



Leeds & 1000 Islands Historical Society

Wallace Shipman, Ivy Lea, near Gananoque, Ont.



Wallace Shipman, Ivy Lea, near Gananoque

These are the original buildings of what today is the Glen House Resort

(See article and picture page 10)

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PRESIDENT'S MESSAGE

It is with pride we enter the new decade. We have closed the 2000 years extending our organization worldwide, building a Web page and contributing to Lakes and Islands, Times Past Website. Our programs continue to draw good attendance.

An exciting list has been outlined for the new year, starting with Captain Brian Johnson retelling Wolfe Island stories and legends in January, followed by our annual "Show and Tell" in February. March will bring you Alwyn Austin to talk on the Royal Elizabeth Township. In April Bill Patterson author of Lilac & Limestone will speak on Pittsburgh Township. We are looking forward to your visit every 3rd Monday of the month and are grateful for your support.

Yolande LaPointe
President

January 18, 2010 Brian Johnson – The Wolfe Island Ferry and the St. Lawrence Seaway
February 15 Annual Show and Tell. Bring a Heritage Item and Story to share.
March 15 Alwyn Austin – Elizabethtown Township
April 19 Bill Patterson – Limestone and Lilacs – Pittsburgh Township

IN MEMORIAM - MARGEL WARREN

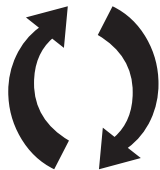
Margel Agnes Warren, 94, died July 30, 2009

Margel had been a member of the Historical Society since its beginning. Unable to attend meetings, she was keenly interested in the Newsletters and sharing her memories of days gone by.

At her death, the family directed remembrance donations to the Historical Society. A Margel Warren Memorial Fund has been established and a suitable purchase will be made in her memory at a later date.

We wish to thank her family and all who donated.

MEMBERSHIP FEES (Canadian Funds Please)



General (Family) - \$10.00 Association - \$10.00 Corporate - \$25.00

Our membership term is Sept. 1 to Aug. 31

Memberships available at any meeting or by cheque to:

LTI HISTORICAL SOCIETY
Box 332 Lansdowne, Ont. K0E 1L0

NEWSLETTERS

As our newsletter binder was growing large, we have decided to split it into two.

Back copies of our newsletters are available for \$2.50 each

Copies 1 through 20 are now available in a three ring binder. Cost \$62.00

Copies 21 through 31 - Cost \$39.50 - Binders with all copies 1-31 are still available. Ask for price.

Due to the weight and high cost of postage, if these have to be mailed, postage will have to be added.

Also available now is a binder with a coloured cover insert or the coloured cover insert alone.

Ask the Executive for prices.



THEN
Riverside House
Hotel, Lyndhurst
c.1890

*(Picture from The Rear of
Leeds and Lansdowne)*

NOW
Same corner !



(Photo by Bill Boulton)

THEN & NOW

LEEDS and 1000 ISLANDS HISTORICAL SOCIETY

Slate of Officers – 2009 – 2010

President-	Yolande LaPointe
1st. Vice-President-	Pierre Mercier
2nd. Vice-President-	Alan Lindsay
Past-President-	Bill Boulton
Secretary-	Tyler Dechamp
Treasurer-	Duane Dillman
Members at Large-	Mary Robertson, Freda White, Bruce Foley, Judy Horton.

Committee Chairs

Communications-	Bill Boulton
Social Chair-	Rebecca Webster
Archivist-	Pierre Mercier
Program-	Anne Graham
Membership-	Connie Burns

WE HAVE ARRIVED ONLINE
www.ltihistoricalsociety.org

Heritage Organization Grant

The Historical Society made an application to the Provincial Ministry of Culture for a Heritage Organization Development Grant.

Our application was approved, and we received \$466.00.

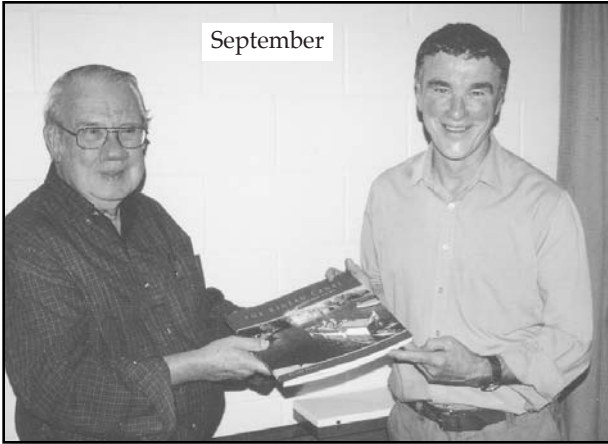
This grant will be used to cover the cost of preparation and distribution of our Newsletters.

We wish to thank the Ministry of Culture for this assistance.



YEAR IN REVIEW 2007-2008

FROM THE SECRETARY'S ANNUAL REPORT



September

September 15, 2008 – Steven Heaton described the demise of the St. Lawrence Lighthouse Keepers Home.



September

September 27, 2008 – The Society held an Open House at Greenfield School.



February

February 16, 2009 – Robert Webster shows a hand carved butter bowl at our Heritage Show and Tell.

←
November 17, 2008 – Amy Whitehorn compared Pictures Taken During World War 1 with modern pictures.
→



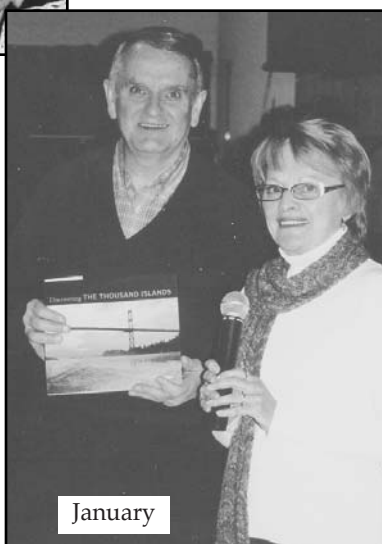
November

January 19, 2009 – John Nalon presented one of his famous Pictorial Histories Of Gananoque.



Photos in Sept., Nov. and March by Bruce Foley

All others by Bill Boulton



January



October

October 27, 2008 – Orland French described Creating A County Atlas



YEAR IN REVIEW 2007-2008

FROM THE SECRETARY'S ANNUAL REPORT



March

March 16, 2009 – Gary Muggleston spoke on Parks Canada.



May

May 16, 2009 – Donnie Dory and Alban Moorhead on our Bus Trip to Perth. We were joined by members of the Gananoque Historical Society.

Escott Spring Thing – We displayed FOLL Township Hall material.



July – At Lansdowne Fair we presented Memories Of The Lansdowne Township Hall.

BOTTOM RIGHT



April

April 20, 2009 – Bob Griffin traced the History Of Griffin's Lakeside Cottages.



July



Haskins House at Black Rapids

The log cabin built by Richard Haskins in 1930, is one of the oldest homes on the River. In 1950, Richard's son built one of the first cottages right next door, on the south shore of the Gananoque River. All of the wood for both structures was harvested on their own adjacent land. Ford Horten milled the wood at his mill on Wiltse Creek.

Today both buildings are owned and cared for by Lewis and Evelyn Haskins, who live in the log house and rent the cottage. (You can see them on Black Rapids Rd near the corner of Cty Rd #3.)

Richard Haskins owned 200 acres and had six cows and a horse. And the horse would be taken down to the river every day for fresh water. Oscar, Richard's son, who built the cottage, worked on the railroad in Lansdowne. Oscar was working when the great train derailment in the 1950's (Dec. 22, 1946) occurred spilling thousands of bushels of wheat. Lewis still has the shovel that Oscar used to clean up the spill with and says that he has never been able to find a better one. Oscar got a job at the locomotive company in Kingston and commuted in his 1929 Ford including one winter without a windshield. People were tough and the times were lean. Oscar remembered one Christmas when Santa left a single orange.

Lewis remembers only once in his sixty years that Black Rapids froze over, in the 1950s. He also recalls when the water level was so low that he would get out of his boat, and wade up the rapids dragging his boat behind him.

Lewis told me of the mine shaft on the north side of the River where most of the lead ore was extracted and taken by barge to the smokestack for processing. He also remembered the old steel truss bridge that was replaced by the concrete one. The old bridge, low to the water, made for a steep climb up the road on the north side. Some of the early automobiles had gravity fed fuel systems, so drivers would back up the hill to avoid stalling. Some tourists from New York stalled their car on this hill, rolled backwards, and hit a tree with such a force that a woman in the back seat crashed through the rear window.

Today Lewis and Evelyn continue to live and enjoy their commanding view of Black Rapids and the bridge and are often seen with their "kids" - two husky dogs - cruising up and down the River.Michael O'Connor

Reprinted from "GRWA Shorelines", June 2009, the newsletter of The Gananoque River Waterways Association. Reprinted with permission.



INFORMATION WANTED

Any information on the roaming artist known throughout the area as "Mr. Dale". Steven Dale was born in England and trained as an engraver. Later in life a mental condition reduced him to wandering the local roads where he did paintings and carvings for people who would give him shelter and board. I would like to hear stories and biographical material, but also hoping to find examples of his work.

**Please call Art Shaw,
artshaw@ripnet.com 613-387-3913**



LANSDOWNE WOMEN'S INSTITUTE CELEBRATED 100 YEAR ANNIVERSARY

By Connie Burns

The Lansdowne Women's Institute celebrated its 100th Anniversary on June 28, 2009 at Lansdowne Fairgrounds with all 17 local members present. A strawberry social was enjoyed by many guests including W.I. Provincial Board Director, Dorothy Beedham; District President Mary Freiday; Mayor Frank Kinsella and MP Gord Brown, who brought greetings. President Cassie Cross welcomed guests and spoke of the work of our branch as well as Women's Institutes across the province. There is also a Canadian organization as well as Associated Country Women of the World.

Many articles of clothing worn over the last 100 years were displayed or worn by the members. There was also lots of memorabilia of courses taken and handicrafts practiced.

Our local branch encouraged music in the schools and in 1931, sponsored a musical festival in the Town Hall which continued each year for two decades. We provided a piano for the hall and kept it tuned. We also acted as chaperones for educational films in the hall.

In the 30's we bought a fire wagon and extinguisher and paid \$50 annually for storage.

During the war years W.I. kept busy knitting and sewing articles to be shipped overseas along with honey and jam. \$1,000.00 was donated to the Red Cross. After war's end a reception was held in Lansdowne United Church for all the returning soldiers of the area. Two bronze plaques were placed in the Town Hall bearing the names of those who didn't return from World War I and W.W.II. These now hang at the Community Building.

Pictures of the veterans that were originally assembled and framed by Adeline (Webster) Kennedy were restored this year and are hanging in the library.

To celebrate Canada's Centennial, street signs were installed in the village. A wrought iron railing was installed at the entrance to the medical center and table and chairs were purchased for the library.

W.I. has sponsored 4-H clubs and donated to many charities over the years.



L T O R - Sherry Tedford, Lynn Tedford, Winnie Aalders, Helen Lohead, Cassie Cross, Beatrice Webster, Ruth Grier, Jean Powers, Martha Landon, Eleanor Kirkland, Mary Freiday (District President), Mayor Frank Kinsella, M.P. Gord Brown, Connie Burns.

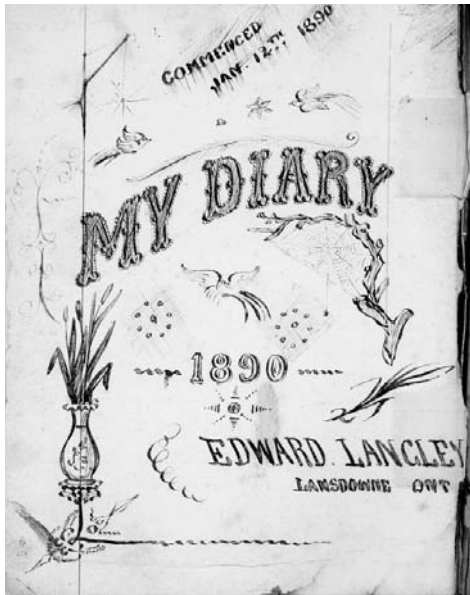
Missing - Anne Graham, Emma Shane, Donna Cross

DID YOU KNOW that many

things we take for granted today were once resolutions put forward by Women's Institutes?

For example:

- Pasteurizing of milk
- Mandatory stopping for school buses with flashing lights
- Formation of MacDonal Institute at Guelph University
- Clear markings on poison containers
- Painting of white lines on highways
- Signs at railway crossings
- Enforcement of handicapped parking
- Wrapping of bread
- Legal enforcement of the living will
- Funding for shelters for battered women



MY DIARY - EDWARD LANCLEY - 1890

*This diary was recently given to us by Byron and Martha Landon.
It belonged to a hired man working for Byron's grandfather
at the farm on Fairfax Road.
The writing is beautiful, almost a work of art.*

- Feb. 1** Splendid skating this evening, clear moonlight night. Brought up a cow from Mr. Smiths. I got a letter from Grandma. Took 10 bags of grain to be ground @ Lansdowne.
- Feb. 2** I went out to Lansdowne and stayed at Malcolm MacDonalds, in the evening we went to St. John's English Church, Mr. Young preached. Good wheeling.
- Feb. 3** Soft weather again. It sprinkled a little all forenoon. We killed a cow (Old Reddie) in the afternoon. She was in splendid shape.
- Feb. 4** It froze hard last night and there is splendid skating, but towards noon rain set in and froze as it fell, everything is very slippery. I tended stock, and in the afternoon I chopped wood. County Lodge met at Lansdowne. Wrote to Mother not to send money.
- Feb. 6** Sawed 26 logs in the woods, for to be drawn up when sleighing comes. It was very cold it being 6 above zero. In the evening Miss Mansell, Mary and I went skating. The moon was shining bright and the ice was good.
- Feb. 7** The boys sawed 25 logs in the morning and went to a Bee in the afternoon at W. Burn's putting on the roof of his barn they got it finished all but about six feet all along on the South side. Snowed all night.
- Feb. 8** This morning the snow is nearly a foot deep. It snowed all day except for a couple of hours in the afternoon but it was not bad enough to keep us from drawing up wood. We got up eight loads of logs. In the morning we packed up the beef. A Concert was to have been held in Stewart's hall Lansdowne for the benefit of St. John's English Church. Mr. Peck died 10:p.m..
- Feb. 9** No church here today as they could not get a minister. Henry came down in the evening..
- Feb. 10** We cleaned up 40 bushels of wheat and took it to Lyndhurst for which was received in return 1533 lbs. flour, 3 bags shorts, 4 bags bran. Hay press started at Russels. Read a letter from Mother. Father is better. Wrote to Gracie N. Wheat is selling for ninety cents.
- Feb 11** Thermometer ten degrees below zero. Funeral of Mr. E. Peck took place this morning his remains were taken to Pittsburgh vault. In the afternoon We drew three Hemlock two ash and one soft maple to Macreadys mill to be sawed.
- Feb. 12** Went to Russels to Press hay. Thawed all day. Drew home from the mill 2 loads of lumber one of mixed and one of oak.
- Feb. 13** I chopped my first stick of cordwood to-day. There were two Bees to-day one at Shields to which Oscar went and one at P. Lappins drawing brick from Seeleys Bay. Erastus drew one load. Took seven oak logs to the mill and drew home the rest of the lumber 1000 feet in all. Intending to draw it to Gananoque tomorrow.
- Feb. 14** Drew the oak to Gananoque in the morning. It rained about noon and continued until 11 o'clock. In the evening a party was held at Erastus'. They were just going to bed when we got there and a load came from Lansdowne just at the same time, they did not expect anybody would come at 10 o'clock the fiddler McKay and I started down the road and got Mr. Keaton. The party broke up at half past three. Everybody seemed to have enjoyed themselves.

(Continued on Pg. #9)



(Continued from Pg. #8) **MY DIARY - EDWARD LANCLEY - 1890**

- Feb. 15** Pressers commenced work at the Donevan Place but did not press any hay until after dinner. I drew up five loads of wood in the morning.
- Feb. 16** No church to-day. Pressers stayed here all day.
- Feb. 17** The pressers finished pressing in the upper barn at noon and came down with the machine. In the afternoon they set and pressed some hay out of the shed. In the evening a load of eleven of us went over to the station to a concert in Stewarts Hall given by F.L. Tooker and company. It was a very cold night and there was a good turnout.
- Feb. 18** Pressed hay all day in the big shed.
- Feb. 19** Finished pressing Hay in the shed at noon, and they moved to R.W. Landons where they pressed for the remainder of the day. I drew up about a cord and a half of wood and the boys went to Websters Bee drawing up firewood.
- Feb. 20** Snowed all night and it blew all day. There was a party at E.J. Landons. There were more there than there was last Friday there was about a couple. Mr. Currey provided the music, which was splendid, the party broke up at three o'clock. The roads were blocked a little and some of them tipped over on their homeward journey.
- Feb. 21** Clear, cold morning. The thermometer was fourteen degrees below zero. Drew ten oak logs to mill and drew home a load of cordwood and a large elm log from the clearing.
- Feb. 22** Drew seventeen logs to the mill and put all of them on the rollway. Brought home a small load of lumber and one of cordwood in the evening and two loads of wood in the morning from the McKay Farm.
- Feb. 23** I went to mass in the morning, it was the first time I was in the Chapel. To-day being the first Sunday in Lent there was quite a good turnout. Father O'Gorman who is priest told them how to keep Lent. He is quite a good speaker and gave them some sound advice.
- Feb. 24** We worked hard getting out logs to the mill. We drew 21 logs in the morning, and seven in the afternoon. It turned out two thousand feet of Lumber worth fifty dollars subtracting eight dollars for the sawing it leaves forty two dollars for one days work. Went to Lansdowne in the evening. ■■■■■

Peck Family of Lansdowne

Special thanks to Gary Peck and the late Ralph Peck of Toronto for the information they provided.

William Peck of Norfolk Co England fought with Wellington against Napoleon. He and his wife Elizabeth Adams had 7 children: Harriet, William, Elizabeth, Lydia, James, Ann and Noah.

Noah Peck 1803-1886 was born in the Winfarthing/ Diss area of Norfolk and married Elizabeth Fisher or Boulton 1799-1859. Their children were: Mary, Sarah, James, William, George Atlantic and David. George was born in 1833 enroute on a ship quarantined in the Thames thus the name Atlantic. Noah and family eventually settled in Lansdowne in the Ebenezer area. Noah married a second time to Mary Harkness widow of Michael Lafayette and sister of Mrs. Hiram Landon of Ebenezer. Noah and Mary had 3 children: Harriet (mar. David Halliday and Dr. J. P Sinclair), Lydia (mar. W. Bews) and Isabella (mar. Geo Abbott)

Children of Noah and Elizabeth Boulton/Fisher Peck

Sarah Peck 1823-1909 mar. John McNeil 1809-1873 on Sept. 28, 1843 and had children Elizabeth(d.1869), John Wesley(d.1925), Amos Truelove(d. 1905)and Noah Peck(d.1924).

James Bolton Peck 1825 mar. Louisa Warrin-George W., Alice, Only H., John W., Newton, Frank, Elizabeth and Mary. James was a minister.

George Atlantic Peck 1833-1912 mar. Susan Snider 1839-1922. She was a niece of his step-mother Mary Harkness Peck.

William Peck 1827-1910 was a Methodist minister and married Eliza Amelia Gowan daughter of Ogle Gowan the founder of the Orange Order in Canada. They had a large family; Nelson, Ogle, Wallace, Wellington, Harcourt and Francis. His second wife was Sarah Oakley and they had two daughters Fanny and Ida. Wallace and Harcourt were also ministers.

David Peck 1836-1916 married Elizabeth Waldie and they went to Elsie Michigan in 1878. In Canada they lived on the Percy Gray farm. Their children were Charles, Sarah, Thomas, Noah, Lewis and William.

(Continued on Pg. #10)



THE GLEN HOUSE

In the 1890's American fishermen began to cross the St. Lawrence on fishing trips. They found lodging and food at local farms along the Canadian shore. By 1890, local farmers realized this was a profitable business and began to expand their buildings to take in more of these fishermen.

One such family was the Shipmans. They had first come to Canada as United Empire Loyalists after the War of Independence. Samuel Shipman settled on a land grant near Brockville. Over the years the Shipman family spread through Front of Young, Escott and Leeds and Lansdowne Townships, as well as other surrounding townships.

In 1830 the Shipman family had over a mile of St. Lawrence River shoreline in lots 10 to 12 Concession 1, Front of Leeds and Lansdowne. These hard working United Empire Loyalists soon turned their property into a prosperous farm. A growing family split the land. David had the east end, and his brother Charles the west end. By 1890 both David's son Freeman, and Charles' son Wallace, had establishments serving the American fishermen. Wallace's son Gerald and his wife Olive expanded the business. **In the cover photo, the building on the right is the original farmhouse, the one on the left was known as the "annex", and was built in 1920 to provide more sleeping rooms.**



The Glen House remained in the Shipman family until 1951, when it was sold. The new owners fell into bankruptcy. The property sat vacant until 1963 when the Seal family purchased it. The present owner/manager is David J. Seal. All original buildings were renovated or removed.

The original farmhouse was destroyed by fire in 1988. Much attention was paid to recapturing its charm and character during reconstruction.

Over the years the resort has expanded and new facilities have been added. In 2005 the Smuggler's Glen Golf Course opened on 125 acres north of the parkway. This left 155 acres as a conservation area.

The popular Glen House has become a must for both locals and tourists. As well as the golf course and club house, it prides itself in providing friendly, comfortable surroundings, fine dining and scenic lounges where you can enjoy all seasons.

Thanks to David Seal and the Glen House for information and picture.

(Continued from Pg. #9)

Peck Family of Lansdowne

Children of George Atlantic Peck and Susan Snider:

Mary Elizabeth mar. W. P. Dailey- Maud (Roy Near), George mar. ? McHendry, Wilfred mar. Mabel Dunn, Hazel mar. Bert Kyle-ran Kyle's restaurant in Brockville)

Flora mar. Byron Boyce-lived at Wilstead-Percy, Kenneth and Maud-children died young.

Wellington mar. Sarah Thomson-Douglas, Ralph, Edwin-lived Gananoque.

Noah mar. Maria Cross-Gordon (Myrtle Richardson), Bertha Creola (Thomas Webster), Walter (Lois Sheppard), Gertrude (Wm Waldie), George (Verma Warren and Evelyn O'Brien), Flora (Gordon Surplis)

James Peck (1805-1892) son of the original William and Elizabeth mar. 11 Sept. 1828 Mary Braceworth. Children: William (d. 1878), Noah (d. 1894) and Ephriam (d. 1890). James lived in Theresa NY where he and his brother Noah had originally settled. Ephriam came to Canada to visit, met and married Caroline Landon and stayed. Ephriam and Caroline were the grandparents of Wallis and Mary Peck. ♪♪♪♪♪



MEMORIES OF LANSDOWNE TOWN HALL

The last issue carried several memories of the former Town Hall. Here are a couple that were left out because of timing and space.

(The Editor)

ASSEMBLY.

The pleasure of yourself and ladies is respectfully requested at an Assembly in

❖ THE NEW TOWN HALL, LANSDOWNE ❖

— ON —

WEDNESDAY FEBRUARY 4th, '91.

WAGNER BROS. ORCHESTRA, ALEX. BAY.

Committee of Management :

D. G. COPELAND,	A. R. GREEN,	T. E. TOPPING,
B. W. McNEIL,	A. E. JOHNSTON,	F. McNEIL,
C. W. TAYLOR,	E. L. McNEIL,	F. T. FINDLAY.

Please present this at the Door.

Invitation to the Opening Assembly

The present Leeds and 1000 Islands Fire Station #1 was originally The Front of Leeds and Lansdowne Township Hall. It served not only as the meeting place for the Council, it housed the vault which was the depository for the legal documents of the township. It was also the official meeting place for many municipal and community organizations such as the Lansdowne Telephone Company Annual Meetings, and the Lansdowne Agriculture Society.

At the time the Township Hall was built, there was no television to bring dramatic or musical entertainment to rural communities, therefore, an auditorium was needed in every village and hamlet, so that travelling troops as well as local talent could perform. Thus the building was designed with a stage and dressing room, a front curtain and a back-drop, wings, and permanent seating of 200 - 300 people. The stage curtains were made of a type of oilcloth adorned with painted scenes bordered by advertisements from local merchants. They were operated by ropes that rolled the curtain up from the bottom on a pole. Years later it was replaced by a red velvet-appearing material which opened from the center to the sides by ropes which pulled the curtain along a track.



A row of seats from the Town Hall

(Continued on Pg. #12)



(Continued from Pg. #11) **MEMORIES of LANSDOWNE TOWN HALL**

The hall originally had a very high ceiling. Near the top hung framed pictures of former Township reeves (which mysteriously disappeared when the building was converted into a Fire Hall).

During its life as an auditorium, it served as a very good theatre when its bare stage was transformed into a very realistic living room, or an outdoor scene, for a dramatic production by local amateurs, or by professional travelling shows. Community Christmas Concerts and Musical Festivals were presented from this stage. For a while we could attend current movies weekly in the Hall.

The second floor was rented to The Independent Order of Odd Fellows for a lodge room where they held their meetings and occasionally held "At Homes" (dances) which were open to the public.

Originally there was a cellar under the building in which was a furnace which heated the hall, but the lodge room was heated by two box stoves which burned cord wood, which was stored in the basement, and carried up 39 steps. I was caretaker for awhile. There was a trap door in the centre of the ceiling for ventilation, which was controlled by a rope at the wall. One night I was working alone in the lodge room and all was very quiet. I picked up a chair and started to the center of the floor when there was a "BANG" like a gun shot. It scared the life out of me. When I finally regained my composure, I discovered that someone, rather than tying the rope to the wall to hold the trap door open, had just sat the chair I had just moved on it.

Until hydro came to Lansdowne in 1929, public buildings and the streets were lit by gas which was manufactured locally and piped throughout the village. One evening, when there was an "At Home" in the Oddfellow's Hall, the gas plant blew up. The lights went out and the large crowd thinking there was danger of a fire, rushed for the only exit which was at the top of a very long staircase. This could have resulted in a situation where many could have been injured, even fatalities. However, our local barber, Hughie O'Mally, seeing the situation, opened the door and stood with his arms across it, calming the crowd and preventing panic. This event speeded up the conversion to hydro.

Before we had electricity, there were no evening performances at the Fairgrounds on Fair nights, but there was entertainment in the Town Hall sponsored by the Agricultural Society.

After church union in 1925, the Presbyterian Congregation held their services in the Town Hall until the Church of the Covenant was built across the street.

(Douglas Donevan)

The council held their meetings on the stage. There was a large table and arm chairs. Also for their comfort were white agate spittoons. As explained earlier, the curtain was rolled up on a wooden roller about 3" in diameter. In the 1940's the local United Church Young People sponsored a play produced by the Queen Street United Church Young People from Kingston. One of the spittoons had been left in the wings too close to the curtain. When the curtain went up for the second act, the spittoon appeared, twirling on the end of the curtain roller. This caused great amusement among the audience, including the writer. It is always a topic of conversation at reunions of the Young People's Society.

(Bill Boulton)



BUILDING THE 1000 ISLAND PARKWAY

Part Two By Bill Boulton.

This is the second part of this article. Last issue we used a history written by Grant Haskins. This article contains material from Gananoque and Kingston papers.

April 1, 1937 - Wanted: A Scenic Highway! The proposal to build a scenic highway along the river gained the support of Gananoque Mayor Stabler. He felt it should be supported by every citizen of Gananoque. Such a road would bring tourists to town and while building, provide work for a number of men. Brockville agreed as it would also bring tourists there. It was meant to be one of the earliest four lane divided highways or parkways in Canada following a model established by the Federal District Commission in Ottawa.

April 29, 1937 - The Ontario Department of Highways announced it would build a new highway between Gananoque and Brockville. Work would start that year. The new highway would follow the shore line fairly closely, and would meet the four mile stretch now being built this side of Brockville. Thus the river highway will be 29 miles in length, and will be one of the most beautiful roadways under the department's jurisdiction. Work is expected to start in 1937. Tenders were called for the grading to permit a 4-lane highway. For the present only two lanes will be constructed, connecting Gananoque with the International Bridge. The contract for grading was awarded to Campbell Construction of Toronto. Work was to commence shortly, and it was expected the road would be ready for surfacing the next year. However, limited funding delayed the completion until after the war.

The route took them through what was without doubt the toughest and roughest terrain to be found in this section of the province. Crews of workers hacked a path with drills, thundering dynamite, steam shovels, picks, hammers and sheer human strength through solid granite, oozing swamps, dense woods and deep bays of the St. Lawrence River. All removal of rock and soil in the Rockport area was done manually. Pick and shovel crews moved rock and soil by means of a narrow gauge railway, using wooden cars which were moved by manpower to the dumping site.

One of the chief problems confronting the builders was the lack of proper building material within a reasonable distance. Gravel for the Rockport section was drawn from pits at Seeleys Bay, a distance of 25 miles one way. Trucks could carry 3 yards of gravel in a load, and make four trips a day. *(To-day's modern truck will carry 20 yards and make the same round trip in an hour and a half)*

Considering the conditions under which these men had to work, there seems to have been few serious accidents. I have found only four fatalities listed in 1938 newspapers. One worker was killed instantly near Rockport when a dynamite charge exploded. In the same week another was loading gravel at a pit east of Gananoque when a 1000 pound block of frozen gravel rolled from the top of the pit and pinned him against the truck. While digging a cow pass 15 feet below the highway surface, a worker was killed when the walls collapsed. Also in that same week a gas shovel operator, working at night, was electrocuted trying to lift hydro wires over the boom.

Campbell Construction built three work camps to house and feed the men. Camp 1 was divided into two parts, one west of the bridge at Landon Bay, and another on the north side of the highway across from the Glen House. Camp 2 was on the south side of Selton Road across from 102 Selton Road. Camp 3 was on the point of land south of the highway across from the LaRue Cemetery. The Geo. Huskinson family lived in the east section of Camp 1, John Haffie, John Reid, the late Gerald Lynch and Jack Fletcher were at Camp 2. Several workers stayed on in the community after construction was finished, including the Huskinsons and Fletchers.

(Continued on Pg. #14)



(Continued from Pg. #13)

BUILDING THE 1000 ISLAND PARKWAY

Part Two By Bill Boulton

Pumping water for Kings Hwy No.2 in 1940.
Jim O'Neill on the right.



Water Wagon working on
Scenic Highway #2S
From the O'Neill Collection.

*Used with permission of Mary
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March 12, 1938 - Life in a Road Camp Has Many Bright Spots *(Kingston Whig Standard)*

The reporter visited Camp 2 of the Campbell Construction Company near Rockport. More than 130 men sat in double rows of tables extending about 100 feet along a wooden hall. Although not hurriedly, the men ate their fill and departed in surprisingly short time.

Hearty quantities of boiled potatoes, mashed turnips, beefsteak, fried eggs, tomatoes, home made bread, butter, Canadian cheese and tangy pies of all descriptions, crisp pastries, cookies and pudding, big pots of strong tea and jugs of milk loaded the tables. There are no women in the camp, the cooking is a completely masculine task. Chef F. Doolittle has four assistants, and they're kept hopping. Everything is bought in large quantities. Breakfast is equal to dinner, even to the pie. Jack Fletcher came to Camp 2 as a baker. John Read says he made the best pies he ever tasted.

The double-decked steel bunks are comfortable. They line the walls of the wood and canvas buildings that are the bunkhouses. The men's belongings are tucked under the beds. Each bunkhouse is carefully tended as to its tidiness and warmth. At night the stoves are kept hot and they are sufficient for comfortable sleeping. The men are up at dawn, into heavy boots, breeches and flannel shirts plus windbreaker or overalls.

Not everyone was happy with the construction of the new highway. In August 1937, Mr. Duncan Tait MacFarlane of East Orange N.J. wrote a letter to the Editor of the Reporter. "The idea of Bridge and Scenic Highway are abhorrent. I have visited the 1000 Islands almost every year of my life for periods of one week to six months and have come to love the spot and consider it home. It is a region unsurpassed in scenery and as beautiful as one could desire. Now with the bridge crossing the river among the islands and more particularly a road of such dimensions running along the main shore, much of the beauty will be gone, and the whole aspect changed

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(Continued from Pg. #14)

BUILDING THE 1000 ISLAND PARKWAY

Part Two By Bill Boulton

The “Laird of Darlingside”, 80 year old Geo. W. Darling and the Darling family had constant disagreements with the construction. As the new highway wound through their scenic property, he felt it was disturbing the peace of the pioneer days he so fondly remembered. The township line between the Front of Escott and Front of Leeds and Lansdowne ran through the center of their property. Their farm land was on the north side but they used a barn near the house on the south side. As the highway department did not want an intersection, Darlings insisted on and got an underpass taking the Townline road under the new highway. It was big enough to allow a load of hay to pass through. Mr Darling had first protested when he was served with a notice that part of his land was being taken for highway purposes, and again when more land on the south side was taken. In 1937 he agreed to sell the land for \$75. an acre. This dragged on until 1940 when he received \$50 an acre. In 1939 the Department of Highways bought the Darlingside Subdivision which J.D.W. Darling had planned for the area surrounding the bridge head. Protests continued for several years between Darlings , the Province and Campbell Construction over blasting causing the collapse of a barn north of the highway and damage to a cottage on the waterfront.

The Lansdowne Chamber of Commerce studied maps of the area and found the nearest connections with the new highway and bridge was the road to Moxley’s Corner (present Fitzsimmons Road) and the Townline Road to Mitchelville. Although the construction company pledged to rush work and have the road from the bridge to the Ivy Lea Road completed for the planned opening of the Bridge in August 1938, they said the road from Ivy Lea to Highway 2 would be in excellent condition. The Chamber felt there should be a new direct route running straight north from the Bridge. This finally happened in 1949 with the opening of the Reynolds Road.

In 1937, John J. Mitchell, who was one of the founders of the Thousand Island Bridge Company, was pushing the idea of establishing an International Peace Park in connection with the International Bridge. Both the councils of Gananoque and Front of Leeds and Lansdowne gave their support to the idea. Unfortunately it did not come to pass. The best we have is a provincial camping park.

Although various reports say the highway was completed and opened in 1947, I have failed to find any reference to an official opening in any local newspaper.

The south lane was completely rebuilt in 1959 to standards for a single lane highway. In 1962 the Scenic Highway was renamed The Thousand Islands Parkway. For several years it was the connecting link joining the two sections of highway 401. This proved to be a disaster during Expo 1967 when this road was clogged with traffic. After the opening of the last section of 401 in October 1968, the Parkway became uncrowded with traffic, and the hustle and bustle around resort areas, motels and service stations was now just a memory.

A recent newspaper article referred to:

“The magnificent, scenic, Thousand Islands Parkway, stretching 37 kilometers, meandering along the shores of the beautiful St Lawrence River. The Thousand Islands Parkway, offers not only beauty, but events and attractions, as well as a chance to examine unique flora and fauna along the way”.





Paid up MEMBERSHIPS as of JANUARY 31, 2010

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