



## November 2000 Newsletter

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### NOVEMBER MEETING

The November meeting of the Lost Villages Historical Society will be held at the former municipal office for the Township of Charlottenburg, (in the heart of downtown Williamstown, Ontario), on Monday, November 20, 2000, at 8:00 p.m.. This building cannot be missed. It is at the south-east end of the bridge over the Raisin River. We have been invited to see the "Invitation, -the Quilt of Belonging" project, by Esther Bryan. Members of the historical society and "friends" are invited to attend. Plan to carpool and save on gas. As mentioned, the meeting will begin at 8:00 p.m., and Esther will make her presentation following a short business session.

### "INVITATION, THE QUILT OF BELONGING"

The following information was taken from the projects's website.

"Invitation, the Quilt of Belonging" is a unique, exciting national textile art project that will visually record Canada's ethnically diverse history. It is designed both to record the past and show a path to the future where we all have pride of place and are valued. An accompanying text will record the stories, history and symbols found in this immense tapestry. The needlework quilt and accompanying text will travel across Canada to be stiched, knotted and exhibited. It will be approximately 130 feet wide.

This project is designed to give each ethnic, aboriginal and Inuit community within Canada a high national profile and create a better understanding between Canadians of all origins. It is important that all Canadians see and value their unique contributions to the Canadian society fabric.

PLEASE CIRCLE THE DATE ON YOUR CALENDAR, AND PLAN TO

ATTEND THIS MEETING IN WILLIAMSTOWN. WE HOPE TO CONTINUE TO SHOW THE COMMUNITY THE INTEREST DEMONSTRATED BY THE MEMBERS OF OUR HISTORICAL SOCIETY. PLEASE INVITE A FRIEND TO JOIN YOU! THANKS FOR THE SUPPORT IN OCTOBER. ANOTHER INTERESTING MEETING.

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### LOST VILLAGES "HISTORY AWARD" AT ROTHWELL-OSNABRUCK SCHOOL

Once again, we thank Pat (McSweeney) Faubert of Mississauga, Ontario, for her generous contribution to the Rothwell-Osnabruck School "History Award" This award, of \$200.00, was presented to Amanda Eddington, a first year engineering student at Queen's University in Kingston, on October 6, 2000, at the annual Commencement Exercises. In a note of thanks to the Lost Villages Historical Society, Amanda writes:

"Thank you very much for presenting me with the Lost Villages Historical Society Award. I really appreciate the support your society has given to me and the assistance with my education."

Besides our society's award, Amanada was the recipient of the following certificates and awards:

Ontario Secondary School Diploma; French Concentration Certificate; Food Town, OAC, -2nd Place; Rothwell-Osnabruck Student Council Award; Ingleside Ladies' Bridge Award; Roh Max Physics OAC Award; Lynn Bancroft Memorial Award; Rothwell-Osnabruck French Immersion Award; H.S.P. Engineering Scholarship; and Lieutenant Governor's Community Volunteers Award.

As well, Amanda received an "Achiever Pin" for excellent achievement in OAC computer class; a clock and a Platinum Club Tab for earning honours each year from grade 9 to OAC; Ontario Scholar recognition from the Province of Ontario, and the Silver Academic Excellence Medallion as one of the top three Ontario Scholars.

WELL DONE, AMANDA, AND CONGRATULATION FROM THE MEMBERS OF THE LOST VILLAGES HISTORICAL SOCIETY!

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FRIENDS OF THE CRYLSER'S FARM BATTLEFIELD

The following information was received from "The Friends of the Crysler's Farm Battlefield":

THE PRESERVATION OF THE PAST IS DEPENDENT ON PERSEVERANCE TODAY

The Battle of Crysler's Farm, November 11, 1813. A crucial turning point in the history of Canada, ensuring that North America would develop into two separate and distinct nations.

-ONE OF CANADA'S MOST DEFINING MOMENTS DESERVES A COMMITMENT TO ITS

DEVELOPMENT AND INTERPRETATION.

-THE FRIENDS OF CRYSLER'S FARM BATTLEFIELD ARE AN INNOVATIVE GROUP, ACTIVELY

DEVELOPING THE FUTURE OUTLOOK OF THIS HISTORIC SITE.

-THE PRESERVATION OF AN EXCITING MILITARY PAST AND PROSPECT OF FUTURE

INTERPRETATION REQUIRES MEMBERSHIP.

-JOIN UP, AND YOU COULD PLAY AN INTEGRAL ROLE IN KEEPING HISTORY ALIVE.

You can become a member of The Friends of Crysler's Farm Battlefield, by mailing your membership fee of \$20.00 (Canadian Funds) to: Bob Irvine, 8 Fifth St., R.R.#3, Prescott, Ontario. K0E 1T0, Telephone: (613) 925-5514

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THANK YOU "CORNWALL TOWNSHIP HISTORICAL SOCIETY"!

The Lost Villages Historical Society extends sincere appreciation and thanks to the Cornwall Township Historical Society for generously providing space at the Raisin River Heritage Centre, St. Andrew's West, Ontario, for the storage of our documents from the Fran Laflamme collection. As you may have known, these documents and artifacts had been stored over the summer months at the former municipal office for the Township of Cornwall. Recently, this historic building was designated, and then sold, by the Township of South Stormont. It was necessary to remove the collection from this site, and the executive of the

Cornwall Township Historical Society quickly made a decision in our favour. We are most appreciative of their generosity.

As you can see, it is necessary for us to be thinking of a permanent home for this collection, and all the other documents and artifacts stored in various places. The Forbes Reading Room, from Newington, Ontario, would make an ideal building for this purpose, and the Township of South Stormont continues to investigate the move of this building to Ault Park, site of the Lost Villages Museum. Fundraising for this project has already started, and the township anticipates a grant through the province's "Heritage Challenge Fund", with our society being the contact for funding purposes.

A special "Thank You" to Dale Duncan, President of the Cornwall Township Historical Society, and Bernie MacDonald, member, for their help with the relocation of the documents to the Raisin River Heritage Centre.

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#### ST. LAWRENCE STEPPING STONES 2000 "FALL FESTIVAL"

As reported in the October newsletter, plans have been finalized for "Fall Festival 2000" sponsored by the St. Lawrence Stepping Stones 2000 committee. Circle your calendar, and plan to attend. Our historical society has been invited to participate, and this is another way for the society to promote itself. Our display will centre on the veterans of the Lost Villages, with the theme of "Remembrance". The information presented in this newsletter was received by the historical society from Carson Elliott, St. Lawrence Stepping Stones Millennium Coordinator. We hope that you will be able to participate in this important event in the Township of South Stormont.

#### FALL FESTIVAL 2000, NOVEMBER 10-12, 2000

The St. Lawrence Stepping Stones 2000 Committee will be hosting "Fall Festival 2000" from November 10-12, 2000, in the Lancer Centre and Osnabruck Hall at Rothwell-Osnabruck School. The doors to the public will open at 7:00 p.m. on Friday, November 10th. The Festival will continue until 4:00 p.m., Sunday, November 12, 2000.

The Fall Festival will feature some very unique attractions that should attract large crowds. Friday evening, November 10, 2000, will feature over thirty local handicraft artisans, home product specialists, and several heritage displays. This "Show and Sale" will run the course of the three-day Festival in Osnabruck Hall.

Featured entertainment for Friday evening, which is R-O Night, will highlight the Squadron 306 Military Concert Orchestra from Montreal. This concert orchestra will perform their music of the war era, starting with early war melodies up to the present Star Wars music, in concert at 8:00 p.m. Proceeds from this special concert will go to the Rothwell-Osnabruck R.O.A.R committee.

Saturday, November 11, 2000, the doors will open with the theme day being "Community Remembrance 2000". At 10:45 a.m., the Festival will focus upon Remembrance Day with special ceremonies taking place in the Lancer Community Centre. Participating will be the Friends of Crysler's Farm Battlefield, dressed in period 1812 costume; the Brockville Infantry Company 1862 Silent Drill Team; veterans and members of the Royal Canadian Legion 569; Legion Padre, Rev. Peter Crosby of Christ Church, Long Sault, will deliver the message and prayers of Remembrance. Several invited guests and local dignitaries will attend. Wreath laying ceremonies will take place and the traditional two minutes of silence will occur. Barb Hunter, of Squadron 306, will present the Last Post, to highlight the ceremonies.

This will be followed by a demonstration of the Brockville Infantry Company (1862) Silent Drill Team, which will present to the public the drills of the period. This event will be followed by a Children's Muster, where children attending will wear period costume and march in parade. Other featured entertainment for the day will include Hill's Angels Senior Choir, which will perform a selection of war songs, and the Golden Girls of Cornwall, with several war period dance routines. Featured exhibit for Saturday and Sunday, in Osnabruck Hall on the stage, will be "The Titanic Display", a collection of memorabilia and artifacts by Mr. Rene Bergeron of Ingleside. From the canteen, the Ladies of St. Matthew's Presbyterian Church will provide soup, sandwiches, hot dogs, drinks, and muffins throughout the day.

Sunday, November 12th events will get underway at 11:00 a.m. with a Community Coffee, Tea and Dessert party. Admission for this event will be \$2.00 per person. During this party, local gospel singers will entertain throughout the course of the afternoon. Patrons will also have plenty of time to visit Osnabruck Hall, to attend the handicraft/home products show and sale, and visit the numerous heritage displays.

Festival 2000 will be open to the public on Friday, November 10, 2000, from 7:00-9:00 p.m., Saturday, November 11, 2000, from 9:00 a.m.-4:00 p.m., and Sunday, November 12, 2000, from 11:00 a.m. to 4:00 p.m. Admission is \$2.00 per

person or \$5.00 per family, however if you bring canned goods or other non-perishables for the Dundas and Area Food Bank, your admission is absolutely free to the Festival. For more information, please contact Carson Elliott, St. Lawrence Stepping Stones Millennium Coordinator, Township of South Stormont, at (613) 537-2362 or 1-800-265-3915.

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## **BITS AND PIECES!**

-Electricity will soon be hooked up to the Sandtown Church. The cable has been laid, the church rewired, and the connection will be made very soon.

-Although the snow will be flying very soon, we would like you to think about this request for next summer. Quite often, it is necessary to trim around our buildings, between the times of the township's contractor. Do you know of someone who would have a good, used lawnmower, (fairly easy to start), to give away? We would be most grateful for a donation in this regard.

-Jim Brownell addressed the members of the Glengarry Historical Society on Thursday, November 2, 2000. The members were fascinated in our work at Ault Park, and I am sure we will see many new faces at the museum site next summer. They were most interested in our fundraising projects, our building acquisitions, and our summer bus tours. Jim learned that the Glengarry Historical Society has acquired the Hamelin Blacksmith Shop from Apple Hill, Ontario, and it is being restored at the Glengarry Pioneer Museum in Dunvegan, at the present time. Kent McSweyn, Deputy-Reeve for North Glengarry and a retired educator, and Peter Steiche, another educator from Glengarry, are working at this restoration project. Great to see the volunteerism!

-Thank you to Bud Johnston for the generous donation of hymn books to the Sandtown Church. Although we have the original hymn books from the Advent Christian faith, we were delighted to get the recent donation.

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## **BIKE-A-THON A TREMENDOUS SUCCESS!**

Congratulations and thank you to the students and staff of Longue Sault Public School for the outstanding work with the fifth annual "Bike-a-thon", held on Friday, October 13, 2000. On a beautiful autumn day, over 300 students and teachers biked, walked, or rollerbladed to Ault Park. While there, they enjoyed a

barbecue, sponsored by the historical society. As in previous years, members of our society were stationed in each building at the museum site, to answer the questions from inquisitive minds.

Thank you to all those who helped at the Bike-a-thon: Reg and Doris Donnelly, Lenora Salmon, Bev Kennedy, Barbara Bell, Rosemary Rutley, Jean Jeacle, and Donnie Alguire.

Students collected \$5,696.10 in the bike-a-thon, with half the proceeds, \$2,848.00, donated to the Lost Villages Historical Society. The bicycle, donated by our society, was won by Trevor Dakin, a grade seven, Late French Immersion student at the school. The top collectors were: Kindergarten, Jacob Goulet with \$118.00; Grade 1, Garrett Pilon with \$242.15; Grade 2, Steven Beaudoin with \$40.00; Grade 3, Brett Whaley with \$64.00; Grade 4, Hillary McQuaid with \$128.00; Grade 5, Jonathan Merpaw with \$100.00; Grade 6, Katie MacDonell with \$100.00; Developmentally Challenged Class, Tiffany Laperle with \$26.00; Grade 7 LFI, Trevor Dakin with \$206.00; Grade 7 Core, Andrea McCullough with \$105.00; Grade 8 LFI, Ashlee Brownlee with \$122.00; and Grade 8 Core, Desiree Payette with \$55.50.

The top collector in each class received a Lost Villages T-shirt from the historical society.

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## FRAN LAFLAMME MEMORIAL SCHOLARSHIP

A short update on the Fran Laflamme Memorial Scholarship. This scholarship will be offered through Rothwell-Osnabruck School in Ingleside, to a South Stormont student who is entering a post-secondary program in one of Fran's many fields of interest; History, Library and Information Science, English Literature, Drama, Political Science, or Education. The winner of the award will also have demonstrated involvement in the community.

Donations can be made to the Fran Laflamme Memorial Scholarship account at any branch of the Bank of Montreal in Stormont, Dundas and Glengarry, and the City of Cornwall. Please indicate, when you make your donation, that the account is at the Ingleside Branch. Cheques may be forwarded to the Fran Laflamme Scholarship Fund, P.O. Box 116, Finch, Ontario. K0C 1K0. If you make your donation at a Bank of Montreal, outside of Stormont, Dundas and Glengarry, and wish a tax receipt, please send a copy of your deposit receipt to the above address.

If you have any questions, please call (613) 984-0720, and leave a message. A committee member will return your call.

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## DICKINSON'S LANDING BY FRAN LAFLAMME

The following essay was found among the papers obtained from the Fran Laflamme estate.

### Dickinson's Landing

In 1957, Dickinson's Landing was like any other village in Eastern Ontario. It was a long, narrow strip, lying on the bank of the St. Lawrence River, with a north side and south side, cut in two by her Majesty's Highway #2. At the west end was Hoople Creek and the east boundary was marked by the Wales Road, where Summers Elliott's Texaco Station marked the eastern entrance to Dickinson's Landing, just as today, his Texaco station marks the entrance to Dickinson's Drive here in Ingleside. It was a police village, with men looking after its interest; Eldred Markell, Ray Wells and John Murphy. It is not unfair to call it a sleepy village, because it could boast only one general store, one service station, one church, one school. And so, when 1957 brought an end to all our villages, Dickinson's Landing petered out, and yet it had wrapped up in its few hundred short years, a considerable history.

In a way, this history paralleled the history of many little villages in Eastern Ontario. Legend has it that Dickinson's Landing began as an outpost in the day of Sieur de Lasalle, who came from Lachine about 1669, along with two priests, set up a fur trading centre, an outpost in the back woods.

Certainly, it would have been used in some sense a landing spot and the jumping off point, after the portage around the Long Sault Rapids; for it was the nearby Long Sault Rapids which made for much of Dickinson's Landing history.

These rapids, for those of us who remember them, were so swift and so deep and so covered the complete river bed or the north branch from the mainland to Long Sault Island. Impossible for a canoe to navigate, and, even through the centre, impossible for a flat-bottom boat to navigate, and so travel on the St. Lawrence always had to take into account a whole series of rapids from Montreal west, the most severe of which were the Long Sault Rapids.

Now, to move to the time of the American Revolution, the hated Tories in the

United States were the followers of George the 3rd, who remained loyal to him and to the British in their sentiments. They faced so much persecution, that it was much easier for them to come to Canada; and they did in considerable numbers. Forty thousand went to Nova Scotia, another twenty to thirty thousand settled in the area around the Niagara. But several thousand came right here to our particular area, and the grants of land at the uppermost end of the scale were most generous. A major received five thousand acres; a captain three thousand acres; a lieutenant two thousand acres. The non-commissioned officers, (sergeants and corporals) received two hundred, as did a private with fifty extra acres for wife and each child, with each child receiving two hundred acres upon reaching the age of maturity.

We all are aware of the planned settlement where the Scottish-Catholics were put closest to the Quebec border to have a common factor of religion with the French speaking Catholics and next the Scottish Presbyterians. Then, the English Presbyterians or Anglicans in Cornwall Township, Osnabruck, and west of us in Williamsburg, were placed the Dutch, and German Presbyterians and Lutherans. Now, according to the McNiff map of 1783-86, Osnabruck consisted of three concessions and most of the settlers were ex-soldiers of Sir John Johnson's Royal Regiment of New York or Royal New Yorker's as they were often called. The roll call from Pringle's "Lunenburg or the Old Eastern District" shows such large numbers of names which are still familiar to us today. Jacob Countryman, Dr. James Stuart, Jacob Eaman, Henry Hoople, McKenzie Morgan, Michael Cryderman, Daniel Fykes, Philip Empey, Joseph, John Wert, a Dafoe, a Service; and it is amusing to see how some spelling has changed over the years. The Fickes as we know them were Fike, Stata were Steaty, and the Empey's, Impey; and Wert, Wart. There were a few Scotsmen mixed in there too, for it was at Archibald Macdonnell's, right near the Long Sault Rapids, that Lady Simcoe and her husband, Sir John Graves Simcoe, Lieutenant-Governor of Upper Canada, stopped for a visit and at the west end was Miles MacDonnell, who, later, was chosen by Lord Selkirk to head his settlement in Red River Valley in Manitoba.

Life in those early days certainly must have been grim. First, there were trees to cut and this meant one of the few cash crops, the sale of ashes, for potash, and barrels of ashes from the maple, elm, the pines and mostly the oak went east to Montreal. If only they had had the foresight to leave a few of those marvellous oaks and maples, and elms rather than all the second growth we have today, but it is understandable that every tree was not a thing of beauty. It was a thing of absolute necessity when one built a home from it, or when burned in your fireplace, but it was only something to be removed when you had to plough around

it.

The grimness of the life is pointed out by the fact that in 1796, in the Eastern District of Lunenburg, twenty-five pounds was put aside to pay a bounty for the killing of wolves and bears. But by 1811, things had moved to such a point that twenty pounds were granted to bridge the Hoople's Creek.

The ordinary things of life were continued. According to Elizabeth Hoople's "Hooples of Hoople Creek", the first marriage took place shortly before 1786, at the west end of what would have been Dickinson's Landing, an outdoor marriage under an oak tree in which John Hoople and Eleanor Kentor were joined in marriage.

The small village along the river, probably because it was central, was chosen as the area for the first session of court in the District of Lunenburg, and the court was held here for the first time on the 5th of June, 1789. They continued to be held here for three years. Again, the jury reads like a catalogue or a roll call of local names; Jacob Van Allen, Eamon, Joseph Loucks, John Wert, Jacob Merkle, an Empy, and Nicholas Ault.

There is not too much detail on the cases, however there was one case of assault and battery. A man was found guilty and charged one shilling; so obviously he didn't batter too much, because in a second case of the day, a man was also found guilty of assault and battery and was fined twenty shillings, so he must have battered a great deal more. In 1790, a man and his wife were tried on charge of petty larceny, and the man was found guilty and the wife was absolved which was just as well because his punishment was to be tied to a post and to given thirty-nine lashes on the naked back. In 1791, another prisoner had to stand in the pillory for one hour, but there is no mention of whether or not the townspeople could stand and jeer and spit and carry out the indignities usually associated with this type of punishment.

In the early fifteen or twenty years, obviously the day to day life must have entirely revolved around keeping body and soul together, clearing land, surviving the winter, improving one's lot, little by little.

The next major event into the lives of the people was the War of 1812 to 1814. Naturally, because we were along the river front, there was some action, the main part of which took place at Crysler's Farm. But we do know that on the river there was the skirmish at the mouth of Hoople's Creek, when the American General Brown was coming down river with three thousand men. His arrival in Cornwall

was to coincide with the American General Wilkinson, because in Cornwall the government stores were housed, and of course, the American army felt that to take these would weaken the effort on the Canadians. On November 10, 1813, at the mouth of Hoople's Creek, a skirmish took place. Now mainly, the Glengarry District Militia is mentioned, thirteen hundred strong, but the Second regiment of the Stormont Militia and those from Osnabruck Township, included a Dickinson, an Ault, Morgan, Shaver, Empy, Crysler, Eaman, Dafoe, Nairn and Grant; against so many of the names still with us today.

Now, while the war was coming to an end, an American by the name of Barnabus Dickinson came north from Massachusetts, and, in Montreal, won the contract for the delivery of mail from Montreal and west. It wasn't until after the war, of course, that he set up his system of public conveyances to carry both mail and passengers with a series of boats and coaches from Montreal. To facilitate part of this, the steamboat Iroquois made a round trip from Prescott to Dickinson's Landing. But obviously, it wasn't large enough for the rapids at Farran's Point and again at Morrisburg, because, in 1834, this steamboat was replaced by one named The Dolphin, which was in service for eight years, but the stretch from Cornwall to Dickinson's Landing always had to be done by stage coach, again because of the Long Sault Rapids. And by 1832, with this combination of serving as a jumping off spot to the west and an area where goods had to be unloaded from boats, placed in wagons, and taken twelve miles east to Cornwall.

By 1832, Dickinson's Landing was the second most prosperous village in the whole of the Lunenburg District, a district, incidentally, which ran from east of Brockville to the Quebec border, and north almost as far as the Ottawa River. To show that it was indeed a flourishing area, here is yet another list. It had a gristmill and a sawmill, very importantly; it had a distillery; there was a soap factory which served the potash industry, still very valuable as far as potash was concerned; there was a tannery, two blacksmith shops; there was a carriage factory and cabinet maker. (Indeed some people in this part of the country, who had very old chairs, thought they were made in a factory in Dickinson's Landing). There were three shoe shops, two harness shops, two tailor shops, an undertaker, a cooper and tinsmith shop, five general stores and five hotels; one of which was called "Snyder's Stagecoach Inn", as well as the St. Lawrence House Hotel, the picture of which I have here, sometimes called the "Bullock House".

Now, in 1834, there was a new development which meant, of course, an enlargement of Dickinson's Landing, but also sowed deep seeds of the end of Dickinson's Landing as a place of importance - that was the building of the

Cornwall Canal. The sod turning took place in 1834, and the Canal was not opened until 1842, eight years later.

The most difficult stretch in building this canal, which was 11-1/2 miles long, was that from Dickinson's Landing east to the Long Sault Rapids. The embankment had to be started here, right at Dickinson's Landing, directly opposite the east end of the village; and such was the rapidity of the current in this area, that it took months of dumping carts of earth and stone into these fast flowing waters at the head of the rapids, months before a bit of an embankment showed above the surface of the water. The quarries at Mille Roches were used at this time, to supply rock to build the embankment of the Cornwall Canal.

Over a thousand men were employed simply at this end of the operation, and in all towns there seemed to be men, living in tents in the summer and drafty barracks in the winter and being paid minimum wages for twelve to fourteen hour working day. These were rugged men, and as long as they stayed around Dickinson's Landing, bought their wares at the distillery and kept to themselves; not too much was thought of it; until the murder of the prosperous citizen by the name of Alfred French, he of Maple Grove; the French-Roberston house today is in Upper Canada Village.

One day, when he was on his way out from Cornwall, he was accosted by two men with a woman, who belonged to this encampment at Dickinson's Landing. Apparently, they were returning from a funeral and asked Mr. French for a ride in his carriage. He refused them, so they grabbed the horses and stopped them. There was a wood sleigh that had been emptied of a load of wood passing by, and Mr. French grabbed one of the stakes from the side of the sleigh and began to beat one of the men. Then, of course, they took the stake from him and battered him, leaving him badly shattered; he died shortly after being carried to a nearby farm house. Now the authorities were able to apprehend one of the three people and this man was, of course, found guilty and executed by hanging in Cornwall. There was such fear of an unpleasant scene that they brought troops in from Kingston and housed them in the barracks well in advance of the execution and for a few weeks after. So we find that history relives itself, and while many of us can remember the stories of the coming of the Seaway, of what was going to happen when all these tough workmen came from all over Canada.

To return to the Canal, it was a slope-sided canal, a hundred feet wide at the bottom and a hundred and fifty feet wide at the top, with a series of seven locks from Cornwall to the head of the canal, each one lifting about eight feet or

lowering it on its eastern journey, the equivalent eight feet.

Lock No. 21 was the last in the series and it was directly east of the church in Dickinson's Landing; but the canal opened in 1842 and one boat, "The George Frederick" was captained by a man named Sawyer, and was commissioned by two Dickinson's Landing residents, Adam Loucks and W. Hoople, and it made the run to Cornwall in the astounding time of twenty-five minutes.

Now with the coming of the canal, the loading and unloading process at Dickinson's Landing was unnecessary, and so, certain of the businesses closed and this decline was further hastened with the opening of the Grand Trunk Railway in 1856. Now the station was a mile north of Dickinson's Landing and this was called Dickinson's Landing Station, until, in 1860, the Prince of Wales, later to become King Edward VII, detrained at the Landing station. Legend has it he asked the name of the place and was told Dickinson's Landing Station, and he thought it was rather a long name and asked why it didn't have a name of its own; so the town fathers decided that it should be named in his honour., So, the village of Wales became a separate identity.

Dickinson's Landing had lost its boat stops, its stage coach stops, and consequently, it lost many of its businesses. In the 1850's, there was a big population growth with the coming of the Irish. Two families well remembered in this area were the Clark family and the Murphy's. Many of the Irish immigrants who came were involved in construction as steam shovel operator, and here they made their headquarters. Their families were born and raised here, but the men themselves were often away at construction and other places. In fact, the Catholic population of Dickinson's Landing was sufficiently large that, in 1863, the wooden church, which had served the people, was replaced with a rather handsome building which was called St. Patrick's, completed that year. Then, an Irish priest served here after and felt that it wasn't nearly magnificent enough to be called St. Patrick's because, after all, St. Patrick's Cathedral in New York City had been built by that time. He renamed it in honour of our Lady and, hence, Our Lady of Grace came to be. Of course, it is still with us here today in Ingleside, in another form.

Doctors were always in Dickinson's Landing, from almost its earliest time; most famous of which was probably Granny Hoople, not in the true sense a medical doctor, but the wife of John Hoople, who as a young girl, had been carried off after her family had been massacred by the Delaware Indians. She lived with them for seven years, and learned all of their herb medicines. People came to her from all over the area for treatment for probably what would today be referred to as

ulcers, heart burn and all types of intestinal diseases. It was the same Granny Hoople, who, in 1813, nursed a badly wounded American soldier, who later died. When she talked about it many years later, when she became Granny Hoople, one of the people to whom she told the story, informed the government in Washington of her risk. They rewarded her with a payment of six hundred dollars which, indeed, must have been a very handsome sum in those days. Now, she remained the doctor during the pioneer period, until the arrival of the first medical doctor, Dr. Feader, who came in 1811.

By the 1930's, Dickinson's Landing was a quiet village, but it was well lighted for it had street lights at that time with the poles paid for by the Women's Institute. It had Ransom's store, as well as the Sweet Briar Cheese Factory, operated by John Snetsinger, the father of Harold Snetsinger. It was a fair sized operation; in the year 1918, it produced one hundred and eighty thousand pounds of cheese and four thousand pounds of whey butter. Dickinson's Landing, for recreation, had variety. At one time, it had three dance halls, and rather well-attended places they were. One of them had an upstairs dance hall in the village. One evening, a fight took place and was considered one of the major fights in this part of the country. I'm sorry that I never made a tape recording one night in my father's barber shop, when the men were discussing the event. It happened in the 1920's, and there was a lot of action - to the point where it went on for a long enough period of time, that one man left the dance hall, went down to the Long Sault, about a half mile to three quarters of a mile east, and got Captain Anderson. He seemed to have been sort of a giant of a man or a fight settler. He came up to the hall, at which point he began to settle a fight with heaving men out windows. They actually landed down on snowbanks. The men, talking about it years later, and no doubt the story of it was a bit magnified, certainly made it sound like one zinger of a fight.

Races were held in Dickinson's Landing. There was a race track. This was later bought by rather a renowned horseman in this part of the country, who many of us remembered in Jimmy Conners. Jimmy had a stable, a boarding stable at the race track, which was equal distance from Dickinson's Landing and Wales, right here along the graveyard road across Hoople's Creek and a little bridge, and up to the beautiful sand track. One horse he had, Gilbert Gratton, wouldn't race unless an old nanny goat was with him, standing right at the side of the track, wouldn't go in the horse wagon unless the nanny goat went in first, wouldn't go into his stall unless the nanny goat was in there, and wouldn't start a race unless she was standing near the starting line. One time, a new handler of the nanny goat had the goat at the starting line, Gilbert Gratton was off to a good start, but on the second lap, he glanced over and the young lad, with the nanny goat, had left. So Gilbert

Gratton just quit. That was the end of the race for him, half way through.

Most of the recreation of Dickinson's Landing was in the summer time, swimming, boating - many people could simply walk to the edge of the lot and there was the boat in the little wharf, and start the motor and away they'd go. The proximity of the river accounts for so many of the people in Dickinson's Landing being riverboat men. Frank Dishaw, now retired here in Ingleside, was a riverboat captain; Walter Mills, for many years, was was Captain of the Canada Starch Co. ship.

Dickinson's Landing has all sorts of anecdotes; like so many anecdotes, unless one really does know the people involved, the humour is often lost. One thing I've always heard was Dickinson's Landing was a great place for nicknames. The McFees, Alec, who was called Arctic or North, because, of course, he was so frosty, and his brother was called Friday, because he was long and lean. Many people only remembered the village because it was a long skinny village, with a long name, on your way to Montreal, or on your way to Toronto. There

wasn't really very much there to make anyone stop, but it was home to many people until the year of the flood, 1958 A.D.

IN MEMORIUM

IN MEMORY OF ALLAN (ALLIE) EASTMAN, FORMERLY OF MILLE  
ROCHES, WHO DIED ON

OCTOBER 24, 2000. OUR SYMPATHY TO DAVID & NANCY (EASTMAN)  
HILL