalating stagecoach traffic on the new road, and in return the Kealey family probably lived in the house as the innkeepers. As strange as this explanation may sound, there are no other ways to account for this situation, thus we bow to the wisdom of Dr. A. Conan Doyle who astutely pointed out that when all other possible explanations have been dismissed, the "residuum, however improbable, must contain the truth".

And a fine house it must have been, compared to the shanties of their neighbours, which incidentally were not indicated on maps. We are told by Ruth McKendry that *"The settler's shanties offered a somewhat lower standard of living in crude homes, little better than basic shelter, consisting of a single room defined by log walls, rough-hewn floors and a fire place used for heat as well as preparing food. Generally the room was dominated by a massive bedstead, often built into the structure of the wall. The bed consisted of four large "posts" which were by and large nothing more than tree trunks, often with the bark still intact and side rails with holes drilled at appropriate distances for the rope which supported the mattress. This was often stuffed with straw or other organic material found in the woods, covered with homemade sheeting, and the whole enclosed in massive curtains which hung from the ceiling to the floor. The bed was seldom cleaned as hot water was costly to provide and soap in short supply for both man and sheets. The mattress was often riddled with vermin of various origins and one can only imagine the experience of sleeping in such conditions, but in the early years this way of life was accepted, and generally the whole family would sleep together in the same bed meeting all the urges and suffering all the idiosyncrasies of human nature. (Ruth McKendry, Quilts and other bed covers in the Canadian tradition)*

Living in the hotel meant the family was elevated from some of the conditions of life in a shanty, but running a country inn was by no means an easy task. The offerings in country inns usually consisted of a "mere closet in which was a bed divested of curtains"

or “a four-bedded room which has three tenants in it – and those gentlemen” which was the experience of Mrs. MOODIE’s sister, CATHERINE PARR TRAIL. Before rules to the contrary, members of the family usually gave up their own beds to sleep on the floor in the kitchen when business was brisk. Ladies often expected private rooms to wash and dress, a monumental inconvenience when “...in the bush, all things are common...” (Susanna Moodie: speaking of a friend’s experiences while travelling in 1832.) What is more, one was expected to provide guests with unoccupied beds without fleas and bedbugs, euphemistically called “feather-bed nuisances”. (Source: Ruth McKendry, pg 34)

After six years, the JAMES HANNAN (var. spellings) family took possession of the property, no doubt simply assuming the established occupancy agreement, as Barton’s Inn continues to be identified on the map for 1845. Blessed with six children of whom some were strong sons, they cleared six acres between 1838 and 1839 thus totaling 30 acres of cleared land, an accomplishment which would have greatly enhanced the value of the farm and the provisions for kitchen at the inn.

In 1841 the property changed hands again, but this time only the developed portion. According to the available records, Mr. HENRY ROSSITER (var. spellings), bought only the 30 acres on the west side of the road on which the inn was built. Of interest, the records for the time indicate that he did not hold the deed for the inn, suggesting Barton’s Inn was not Mr. Hannan’s to sell. Also, because Mr. Rossiter declared his occupation to be that of “*tavern keeper*”, we are inclined to deduce that the inn had expanded its menu of services.

The Hannan family took up residence on the undeveloped east side of the road. One can only imagine how difficult it must have been to start over again; clearing the bush and living in a simple rudimentary shanty within sight of their previous home. The reason for this all-encompassing change is not recorded and one wonders if selling the property was in any way related to an aversion to selling alcohol at the inn, especially as Mr. James Hannan is included on the list of those who supported the construction of the new Presbyterian Church of South Gloucester, a process which spanned 1840-1845. Whatever the reason for leaving the position of innkeeper, James Hannan was clearly open to a buy-out offer from Mr. Rossiter.

#### ROSSITER’S CORNERS: THE TAVERN

It is no challenge to guess where the tavern was located and we can be quite sure that it took little time to introduce “Barton’s Inn and *Tavern*” to the local folks as well as the

stagecoach passengers. One can only speculate on the reason for adding a tavern to the inn, but presumably it was a means of tapping into the local economy.

Success of the inn was wholly dependent upon the continued flow of stagecoach traffic which may have been waning somewhat due to poor road conditions. It must have been disappointing to hear of the proposal (1845) "*for a plank road from Prescott to Milo Barton's*" (National Archives, Microfiche #2830), when our road was so desperately in need of repair work. But little could one know that road repairs were soon to be implemented, however slyly, in a power struggle between Honorable Mr. Malcolm CAMERON and Pathfinder Archibald McDonell? It seems the original "old road" of a decade earlier, was in extremely poor condition, especially the section that passed through John Lee's land (lot 6), a short distance south of the hotel. (see END NOTES) So in light of the prevailing situation, an astute business man such as Mr. Barton saw the need to create a new revenue stream.

There was, however, at least one other development at work here: inn keeping was about to become a regulated industry in 1842. Gone were the days of renting a family member's bed to accommodate travelers. Soon it would be required that every bed be clean and designated as a guest bed, that noise be kept to a minimum, that no food (*groceries*) were to be kept on the premises and that food served at the inn was required to be both "*good and palatable*". These were all potentially expensive upgrades, and in a competitive market such as this, an alternate form of income would be important. What better way to increase the bottom line than to pull in new customers from the local area, and what better vehicle to accomplish this than a tavern.

Not only were there new rules for inns, but for taverns as well, including a requirement for "*good order*" among the patrons, as well as no swearing or gambling and certainly no drunkenness. Closing time was legislated at 10:00 P.M. to facilitate this order; however, opening time was 5:00 A.M.; providing it was not Sunday.

Not surprisingly Henry Rossiter soon purchased the entire property, and both the inn/tavern and the community took on the name of the Rossiter family. While we cannot find proof of this transaction, one can speculate that it was sold when Barton's Corners (pop. 503), was designated the location of the post office for that area of South Gloucester in 1847. Presumably the inn was sold to allow the Barton family to give their full attention to their new enterprise. Two years later (1850), the property was purchased again, in its entirety, by SAMUEL ROSSITER.

Of Henry Rossiter, he was nothing if not an enterprising businessman. By piecing together various snippets and scraps of information we are able to cobble together a

picture of this man: a United Empire Loyalist and experienced tavern keeper, he was also a play-actor, sometime juggler, and consummate host who is best remembered for his Christmas Day Dinner-Dance (or Ball) of 1848 (see: END NOTES). He is also said to have owned a mill, a store, and serviced a tollgate for the Prescott Road, which was macadamized instead of “planked” as proposed in 1845. No doubt such an enterprising man would also have built and maintained a brew facility to service the tavern, and through all this activity, maintained his grandson, Melbourn Rossiter, on the farm while his parents, Samuel and CLOE were living in Morrisburg.

As one last note of interest, those who live in the inn today attest that there is still evidence of the bar in “the room to the north” and the upper story is said to have featured a dance floor before it was converted to living space. One can only imagine the high spirits of those who frequented the new tavern which quickly gained a reputation as a “*place of entertainment*”, for better or for worse.

Still, as all good things are wont to do, the Rossiter era came to an end in 1856 when the property was transferred to Duncan McDONALD. It then passed to I. BUSH in 1858 and in 1861; Eli L. SMITH renamed it “E. SMITH’S HOTEL”. Information regarding these men is speculative at best.

### PIG ALLEY

Having arrived at 1861 and the time of Eli Smith, this would be a good point in the story to look at the origins of PIG ALLEY. Those who are familiar with this endearing feature of Greely will also know of the wide variety of stories told to explain its origin, name, location, and size. It is the source of many a winked eye, and more often than not someone steals the street sign because it’s just too hard to resist owning such a wonderful souvenir. One wonders how many teenager’s bedrooms have been cheerfully designated, “Pig Alley” with a purloined copy of this street sign.

Contrary to popular myth, Pig Alley’s existence does not seem to be a product of protest, or any other pedestrian interest. In fact, we bring it into our story at this point because we see it represented most clearly on a map dated 1863. Travelling on a south-west path below the “E. Smith Hotel” it appears as part of an inverted “Y” terminating at the road we know as Parkway Road. “Parkway Road” is shown extending west from the main Road but only a cursory trail (if that) leading east. On the piece of Parkway Road defined by the main highway and Pig Alley, a lone house is located. As there are no other private houses or tax payers listed for this property, we assume it was the home of Mr. E. Smith and family.

Now, with this image clearly in hand we look back at earlier maps, beginning with 1845 where we see two roads forming an inverted “Y” intersection immediately south of Barton’s Inn, and again at the map of 1835 where it could be argued that the “Y” intersection is first seen. This is the true origin of Pig Alley. It is, in simple terms, an easier and safer way to access the stagecoach road leading to Prescott than attempting to navigate the sharp right turn off of the main road with a fully laden coach-and-four or private wagon. Simply put, it became a short-cut to the Prescott road, wide enough to accommodate a coach and team.

In all likelihood, during the active years of stage coach travel, there was a “milestone” set at the apex of the triangle (where the road divided to form the familiar inverted “Y” shape), probably set at an angle, and inscribed in Roman Numerals with the distance and time required to travel to Morrisburg on one face and the distance and time required to travel to Prescott on the adjoining face. The remaining two sides would show the same information for those travelling north toward Ottawa. To my knowledge only one milestone remains in place in eastern Ontario (on the old road from Napanee to Kingston) as most were removed at the end of the days of stagecoach service to be used in the foundations of homes or other stone work requiring a pillar of granite.

As for the name “PIG ALLEY” and the various uses for the road in the past, we have no historical reference to turn to, thus we will happily bow to the many and varied stories which have been so much a part of Greely’s past. A sampling of these stories is found in the END NOTES, though it is by no means exhaustive.

#### BAD TIMES MAKE FOR GOOD DEALS

The 1860’s should have been a prosperous time for entrepreneurs and farmers alike as the land had been cleared and settled for more than 30 years, but such was not the case. In fact, the 1840’s were the peak years for employment in the timber trade and by the 1860’s this source of income had diminished considerably as the tracts of big, old-growth forests were virtually harvested to extinction. Thus it is not surprising to find that many farmers, who generally supplemented their income in the lumber camps during the winter months, were now unable to do so. Osgoode Township was not spared the ripple effect of this down-turn in profits for the lumber companies. In the same year that Duncan McDonald purchased the hotel, we become aware of the conspicuous poverty of the people in Osgoode Township through a letter dated 1856, from DONALD MCKARCHER to his cousin Duncan McLaren, back home in Scotland. In this letter we read in part, “...the people in this country are far back in clothes the first day I went to church the most of the men had nothing on them but their trousers and shirt and some of them barefoot and a straw hat...men that has properties worth 500

*Pounds going so raged...I saw more poor people than ever I saw in Scotland...three or four families stopping (staying) in one house...the people in general looks very poor..."* (Source: Osgoode Historical Society, Newsletter 1976 #4). Such poverty would continue to oppress the people for many years to come as the first world wide economic crisis, begun in the autumn of 1857 in the United States (the Panic of 1857), took hold.

Thus a combination of diminishing discretionary funds and poor road conditions may well have contributed to a declining state of affairs at the inn, making it a less than ideal investment in the second half of the 19<sup>th</sup> century. Keeping in mind that five years had passed since the glory days of Rossiter's "*place of entertainment*", the hotel was quite probably a very different place by this time. Having passed through the hands of three proprietors since the Rossiter's, the last two for such a short period of time, one scarcely imagines a profit being shown much less repairs to the old place. For any or all of these reasons, it is entirely possible that the hotel had fallen on hard times thus making it an affordable business venture for two enterprising young men, Mr. RICHARD STANLEY and his brother, 19 year old militiaman THOMAS STANLEY, sons of LEONARD and JANE STANLEY of Bytown

#### RICHARD STANLEY: BUYING THE FARM

From what we know of the Stanley family, they earned their living as farmers and tavern keepers while in Ireland, and upon arriving in-province in the early 1830's, John Robert Stanley (brother of Leonard) had been the keeper of the Carleton Hotel of Bytown in 1834, (south side of Wellington Street between Bank and Kent Streets), until it burned.

But Leonard and Jane had other plans for their growing family and thus chose to purchase property in Osgoode Township, lot 8 of concession 4, (circa 1842). No doubt arriving by way of the road that passed by Rossiter's Tavern, little could they have guessed that two of their sons would one day own that very piece of land and eventually establish a dynasty which would be remembered 158 years later? But for the present, they busied themselves with the necessities of life in the township and, as is right to do, the children each in their own time, married and established new families. Their legacy and line still enriches Osgoode today.

Despite the potential for things to go very wrong, Thomas and Richard Stanley jointly bought the north and south halves of lot 5 respectively, and began paying taxes on the property in 1863. Oddly, the previously cited map of 1863 identifies the hotel as the "E. SMITH HOTEL" an anomaly which I cannot explain except to suggest that the transaction was completed while the map was being printed thus it was too late to change the name on the map. Whatever the cause of this irregularity, the ownership of the land



and hotel was irrefutably transferred to the Stanley brothers by the spring of 1863 and soon after, the hotel officially bore their name. In short order, the community became known as “STANLEY’S CORNERS “. (Source: Osgoode Township Historical Society, Newsletter: 1988 #1).

Through determination and hard work it soon became evident that this pair of business men had clear and definite plans for the place. They were so sure they could make it profitable that Richard ventured to ask Miss FRANCIS HEADLEY (Var. Spelling) to be his bride and on the 1<sup>st</sup> of July 1863, they became one, and made their home on lot 5. Two years later Thomas proposed to Miss ELIZA JANE MELVIN and they pledged their troth on the 17<sup>th</sup> of Aug 1865. For the next two years the brothers continued to pour their energies into enriching the farm and building the business until 1867 when they parted ways, by all appearances amicably. Thomas sold his half of the investment to his brother and bought land in Russell thus putting Richard in the position of sole owner of lot 5.

As there were only two housing options available in the early years of their tenure and one could assume the brothers chose to live separately when Richard married, it would be safe to venture that, in all likelihood, Richard carried Francis over the threshold of the old “Smith house” on their wedding day. However, this house was soon vacated in favour of a newly built home immediately across from the hotel (1365 Meadow Drive). (See: END NOTES)

Hard working and prudent, Richard slowly began the task of rebuilding the business, as well as starting a family. Among his entrepreneurial tasks he needed to honour the provisos of the “RULES AND REGULATIONS OF INNKEEPERS” which stipulated that he was required to provide “*palatable victuals to travelers and others*”, thus he needed to manage the farm with excellence. In 1851 Samuel Rossiter reported that he had 60 acres under cultivation, 27 in pasture and 33 in crops which included wheat, barley, oats, Indian corn, and one acre each of potatoes and turnips. The farm produced 50 pounds of butter, 1800 pounds of both pork and beef as well as the contributions of other animals. Richard, twelve years later, would have to match the output of the Rossiter farm, and exceed it to succeed.

The regulations also stipulated that he provide “*a good and convenient yard, stable and a sufficient quantity of hay and grain to answer the requisitions of travelers and others*”. This he seems to have done splendidly. Directly north of the hotel, the stables and barns became the centre where horses were still kept “*for hire or for gain*”. (Source: Osgoode Historical Society Newsletters: some claim this to be the motto from the Rossiter’s (1986, #4) and some the Stanley’s, as noted in the essay, History of the Greely

Cheese Shop). Those of a certain age in the community recount memories of stories of these structures: large, close to the road, and always filled with horses.

And finally, the regulations required that a “*country (inn have) three rooms and three good beds over and above those for the use of the family*”, a requirement which would imply that the rental rooms be kept separate for the use of travelers. This provision was probably easiest to honour if Thomas lived at the inn while he was a bachelor as he would require the least amount of personal space and have the greatest freedom of time to keep the rooms in an acceptable condition.

As for Francis, throughout this time she is thought to have contributed where she could, but she was largely preoccupied with the task of bearing children. Jane Ann was the first-born in 1865, followed by ten others.

At some time in the early 1870’s Richard either saw the need to bring in help on the farm, or was persuaded to offer a helping hand to his struggling kinsmen. Whichever the reason, the effect is recorded in the 1877 tax records where we find the names of Thomas, JAMES W. and WILLIAM R. Stanley in connection with the estate. (Researchers note: many of the tax ledgers for this time are missing, thus it is entirely possible that they arrived at an earlier date)

JAMES W. STANLEY was older by five years, deeply in debt and “*laboring out*” to make ends meet, (Source: Pioneer Families of Osgoode Twp Vol. XVII, Bruce Elliott, pg.19) a fact borne out by the few remaining tax records for this time. In both 1879 and 1880 James is assessed as a farmer living on his brother’s acreage, but with none of his own. Penniless and landless, the family chronicles tell that he lost his own farm in 1881 and turned to running a hotel in Gloucester to earn his living. In years to come Mr. J.W. Flavelle would state that one of the things in a man’s life that “*stand as stone, is kindness in another’s troubles*”: this is a good description of the legacy of kindness left by Richard Stanley in reference to his brother’s plight.

WILLIAM R STANLEY was Richard’s nephew and a blacksmith. It is assumed that he came to the property to practice his trade, perhaps at the behest of Richard, or perhaps by his own decision as he searched for the perfect location for his shop. Regardless of the motivation to locate in Stanley’s Corners, it is indisputable that such an addition to the community would benefit everyone, not the least being the hotel.

And so, we watch as Richard and Francis build their empire on hard work, practicality, intuition and wisdom. But there was a problem: like a work-weary patient in need of a heart transplant, Osgoode desperately needed a new road. Various referred to as “miserable”, “impassable” or “wretched”, the old road so near and dear to the hearts of

those in the McDonell settlement of the early years, was now woefully inadequate. After much discussion, the only viable option was to build a new road, macadamized for durability, a decision reached with more than a little controversy.

#### THE NEW MACADAM ROAD

Not unlike modern day infrastructure projects of such magnitude, the question of financing the road was hotly debated among the residents and the reports of their meetings were published in the local press with exceptional enthusiasm and detail. The FREE PRESS ran a story entitled: "Macadamized Road: The Joint Council of City and County Councils" (9 April 1874). This article highlighted a complex discussion of the "*terms of surrender*" of the road to the municipality (should one of the three available road companies be chosen to build the macadam road), the disposal of property, and the financing for the road. The article ends with the suggestion that debentures may be issued to raise the necessary capital, a proposal which was eventually adopted.

The following year the DAILY CITIZEN ran an article entitled: "Osgoode Municipal Loan Fund Surplus" (24 April 1875) in which the machinations required to fund the road were discussed in great detail. In this piece, we are told that it was decided that "*...the road would...only be constructed by a joint stock company to secure tolls being collected for all time to come...*" It seems MPP A.J. BAKER reminded those at the meeting that the road needed to be "*Constructed by a joint stock company in order to collect tolls to a greater extent than would be required for the maintenance of the road*", in other words, to raise money to pay for building of the road, and to do otherwise would be in violation of the law. In response, "*Mr. McLAREN said it was impracticable for council to build the road when the Solicitor said it was contrary to law to collect more tolls than would defray working expenses.*"

Just to add to the mix, Mr. M.K DICKINSON, MPP, stated that ratepayers in MANOTICK felt that a small portion (\$800) (today: \$16,148.21) of the surplus funds designated to build the road should be "*...expended in improving the road from Metcalfe village to the town line by way of Manotick Station a portion of which was then and still remains impassable and a like sum for the improvement of the town line from Prescott Road to the Rideau River.*" Relishing the drama of such a contentious meeting, the newspaper ended the last statement with the comment that MPP Dickinson's words were met with "*silent contempt*".

In the end, the road was approved and according to various accounts, built and owned by the township "*... in 1876 by the drive and foresight of Ira Morgan (Reeve) the road owned by Osgoode Township was macadamized from the Gloucester/Osgoode town line*

*to within a mile of Metcalfe. (Carleton Saga, pg 25-26) and "...carried through the scheme of having the Municipal Loan Fund surplus applied thereto. This originally amounted to \$8,537.00(today: \$177,651.16). From the principal and accrued interest the Township appropriated \$9,000.00 (today: \$187,285.98) in debentures to liquidate the balance. "(Atlas of Carleton County, pg X111-X1V)*

Completed in 1876, the road was indeed funded as planned, and accordingly tollgates were installed in the community of Stanley's Corners to catch the northbound traffic, as well as Conroy Road, and Billings Bridge (which captured the southbound traffic). The tollgate was operated on a lease principal whereby each year parties would bid for the privilege of operating the gate. The rental fee was \$750.00 (today: approximately \$15,900) and the toll stood at 5-cents for a single passage/horse and 10-cents (today: approximately \$2.10) for a team or express wagon. If one "missed" paying the toll at any one of these points of entrance or "lost" their ticket which was issued as proof of payment, they were obliged to pay at the next toll station, and failing this opportunity all travelers were eventually funneled toward Billings Bridge (if northbound) where they had no other recourse but to pay if they wanted to complete the journey to Ottawa.

Using simple arithmetic it's not hard to determine the number of tolls needed to offset the rental fee, after which all other moneys collected would be profit. The numbers generated by doing this exercise also stand as testament to the heavy use the new macadam road withstood and by implication, the customer base for Stanley's Hotel.

The tollgate at Stanley's Corners was initially positioned on what was originally referred to as "*the government allowance for the road* ", (today: Parkway Road) at *Main Street* (Meadow Drive) but it soon became clear that the officials had sorely misjudged the resolve of the local folks. Understandably, most did not want to pay the toll to travel the highway as far as the blacksmith shop or Stanley's Hotel, a distance of perhaps a few hundred yards. Thus with characteristic practicality, the locals simply refused to pay the toll when they needed to access the village, using Pig Alley as their alternate route, much to the chagrin of the tollgate keeper and township officials.

Discretion being the better part of valour, it was quickly agreed that the tollgate and accompanying tollhouse were indeed installed at the wrong location. Accordingly, both were moved to the north end of the community (today: where the road makes a sharp turn to the right and joins Bank Street) to steer highway patrons travelling beyond the confines of the community, through the tollgate, and thus collect their payment.

Local history holds that there were three tollgate operators in the community, Mrs. ELIZABETH RYAN, Mr. and Mrs. PATTY CONLON, and Mr. JOE LESLIE: none of whom

seem to have much, if any information available. One wonders if the tollgate was abandoned some years as Greely is not represented as a community with a tollgate operator in the census of 1881 and shortly after this date the tax rolls indicate that a Macadamized Road Tax was instituted.

#### THE BLACKSMITH SHOP: 1388 Meadow Drive

One of the beneficiaries of the new road was the Stanley's Corner's blacksmith whose shop was fully operational in 1877, but was probably established some years earlier, perhaps as soon as 1874.

Michael Fanning had been the blacksmith for the area for many years, but death had called, and Mr. Fanning had not been at his forge since 1868 (Source: Osgoode Historical Society Newsletter 1979 #1). Others filled the void, but their shops were not within reasonable travelling distances of the hotel if one had an emergency repair. Being an astute businessman, Richard Stanley would have easily recognized the potential advantage in establishing a blacksmith close to his business; hence it would be reasonable to assume that he either planned to build a blacksmith shop on his property or was entirely open to such a suggestion from an independent blacksmith, especially if he was "kin".

The location chosen was nothing if not brilliant. The shop was situated on (what is optimistically called) one acre at the junction of the two main highways; Main Street which was the original highway to Ottawa, newly rebuilt, and Pig Alley (which led to the Prescott highway). The result was a shop with maximum visibility, easy accessibility from two sides, and within walking distance of the stagecoach stop/hotel and stables. To sweeten the deal, the blacksmith was also made the new owner of the "Smith house", which offered all the amenities of the day.

WILLIAM R. STANLEY, first confirmed on the estate by way of the tax records of 1877, is on record as the first of his trade. We do not know who built the shop but we do have the greatest confidence in the available records when we are told that William and his bride (ESSEY QUAILE; married on the 30<sup>th</sup> of July 1874) lived and worked on the Stanley estate until 1879. At this time we note that the property and business was sold to fellow blacksmith, THOMAS HANDE (var. spelling, 25 years old). Thomas and his young wife Letitia (21) stayed in Stanley's Corners only one year. Both of these families are seen again on property south of the Dunlop farm by 1881. It is with great sadness that we report that William Stanley died on 23<sup>rd</sup> of June 1897 at 46 years and Essey in 1906 at 55 years of age.

In 1879 Thomas and Letitia Hande sold the business to THOMAS RYAN. Curiously, he is not listed in the 1881 census, but there are 21 other blacksmiths in the township, including Patrick Fanning (26), Jonathan Stanley (23), and his older brother, William R. Stanley (29).

#### THOMAS RYAN: BLACKSMITH

The story of Thomas and Elizabeth RYAN is one defined by hard work and dreams of a brighter future, interrupted by one momentous and tragic event. Thomas, born Sept 1852, was only 27 years of age when he came to the community. While living and working in Stanley's Corners, he met and married Elizabeth (Lizzie) Shanaghan, (var. spelling), who was five years his junior, on November 28, 1882, only one week before Richard Stanley died (December 5, 1882). In time she bore him three children, Thomas (Jr.), Michael, and Mary Ann (Babe). Thomas, in the manner of the time, worked his trade at the forge in the warm months but in the winter he found work in the lumber camps. Although the timber trade was beginning to wane, the camps still offered wages a man could not ignore. Thus it was that on the first of November, 1898 he was in camp and, being a gracious man, offered to escort the visiting priest to the next camp. In the process of scaling a fence the unthinkable happened: his rifle discharged and he was killed. This tragic event shaped all others to follow. Not only did Elizabeth find herself a widow and single mother, but from the tax records we come to the conclusion that they were planning to leave the community, probably as soon as Thomas returned from the camps that spring. To substantiate this theory I cite three references, two from the tax rolls and the last from the Ryan family history.

First, the tax records for that year are written in a way we have seen before. Ten years earlier we interpreted the transfer of the shop from Mr. Hande to Mr. Ryan. This year, Daniel GRADY's (O'GRADY's) name is written in the tax rolls immediately below Thomas Ryan's entry and the following year Mr. O'Grady is listed as the owner and blacksmith on the land. Clearly, the family had sold the business before the spring assessment,

Next, we note that the Ryan's were paying taxes on only  $\frac{3}{4}$  of an acre, (or more accurately,  $\frac{3}{4}$  of the land). It would appear they severed the most southerly  $\frac{1}{4}$  of their property, which would include the house, and sold it to MRS. SARAH FAGAN. Without more information about Mrs. Fagan, we are left to guess at the circumstances surrounding this transfer of ownership, (see END NOTES) but for here it is sufficient to note that the property was sold, presumably raising additional funds.

Finally, from the Ryan family history, we know the Ryan's were saving money for a big purchase because they were one of three families who leased the Greely tollgate on the

new macadam road. Despite having no definitive proof of the date for this enterprise, common sense would insist that it must have been between Mary-Anne's birth and her father's death in 1898. One of the requirements of the lease was that the operator live full-time in the diminutive tollhouse. Decedents of the family have told me that Mrs. Ryan chose to take their youngest to live with her during the year of the lease, leaving the boys under the care of their father (Thomas Jr. would have been 10 years old at the time) a short distance away. We do not have records of the monetary return which could be expected from this venture, but it must have been considerable to warrant such profound upheaval within the family.

Thus, at the end of this study we are left with the unavoidable conclusion that the Ryan's were making every effort, through every enterprise at their disposal, to build up enough capital to relocate out of Stanley's Corners but, beyond this certainty, we will probably never know the plans they had for the future. Instead, 1899 found Elizabeth RYAN widowed and living on the south half of lot 2 of the concession. The property, which she was able to purchase in full, carried a value of \$1,900.00. She never remarried.

As a last word on the Ryan's story, it has recently come to light that the tollhouse which accompanied the tollgate, has survived. Once used as a play house for little girls, time has not been kind to the modest accommodation, but the tin lined stove-pipe hole in the side of the house and the tiny pantry built into the wall near where the stove once stood, are still visible. No tollgates have survived.

#### DANIEL O'GRADY

Having worked the Stanley's Corners forge for two years, Daniel apparently saw fit to supplement his income with other employment. In the 1901 census he referred to himself as an "Mzg Agent" (a term we no longer understand) and we are introduced to JOE LESLIE, a 23 year old blacksmith (and one of the keepers of the Greely tollgate) who boarded with the family from 1901 until 1906. The article: GREELY: A BRIEF GLIMPSE INTO THE PAST (Osgoode Historical Society newsletter, 1987, #1) tells us that Daniel also worked as a salesman for Derry Machinery selling such items as washing machines and stoves and at one time sold funeral monuments, a possible example of which can be seen on the front lawn of Mrs. Stanley's home in an archival photo (Source: Osgoode Museum files) circa 1903. Nevertheless, the business directory of 1904 indicates that Mr. O'Grady was still considered to be the blacksmith for Greely. Evidently, he still maintained the forge and kept his skills sharp while employing Mr. Leslie at the shop. According to available records, Daniel and Elizabeth did not have children; however, in 1911 they were raising a niece, one year old EDNA.

The shop was eventually sold to two of the Stanley men, ALLEN and DAVID, then to FRANK RANDALL, and his son BOB RANDALL who was the last blacksmith. (Researchers note: VICTOR BEDORE is reputed to have owned it at one time but I have been unable to identify this man or verify this information). The shop is no longer standing.

#### DEATH OF A PATRIARCH

Three years after the Ryan's bought the blacksmith shop, the patriarch of Stanley's Corners died. Perched atop the hill overlooking All Saints Anglican Church and of course, his beloved Stanley's Corners, Richard Stanley's headstone bears witness to his untimely death on December 5<sup>th</sup> of 1882 (at 45 years of age).

Not only did he leave a prosperous business and a good, well managed farm; he also left Francis with nine children (three under 5 years of age) and a grieving heart. Her pain is made so clear in the engraving commissioned for his headstone which appears to read: "*No more we'll mourn the absent friend/ But lift our earnest prayer/ And daily every effort bend/ To rise and join him there*". But, to understand the full scope of her sorrow, we note the engraving on an adjacent panel of the headstone which tells of the death of two babies of whom this engraving is the only concrete evidence they ever existed.

The first to die was baby "*RICHARD L. STANLEY died at 2 (or 3) months &?, ? March 1880*" followed by baby SARAH J. STANLEY who died a scant 5 months after her father (1 May, 1883) at 2 years and 2 months of age, (making her date of birth March of 1881).

Although worn and difficult to read, the engraving commissioned for the children seems to read: "*Two little flowers of love/-?-to blossom but to die/ Transplanted now above/ To bloom with God on High*". (Confirming Source: ONTARIO: CANADIAN HEADSTONES.COM /All Saints Anglican, Greely + Cemetery – Carleton (Ottawa) County)(see END NOTES)

Francis Stanley did not remarry and continued to run the hotel with the intelligence and proficiency of an experienced business woman.

As for the north half of the property (100 acres), the records for 1891 (almost all of the records for this decade are missing as well) indicate that the farm was summarily purchased by JOHN STANLEY and SARAH (LONEY) at some point. John seems to have been an excellent farmer as the property held its value well into the 20<sup>th</sup> century. In 1899, 61 year old John began shifting some of the responsibility of the business onto his sons, listing them on the tax roll for that year although not imposing taxation on CHARLES (24) AND WILLIAM (22). The boys worked with their father until 1904.



Records for 1905 indicate that WILLIAM became the sole guardian of the 100 acres on the north half of lot 5.

#### ALL SAINTS ANGLICAN CHURCH- 7103 PARKWAY ROAD GREELY

There is no doubt that the Stanley family were among the faithful of the Anglican Deanery of Prescott-Russell under the care of (missionary-priest) Reverend W. FLEMMING. From as early as 1865, the tiny congregation worshipped at various private homes (Source: All Saints Anglican Church: history) because their numbers were not large enough to purchase land and support a designated building for worship. But all that changed in 1882 when the Church was given a gift of land on the north-west corner of Pig Alley and Parkway Road (part of the Stanley estate) for the construction of a small building and a cemetery. Because 1882 was the year of Richard's death we do not know if the endowment was a prearranged donation or a gift in memory of Mr. Stanley.

Whichever the case may be, the result was the construction of ALL SAINTS ANGLICAN CHURCH. Completed in 1889, the first vestry meeting is said to have been held 22 April 1890. The church was consecrated on June 15<sup>th</sup> 1896 by Rt. Reverent Charles Hamilton, Bishop of Ottawa, when all debts had been paid in full (there was a bill of \$17.00 (today: \$418.98) outstanding on the building and an additional \$50.00 (today: \$1,232.29) owing for the seats).

The cemetery was the site of some earlier burials in 1865-1867 and eventually most of the old Metcalfe Holy Trinity (Anglican) Church cemetery remains were transferred here too. (Source: files of Osgoode Township Museum)

Thankfully, All Saints Anglican Church remains a consecrated place of worship to this day as does the cemetery.

#### THE POST OFFICE: WHATS IN A NAME?

As the story goes, MOSS KENT DICKINSON, MP, recommended to the Post Office Department that a post office be established in the community of Stanley's Corners. He was visited by T.P. FRENCH of the Post Office Inspection Office, and subsequently a letter was written to the Post Office General (Mr. John Carling, MP) dated 16 July 1884 which read in part, "...Mr. M.K. Dickinson M.P. has recommended the establishment of a post office at Stanley's Hotel Lot 5 concession 5 in the Township of Osgoode, County of Russell. The office if established would accommodate some 30-35 families. The revenue would be I think some \$12.00-\$15.00 per annum (today: \$295.75-\$369.69) but the cost of the service would be small as the courier of Leitrim, South Gloucester railway station, tri-weekly service could be made by expanding two miles to the present route..." (Source:

Osgoode Historical Society Newsletter: 1989, #1). Both MP John Carling and MP M.K. Dickinson were loyal supporters of Sir John A. McDonald (C), thus it is not surprising that the request was granted.

But as so often happens, with the good must come the bad. So, with the good news of the arrival of the post office, came the bad news that the name of the community had to change. To this day, the choice of the new name is a problematic subject, but with assistance from the POSTAL HISTORY SOCIETY OF CANADA, we can, at least, understand the process involved in naming a “pioneer” post office and from this perhaps make sense of a few things.

A full description of the guidelines to naming a post office appear in the END NOTES, but sufficient for this part of the essay is the knowledge that the postmaster, who was required to reside in the community and be “*a person of some standing*”, could decide on a name for the post office (usually referencing a name or location near and dear to his/her own experiences), or the postal department could “*...override the local name if it was in conflict with a similar name of another community elsewhere in the country...*” (Source: Justus Knierim, past editor of the Postal History Society of Canada Journal).

STANLEY’S CORNERS was clearly at variance with other community names, not the least of which was STANLEYVILLE (near Perth Ont.) thus initiating a change of name for the community. For reasons not yet confirmed, “GREELEY” was chosen (variously spelled with or without the third “e”) but, where the name came from and who chose it is forgotten, thus prompting many a thorny discussion around this subject.

Local lore holds that the village was not named for THOMAS GREELY, a humble and largely forgotten man who lived at one time in a shanty on the lot across from the church, but in honour of LT. ADOLPHUS GREELEY (Var. spelling) leader and one of few survivors of the ill-fated Lady Franklin Polar Expedition of 1881-1884 (see END NOTES for further information). Why a Canadian community should bow to the passing allure of polar exploration and choose to honour an American cavalry officer of questionable heroic status, is a mystery. At the writing of this essay we await further information from the Postal History Society of Canada who has graciously agreed to research this question on my behalf.

Of interest, although the spelling of the Lieutenant’s sir-name is still in flux today, it was decided in the early years of the 20<sup>th</sup> century that the name of the community shall always be spelled without the added letter, a decision reflected in the tax rolls.

The postmasters to serve Greely were: REUBEN BATES presiding from 1885-06-01 to 1888-12-31 (resigned); THOMAS O’CONNOR (1890-03-01 to 1894-04-09 - resigned);

Mrs. FRANCIS STANLEY (1894-10-01 to 1903-05-10 - resigned); and Mrs. MARY DUNLOP (1903-07-30 to 1914-10-24 when it was closed for rural mail delivery).

To date I have not been able to identify MR. BATES in any way other than his time employed as the postmaster, an irregularity of considerable importance. The other three postmasters were indeed established residents "of standing" in the community.

Using the income of the post office as a standard to measure the growth and prosperity of the community we get an interesting perspective of Greely in the early years. According to the reports of the Postmaster General for the year ending 30 June 1887, the post office generated total revenue of only \$52.01 (today: \$1,281.83) a figure much less than other post offices of comparable size and location. This revenue granting postmaster Reuben Bates a salary of only \$11.50 (today: \$283.43), and inspires us to ask if the low salary was the reason three out of the four postmasters resigned and why 15 months lapsed between the service of Mr. Bates and Mr. O'Connor.

By 1903 the total income was only \$49.46 (today: \$1,218.89), a marked decline in profits with a salary of \$18.00 (today: \$443.59) for Mrs. Stanley, but Mary Dunlop seems to have been able to build up the returns on the post office during her time at the helm, showing revenue for the year ending 31 March 1912 at \$88.35 (today: \$2,027.33) giving her a salary of \$48.00 (today: \$1,101.43) (Source: Postal History Society of Canada). One wonders if the increase of business in 1912 was a reflection of the widespread availability of the Eaton's mail order catalogue and its universal allure to the savvy shopper.

Money was tight everywhere at the turn of the century, not just at the post office, so as a result, many residents embarked on small business ventures while continuing to farm their land.

#### THOMAS O'CONNOR: 1365 MEADOW DRIVE

One of these small business owners was THOMAS O'CONNOR and his boys, 19 year old John and 15 year old James. We surmise this because the 1891 tax rolls indicate that their financial situation was much better than one would suppose considering he earned his bread-and-butter as the postmaster (March 1890) and probably the hotel keeper as well, to subsidize the miserly income he earned from the post office.

It is assumed that he lived in the Stanley house across from the hotel, farming on the ubiquitous single acre, (it seems that actually measuring each parcel of land was considered an excessive exercise, thus all small lots were routinely referred to as one acre) and all the while building a small business on the property. The nature of the

business is lost to us today, but the tax assessment on the property is so excessive at \$700.00 (today: \$17,252.08), a figure which is more than twice the assessed value of the blacksmith shop (\$250.00 or \$6,161.46 in today's funds), that we must assume that it was a very successful enterprise. In fact, it was so successful that Mr. O'Connor was able to resign from his postal duties on the 9<sup>th</sup> of April 1894, (leaving the position open for Mrs. Stanley: 1 October 1894), and remain living and working on the property for another four years. Eventually he sold the whole to Mr. THOMAS RALPH, the newly hired hotel keeper.

#### THOMAS W. RALPH

First seen in Greely in 1898, Mr. THOMAS RALPH (44) was the husband of MARY ANN STACKPOLE and father of one daughter, "MAY" Mary Jane Mabel, born 16 June 1883. Our information about this couple is thin, but we do know that Thomas' elder brother Patrick married another Stackpole girl, Margaret, which must have pleased their parents, Walter and Bridget (Brennan). The Ralph family records show that the family lived on lot 25/ concession 5 when Mary Jane was born and that they supported the GLOUCESTER UNION SCHOOL (Source: tax records for 1900). Because the tax records are incomplete for this decade, we do not know when they arrived in Greely. Sadly, Mary Ann died at 47 years of age in 1910. Thomas left in 1911.

#### ROBERT PINK: THE CHEESE FACTORY

According to Michael DALEY, noted local historian of Osgoode Township, Mr. SYLVESTER McEVOY sold ¼ acre of lot 19/con.3 (Enniskerry), on March 16, 1893 to Mr. ROBERT PINK for the establishment of a cheese factory. Known for many years as the LINDSEY CHEESE FACTORY (owned by Mrs. LORNE LINDSAY), it served the community until 1940. (Source: Osgoode Historical Society Newsletter, 1981 #4; 1988 #1).

Two years later, Mr. Robert Pink appears for the first and only time in the tax records for Greely, apparently living immediately south of the Dunlop farm but paying taxes on ¼ acre of both the north half of lot 19 /con. 3 (Enniskerry), and the south half of lot 5, part of the Stanley estate.

Not only is it curious that the Enniskerry and Greely properties were assessed jointly, but equally odd is the implication that both sites were host to a cheese factory. The Enniskerry cheese factory was fully functioning by this time but there is no evidence that the same was true of Greely for many years to come. Clearly there must have been complications setting up the Greely site.

To attempt to answer some of the questions about the cheese factory we turn to two documents. The 1911 census tells us that a young cheese maker, Mr. JAMES ROGERS (28), boarded in the home of Miss HARRIET PYPER. We do not know when Mr. Rogers arrived, but his tenancy in the village a full 16 years after Mr. Pink paid the taxes on land assumed to be meant for a cheese factory implies that there was indeed cheese to be made in 1911, but we have no further information about the man or the suggested factory.

The second document: GREELY: A GLIMPSE INTO THE PAST (Osgoode Historical Society Newsletter 1986, #4) offers a somewhat different picture of the circumstances surrounding the Greely cheese factory. According to this source we are told that “*Mr. Rogers built the factory in 1915*”, four years after taking up residence in the community. In addition, this article states that the factory was not built on lot 5, as per the tax records of 1895, but on property owned by the Dunlop family (lot 6).

Although incongruous on the surface, it is entirely possible that all three scenarios are correct. There is no reason to doubt that Mr. Pink did indeed purchase land on the Stanley estate to establish a cheese factory, or that the business did produce cheese at the hand of Mr. Rogers. Equally, there is no reason to doubt that Mr. Rogers did indeed build, or re-build the cheese factory in 1915. In fact, it would be quite reasonable to assume that the factory had indeed been built on lot 5, moved to lot 6, and then repositioned in its present location on lot 5 again. This argument is given credibility when we learn about the agreement between the factory owners and the Dunlop family which stipulated that the land was provided as a gift but, should the business fail for any reason; the land would revert back to the Dunlop estate. As was so often the case, we know the business did falter and the outcome was predictable. Upon failure, the operation was sold and the factory was moved off of the Dunlop property to a site across Parkway Road, back to lot 5. In due time, the building became the office of ROSS REAL ESTATE on the north-west corner of Parkway Road and Bank Street (7163 Parkway road). Although rehabilitated to become offices and private apartments, it still bears the striking and unmistakable profile of an early 20<sup>th</sup> century cheese factory.

For those curious about the ubiquitous cheese factories of old Ontario, there are many files and publications available at the Osgoode Museum.

#### WILLIAM ALBERT STANLEY

Not until 1898 did Francis step aside, giving control of the property to her son, WILLIAM ALBERT. At age 22, he seems to have moved confidently into his mother’s footsteps and by all appearances was as good a manager as she had been, a judgment based on his

handling of the property taxes. In that year we read that his property had been assessed at \$2,100.00 (today: \$55,867.78) with a tax bill of \$17.43, (today: \$463.70) which was "*paid same day.*"

#### PAYING DOWN THE ROAD: 20 YEARS LATER

The tax records for 1898 also indicate that the residents of Osgoode Township were still paying down the road almost 20 years after it was completed. Perhaps the dissenters were right all those years ago: maybe the cost of the road really was too high for the limited number of people living in the township to finance, but then again, if they had not macadamized the road, Greely would have suffered substantially. Such are the polemics which surely dominated the pot-bellied-stove crew's conversations when they gathered at Cohen's General store on cold winter afternoons during those years. But regardless of the outcome of the debates, the road was still in arrears, and to pay it down the residents of Osgoode were levied an annual Macadamized Road Tax at the rate of 3 mills. This tax would remain on the shoulders of the rate payers until 1908. Ironically, during this time a new road, known variously over time as the Morrisburg-Ottawa Highway, Highway 31, and today, Bank Street, was being considered.

#### SAMUEL COHEN: GENERAL MERCHANT: 1369 Meadow Drive

One of the most interesting and in some ways, controversial members of the community was Mr. SAMUEL COHEN. He is interesting because he seems to have arrived out of nowhere in 1899, and was a man of profoundly different origins from those of his neighbours. He was hard working and apparently successful as a merchant for almost a decade and then departed the same way he came, seemingly without a trace.

He is controversial because he seems to be a forgotten figure in the story of Greely, and there are those who doubted his existence until these files came to light. However, the 1904 FARMERS AND BUSINESS DIRECTORY FOR THE COUNTIES OF CARLETON, DUNDAS, GLENGARRY, GRENVILLE, LANARK, LEEDS, PRESCOTT, RUSSELL, STORMONT lists "Greeley" as a community with a population of 25 including JAMES ABRAHAM, carpenter (Researchers note: while Mr. Abraham (var. spelling) is listed as a tradesman of Greely he seems to have lived in Gloucester) Samuel COHEN running the general store, Daniel O'GRADY as the blacksmith, and Mrs. F. STANLEY as postmistress, thus irrefutably placing the Cohen family in the community at this time as general merchants. The article: THE HISTORY OF THE GREELY CHEESE SHOP suggests that his store was established across the road from the hotel.

By 1908 the Cohen family and the general store are no longer here. While we have no documents to testify as to why they left, it would not be surprising to find that they

simply could not compete with the mail-order business of Toronto's EATON'S catalogue sales. Sadly it was a common thing to find that community general stores and "*smaller merchants*" failed when competing for customers with the Eaton's Catalogue, (first introduced in 1884). "*Dad looked at the Eaton's catalogue and he said it would be the death of him. It had everything in it.*" is a statement made by the child of a store keeper and quoted in Barry Broadfoot's oral history, The Pioneer Years 1895-1914 (Source: Rod McQueen, THE EATONS, The Rise and Fall of Canada's Royal Family, pg. 13). Mr. McQueen goes on to reveal the ruthless drive of the Eaton's company to outsell all competitors: "*Eaton's showed little sympathy*" for the little man, stating that now there was "*No need to patronize a merchant tailor at any time...(and)The way we sell watches and jewellery is just right for you but pretty tough on the jewelers.*" No doubt, Cohen's general store suffered and died under this unrelenting pressure.

As so often happens, we have no date of departure for the Cohen family due to missing tax records, however, it would appear that the DAWSON's occupied their home in 1908 (the house is still known as the Dawson house by those of a certain age). The 1911 census indicates that Mr. John DAWSON with his wife Maria and three sons, George, Walter and young Harold, nearly twenty years younger than his brother George, were farmers.

#### MRS SARAH FAGAN: 1400 Meadow Drive

We first met Mrs. Sarah FAGAN in 1898 in relation to Ryan's blacksmith shop, where it appears that she purchased the part of their property which probably included the old Smith house. Now, in 1900 we find her name listed in the tax records for the second and last time, again in relation to a small piece of property south of the blacksmith shop.

Although nothing is known of this lady, it can be argued that she was a probably a widow by virtue of the manner in which her name is recorded (she does not use her husband's name) and, because she is assessed at the business rate of \$250.00 (today: \$6,650.93) she probably ran a business out of the house. The business lasted only one year, but once again, there is no record of the nature of the enterprise.

#### JAMES PYPER : 1400 Meadow Drive

Although we have no details about the transaction, the following year JAMES PYPER seems to own the Fagan property and by all appearances lived there with his sisters, ARABELLA, older by seven years and HARRIETT, younger by ten years. Curiously referring to himself as a "*capitalist*" in the 1901 census, James was to live in the house only five years, dying on 16 June, 1906 at the age of 67 years, predeceased by Arabella who lived only 8 months in the house (she died 14Nov. 1901 at 70 years of age).

Harriet, as the youngest, became the sole occupant of the house at the death of her siblings and consequently rented their rooms to boarders. In the 1911 census we discover that Ms. Pyper lived with Miss ELLEN ROLSTON, an 18 year old school teacher, and Mr. James Rogers (28), a cheese maker. Harriet Pyper died on 2 March 1918 at 68 years of age.

#### MARY DUNLOP: 1448 MEADOW DRIVE (LOT 6)

MARY JANE DUNLOP (Fanning), wife of JAMES ROBERT DUNLOP, took over the duties of postmistress from Mrs. Stanley on July 30, 1903 and according to her great-grandson, William, ...*"had a little counter in the Greely general store..."* (Source: Bytown or Bust-Some early post offices and Postmasters in Carleton County...) She continued in this role until the post office was closed on 24 October, 1914. During her time as postmistress the post office was shifted to the Dunlop home and by 1910 the house was host to the local telephone switchboard as well.

#### THE END OF THE ROAD

And so we come to the end of the road, both figuratively and historically. Figuratively, this is where our story must end as the Victorian Age closes with the death of a queen and the Edwardian Era, short lived as it was, is launched. And as our attention is shifted from Mrs. Stanley of the 19<sup>th</sup> century, to Mrs. Dunlop at the dawn of the new millennium, we notice the southward shift of the community's development. In short order we find the HUPE family living on lot 6 where they developed their business empire which included a general store and several mills, we also find the cheese factory in full operation, and of course, the automobile was introduced.

Unfortunately, all this would change with the outbreak of war, an event which curiously blends well with the other big change of the 20<sup>th</sup> century in Greely, the literal end of The Road.

The Road, undeniably the seminal element of Greely's past, was replaced by degrees with the new Morrisburg-Ottawa highway. Begun in 1927, it too was designed to serve as the principal north-south axis from the St. Lawrence River to Ottawa and as such followed the route of the original highway. But unlike Squire McDonell and Squire York's road, this one did transport troops, in a manner of speaking.

It is interesting to note that the loyalty to King and Country which characterized the founders of this place was carefully passed on to future generations. A little more than a hundred years after Archibald McDonell and William York walked off the battlefields of their generation; the rumblings of war in Europe were heard and young men of a new



generation in Greely stood to answer the call to come to the defense of England. And as the intercity buses accepted their passengers at the depot at the Greely general store to transport them to the recruiting centres, we find that we have gone full circle in our story. And The Road, built to supply the first soldiers, would play its part in carrying the “boys” of 1914 (and again in 1939) to Cornwall and Ottawa to enlist and thence to begin their journey into history.

As for the new road, regrettably it took a slightly more direct route causing it to completely by-passed Greely, by mere meters in some places. This decision marked the beginning of the end of Greely as an independent and productive village. The area would see an upsurge of popularity in the late 20<sup>th</sup> century, but only as a suburb of Ottawa and “Mecca” for developers.

#### THE CONCLUSION: BUT NOT THE END OF THE STORY

The main character in this story is unquestionably “The Road”, the gateway to the outside world for the first inhabitants and, accordingly, it is fitting that it should be celebrated in this century with a physical “Gateway” and a monument to the past glories, present stability and future plans of the community it spawned: Greely.

In our introduction we stressed the need to honour the past and bring to life the significance of the historic part of Greely in a way that was both interesting and in some measure, relevant to the lives of the 21<sup>st</sup> century inhabitants of the place. It is my sincere hope that the people presented in this essay are portrayed as three-dimensional personalities, with their foibles and quirks intact and their achievements and strengths emphasized so their memories will remain with us always. I also hope that this little book will serve as an easily accessible source of information for the history hounds among us and perhaps even inspire those who don’t particularly care about the past, but are actively looking for present opportunities for an enterprise with a future.

And finally, it is my sincere hope that someone else will finish the story by researching and writing about Greely in the 20<sup>th</sup> century. I have seen many indications that the second millennium is every bit as interesting as the first...

## END NOTES

### THE LIFE AND CHOICES OF ARCHIBALD McDONELL

Not only did Archibald McDonell bear the name of his father, but he followed in his footsteps choosing soldiering as his career. The combined records of the campaigns of the war against the invading Americans (1812-1815) and the recorded history of the Stormont, Dundas and Glengarry Highland Regiment give a fascinating image of the man and his legacy.

The records tell us that his father was a captain of the *Kings Royal Regiment of New York*, arriving in the Mohawk Valley, New York, in 1773 (with the family) and inevitably became part of the great United Empire Loyalist exodus from the Republic of the newly formed United States. Their first port of refuge was the village of New Johnstown (Cornwall) and from there each man was given property as a reward for loyalty to King and Country. Most in this group were granted land in the Raisin River valley.

In due course Archibald McDonell (the younger) married Catharine McDonell (no relation, daughter of Alexander (King's Son) McDonell) Sept. 22, 1807 in St. Andrews Parish, Cornwall Township. Contrary to popular opinion, research strongly suggests that the McDonells established a home near kith and kin in the Raisin River valley. (We know this because the story of the family's early spring exit (1827) to Osgoode Township, as told by their son Duncan, who traces their route along the still frozen Raisin River, the Nation River, and finally the Castor River. (Source: Osgoode Township Museum and Historical Society files- Cornwall Museum files give no indication of the exact location of the McDonell home site).

Aside from the obvious benefits of living in close proximity to their extended families, the young couple made their home within reasonable travelling distance to the mills and supply depots of Cornwall, and the *1<sup>st</sup> Regiment of Stormont Militia* (Source: Osgoode Township Historical Society Newsletter 1975, #2) to which Archibald had committed his services. In the fullness of time they started a family and established themselves in the community. However, everything was put in jeopardy when the Americans began to make threatening gestures toward the border. War was on the horizon and Archibald answered the call among the ranks of the *1<sup>st</sup> Regiment (of Stormont Militia)* and served with distinction.

Thus, Archibald McDonell (the younger), following in his father's footsteps in the name of King and Country, defended his homeland against the same enemy his father had faced only 30 years earlier, this time in an all-out international conflict from 1812-1815. Employed on staff as Assistant Adjutant General for the Upper Canada Militia, and as a

field officer of considerable skill and intelligence, he soon climbed the ranks. By 1813 he was awarded the rank of Major and in 1814: Lt.-Colonel. He was appointed Inspecting Field Officer of Militia in Upper Canada as well as retaining this rank in the British Army, an honour bestowed only on officers of the highest standards.

At the end of the war he returned to his farm a much decorated and acclaimed officer. However, times were not good, even for the British government. To defray the costs of supporting two standing armies (remember the Napoleonic Wars had ended in 1815, as well) officers and troops alike were offered land and a settlement allowance in lieu of employment and housing assistance on discharge. Archibald McDonell was entitled to an 800 acre allotment for his service and his wife, 200 acres as the daughter of a United Empire Loyalist.

It is assumed that, by this time, the McDonell family had established a successful farm and a permanent home on their Raisin River homestead and, by all reports, they brought 8 children into the world while living there (the final count would be 12 children). The very fact that they owned a team of horses speaks well of their financial well-being. Nevertheless, at some time it is reputed that Squire McDonell (as he was known) signed on as a “shanty man” or part-time (winter) lumberman in the Osgoode Township area, a decision generally based on financial need as the work was hard and the job dangerous. This information is, once again, unconfirmed.

Then, for reasons unknown, they decided to leave it all.

In 1820, immediately after the survey of Osgoode Township had been completed, they petitioned to claim their endowments. He applied for and received 800 acres of the township, being the “...*West and East halves of lots no. eighteen, twenty and twenty-one in the seventh concession and of the No. twenty-six in the eighth concession of the said Township... (on the) third day of February in the year of our Lord one thousand-eight hundred and twenty*” and Catharine McDonell, nine months later, asked for and received her 200 acres, requesting the same “*Waste lands of the Crown*” (Osgoode). Therefore, together they were granted 1000 acres in concession 7, (lots 18, 20, 21) concession 8 (lot 26) and for Catharine, lot 20 of concession 6. They also bought 100 acres (west half) of lot 25/ concession 8. (Source: Osgoode Township Museum files).

The next we read of the man, he is leaving home-and-hearth to be the first permanent white settler in the wilds of Osgoode Township. This decision, though the stuff of legends, was in practical terms foolhardy and dangerous in the extreme, especially with a brood of youngsters in tow. According to surviving records of other settlers, it would appear that he was casting aside the warmth and security of their family home to

needlessly expose his large (and growing) family to a cold and perilous journey through the February snows; all to live alone in a township known (in 1820) to be “uninhabitable” and remote. They were choosing to leave everything behind for a life of hardship, privation, and danger. Immediately we think that only a madman would undertake such an improvident move.

Or was it? Truly this man’s story appears to be a maze of contradictions and illogical decisions, but because he also seems to have been a man of inordinate intelligence and integrity, and as sane a man as any we could meet, I am convinced that the “irrational” choices he made were not mistakes, but calculated risks. We have simply lost the records which would support his actions. However, we do have circumstantial evidence which suggests his decision to relocate was well planned and carefully orchestrated.

This evidence begins with the land grant documents and the prerequisite SETTLEMENT DUTIES AGREEMENT by which all applicants were required to abide. The document stipulates that all settlers were required “...*within three years (to) erect and build or cause to be erected and built, in and upon some part of the said parcel or tract of land, a good and sufficient dwelling house the said Archibald McDonell or his assigns, not having built or not being in him or their own right, lawfully possessed of a house in our said province, and be therein, or cause some person to be therein resident, for and during the space of years, ...*” This statement does not appear in the portion of the document entitled, “*THE PETITION OF CATHARINE McDONELL OF CORNWALL...*” where Mrs. McDonell presents her request for her land grant, but, as this was a standard requirement of all settlers, we would be very surprised if it was not included in the full text.

The penalty for failure to honour this demand was clear: “...*IN DEFAULT of all or any of which conditions, limitations, restrictions this said Grant and everything herein containing, shall be, and we hereby declare the same to be null and void, to all intents and purposes whatsoever; and the Land hereby granted, and every part and parcel thereof, shall revert to, and become vested in Us, our Heirs and successors, in like manner as if the same had never been granted, anything herein contained to the contrary thereof in any wise notwithstanding.*”

If we are to understand this correctly, it was required of the McDonells to see to it that the land was suitably cleared, a reasonably well constructed shelter was built on some portion of each land grant (his, hers, and theirs), and that it was permanently inhabited within three years of receiving the grant as well as the purchased acreage. This offer would expire in 1823. Failure to meet these conditions would result in forfeiture of “*every part and parcel*” back to the Crown. We know this was not an idle threat

because lots 4, 5 and 6 of the fifth concession were returned to the crown as a result of default.

Yet, in the files of the Osgoode Township Historical Society there is a record of DUNCAN McDONELL recounting his arrival at the property as a seventeen year old in 1827. It seems he was in the company of his father and brother while his mother and siblings remained at the old homestead. Clearly they had not taken up permanent residence on any of the properties at this time, yet this date is more than twice the time lapse of the “default date”, and yet the land was not in default with the Crown.

A further irregularity in the servicing of the Settlement Duties Agreement implies that Squire Archibald McDonell seems to have arrived to take up residence on his land allotment, not with axe in hand to carve out a crude shanty to shield his family from the elements, but with a much coveted team of horses (oxen were the preferred beast because of their capacity to work: of interest, the horses are not listed in subsequent census’) expecting to live in a prepared house. We surmise this from the files of the Osgoode Township Museum where we find a fascinating report, dated 1831, declaring that the McDonell property supported a “colony” of 27 people, 16 being males over 16 years of age, and one square-timber house. (Source: Osgoode Historical Society newsletter; 1980 #4). What is more, our curiosity is further piqued when we learn that the west half of lot 25 /con 8 (100 acres) was cleared to the extent of 60 Acres by 1831. (We know that the maximum a man alone could clear is 4-6 acres a year (GROWTH AND THE STANDARD OF LIVING IN A PIONEER ECONOMY: UPPER CANADA (1999) F.D. Lewis and M.C. Urquhart—pg.174) and we know that there were three land parcels to be cleared, built and inhabited in the space of three years to avoid the default penalty.) We also learn from D.C. Cameron that the McDonell settlement (as the land holdings were commonly called) supported a herd of cattle, small though it may have been. This was the sign of a well established and wealthy man. Not only had he cleared enough land to build shelter for himself and the animals, but he had “pasture” in the forest and crops of some description, to feed them.

Clearly, reason would dictate that these people, presumably living in shanties while clearing the land and building the farm for this man, were the “*assigns*” or designates allowed under the settlement duties agreement, and what is more, we have a suspicion that the family also had “help” on the homestead. We assume this from the statement of young Duncan who testifies that his mother and siblings joined them within “*three or four days*” of their departure. By simple arithmetic it is guessed that his mother was pregnant with her ninth child, yet no mention is made of returning to guide them. (It is entirely possible that they knew the way.) But, surely a pregnant woman with 6 children

in tow would not contemplate such a journey in the middle of a Canadian winter without some form of assistance; and what sort of man would expect his wife to do so? Strikingly unusual on so many levels, the McDonell's were not an ordinary family nor was their move typical of the time.

Such were the intriguing circumstances surrounding the arrival of the McDonell family, and why we question the claim that Squire McDonell was the first permanent white settler in the township. There is no doubt that there were others clearing the property for them before 1823, nor is there doubt that these "others" lived on the properties thus fulfilling the settlement duties requirements. So, the remaining question is: who were these 27 people?

The options are limited. In a place where every man had the possibility of making a home for himself, but only through hard work and diligence, no sane man would willingly give all for King or kith, especially on a time scale of 4-7 years. Thus the assigns were probably not family members or friends.

To contemplate that they were hired help would imply that the McDonells were fabulously wealthy, which would be in conflict with choosing life in the "back woods" of Osgoode, circa 1827. If they were of this socio-economic class, they would be living in luxury in a city.

So one is left to wonder where the McDonells found 27 young men (and their families, presumably), either willing or mad enough to sacrifice their own lives to build the home of another, remaining on the land for four to seven years, working without pay, among the bugs and beasts of a primeval forest?

Thus, having considered and dismissed all reasonable explanations as "improbable", we are left with only one other, however unbelievable. As wild as it may sound to our ears, it is not implausible that these "assigns" were indentured servants or, put more bluntly: family slaves.

#### CONTEXT IS EVERYTHING

"Context": the watch word of all research is the key to this mystery. Anything can be proven or disproven if taken out of context, but to what benefit? The context of this statement is quite simple, however carefully shrouded in a shameful past and thus not spoken of frequently. But slavery among the United Empire Loyalists was a common practice, and one jealously defended when legislation was tabled to emancipate those held in bondage.

By way of explanation, a brief overview of the history of the slave trade in Canada will shed some light on this suggestion. First, it is incontrovertible that among those of the first wave of United Empire Loyalists, slave ownership was seen as the ideal means by which some of them could honour their Settlement Duties Agreement. The work was hard and slavery was commonly accepted in the United States. Slaves were seen as an essential purchase to get the job done, like any other farm tool or beast of burden; hence these people were purchased on the American side of the border and brought with their British masters during the Loyalist exodus. (Source: Wm. R. Wilson, *Historical Narratives of Early Canada*). While their numbers were few, (4,200 slaves held between 1671-1834,) there were “...up to 800 Black slaves in the later years, attributed in large part to the arrival of the Loyalists who brought their own slaves with them.” (Source: Marcel Trudel/ Museum of Civilization; [virtual-museum-of-new-france/population/slavery](http://virtual-museum-of-new-france/population/slavery)).

The possession of slaves was common from Montreal to Niagara. In fact, slave ownership is known to have been wide spread among the emerging political and social elites of Upper Canada, as well as the men on the *Legislative Council of Upper Canada*. Names such as RENE BOURASSA, COLIN McNABB, JOSEPH PAPINEAU, PETER RUSSELL, and CHIEF JUSTICE WILLIAM OSGOODE (Source: Christianity.ca- A History of the Slave Trade in Canada) are among those known to have kept slaves. (Source: A Past Denied: The invisible history of slavery in Canada-a film: review).

Such is the context under which our own Justice Osgoode possessed slaves and the context under which our first Lieutenant-Governor, Colonel JOHN GRAVES SIMCOE, introduced legislation entitled “*An act to prevent the further introduction of slaves and to limit the term of contract for servitude within this Province*”. (Source: to read the act in full consult: Canniff, William (MD, MRCSE) [History of the Settlement of Upper Canada \(Ontario\) with Special Reference to the Bay of Quinte, Toronto 1869](#)).

Although Justice Osgoode was, in fact, among those directly and adversely affected by this act it would appear that he did support Colonel Simcoe’s bill. (Source: Osgoode Historical Society newsletters, 1997, #3 and 1980, #3). Ratified in 1793, the act did *not* free the slaves immediately, but merely denied the further “*introduction*” of new slaves into the province thus effectively stifling escalation of the practice. All those enslaved were expected to be freed in 9 years (circa 1802), except the women, whose children were to remain with their mothers and in servitude until they reached 25 years of age,

at which time both would become free as well. (Supporting articles: Gary Pieters of Thestar.com March 24, 2007; William Gairdner, Canada's Slave Trade)

In today's context, it is a shameful thing to admit that this legislation was bitterly opposed by slave owners. In fact, we are told that the original bill was tempered, watered down, and concessions were made until it was finally presented in the form we have today. With time this insipid piece of legislation is what passed for progressive thinking against slavery, and in 1833 the official abolition of the practice across the British Empire simply confirmed the existing status that had already prevailed for several years in Canada. *"However, it must be noted that it is impossible to state with precision the date when slavery finally disappeared from the country. "(Source: Museum of Civilization/virtual-museum-of-new-france/population/ slavery)*

So to return to our questions: who were these 27 people who worked for Squire McDonell, clearing his land, preparing his farm and building his house; did someone walk with Mrs. McDonell as she made her way through the February snows to her new home (with 6 little ones in tow) and; what terms would persuade 27 + 1 free men to labour in this way for another man?

In response, we declare clearly that we do not know who they were, and we do not know if Mrs. McDonell had a servant help her with the trip. But we can guess that the terms under which 27+1 men laboured for another man, at the expense of their own wellbeing, probably did not involve "freedom".

*"It is one of the elementary principles of practical reasoning that when the impossible has been eliminated the residuum, however improbable, must contain the truth".*  
(Source: Sir A.C. Doyle)

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In the census 1842 Archibald McDonell declared that he had been in province 56 years and a follower of the Church of Rome. Catharine generously gave a portion of her property to the church for the establishment of St. Catharine's Cemetery, Metcalfe where they were buried.

The headstone for Archibald McDonell reads: *McDonell, Col. Archibald/ of 3<sup>rd</sup> Battalion/ Carlton Militia (spelling correct for the time)/died 1853, Nov. 23.*

Catharine McDonell (1791-1869 Mar.16) has no headstone.



Note: Both were buried in the old St. Catharine's Cemetery S-E ¼ of Concession VI Lot 20 west of present Hwy 31 and were moved to the new cemetery in the village of Metcalfe—(Source: Record of the burials of St.Catharine's cemetery, Osgoode Museum)

#### LAND GRANT PETITION OF MRS. (Catharine) ARCHIBALD MCDONELL

*"Wherefore your Petitioner prays your Excellency in Council will be pleased to grant her (Catharine McDonell) two hundred acres of the Waste lands of the Crown and permit Archibald McDonell of Cornwall to be her Attorney, to locate the same and receive the patent ... Cornwall, 12<sup>th</sup> October 1820. Catharine McDonell"*

#### SHANTY MEN: WORKING THE LUMBER CAMPS

We know that many of the men supplemented their income from the farm by working in the lumber camps. Frank D. Lewis and M.C. Urquhart, in their article GROWTH AND THE STANDARD OF LIVING IN A PIONEER ECONOMY: UPPER CANADA (1999) state that new immigrants needed a temporary source of income until the farm was established, and usually this income was earned in the lumber camps during the winters. It was generally accepted that a man needed one year's wages to fully set up a farm in Upper Canada.(Pg. 174)

#### WILLIAM YORK

Among the other land claimants, all of whom were ex-military men, were Lt. William York (Napoleonic campaigns) and Lt. Peter McLaren (service record unknown), both of whom figure in the story of Osgoode Township and, by association, Greely.

William York, a Lieutenant of the Royal Engineers, arrived in the country from Sussex England in 1824 with his wife Elenor (Ebery) and nine children. It is said that he settled in Cornwall, although, being "neighbours" of the McDonell family, it was probably Cornwall Township. Curiously, we find the lives of these two old soldiers entwined on several occasions suggesting that they were comfortable working together, but still oddly competitive in one thing.

Of their working relationship, we have just seen that they were named joint commissioners entrusted with the money to build the Principal Road through Osgoode Township. By all appearances it was their alliance in the planning of this project that saw it through to the successful conclusion that we celebrate today.

But in one matter they were clearly at odds with each other: their rivalry to be the first permanent white settler in the "wild" township. We do not know why it was so important to establish this supremacy mostly because, to us, being first in the waste

land that characterized old Osgoode Township just doesn't seem to be the sort of prize worth reaching for; but then we don't have the context of the situation to make sense of it all. After all: context is everything.

So in the absence of perspective, we are left with the bald facts which we will try to present in a rational and non-judgmental way. In essence: a scant three years after their arrival in-province, a length of time hardly sufficient to establish a new farm, they decided to leave Cornwall Township. According to local lore, the decision to leave "Cornwall" on the same day, traveling by different routes, to the same location, to build a home and farm a mere two miles apart, in the anticipation of complete solitude was all done in secret and, in fact, when William York and family were discovered on lot 21/con4 it was a total surprise to his old neighbour, Archibald McDonell. Despite the fact that *"...all things in the bush are common..."* and that survival depended upon cooperation with others, (Source: Ruth McKendry, Quilts and other bed coverings, words of Susanna Moodie) yet these families sought total isolation. We have already looked at the situation from Mr. McDonell's perspective, but of Mr. York, one wonders if he had been traumatized in the wars and stood as one who sought the solitude of wild places to heal his troubled soul. This is a mystery which will probably never be solved.

As a point of interest, we note that this man had particularly useful skills in the art of designing infrastructure as well as intimate knowledge of the Canal project and Bytown. Descendants of Lt. York believe that he was a draftsman by trade, attached to the Regiment of Royal Engineers building the Rideau Canal. According to family history, William York was tasked with drafting a plan for the central market of Bytown, today recognized as the BYWARD MARKET. (Source: Osgoode Township Museum files) Unfortunately, no proof of this claim has been offered and this activity is very difficult to set in a time-line; which is not to say it isn't true, just not yet proven. (Source: the York grandchildren, Mrs. Samuel J. Davis and J. Warren York, and backed by local historian, Francis Iveson: Families of Osgoode Township, and Osgoode Township Historical Society Newsletter, XXVII , #1)

His "slab" headstone reads, *"In memory of the first settlers in the Township of Osgoode/ William York, Died Dec 21, 1850/ aged 75 years"* (Carleton Saga pg 539)

### RIDEAU CANAL DETAILS

The Rideau Canal plan was conceived as a means to provide a secure supply route from Montreal to Kingston avoiding the vulnerable St. Lawrence River route. In 1826 Lt. Colonel John BY of the Royal Engineers supervised the project begun 21 Sept 1826 and completed August 1832, taking nearly six years to complete the 126 ¼ miles of canals.

The declared cost filed with the public accounts office is \$3,911,701.47 (Belden's Atlas 1879) however, paper work unearthed at the canal office just prior to 1879 suggest a slightly higher cost: LAND:44,807 Pounds/ 12s / 6-1/4d + EXPENDITURES UPON VARIOUS STATIONS : 625,545 Pounds/ 6s /5d + COST OF GATES: 23,141 Pounds /6s / 10-3/4d + PAY OF ESTABLISHMENT: 110,279 Pounds /19s /8d = TOTAL 807,774 Pounds / 5s / 6d sterling or \$4,038,871.38 by 1879 calculations (today/2011: \$96,032,327.76)

### GLOUCESTER TOWNSHIP

Of Gloucester Township, (Est. 1793): it was home to a number of settlers by the 1820's, most arriving by boat as far as the disembarkation and supply dock at BOWESVILLE, operated under the watchful eye of Captain WILSON. From this point, families prepared themselves for the always arduous journey overland to their assigned lots. So big is the township that those who established themselves to the north were virtually on the doorstep of Bytown, (such as Bradish BILLINGS), and those who drew southern lots found themselves situated close to the wilds of Osgoode Township as is the case for the JOHNSTON, BROWN and McKENNA clans.

### BRANDISH BILLINGS

BRANDISH BILLINGS was one of the first settlers to arrive in Gloucester Township, living in the northern region of the area (today: Billings Bridge). His story is included to illustrate two things: that the township had been opened, if only in a cursory manner, since the early 1800's and thus there were trails which could become roads, but these assets were not developed. If the township simply needed a road why not use these instead of building a new road through virgin land? The decision to ignore these semi-roads gives greater credibility to the theory which proposes that the Bytown road was built in conjunction with the military strategies of the day.

Second, this man inspired Col McDonell to write a letter to the Lt. Governor of the day. This letter, while merely tangential to the Greely story, gives a clear and cutting picture of how folks felt about the Americans after the war. As harsh as the letter may sound, we must give some quarter to these veterans considering both fathers and sons had fought this same enemy and lost a great deal in the exercise.

Bradish Billings was an American whose background was old English, but he was born in Goshen near Boston Mass. From the Belden brothers we learn that his family had arrived "*...several generations before the Revolutionary War...The Billings all espoused the side of their fellow colonists (Americans) and a number of them served in the army on that side...*" (Page XXV of Belden's Atlas of Carleton County 1879) thus saving their home and business from the atrocities committed by the "aggressors" (British) and the

terrible time of the expulsion of the Loyalists. (If the truth be told: there were atrocities and aggressors on both sides of the conflict and more than enough blame to go around). However, in due time the British authorities offered “*liberal inducements*” to American citizens to encourage immigration and the Billings family were enticed to move to Canada.

Upon the declaration of war in 1812, young Bradish Billings saw no inducement to fight for his new homeland against his old countrymen. During this war, Brandish Billings seems to have squatted on church land far enough from the border to avoid the conflict in person, while all the while selling supplies of wood and other materials to the fighting forces, and in so doing managed to profit handsomely from this war, as well. This made him a prime target for the pain and anger living inside a man who has been to war and, upon returning from the killing fields, finds that his neighbour refused to take up arms for the cause and in fact, reaped a profit from the blood of others.

Archibald McDonell: Osgoode 6 Dec 1832 To His Excellency Sir John Colburn Lt.-governor of the Province of Upper Canada, in part:

*The petition of Archibald McDonell, late Captain of the First Regiment of Stormont Militia...during the late war with the United States of America...your petitioner moved into the Bounty of the Land granted to him in consideration of his services in the Township of Osgoode County of Russell, Ottawa District in the year 1827 then 20 miles from any settlement...Your petitioner devoted much of his time and means to the opening of Roads through the township which facilitated the way for many others to follow him and there are now 37 respectable Scotch families 25 Irish 5 English and 4 Canadian born residing in it and a number of other families are coming this winter and your Petitioner flatters himself with the hope of seeing, in a short time this township the most flourishing settlement in the district...”*

Mr. McDonell goes on to say that being 85 miles from the headquarters of the district the settlers were not getting justice from the public treasury and requested that a magistrate be appointed to his township. He then addresses one other concern:

*...“Your Petitioner is informed that...a man mentioned for the Commission of the Peace...is a man by the name of Billings who left the frontier on the St. Lawrence immediately after the Declaration of the American War in order to avoid doing duty and settled on the bank of the Rideau, on a Clergy Reserve, where he had accumulated considerable property...the inhabitants of this county are all true British Subjects and your Petitioner most humbly prays that none of those Yankees may have a voice over*

them...” Source: Upper Canada Sundries 1832 Page 8436-9, Public Archives, available on file at Osgoode Museum and Historical Society, Vernon Ont.

THE STATUTES OF THE PROVINCES OF UPPER CANADA 1792-1831

*XI- An be it further enacted by the authority aforesaid that the sum of 1,000 Pounds hereby granted to the Ottawa district to be appropriated and expended as follows, that is to say...On the principal road leading through the Township of Osgoode to the river Rideau and Bytown the sum of 50 Pounds that ARCHIBALD MCDONELL, WILLIAM YORK and PETER MCLAREN be commissioners for expending the same... pg 576 (capitals mine)*

JOURNAL OF HOUSE OF ASSEMBLY OF UPPER CANADA 1836

Disbursements: Cash paid [list of names] of officers sessions for improvement of roads...Archibald McDONELL (among others)

Allowed for publishing Sale of Land under the Wild Lands Assessment Act in eleven townships...Archibald McDONELL Township Commissioner of Osgood

1836 MINUTES FOR THE FIRST SESSION OF THE FIRST COUNCIL OF THE DISTRICT OF DALHOUSIE—Tuesday August 9, 1842

...temporary court of Bytown: 12 councilors present representing 10 townships, John Thompson and G.W Baker stood for Nepean, Robert Johnston for Huntley, Wm Mackay and Robert Grant for Goulbourn, Hamnet Pinhey for March, John Buckham for Torbolton, John Neele for Fitzroy, Wm Smith for Gloucester, Archibald McDONELL for Osgoode, John Price for Marlboro, John Thompson for North Gower....Pg. 22, F. Gertrude Kenney, March 29, 1900 for Woman’s Canadian Historical Society of Canada Vol. 1, 1901 Ottawa

BYTOWN GAZETTE ARCHIVES, NOV 17, 1842

STATUATORY LABOUR IN OSGOODE TOWNSHIP

Evidence of John Lee representing the new surveyed road in Osgoode Mr. Cameron [Researchers notes: Hon. Malcolm Cameron Esq.] appeared there laying down the fences; the said road is 10 Rod from where it intersects the old road [Researchers note: see 1835 map of area] he has not heard that the new road has ever passed the sessions said road runs through his [John Lee’s] land.

[SYLVESTER DOYLE EXAMINED]

Statute labour was laid out on the new road by Archibald McDonell. Mr. McDonell desired him to do the labour to straighten the road. He never saw a surveyor there before-knows nothing about the road being recorded- it is a very good place for a road, not more than 30 Rod of crosslaying need to be made; the old road is very bad round John Lee's land, and the new one is a mite shorter, not a word about Statue Labour was said the order was given to him a Pathfinder. Mr. McDonell did not order him to put any part of the Statute Labour on the Road. Moved: Mr. Baker/ Seconded; Mr. Mackey

Ordered that no person whatever except the Council when in Session or the Superintendent of Roads has any right to direct the laying out the same on any road not legally authorized. (Source: files of Osgoode Township Museum)

### THE TALE OF THE OXEN

The stories are as follows: the oldest being recorded in the Belden Atlas of 1879 and probably the source for subsequent generations.

*Two settlers from Gloucester, Hugh McKenna and James Telford lost a yoke of cattle which they owned jointly. At this time settlers had found their way into that portion of Gloucester between Billing's Bridge and the neighbourhood known as South Gloucester, and had cut out a road from the latter place, via the former, to Bytown. The lost cattle took this road to its terminus, and then branched out into the forest. The owners tracked them to the 4<sup>th</sup> concession of Osgoode, where they fell in with other cattle tracks which they pursued till they came to "Squire" McDonells clearing. This was the first the Gloucester folks knew of any settlement in Osgoode, and vice versa. On telling their new-found friends of Osgoode about Bytown and the road they had "bushed out" from there, extending at least half-way in their direction, the squire collected all the settlers together and they agreed among themselves to cut out a road from their location to connect with the road to Bytown. This was accordingly soon done and that same winter the Osgoode People-who by the way, only yet number some four families- used to drive to Bytown to procure what few necessaries they required, which they were previously obliged to go to the St. Lawrence front to obtain. (Pg. XXXVII)*

Emily P. WEAVER addresses this story in 1913 in her book, THE STORY OF THE COUNTIES OF ONTARIO. In her words we read: *"The woods were so thick that people could live in the same district for months without knowing of each other's existence...for instance two runaway steers owned by different men but usually worked together, led their masters (settlers of South Gloucester) to the clearing of Colonel McDonell a few miles distant in Osgoode Township. This gallant soldier, by the way, had had exciting experiences during the war of 1812 as a dispatch rider and between a grant made to himself as an officer*

*and that to his UE Loyalist wife possessed a farm of 1000 Acres which he was beginning to clear. The oxen had begun their wonderings along a newly-cut road leading inland from the Rideau River. Reading its eastward end they had then made their own trail to the Colonel's dwelling place. Happily their escapade gave him a hint, and calling his five or six neighbours together they cut a road following the track surveyed, so to speak, by the oxen. At first it was but "brushed" or "blazed" but soon became the winter road to Bytown for all that district and it was eventually "the highway to market, mill and store"*  
Pg 136-137

In this telling of the story, some detail has been added, most notably the honors for Colonel McDonell. Absent is the expected conversation at the arrival of the owners, McKenna and Telford and a note of confusion is introduced when the McDonell farm is described as "a few miles distant" and the newly-cut road is said to be leading "inland from the Rideau River". All these statements are true, but understated in such a way as to lead one to faulty conclusion.

Our third rendering of the story is told by D.G. CAMERON in 1933 where he unreservedly adds more detail to the story thus expanding it to a full chapter in his book TWIGS FROM THE OAK & other Trees. We will not retell the story, as this version is much too long for this essay, but we will point out that it is he who gives a date of "*late in the summer of 1832*" and points out that the community itself boasted 8 decent miles of road connecting one farm with the next. It is here, too, that we learn of the road to the Fenton Settlement (today: Analdea Road) which was being pushed from the Rideau River and Bytown to the township line dividing Gloucester from Osgoode. This road would evolve into the road we call Bank Street and was in fact a target road for the Osgoode road crew in some of the scenarios.

By contrast to these grand tales, Grace Johnston of Gloucester Historical Society has yet a different perspective of the story:

*"...No entry had been made into Osgoode until that winter when Hugh McKenna and his "neighbour" (quote marks original) James Telford went in after strayed cattle which was a desperate situation. After bone-chilling hours of slashing out a path they found the cattle and also came upon a little settlement near the present village of Metcalfe. These settlers had come in by way of the St. Lawrence and Castor Rivers. Not having known about the South Gloucester settlers or about a trail into Bytown they were greatly surprised to know of closer suppliers than the St. Lawrence front. The new trail was opened up to join with Gloucester and the rest is history..."* Gloucester Historical Society newsletter #2/ November 1981

And finally we have the story of Isaac Brown as told by his son, James, to Michael McEVOY and recorded in the Osgoode Township Historical Society newsletter (1981/#4)

*In the 30's a yoke of oxen were brought from near Cornwall by Isaac Brown to his home near South Gloucester and they found their way back through an almost trackless wilderness to their stable near Cornwall. When Pioneer Brown came to Gloucester he travelled up the St. Lawrence River to near Prescott and then worked his way over the high ground to near Gloucester. He drove before him a pair of oxen which he had purchased in Cornwall. Before bringing the oxen he had built a shanty for his family and a pen for his oxen. When he arrived safely at his new home he put the oxen in the pen... (but they) broke out of the pen... Mr. Brown started in pursuit. He was able to track them easily as there were no other animals in the vicinity. The tracks led due south. After travelling about 10 miles he was greatly surprised to run into the extensive clearing of a new settler, Archibald McDonell (south of Metcalfe). There was mutual surprise and pleasure. Mr. Brown had dinner at the McDonells and then hurried on. To make a long story short he travelled on southward following the tracks until he reached the point where he had bought the animals: he found them at home before him. Taking possession of his property he brought them back by the route he had first followed.*

#### HUGH MCKENNA

Of Hugh McKenna, we are told that he was born in Tyrone Ireland in 1790, had fought in the Napoleonic Wars for Britain, and arrived in Cornwall to petition for land as a military claimant on 8 Jan 1824, at 34 years of age. He was awarded 50 acres in the north-west quarter of lot 1 /concession 6 of Osgoode Township and because this lot was immediately adjacent to Gloucester, it is not surprising to learn that he soon owned land in that township as well. Eventually Hugh McKenna owned Lot 30 of both concessions 4 and 5 of the Rideau Front, South Gloucester, immediately north of the Osgoode Township line, on both sides of Bank Street. (Source: Glen Clark, Vice-President of Gloucester Historical Society, 2012)

#### FENTON SETTLEMENT ROAD

The Fenton Settlement was located at the west part of lot 18/concession 5 of the Rideau Front, Gloucester or approximately Analdea Road and Bank Street in Ottawa. Today all that remains of the settlement is a well tended lot containing three headstones attesting to the lives of the Fenton family.



## THE MEN WHO SHOWED THE WAY

Archibald CAMPBELL (who had emigrated in 1833,) Timothy CRAIG who declared he had been in province for ten years in the 1842 census, James DEMPSEY (Dimpsey in 1842 Census), Samuel LONEY who had arrived in Osgoode the year after Squire McDonell and had been in province 35 years, according to the 1842 census, John WILSON, and James KEARNS who claimed 18 years in province in 1842. [Census records 1842]

## STAYING HOME

The planners, older men by this time, were not among the Pioneer group, perhaps feeling ill equipped for such a rigorous adventure but more than likely overwhelmed by issues at home. We know the lives of Messer's McDonell and York were severely disrupted in 1831.

Mr. Archibald McDonell, unquestionably the largest land owner in the township, seems to have been living in a highly desirable square-timber house on a very prosperous farm. The loss of a Defamation of Character lawsuit to PHILIP VAN KOUGHNET was undoubtedly a surprise. The complainant had been the Lieutenant-Colonel of the 2<sup>nd</sup> Regiment Stormont Militia when McDonell was serving with the 1<sup>st</sup> Regiment Stormont Militia during the war, more than 15 years earlier. It is with great interest that we note that Captain J. VAN KOUGHNET, presumably related to the complainant, also served in the 1<sup>st</sup> Regiment Stormont Militia with Archibald McDonell. (Source: files of Cornwall Museum) As both regiments fought at the battle of Chrysler's Farm, it would be reasonable to suppose that the McDonell and the Van Koughnets knew each other fairly well.

What precipitated this charge is unknown, but the costs were considerable. At the rank of Colonel, Archibald McDonell was assessed damages of 203 Pounds (today: \$23,439.15), and the loss of his military grant of 800 acres. The land was sold by the sheriff for the sum of 105 Pounds (today: \$12,134.15) presumably leaving the balance (today: \$11,305.00) as an out of pocket expense for Col. McDonell. In due course, the land was repurchased by the family.

According to available documents, Philip Van Koughnet was MPP for Cornwall, as well as Queen's Council, and it would appear that the family owned most of the town of Cornwall, their greatest asset being the land needed to build the Cornwall canal. The impetus driving the legal proceedings was certainly not financial.

## RULES AND REGULATIONS OF INNKEEPING...In part

For the sale of ale, beer, cider and other liquors not spirituous by retail in the district of Johnstown. Made in open sessions the 20<sup>th</sup> day of December 1842.

- 1) That every Innkeeper shall provide himself or herself with a good, convenient yard, stable and a sufficient quantity of hay, grain to answer the requisitions of travelers and others.
- 2) That every Innkeeper shall upon all occasions when required, furnish a clean bed or beds and good and palatable victuals to travelers and others
- 3) That no profane swearing and playing or gambling of any kind , no licensed, drunkenness nor any other disorder shall be suffered in the house or any part of the premises of any Innkeeper or keeper of a house for the sake of ale ...
- 4) That every Innkeeper...shall upon all occasions shall deport himself or herself with sobriety and honesty and as a good subject of Her Majesty Queen Victoria..
- 5) That no Innkeeper shall sell any spirituous liquors on the Sabbath...
- 6) ...nor upon any day between the hours of 10 of the clock in the evening and 5 of the clock in the morning.
- 7) That no Innkeeper...shall at any time...suffer any unnecessary noise in his or her house to the disturbance or annoyance of any peaceable lodger or others in the neighbourhood of the said house
- 8) That no grocery shall...be kept in any part of the same house in which an inn is kept
- 9) That every Innkeeper in said district, shall be possessed of a dwelling house in which such Inn shall be kept as his or her own property, or as tenant from year to year, in which these shall be situated in every town or village at least four rooms and six good beds and if in the country, three rooms and three good beds over and above those of the family besides a good stable attached to the premises capable of stabling at least two pair of horses.
- 10) That every Innkeeper...is required to have a copy of these rules and regulations which he or she shall fix up and keep in some conspicuous place in his or her house for the information of the public.

(Signed) Geo. Mallock, Chairman/ Clerk of the Peace/ District of Johnstown  
(source: files of Osgoode Township Museum)

## TAXES

The tax records were compiled in the spring, usually March (assessment) and the appraised value was then due in December (collection). The tax assessor usually performed his duties in person travelling from home to home, often sequentially, with a

large sheet of paper and a pen to record the pertinent information of each household. Later, these notes were transcribed into the tax ledger. This information suggests the location of the homes of the individuals in relation to their neighbours, especially in a community situation such as Stanley's Corners. This premise is not without its flaws, but it does give a general feel for the relationship of one family to the others.

The depth of the information collected varied from year to year, but on average tax rolls give the name of the head of the household with their address (lot and concession), acreage (which was not measured thus a small holding was simply referred to as an acre or less- this denotation is not to be considered accurate), and status as tenant or owner (freeholder) of the land. The more in-depth tax records, such as those of 1899 include details such as age, marital status, occupation, religious affiliation of the head of each household and number in the family. Also recorded is the amount of land cleared, crops grown, livestock, and the value of each individual's goods and or business. With a smile we note that, as a general rule, if the head of the household is a woman, her age is omitted.

#### GLOUCESTER'S NEW CHURCH

It seems, the Presbyterian congregation of Gloucester generally held services jointly with the Osgoode believers, but it was decided that they wanted a church of their own. Consequently a committee was struck to solicit subscribers to pay for a church to be built on land donated by the Johnston family. The chairman of the committee was Isaac BROWN and the subscriber list includes the names of James and William JOHNSTON, Thomas LEE, John LEE, and James HANNAN. It is from this article that we have drawn the conclusion that James Hannan may have been averse to serving alcohol at the tavern, thus prompting him to sell it to Henry Rossiter. (Source: Belden's Atlas of Carleton Co. 1879 pg. XXXVIII)

#### THE FIRST RECIPIENTS OF THE LOTS OF GREELY Circa 1800

Samuel Moss (lot 4), Elizabeth Haines (lot 5) and John Empey (lot 6)

#### PROOF OF THE EXISTANCE OF ROSSITER'S INN AND TAVERN

Two documents dated to this time attest to the existence of Rossiter's Inn/Tavern. The first is entitled SCOBIE AND BELFOURS MUNICIPAL MANUEL FOR UPPER CANADA FOR 1850, in which we learn that "...the Divisional Court, 6<sup>th</sup> division of Osgoode Concessions 7, 8, 9 on the Ottawa front from lots 16 – 30 inclusive on the Rideau Front of the Township of Gloucester Courts held at ROSSITERS INN, Osgoode every two months" pg 19. The second reference is in the rail survey notes of Walter Shanley; Report of 7 April

1851, when he proposed that the rail lines for the Bytown–Prescott Railway might choose to follow the “*Middle/direct route*” that being “...*Osgoode at the rear of the 5<sup>th</sup> concession following the lowlands in front of ROSSITERS TAVERN...running nearly parallel to and within a short distance of the stage road to Prescott...*”(pg 7)

#### A PLACE OF ENTERTAINMENT: A story of one of the parties at Rossiter’s Tavern

Taken from the pages of the Osgoode Historical Society newsletter (1977, #4): In 1849 ELISHA F.L. LOUCKS, who lived around York’s Corners, was reprimanded by church elders “*for attending a ball at Mr. Rossiter’s Tavern on the night of December 25, 1848 and acting in the capacity of a fiddler to the company. And moreover, that Mr. Rossiter, a play actor or juggler held an exhibition of his tricks at his house during the month of January-the performance was an offense against sobriety...*”

By all reports, Elisha Loucks’ response was suitably contrite as he “...*acknowledged that he had accepted an invitation to take an oyster supper at Rossiter’s on the evening of the 25<sup>th</sup> of December last and went, not expecting to see anything like a Ball, but there was dancing and he entered the Ballroom and having a taste for music did play a few tunes. As to the charge of Rossiter exhibiting his tricks at the house or mill, the notice was put up without his knowledge or consent- the exhibition did not take place on his premises...*”

Such was the attitude toward Rossiter’s Tavern with its reputation for entertainment. In a phrase, the neighbours either “loved it or loathed it”, for indeed Mr. Loucks was not the only citizen in attendance at the Christmas Day Ball. From this short passage though, a few questions arise: when serving an oyster supper, where did the oysters come from? (Or are we to assume they were enjoying the western delicacy of “prairie oysters”?): where was Rossiter’s house? and what are we to understand when reference is made to Rossiter’s *mill*? These fragments of information would make a wonderful study for those so inclined.

#### LEGENDS OF THE ORIGIN OF PIG ALLEY

The maps of 1845 (and arguably 1835) indicate that a road existed where Pig Alley stands today, no doubt to facilitate a seamless approach to the junction of the Prescott Road, as the turning radius of the stagecoach made such a turn from the main highway very difficult. (Doubtless, the turn from Pig Alley to approach the Prescott Road was a smoother curve than what we see today.) This is the simplest and most logical explanation for the existence of Pig Alley, and as we all know: the simplest explanation for life’s mysteries is generally the truth.

However, that being said, Pig Alley stands apart as one of the village's greatest sources for speculation and anecdotes. Local residents get great pleasure from telling wonderful stories purporting to explain the origins of the name, location, and original purpose of Pig Alley. In fact, it seems that almost everyone has a story relating to some part of the mystery and, over time I have come to believe that, while no single story holds the key to all of these questions, every story holds some element of truth. The following is a short recount of some of the stories:

Once again, invoking the wisdom which states "the simplest explanation for anything is usually the correct explanation"; the simplest explanation for the name and location of the alley holds that it was a short cut to the tavern. Or more precisely put, a shortcut to the tavern for the local patrons who, by using this road were passing through the back yards of the houses facing the highway, and in all likelihood bypassing the various family piggeries. As a result, the road was given its curious name. This accounts for the "pig" of PIG Alley.

The next story, though not as well known, explains the width of the alley. Again, local lore holds that the area was considered "waste" land, thus it was ideally suited to receive raw-cut stone on wagons or skids, quarried nearby and destined for fine stone homes in Ottawa. Unfortunately, there is no record of such an activity in the area, and no proof of any resident being a qualified stone mason. But we do have the building of the macadam road, a process which involved the laying down of massive amounts of crushed rock in layers, each succeeding layer being finer than the one before. This would certainly qualify as a reason to haul large amounts of stone on wagons or skids to an unused area of the community so they could be prepared for use on the road bed (this is a practice used in road building today). In addition, the result would be a scared earth the width of a road behind the homes of those living on the west side of the highway. This accounts for the "alley" in Pig ALLEY.

The last anecdote for this essay, but certainly not the least, claims that the name relates to the experiences of the veterans of the world wars, or alternately, relates somehow to a red light district. Once again, the story is slightly mangled but essentially true in the right context. In Paris, to the delight of some and horror of others, one of the highlights of a "night on the town" was (and reputedly still is) to pay a visit to the famous *Place Pigaille*, a world class red light district where one could attend such cultural landmarks as the Moulin Rouge. During World War II, the American troops nicknamed the district "Pig Alley". Thus, in the same way that a large man would be called "Tiny", it is entirely conceivable that the returning vets would pay a visit to the hotel, a place of entertainment, and good naturedly declare that they were going to "Pig Alley".

These are merely three of the accounts of the origin of the name and purpose of PIG ALLEY, but not for a minute do I believe that any one rendition is the decisive explanation. It has been an enigma too long to end on such a practical note. I'm sure there are many more stories to come.....

#### THE STANLEY HOMES

In later years two other homes were built by the Stanley's, all placed along the east side of the road, Main Street (Meadow Drive), the first assumed to be 1369 Meadow Drive, today remembered as the (John) DAWSON (1908) house but earlier it was the home and shop of SAMUEL COHEN; the other home was located at the corner of Meadow and Parkway Road at the "north-east corner of Main Street and the street leading to the Anglican Church" (Parkway Road) (Source: Osgoode Museum files, photo dated 1903-today: the last house is gone.) and was in fact an actual farm complex which would have abutted the Cohen property. Of interest, when this property was reclaimed, those digging foundations discovered several old coins in the ground suggesting the Stanley's followed the superstitions of their Irish ancestors by burying good-luck coins with the foundations of their buildings.

#### DISCUSSIONS OF THE NEW MACADAMIZED ROAD

9 April 1874 FREE PRESS: Macadamized Road

The Joint Council of the City and County Councils: *"A meeting of the joint committee of the members of the city and county councils was held yesterday afternoon to take the Macadamized Road question into consideration. Representing county council is Mr. Ira Morgan, Warden and chair"*. As the article continues it becomes clear that there were three macadamized road companies who could build the road, but when these companies were engaged, they owned the road. Terms of surrender of the road to the municipality were negotiated, disposal of property, and the collection of money through the issue of debentures as well as toll gates were hotly discussed. The article ends with the statement, *"Mr. Morgan, county of Carleton, should have built the roads in the first place but now it was the council's duty to purchase the roads"*

24 April 1875 DAILY CITIZEN: OSGOODE MUNICIPAL LOAN FUND SURPLUS

In a decidedly lengthy article, a meeting was held in Metcalfe and attended by the local dignitaries including Ira Morgan, reeve, M.K. Dickinson, and A.J. Baker MPP, as well as a host of local rate payers. The *"object of the meeting was to learn the views of the people with regard to the by-law to be submitted in a few days authorizing the township council to take stock in the proposed macadamized road from Metcalfe to the Gloucester*

*town line to the amount of \$10,000 in addition to the \$9,000 of the Municipal Loan Fund Surplus already invested”.*

*Mr. Baker is reported to have said “The first intention of the council...was that the township should take the entire responsibility of constructing the road but upon submitting the matter to the county solicitor (it was discovered that an) act prevented tolls beyond defraying the working expense of the road”.*

*Evidently, it was decided that the township should take on the entire responsibility of constructing the road and “A joint stock company was subsequently formed and it was now proposed to council in order to obtain the controlling power (that they) should invest another \$10,000 in its stock to the amount of \$1,000(? Misprint: should read \$10,000) and if carried the whole amount required for the construction of the road would be obtained... (the road) could only be constructed by a joint stock company to secure tolls being collected for all time to come and (this proposal was) held out as an inducement of ratepayers in other portions of the township than that the road runs through, that they would receive the dividends of the road for improvements in their several sections”.*

*It was the opinion of Mr. Baker that the council should construct the road and impose tolls to pay off the principal involved in construction. Mr. McLaren said this was “impracticable for council to build the road when the solicitor said it was contrary to law to collect more tolls than would defray working expenses.” And Mr. M.K. Dickinson said that “Rate payers in Manotick ask that a small portion of the surplus (\$800) be expended in improving the road from Metcalfe Village to the town line by way of Manotick Station a portion of which was then and still remains impassable and a like sum for the improvement of the town line from Prescott Road to the Rideau River.” We are told that this proposal was met “with silent contempt”.*

#### RULES FOR ESTABLISHING A POST OFFICE

According to the information provided by the POSTAL HISTORY SOCIETY OF CANADA, the naming of a post office in the early years was a matter regulated by four main rules: 1) it could be named in honour of the first post master, 2) it could be named for a community with which the first post master had a special relationship, such as his/her own community, 3) it could be named for some official, an option usually adopted when the Post Office Department initiated the establishment of the post office and not the other way around, 4) the Post Office Department may override the local name if it was in any way in conflict with any other community in the country. In addition, the

position of postmaster/mistress was to be occupied only by those who lived in the community and were “persons of some standing”.

RESIDENTS OF LOT 5 FROM 1831 (All names subject to various spellings)

JOHN KEALEY

Of this family: we know of them through the documents of other families, such as those of PATRICK MELVIN, who must have been a friend of the Kealeys to have invited John and his wife to stand as witnesses for his wedding to Mary Sasserville (some confusion regarding her last name) in October of 1837. One year later, John and his wife are signatories at the baptism of little Margaret, aged 7 weeks, in September 1838. As a matter of interest, ELIZA JANE MELVIN would link the family to the hotel at lot 5, once again, when she married THOMAS STANLEY on the 17<sup>th</sup> of August 1865. We last see John Kealey in 1844 as the widower of MARIA DONLEY (son of James Kealey and Mary Kennedy) when his marriage to Margaret RONAN of Hogs Back (daughter of Matthew Ronan and Margaret Brennan) is announced. One wonders if The Road to Hogs Back played a role in this happy union.

JAMES HANNAN

All we know of this man is found in the census of 1842 which reads: *James Hannan, 200 acres, deed, yeoman, 3 children born Ireland and 3 born British Canada, Church of Scotland, 10 years in province*

HENRY ROSSITER: “Hervey Rasfetter” (probably a fair representation of how his name was pronounced in 1842)

Although we have very little verifiable information, the census for 1842 indicates that he lived in a house with *no deed/ family of four/ one born in England and two born in British Canada/ Church of England/ 25 years in province*. We know he had two sons, Samuel and Adam H., but we have no further information about them except that they were active in some civic politics and are included in a document naming men receiving “*appointment to one or more municipal duties*” (Walker, Carleton Saga) in the township circa 1850. He was reputed to be a United Empire Loyalist and, if the “*one born in England*” is a child, then he was a widower. He was clearly an experienced tavern keeper and practiced entrepreneur, owning a mill and store and probably a brew facility to supply the tavern, as well as operated a toll-booth on the macadamized Prescott Road. Also, bits of information gleaned from various sources, imply that he was an entertainer and genial host.



## SAMUEL ROSSITER

Samuel Rossiter is buried in Hanes Cemetery (lot 34/con 1) of Williamsburg Ont. where his headstone states: *Samuel Rossiter, died 1875, Nov 14 at 43 years and 11 months of age/ wife: C.A. (Cloe Ann) Beckstead b. 1823, and son, Washington Melbourn, died 8 March 1880 at 38 years (therefore, born 1842).* The census of 1861 supports this information with the entry for ROSSITER, Cloe A. / widow/ Dundas (Morrisburg).

CLOE ANN BECKSTEAD (born about 1823) the daughter of Moritz Beckstead and Emma Louisa of Potsdam New York is said to have borne children other than Melbourn, but the information regarding this family is confused at best. Despite the enormity of the task, the noted historian Elizabeth STUART did a wonderful job of untangling some of their past. It seems that Samuel wrote a will while in Morrisburg which stated that his son (Washington) Melbourn was working on a farm on lot 5/con5 of Osgoode Township.

Other children seem to include, ADELAIDE ROSSITER WOLFE, born 1840 Morrisburg and died 15 April 1933 in Ottawa, and REUBEN WELLINGTON ROSSITER, born 1839 Morrisburg (or 1843 in Dundas) and died 1897 Minneapolis Min. The 1871 census for Owen Sound-Grey County lists Reuben ROSSITER 31/ born in Ontario/ Irish/ farmer, ink maker/ U. Presbyterian,/ wife is Jeanette, 30, plus John -10, William-8, Elle-5, Alberta-4, George-2, Mary-3/12.

It seems that Reuben Rossiter is credited with marrying four wives; Jane (Coulter) of Grey Co. in Feb 1861, Mary Jane (Maitland) in 1868, Jeanette (?) 1868-1871, and lastly, Agnes Scott 1871-1881. Charles and Agnes (Scott [Oliver]) McKinnon came from Scotland with 8 children and moved to Petrel Manitoba (near Carberry) in 1879. Agnes Scott, the eldest, married Reuben W. Rossiter and together they moved to Winnipeg to open a kind of boarding house. Ads for the time advise that Reuben W. Rossiter sold fanning mills in Manitoba. It is documented that his father, Samuel, manufactured fanning mills in Williamsburg (later known as Morrisburg).

Of Samuel Rossiter's life while living in Morrisburg, we are not surprised that there is precious little to find, however J.G. Harkness' book, STORMONT, GLENGARRY, DUNDAS: A HISTORY, does give us a glimmer of the man in the account of young William McKenzie. It seems that he came from Scotland in 1816 when 18 years of age and settled in Williamsburg Ontario (now Morrisburg) and in due course, found employment with Samuel Rossiter in a saw mill and a manufacture of fanning mills. Years later he became a partner in the business and a politician of some note. He is said to have always spoken well of his first employer.

When the municipal system of government was introduced in 1850 one of those appointed to one or more municipal duties in 1850 was Samuel Rossiter. An example of his involvement in the politics of the time is as follows:

THE HONOURABLE THE BOARD OF WORKS

*The undersigned inhabitants of the county of Dundas...the canal now about to be made across the front of this county will cut off the communication with the River St. Lawrence at the village of Mariatown\* where a ferry has been established since the first settlement of the country to Waddington in the state of New York...14 Mar. 1841;*  
Signed: 40 names including Alex McDonell (son of Archibald McDonell) and Samuel ROSSITER—(Source: Canadian Legislative Assembly Journal pg 304 Vol. 5; Port of Mariatown)

\*Note of explanation: Mariatown was the only community on the St. Lawrence River suitable for a ferry. In 1848 a canal was built that cut Mariatown off from the river and a ferry docked at the east end of the canal. Homes etc. were built at this location and developed into a community called West Williamsburg, later renamed MORRISBURG in 1860.

Duncan McDONALD: Our research through the 1851 census indicates that, of a possible 6,628 choices, the only reasonable candidate for the identity of this man is: Duncan McDonald /28 / Winchester /wife Janet /28 / Neil 3 and Janet 1).

I.BUSH: Our research indicates only one “I. Bush” in the area, found in the marriage announcement of John Finlayson, 58, farmer of Chateauguay Quebec, widower; married Edna Winter, 47, widow, Osnabruck d/o IRA BUSH and Christy Ann Shaver, dated 2 January 1895, in Cornwall.

E.L. SMITH: was probably ELI L. SMITH (tax records of 1861) who could quite possibly be the “Eli L. Smith” born about 1820 in Cortland Co. New York/ son of Cornelius Smith and Meheskba Forbes/ and husband of Mary Workman of Kemptville.

THOMAS HANDE: We have no indication of where Thomas and Letitia began their lives but through the census we can trace something of where they found themselves after leaving Osgoode: Census 1881: Hande, Thomas, 27/ Church of England / Letitia/ 23: Census 1891: Hand, Thomas and Letitia in Carleton, Ottawa East as a blacksmith: Census 1901: Hand, Thomas b. 1848 and Letitia b. 1852, Ottawa East Village as a laborer: Census 1911: gone

### THOMAS RYAN

Thomas Ryan, born Sept 1852 was the son of Patrick Ryan and Ann Corcoran. On Nov. 28, 1882 he married Lizzie Shanahan (Elizabeth Shanaghan) (1857-1933) daughter of Thomas Shanaghan and Ann Joyce.

Laid to rest in the cemetery of Our Lady of Visitation Church, they are entry number 371 and 372, and their information reads: Elizabeth Shanahan, wife of Thomas Ryan 1859-1933, and Thomas Ryan 21 Sept 1852- 1 Nov 1898/ wife Elizabeth Shanahan

### DANIEL O'GRADY

Daniel and his wife, Elizabeth Collins (1876-1958) lived in the blacksmiths house for many decades and do not appear to have had any children. In 1901 Daniel and Elizabeth opened their home to a young blacksmith, James Leslie (age 23) and Daniel began listing his occupation as "Agent" or later as "Mzg Agent", the exact meaning of which we do not know. The census of 1911 indicates that Daniel and Elizabeth, then 44 years of age, took in EDNA (1), an infant niece. With time, the blacksmith shop was sold to Allen STANLEY and then Dave STANLEY before it was bought by Frank and Edith Ann RANDALL and then their son Bob. Local sources tell us that Victor Bedore also had ownership.

All Saints Anglican Church cemetery records: #171 Daniel O'Grady 18 Sept 1926 at 63 yrs/ wife Elizabeth Collins 1876-1958

And as relates to the future owners of the blacksmith shop: David John Stanley 1867-1935 and wife Elizabeth Powell 1870-1934 with Harold 1904-1979 and his wife Olive Graham 1905-1953 and Frank Randal 1874-1948 and his wife Edith Ann Booth 1879-1956 and their daughter Lydia Ann Booth 1858-1930 and Robert Francis Randall, (1915-1984) and his wife, Beatrice Ethel Rourke/ 56/ 1922-1974, Aug. 07

### JOSEPH LESLIE

Very little is known of this young man except what can be gleaned from local lore which indicates that he was one of the tollgate operators, and the 1901 census where we find: O'Grady, "Darl"(Daniel); head, 1863, 37, Mzg Agent/ Elizabeth his wife, 1879, 24/Leslie, Jos., Boarder, 1877, 23,Blacksmith.

## STANLEY FAMILY

From Volume XVII of the PIONEER FAMILIES OF OSGOODE TOWNSHIP series, (Osgoode Township Museum), and supported by the file dedicated to the family, this is an abbreviation of the story of the Stanley's. Our focus is on two brothers, JOHN ROBERT and LEONARD.

John Robert was a tavern keeper in Bytown (Ottawa) circa 1834, managing the Carleton Hotel situated on the south side of Wellington Street between Bank and Kent Streets. His wife, Jane Barber died in 1830 in the hospital in Montreal at the age of 28 years. Their sons were RICHARD BARBER, THOMAS, and baby LEONARD who died before his second birthday. John Robert remarried and with Clarinda (Sides), fathered Eliza, Clarinda, Sally, and John Robert (Jr.). The families of the brothers were apparently close and we find their stories unreservedly intertwined.

LEONARD was a farmer and tavern keeper in Ireland and presumably followed these vocations upon arrival in Bytown. He and his wife decided to leave Bytown with their growing family and relocate to a farm in Osgoode Township- lot 8/con4 with their children, Robert, Eliza, Anna, John, James, William, Thomas, Richard, Sarah, and it is thought one other child. (Source: Bruce Elliott of Kingston Ontario, author of article for the Stanley family, published in Pioneer Families of Osgoode Township).

The fortunes of the Stanley men waxed and waned throughout their respective lives, but the two who hold our interest are THOMAS and RICHARD. Thomas married ELIZA JANE MELVIN in August 17 1865 and Richard married FRANCIS HEDLEY 1 July 1863.

Most of the family is buried in ALL SAINTS ANGLICAN CHURCH CEMETARY however the people we are most interested in for this essay are recorded as follows:

LEONARD STANLEY age 66 /4 Nov. 1865 and Jane

RICHARD STANLEY: Dec. 5, 1882 age 45

FRANCIS STANLEY: born January 16 1843, died April 8, 1919 aged 76 years and

ESTHER STANLEY: daughter of Richard and Francis, born October 8, 1873 died 1898 aged 24 years,( buried with her mother).

Baby RICHARD L. STANLEY/ died at 2 mo.?, ? March 1880 and SARAH J. /2 yr & 2 mo.  
?May 1883

Inscription: *Two little flowers of love/-?-to blossom but to die/Transplanted now above/To bloom with God on high*

### LT. ADOLPHUS GREELY

History tells us that Adolphus Greely (1844-1935) was an American Polar explorer, a United States Army officer (entered service 1861) and a recipient of the Medal of Honour (1935).

In 1881, young First Lieutenant Greely was given command of the Lady Franklin Bay Expedition on the ship *Proteus*. Among other things, the purpose of the mission was to establish one of a chain of meteorological observation stations. However, Greely was a poor choice for this command. Having no previous Arctic experience, he was not prepared for what lay ahead and, as was so common among early polar explorers, unwilling to accept assistance and advice from the local inhabitants. As a consequence he made poor decisions with deadly consequences.

When his supply lines to Ellesmere Island failed him, he decided to abandon their encampment in August of 1883 and search for an expected cache of supplies at Cape Sabine. Unable to secure the necessary provisions, he and his remaining crew were forced to overwinter without adequate food and equipment. When Captain WINFIELD SCOTT SCHLEY (1839-1911) arrived to rescue them on June 22, 1884, he found 19 of Greely's 25-man crew had perished from starvation, drowning, hypothermia and shamefully, one man from gunshot wounds from an execution ordered by their inept leader, Lieutenant Greely. One additional man died after their rescue. Despite overwhelming evidence of gross incompetence on the part of Greely, and the stigma of accusations of cannibalism, all were recognized as heroes on their return.

### THOMAS O'CONNOR

The story of T.J. O'CONNOR is almost lost to us today. We know from the tax records (1891) that he lived on a one acre lot between Mrs. R. Stanley (Francis) and the Dunlop's (lot 6), still on lot 5, but we are unsure of where the O'Connor home was located or even when they arrived to live in the community. What we do know is that Thomas was the son of Timothy and Mary (McHale) and that he had taken Ellen SULLIVAN to wife. They raised two boys, John Charles and James Timothy, but sadly, Ellen died on 7, February 1867, only four days after their infant son, Michael P. We also know that they were well known by the local folks thus qualifying Thomas to assume the position of Postmaster of Greely on 1 March 1890, earning less than \$18.00 for his efforts. He took this job more than a year after Reuben Bates resigned, begging the question: how was the post office run during the 15 months without a postmaster? Perhaps this could account, in some small measure, for the low return of investment recorded by the Postmaster General for this postal station.

The records of Our Lady of the Visitation include: # 557 Ellen Sullivan wife of Thomas O'Connor 7Feb. 1867 at 26 yrs and Michael P. O'Connor, 4 Feb 1867 at 10/12 years (loss of both mother and child) followed by James Timothy 1 Jan 1906 at 22 yrs/ John Charles 18 Nov. 1910 at 29 yrs

THOMAS RALPH (RALF)

Thomas Ralph was hired as the inn keeper (1853-1924) and married Mary Ann Stackpole (1853-1910). Both are buried in the cemetery of Our Lady of Visitation Church. They seem to have lived north of the blacksmith shop, on "one acre". From the records of the cemetery we also learn that their daughter, Ann Ralph died Dec. 1926 at 86 years, the wife of John Fox, and daughter Margaret Ralph (died Oct 1918 at 73 years), the wife of Patrick Tierney.

From the records of Our Lady of the Visitation: #214 Thomas W. Ralph 1853-1924 with his wife, Mary Ann Stackpole 1853-1910 and daughter Mary J (Ralph) Gauthier 1882-1977.

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