

THE NEIGHBOURHOOD MESSENGER

NEWSLETTER OF THE ADOLPHUSTOWN-FREDERICKSBURGH HERITAGE SOCIETY

Issue Number 23

November 2020

Kitchen Party

We are all familiar with the Kitchen Party: a house party phenomenon where guests tend to congregate in the kitchen. Well, that is nothing new! The kitchen has been the centre of households and social gatherings since times when the kitchen was the only room in the house. A kitchen has always been

the place where food is prepared, but when the kitchen fire or stove was the only source of heat in the house, the kitchen was also the site of daily and special family gatherings. Certainly in our lifetimes the kitchen has become a major feature in our homes, often open to other living areas, with the kitchen table a place where children can do homework and where friends can meet over coffee. With COVID-19 keeping us in the home with our families, many of us have turned to the kitchen and back to the basics (or not so basic!) of cooking and baking.

In this issue of the *Neighbourhood Messenger* we tip our hat to the kitchen by introducing a new column: ***From the Kitchen***. Each issue will feature a recipe that has roots in our past but still delivers much enjoyment today.

Our Society

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

Our Executive

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

Our Meetings

The Society meets on the third Wednesday of the month 5-8 times a year at the South Fredericksburgh Hall at 6:30p.m. Check for the next meeting on our website. All welcome!!

Our Website

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

Our Facebook Group



Contact Us

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

- Angela Cronk, President (373-8888)
angelaacronk@gmail.com

A Glimpse of the Past



AFHS Photo

Amy Duffett (née Allison) in the kitchen of her home that once stood opposite St. Alban's Cemetery in Adolphustown

Mid 1910s

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

A lifetime membership to the Society costs \$5. In addition to ensured e-mail delivery of the newsletter, Society membership entitles those interested in our local heritage to be kept informed of, and participate in, all aspects of Society activities.

Anyone can become a member by sending a cheque for \$5 made payable to the
Adolphustown-Fredericksburgh Heritage Society
34 LeNid Way, Napanee, Ontario, Canada, K7R 3K7

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

Driving the Danforth Road

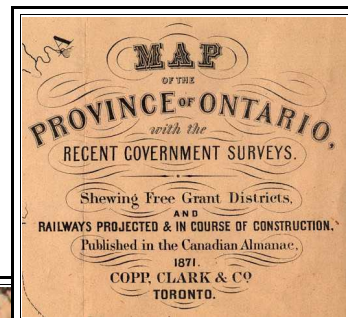
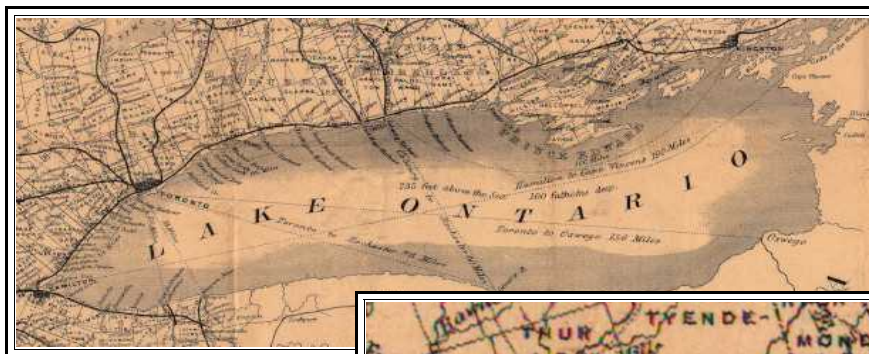
John A. Brebner

"Driving the Danforth Road" is my signature film project for 2020 - 2021.

It features a summer drive-through, along as much of Danforth's Road that can be ascertained, starting in Bath, at the site of the former Finkle's Tavern, and carrying on west through Prince Edward County to Trenton. A historical narrative, archival maps, documents, and photographs will add information to this educational drive through the history of a long-past era.

Today we drive from Kingston to Toronto on a four-lane highway that takes an easy three hours, far less than the (at least) three days a similar trip would have taken in 1800.

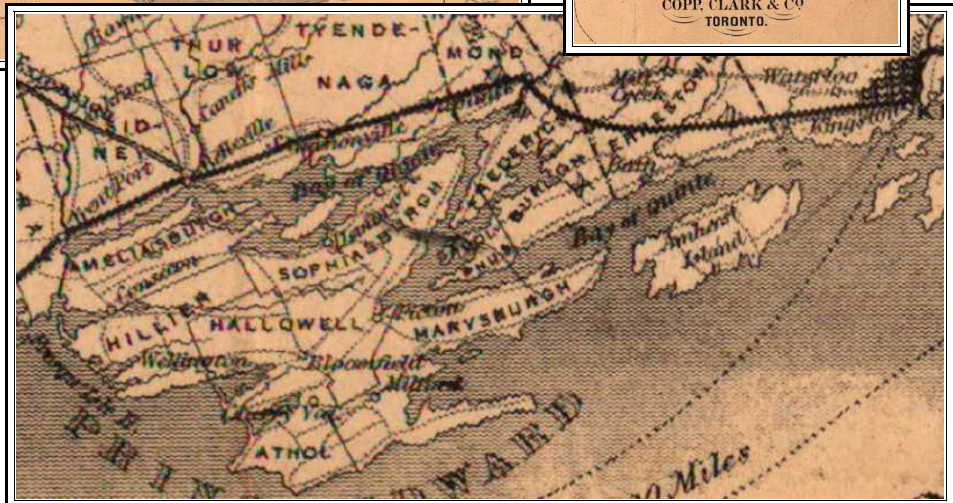
While details about Asa Danforth and his road are available online there is surprisingly very little information on the actual route that this pioneering road followed.



Source: L&A County Museum & Archives

This map, made long after the Danforth Road was established, shows the route it took along the north shore of Lake Ontario.

The enlarged area shows that by 1871 the railway had passed by Adolphustown and Fredericksburgh. An approximation of the old Danforth Road appears only as a faint line, now Highway 33.



In 1795, Danforth won the contract to build a road from the Thames River to Toronto. Paid \$90/mile, his work was evidently satisfactory, because he was awarded the further contract to extend the road to the Trent River. In June 1799, he began this new project. The road was to be 33 feet wide, with 16 feet cut to the ground. Reports suggest that while the road reached Port Hope by December of 1799, and was declared “good” for use in the middle of winter, it was an “impassable mud pit” during the wet summers.

It should be noted that at best Danforth was a land speculator, and eager to take advantage of new lands being offered in Upper Canada. Nothing in available histories suggest he was either an engineer or a road builder. But he seemed to have gained the ear of Lieutenant-Governor John Graves Simcoe, who may have been blinded by the idea that roads were necessary to get more Loyalist settlers from the United States into Upper Canada after the Revolutionary War.

Simcoe was not expecting a flood of land speculators!

Started in 1799 from York (Toronto), the road connected the nascent settlements along the Lake Ontario shore, arriving at the mouth of the Trent in Trenton in 1800. That proved to be the easy part!

Danforth secured the second part of his contract from Simcoe in 1800 to continue the road through Prince Edward County, across to Glenora and Adolphustown and on to Bath, where it would connect with the existing road, perhaps one of the earliest (c. 1793) in Canada West, from Bath to Kingston.

Proposals by Asa Danforth for a road from York to the Bay of Quinté, recommended to the consideration of the Council. The Board will pay all attention to the subject. 247

Report on Canadian Archives, 1891

Entry for March 26. 1799

Minutes, 9th April. Proposals of Asa Danforth, for a road to the Bay of Quinte, to be sent to the Attorney General, to prepare an agreement and that the Surveyor General select two townships to be sold to pay for the road. Page 252

Report on Canadian Archives, 1891

Entry for April 9, 1800

But Danforth was having financial problems. He was only paid in instalments, and only after inspection of his work by government officials. Without getting into too many details here, Danforth returned to New York state to recruit more labourers, and was immediately placed in prison by his principal creditor, Timothy Green in Syracuse. But by signing a concession of judgment, for an amount far larger than he actually owed, he was able to return to Ontario to complete his roadworks.

This would be a more difficult task than the first section of just over 100 miles (170 km) to Trenton. Most of Prince Edward County, especially in the west, was still untamed wilderness. The logistics of bringing a workforce and material to begin construction of such a major project were staggering.

For the most part, only by keeping the roadway near Lake Ontario, using local materials when possible, bringing supplies in by boat in the summer and by sleigh over frozen Lake Ontario in the winter, made such a daunting task possible.

The good news was that limestone rubble and gravel were easily found along the shores of Lake Ontario, and lumber of all sorts was in abundance.

Labourers were another problem. There were none in Upper Canada, and had to be recruited from New York state. Danforth was authorized to recommend as many as forty men for land grants of 200 acres, in return for their help in building his road. But, that too, was fraught with controversy.

Petition of Danforth that each good, industrious labouring man be allowed 200 acres as an encouragement for constructing the road. The Council agrees that at the end of the work, the petitioner may recommend labourers for 200 acres, the number not to exceed 40, and that, as requested, he be supplied with four grind stones. 254
Minutes, 13th April. The agreement with Danforth approved of and ordered to be perfected. 256

Report on Canadian Archives, 1891

Entry for April 9, 1800

When Asa Danforth's Road reached from Glenora into Adolphustown in 1800, he had reached a settlement that was the first in the area and an already established community of both Loyalists and Quakers from New York State.

After breaking trails through the heavily forested Prince Edward County, this last part of his road was probably the easiest. There were some rudimentary trails along Lake Ontario from Adolphustown to Bath, connecting those early pioneers. In addition, this path presented fewer logistical issues, having neither hilly terrain nor marshland.

For the most part, the road followed what is now Highway 33, with (at least) one exception just east of Adolphustown. Here the road looped south on what is now the Bayshore Road, down to the lake, along the lake shore and back to Highway 33. It should be remembered that the first settlers usually chose lands that fronted on the water, as that really was the only access they had in their early pioneer years; in the summer by rudimentary batteaux and canoes and in the winter over the ice in sleighs. Passage by sleigh from Adolphustown to Napanee, Picton, and east to Kingston was relatively smooth and easy during the three winter months when Lake Ontario was solidly frozen, even in the late 18th century years of early settlement.

The "Public Roads Act" of 1793 required every settler to open a road across their lands for a quarter of a mile, in addition to clearing five acres and erecting a house.

It made sense to Danforth to piggy-back on these already-cleared roads for his project. For every four adjacent settlers, he had an already-blazed trail and a new-found mile of road already prepared!

Danforth was able to take advantage of that already-cleared land to lay out his road, and that would have been a factor in determining his route.

In 1818, citizens of Adolphustown (led by Thomas Cook) petitioned the Ontario government to build a shortcut to bypass the Bayshore "loop" which wasn't in the best state of repair!

**Report of the Department of Public
Records and Archives of Ontario
1909**

**Journals of the Legislative
Assembly of Upper Canada**

To the Honorable the Legislative Council and Assembly of the Province of Upper Canada, in Provincial Parliament assembled.

The Petition of the undersigned Inhabitants of the Midland District,

Humbly sheweth: That the Front Road from Kingston to York, passing through Ernesttown, Fredericksburgh, Adolphustown, etc., between Coyle's Corner, at Lot No. 11, in said Fredericksburgh, and the Court House in said Adolphustown, is crooked, circuitous, uneven, and inconvenient at all seasons of the year, especially in the winter. That the public travel there which is already great and constantly increasing, may be more essentially facilitated by opening a new road from the said corner, nearly in a direct line, to the said Court House, by which a saving will be effected of nearly two miles in crossing ten lots in the distance. The old road as now travelled being about five miles, and the new proposed road not quite two miles and one-third from the said corner to the Court House. That the ground in the said new route is suitable for a good road, and that the private inconvenience which will accrue to individuals by this straightening and shortening the road, will be small, compared with the public accommodation to His Majesty's subjects in general who have occasion to travel that way. The Petitioners beg leave further to state that from local and other considerations such proceedings have been had that according to the construction given to the existing law on that subject, as they understand, the wished for improvement cannot be obtained without the interposition of the Legislature by an Act for that purpose. Wherefore, agreeably to Public Notice, advertised by a Committee of the Petitioners in the *Kingston Gazette*, they humbly pray that such an Act may be passed, directing or authorizing a public highway to be laid out and opened from Coyle's Corner aforesaid, in Fredericksburgh, in as direct a line as the nature of the ground will admit, to the Court House in Adolphustown, in such manner and upon such terms as Your Honors in Your Wisdom may judge reasonable; and as in duty bound will pray.

THOMAS COOK, and 113 others.

September 22nd, 1818.

Providing access across the “back-40” of your land for a public road was not ideal for the settler. A road could be laid out along a concession line, without using and dividing good farmland. He much preferred that public access pass by his home and farm buildings on the front of his lot to be of maximum benefit for his own use and commerce, not to mention just being able to see who was passing by, and making sure they were not “up to no-good!”

I don’t know that the average settler had much, if any, say in the routing of the road. My feeling is that Danforth took his cues from the man paying his salary - Lieutenant-Governor Simcoe, who had a number of friends and allies in Hastings and Prince Edward Counties. I suspect that they may have planned the route to accommodate and benefit their inns and hostelrys that were springing up in that area, as well as to facilitate commercial trading in their own interests.

A politician in those days was not the “arms-length” parliamentarian disinterested in provincial business and personal benefit that is expected today!

Simcoe had directed Danforth to include the Quaker settlements in the Stinson Block of Hillier Township. There are a couple of possible routes between Hillier and Consecon that might have facilitated that request. But that remains for a future article, or to be revealed in my film!

As for Simcoe, he returned to England in 1797, to be replaced by Peter Russell, who had less patience with Danforth.

And the fate of the road? It soon fell into disuse because of a lack of maintenance. And by 1817, the route from Kingston to Belleville (along what is now Highway 2), avoiding Prince Edward County and its ferry restrictions, had become a reality, being joined by a new military road from Bath to Napanee in 1813 that bypassed Adolphustown completely. It should also be noted that these inland roads greatly reduced the dangers to moving troops along Danforth’s original shoreline route, that were so very exposed to a naval attack from Lake Ontario, a liability during the War of 1812.

And in a final irony, Highway 33 is now known as the “Loyalist Parkway,” despite Asa Danforth and his father being such staunch supporters of American independence during the Revolutionary War!

That only adds to the mystery of how Asa Danforth gained that road contract in the first place from Simcoe, who was quoted as saying that Asa’s father was “the most virulent enemy of Great Britain in that Country.”

I suspect Asa had more than a touch of “snake oil salesman” in his blood!

What happened to Asa Danforth? He left Ontario with monies owed to him, and returned to Syracuse, where once again he was incarcerated for debt. Last reported in New York in 1821, he was on the run from yet another group of creditors. There are no records after 1821; it is supposed that he died in or near New York in 1821.

I have researched the [genealogy of Asa Danforth’s family](#), their revolutionary adventures and pioneering businesses in the salt business in the early settlement of Syracuse, New York:

If any of you have images or histories of Danforth’s Road in Adolphustown or Prince Edward County, I’d be delighted to hear from you! There is always a place in my film for a personal video interview for any local historian with a tale, and I have a soft spot for “before and after images” that would illustrate the Danforth Road route.

I expect the film to be in final editing by late summer, 2021, with a release date around Labour Day. I hope to have the premier showing in Adolphustown in the fall of 2021.

Contact: john.brebner@brebner.com

Then and Now

527 Bayshore Road Lot 17 Concession 1 Adolphustown

Originally granted to Joseph Allison in 1802
Portions of the lot are still owned by the Allison family
over two centuries later

Lot 17 extends below the Bayshore Road. It was on
the far east end of the east half of the lot that the
Allison Family Cemetery was established.

It is unclear when Lot 17 passed from Joseph Allison
to his son Joseph Benjamin Allison. Joseph Benjamin
died in 1873 and it was in that year that his son David
Wright Allison built a mausoleum in the family
cemetery, for \$6,000, according to a report in the
September 1, 1873 edition of the *Kingston News*.



1916

AFHS Photo



1984

AFHS Photo

A substantial wharf was built to the west
of the cemetery by at least 1878 when it
appears in the *Illustrated Historical Atlas
of the Counties of Frontenac, Lennox &
Addington*. It remains a defining feature
of the shoreline today.

Two houses appear on the west half of
the lot in 1878. It is unknown when they
were built.

According to R. M. Daverne in his 1993
publication *The Bayshore Road*, the
house featured here was built on the
west half of the lot shortly after Charles
Frederick Allison acquired both east and
west halves of Lot 17 in 1901.



Photo: Judy Smith

Label from the Allison Tomato Factory

Clippings

WHEREAS Thomas Harris, now of the township of Fredericksburgh, has been guilty of a breach of a promise of MARRIAGE to me the Subscriber, and has by his false insinuations, caused me to go astray from the path of my duty to myself and my God, and by that means has involved me in trouble and shame, and caused the displeasure of my parents and my God, to fall on me by depriving me of my home, and the sweet communion which I formerly held with my brethren and my God—and whereas the said Harris has now forsaken me and is about being married to another woman. I think it my duty to forbid the marriage of the said Thomas Harris, and for that purpose I publish the above statement, and that all persons may know what deception the said Harris is capable of. Therefore I do forbid any person Marrying the said Thos. Harris to any woman within my knowledge.

her
MARY X BOWEN, Widow.
mark.

Fredericksburgh, Sept. 29th, 1820. 40 3

Kingston Chronicle
October 13, 1820

FATAL ACCIDENT.—On Thursday night a sad and fatal accident occurred in North Fredericksburgh. Mr. Paul Huyck, jr., was returning home from Mill Point about five o'clock on horseback. When about a mile and a half from home his horse stumbled and threw its rider. One foot was held fast in the stirrup, while the frightened animal, otherwise a very quiet horse, kicked its master to death and then escaped, leaving him in the middle of the highway. After being picked up he breathed faintly about ten minutes, but never spoke. He leaves a wife and one child.

Daily British Whig
December 7, 1878

Tried by a Bull.

The bold adventurer who camps out must be prepared to meet aggressions of various kinds, to say nothing of the hostile visits of stray bulls. Mr. F. L. Mair is a young gentleman from Napanee who camped for a couple of weeks on Mr. Allison's place, on Bass Cove, about half a mile from Glen Island. He was accompanied by a friend and had his nice little yacht, *Surprise*, with him. The camp was on an island. One day while Mr. Mair was slumbering in his tent, a bull crossed a narrow neck of water between the island and the mainland and investigated the tent. Mr. Mair awoke and tried to chase the bull off the island, but was obliged to make a run for a tree and seek shelter aloft. The animal pawed around and invited Mr. Mair to descend and have it out, but the gentleman preferred to keep his roost until the bull was pleased to betake himself to other pastures.—*Pictou Times*.

Napanee Express
August 26, 1897

New Year's Eve
DANCE
DEC. 31, 1959
AT SILLSVILLE HALL
A Good Time planned for
All.
Everyone Welcome
Sponsored by South Fred-
ericksburg & Adolphustown
Community Club
PRIZES ADMISSION \$1
— Music by The Aces —

Napanee Express
December 17, 1959

Early Schools in the Area, Part 2 -

Adolphustown Township 1826-1860

Susan Wright

By 1825, there were four schools in Adolphustown Township, two established before 1816, another in 1819, and the fourth in 1821.

Townships were divided into School Sections (i.e. S.S. #1, S.S. #2, etc.). The sections originally started on the first concession and were numbered from west to east.

The hamlets were not named until the post offices were opened, and therefore the early schools were known only by their numbers, or by the name of the surrounding landowner, not by the name of the hamlet.

Canniff Haight (1825-1901) mentions being sent to school at an early age. He describes the schoolhouse as being small and square with a low ceiling and a box stove in the centre of the room, with long wooden benches, without backs, around it. He also states that his father (Shadrack Ricketson Haight, 1798-1840) had attended school in the area. In Canniff's time, this school "was hoisted on runners, and with the aid of several yoke of oxen, was taken up the road about a mile and enlarged a little." The exact location of the schools is not mentioned.

W.R. Bigg first taught in Adolphustown in 1843. In his *Documentary History of Education in Upper Canada* Brigg writes:

From the trustees I learned that my first step would be to procure a Certificate of Qualification from one of the "Township School Commissioners" and was referred to "Squire Casey", the Chairman of the School Commissioners for Adolphustown, who lived near at hand. Then, supposing I obtained the desired Certificate, my next step would be to draw up an Agreement - to the effect that I would teach the School of the Section for \$12 a month, and "board round" free, for the winter term of six months, 1843-4.

It was then customary to engage men for Teachers for the Winter half of the year, and "School marms" for the summer half, although a few School Sections were found to be sufficiently large to enable the inhabitants "to keep a male Teacher all the year round."

Equipment, Furniture, Apparatus, Playground. The majority of the School Houses in Upper Canada in the early forties were built of Logs, though Frame ones were coming into fashion, and in Towns and Cities, Brick and Stone structures made their appearance. The Rural School Houses were generally small, few exceeding 20 x 24 feet and all were alike destitute of maps and Blackboards. The Building consisted of one room only, with an old wood stove in the centre; - the seats and desks were placed all round two or three sides of the building and directly facing the windows, consisting of 12 lights in each, 7 x 9 inches, or 8 x 10. There were no Playgrounds, nor Closets - the Highway was occupied for the former, and the adjoining Woods for the latter.

General Rules for Schools in 1850

- hours of teaching each day shall not exceed six
- every alternate Saturday shall be a holiday in each school
- three vacations during each year; the first, eight days, at Easter; the second, the first two weeks in August; the third, eight days at Christmas
- mode of teaching is at the option of the teacher

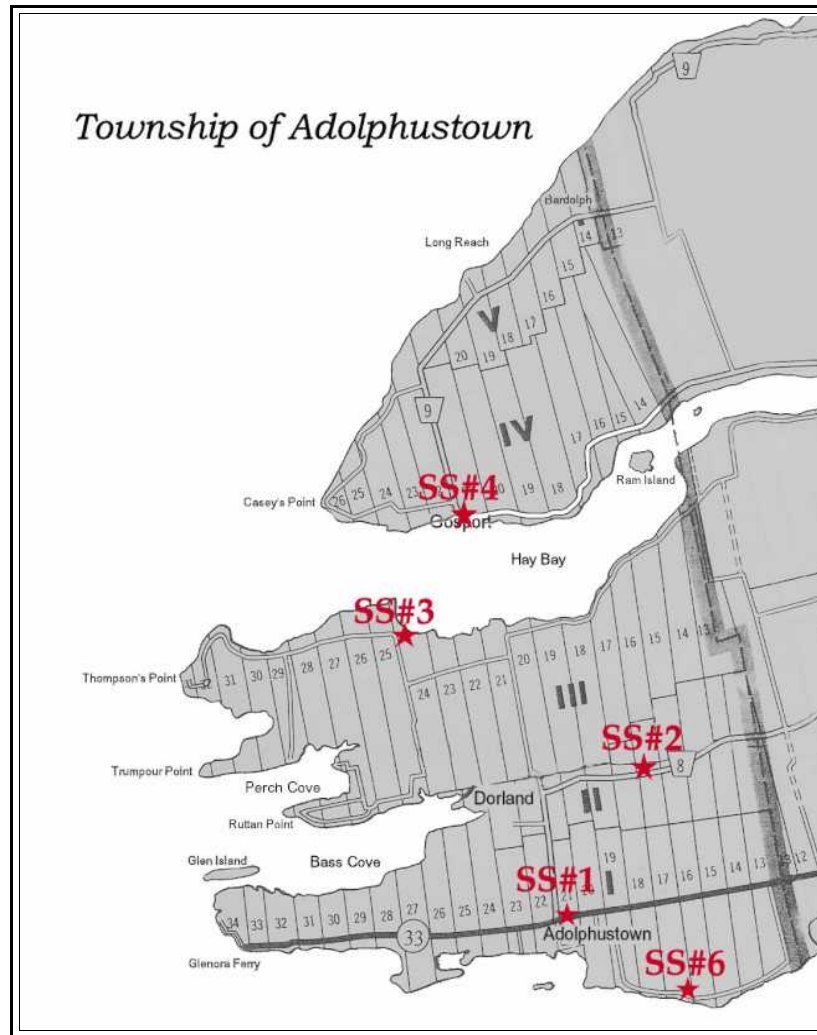
The Duties of the Teachers in 1850

- To observe himself, and to impress upon the minds of the pupils, the great rule of regularity and order - A TIME AND A PLACE FOR EVERY THING, AND EVERY THING IN ITS PROPER TIME AND PLACE.
- To promote, both by precept and example, CLEANLINESS, NEATNESS AND DECENCY. To effect this, the teacher should set an example of cleanliness and neatness in his own person, and in the state and general appearance of the school. He should also satisfy himself, by personal inspection every morning, that the children have had their hands and faces washed, their hair combed, and clothes cleaned and, when necessary, mended.
- To pay the strictest attention to the morals and general conduct of his pupils, and to omit no opportunity of inculcating the principles of TRUTH AND HONESTY; the duties of respect to superiors, and obedience to all persons placed in authority over them.
- To evince a regard for the improvement and general welfare of his pupils, to treat them with kindness combined with firmness; and to aim at governing them by their affections and reason, rather than by harshness and severity.
- To cultivate kindly and affectionate feelings among his pupils; to discountenance quarrelling, cruelty to animals and every approach to vice.

In 1850, there are six recorded schools in the township, five of which are frame, the smallest measuring 18' x 24', and the largest 20' x 26'. Only one had privies. Two had blackboards. Out of a total of 184 children in the township, ages 5 through 16, there were 159 on the roll; 86 boys and 73 girls. Average attendance in the winter was 87, and in the summer, 99. Throughout the year there were ten teachers, five male and five female, and only one that had been trained at normal school.

By 1855, there are five schools recorded, with 163 children attending. Only basic subjects were taught: Arithmetic, Grammar, Geography, Reading, History, Writing and Spelling. At this time it is mentioned that 20% of the population could neither read nor write.

Two years later, in 1857, the township again records six schools open.



The 1860 *Map of the United Counties of Frontenac, Lennox and Addington, Canada West from actual Surveys under the Direction of H. F. Walling* gives the locations of five of the schools in the township. Township records mention six, including the site on the Bayshore Road. We have not yet determined the location of S.S. #5. The five known locations are marked on the current township map, above.

Individual Schools in the Township

S.S. #1 Adolphustown - Concession 1

The only confirmed school on the first concession in the early years was the Old U.E.L. school, located just east of where St. Alban's Church stands today. There are no records available to tell us when the school was closed.

The *Kingston Chronicle & Gazette* of June 21, 1843 published the following By-Law from the Legislative Assembly:

“that the sum of forty-five pounds shall be levied and collected on the rateable property within the limits of School District number one, in the Township of Adolphustown, for the purpose of building a school house in said School District.”

There is some confusion as to the actual building of S.S. #1, as the Municipal Council records of April 24, 1850 state that "it was moved that the Township clerk be directed to communicate with W. Swetman, respecting a site for School House No. One."

Obviously the Old U.E.L. School was no longer in use by this time. The new school was built at the east end of the village on, or near the site of where the school building stands today. We do know that little Minnie Watson (born 1848) began her schooling in a building on this site.

S.S. #2 Adolphustown - Concession 2

We have no specific information on this school in this time period, other than the fact that in 1860, it is located on the site of the current old school building at Dorland, across from the United Church.

S.S. #3 Adolphustown - Concession 3

Eventually this school was located on the 3rd Concession Road. The old building remains here today. The 1860 map does not show a school at this location, but there is one marked on Lot 25, at the northeast corner of the road where it turns to go out to the point.

Council minutes from 1860 mention two number three school sections; number three east and number three west. We have not yet been able to determine the exact locations, nor whether one of these schools might formerly have been referred to as S.S. #5.

S.S. #4 North Adolphustown - Concession 4

This school was located at Gosport, on the north shore of Hay Bay. It was also known as "Bogart's School House."

An indenture was made March 17, 1831 between Abraham Bogart of Adolphustown, and Christopher German, Albert Benson and William Valleau, trustees, regarding part of Lot 21 in the fourth concession of Adolphustown. The deed was not registered until 1861.

"On the south corner of the west half of Lot 21 at East Bay, north 31 degrees west two poles, then east fifty-nine degrees north two poles, then south 31 degrees east to the west, there along the road to the place of beginning. ... that they shall erect and build thereon a school house for the inhabitants of the said Concession, and permit the Methodist Episcopal Ministers or preachers they being members of the Methodist Episcopal Church to preach and perform religious services in said house."

S.S. #5 Adolphustown - unconfirmed location

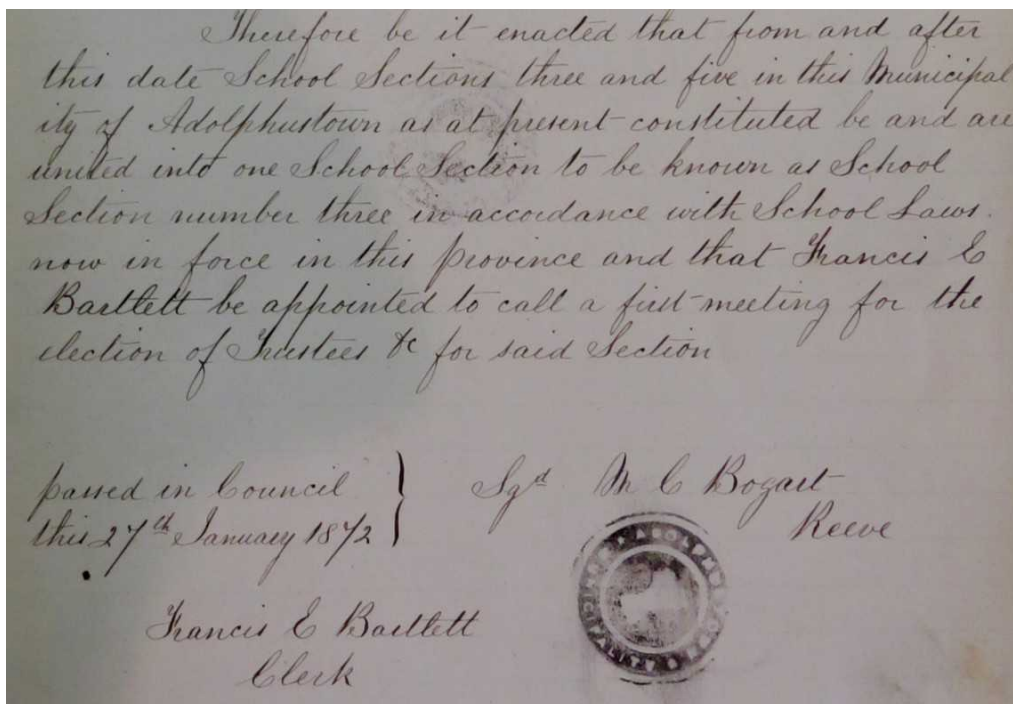
This one is a little more difficult!

An 1846 ad for a temperance meeting to be held at "J. Peterson's School House, Adolphustown," would suggest a school building on, or near, Lot 14 Adolphustown.

However, the 1860 *Walling* map, right, shows a school located in Fredericksburgh on Concession 3 Additional, Lot 12. This would have been just east of the border between the two townships.



In 1872, the council of Adolphustown passed a motion uniting S.S.#3 (3rd Concession Road) and S.S.#5, suggesting that the school would probably have been located somewhere on Concession 3 along the south shore of Hay Bay.



Source: L & A County Archives

From the Adolphustown Council Minutes 1872

S.S. #6 Adolphustown - Concession 1, Lot 17 Bayshore Road

In 1850, 21 residents of Concession One petitioned the Adolphustown Council to divide S.S. #1 into two sections.

We the undersigned inhabitants of the Township of Adolphustown in the first concession, finding the very great inconvenience at present arising from the situation of the division School House, pray the Township Council to make such Regulation, as may be most conducive to the inhabitants - for making two School Sections in the Concession.

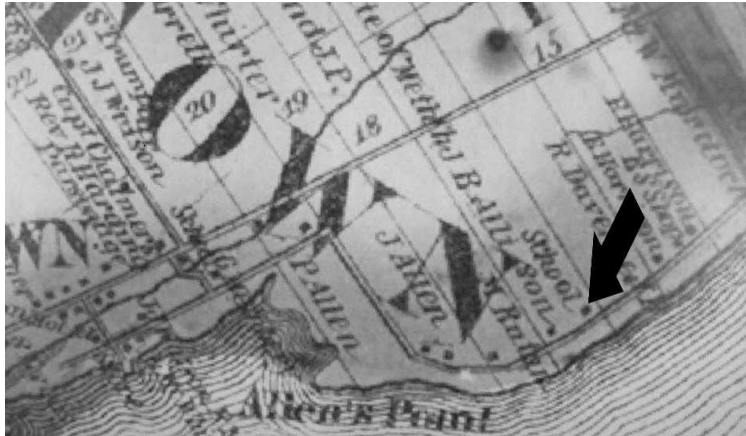
And as in duty bound will ever pray.

Adolphustown 11th February 1850

Joseph Trumpour	Philip Dorland	Thomas Dorland	John Dorland
Thomas Casey	D.P. Graham	W.H. Swetman	Lazarus Gilbert
Edward Shackency	Stephen Griffes	Andrews Gerow	John J. Watson
Edw. D'Lalanne	James Bradshaw	Noxon Harris	John H. Cole
Samuel C. Hoover	Henry Hoover	D.W. Allison	Richard Daverne
	Rev. Job Deacon		

On February 13, 1850, a bylaw was passed and signed by the Reeve, Joseph B. Allison and the township clerk, Richard Daverne. S.S. #1 became two separate sections, the dividing line being the lot line between township lots 21 and 22. The new section was numbered S.S. #6. The original school house was disposed of, and, supposedly, two new buildings erected.

Although the specific location of the building for S.S. #6 is not given in the minutes, the 1860 Walling map shows a schoolhouse on Lot 17 on the Bayshore Road, on property owned by J.B. Allison, then the Township Reeve.



1860 Walling Map

School Location (supposedly S.S. #6)

In 1858, School Sections One and Six were once again united, and the school at the top of the hill just east of the village remained.



Napanee Express
August 11, 1893

Cottolene was a brand of shortening made of beef suet and cottonseed oil produced in the US from 1868 until the early 20th century. It was the first mass-produced and mass-marketed alternative to lard and was a direct competitor to Crisco.

Cottolene emerged as an offshoot of two industries. Cotton seeds were a waste product of the cotton industry, and beef tallow was a waste product of the meat-processing industry.

Napanee Express
August 11, 1893

HE LOVED
good bread, pie,
and pastry, but his
stomach was delicate.
SHE LOVED
to cook, but was
tired and sick of the
taste and smell of lard.
She bought Cottolene,
(the new shortening) and
THEY LOVED
more than ever, be-
cause she made better
food, and he could eat it
without any unpleasant
after effect. Now
THEY ARE HAPPY in
having found the BEST,
and most healthful short-
ening ever made -
COTTOLENE.
Made only by N. K. FAIRBANK & CO.,
Wellington and Ann Streets,
MONTREAL.

The Conway Country Store

Ross Morton

During the nineteen-twenties and -thirties, the depression years, this shop, a nightly gathering place for farm folk to discuss the weather or the selling price of grain, and why the increase in school taxes or to buy a few cans of beans and have the charge added to their account and before the winter season is on the way, order several hundred pound bags of white sugar and flour.

Jack boasted of travelling to Ottawa the foregone weekend and not even one tire flat during the trip, and it was told that Ken had broken his arm, then teams and wagons would be required and some men with pitchforks also needed, and who to handle the midday meal, and when best to get the hay to the barn and plan for the grain harvest if he is slow to heal?

And at the end of a blistering hot summer day, boys and young men, streaked with sweat from toiling in the fields, gathered at the storefront before heading to the wharf for a cleansing nude swim in the refreshing waters of the Bay of Quinte, while Ed, the shopkeeper, scanned the western sky for sun dogs, halos and which way the wind, then forecasting the weather for the coming week.

Yearly, and long before the first snowflake, a potbelly stove arrived in the sparse open floor space and ringed by a few straight back chairs and nail kegs for seating, but now the evenings conversation was of tractor headlights, or gear ratios and horsepower, and later on, the war in Europe, for many of the young had enlisted or secured city jobs, and sadly, never to return to rural life, and so ended these nightly discussions and an interesting era.



AFHS Photo

Conway Store Late 1930s

POTATOES WANTED

Do you want any FIELD or GARDEN seeds? We have just received a supply of the leading varieties. All fresh and last season's crop.
On the way a carload of ENSILAGE CORN.
We will have in a few days a supply of RED FYFE wheat for Spring sowing.

YELLOW CORN, BANNER OATS, and SILVER HULL BUCKWHEAT now in stock

See our goods and get our prices. Have you tried our

Diadem or Star Family Flour

None better for the money you pay. Always in stock, Rolled Oats, Rolled Wheat, Corn Meal, Buckwheat Flour, Brose Meal, Split Peas and Pot Barley for soups.

Salt in barrels or sacks. Creamery butter.

The Rathbun Co'y

Napanee Express
August 11, 1893

Dafoe's Nonsuch Flour

—IS A GOOD THING, and its own reputation is pushing it along. It is now acknowledged to be the best family flour in the market. Try it and you will also find it to be the cheapest, as it always makes good bread and no waste.

Also Choice Manitoba Flour, Patent and Strong Baker's.

Highest market price paid for Wheat and all kinds of grain at Big Mill.

J. R. DAFOE,

Napanee Express
July 28, 1899

AFHS News

Angela Cronk

Happy Winter to all! With all of the fear and uncertainty in this challenging time, we are fortunate that the majority of us in this part of the province have remained relatively safe. Kudos to those of us who have evidently worked hard to minimize spread of the virus.

There certainly will be a great deal of news for our future generations to look back on with public health and politics!!

Recently, our long time Treasurer, Stan McMillan, retired from his position on our executive, and I cannot thank him enough for all his years of dedication. Jane Lovell, the “wearer of many hats” on our executive, has stepped in to act as Treasurer until such time as we have a permanent one. Thanks, Jane!

There has been very little AFHS activity this summer, with only some cleanup at the Rombough Cemetery in Sillsville to list as an accomplishment. Due to social distancing, only a small team of two did the cutting back of brush and clearing of windfall, but because Rombough is so tiny, the whole thing went really quickly.



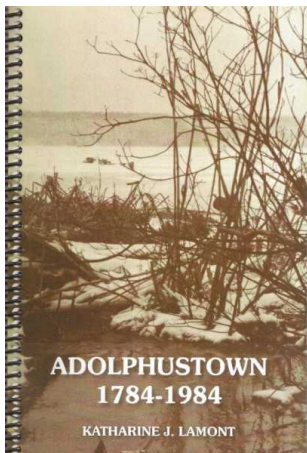
Rombough Cemetery Cleanup Before & After September 2020

I wish everyone a safe Christmas and winter season. Although it may be quite different this year for most of us, I hope we can all find some joy and share it with others.

From the Book Shelf

Adolphustown 1784-1984

Katharine J. Lamont



In 1984, the Adolphustown Bicentennial Committee published a book highlighting the history of Adolphustown township. The book was reproduced by the South Fredericksburgh Heritage Committee in 2005.

This publication includes photos of the township, maps, lists of inhabitants of Adolphustown, churches and schools, as well as family information.

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

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

From the Kitchen

It is cliché to say that the kitchen is the heart of the home. It is also accurate. Beyond its ancillary role as a place for family and friends to congregate, the kitchen is in its essence where meals are produced and often consumed. Food, of course, provides sustenance but it also can provide comfort, and enjoying food with others enables and reinforces social connections.

In this new column we are hoping to feature recipes submitted by our readers. The goal is to share recipes that are old family favourites, perhaps passed down through the generations. We'd like each of the recipes to be accompanied by a short note explaining where the recipe came from and what it means to you.

Dates & Nuts

Submitted by Alice Carlson

Grace's Date and Nut Loaf

- 1 cup walnuts
- 1 cup chopped dates
- 1½ tsp baking soda
- ½ tsp salt
- 3 Tbsp shortening
- ¾ cup boiling water
- 2 eggs
- 1 tsp vanilla
- 1 cup granulated sugar
- 1½ cups flour

Combine walnuts, dates, baking soda, salt, shortening and boiling water.

Set aside for 20 minutes.

Beat eggs with a fork and add vanilla, sugar, and flour. Add to date mixture and blend.

Pour into a greased loaf pan and bake at 350 degrees F for 1 hour.

Makes 1 loaf.

When Mother made this recipe in the 1950s, she allowed me to help chop the dates and walnuts and grease the loaf tin. The sticky, rectangular block of dates in cellophane was unlike the 794-gram resealable package, labelled "GMO & Gluten Free" now in my pantry, its contents originating in Tunisia. The walnuts came in a small, expensive package, likely ordered by phone from Mr. Babcock's store in Conway and picked up by Father on his way home. Now, when it is possible to purchase a kilogram of Kirkland brand walnuts, I think of my mother carefully protecting her package of precious walnuts.

I have found several recipes for date loaves in older community publications, and each with slight variations. For instance, both Peggy Allison and Harriet Humphrey's recipes can be found in the *Adolphustown United Church, United Church Women* (undated) book and Linda Punchard's in *A Taste of Adolphustown*, compiled by the Adolphustown Bicentennial Committee in 1983.

If you have a recipe you are willing to share please send it to jane.lovell@kos.net.

Napanee Express
December 8, 1905



And Furthermore...

In Graham Roberson's article *Remembering Parma School*, which appeared in the [April 2013 issue](#) of the *Neighbourhood Messenger*, he provided a detailed picture of life at the school in the 1950s. Graham has subsequently come across another class photo -- this time from 1953-1954 school year. In addition, on seeing a clipping that listed all the students attending Parma School in 1955, Graham realized that he had attributed incorrect grades to some of the children he rode the bus with during his first year at school. Graham has submitted both the newly-found class photo and a revised description of the 1949 school bus ride to school.



Photo: Graham Roberson

Parma School Students 1953

Back Row: Carla Sills, Marion Grooms, Faye Bygott, Phyllis Powell, Shirley Alton, Bessie Garrison
Ronald Storms, Carson Brooks, Katherine (Kay) Galt – Teacher

Second Row: Graham Robertson, Gary Platt, Ronald Brooks, Bev Sexsmith, Rodney Lloyd, Norma
Powell, Gail Brooks, Fred Magee, Ronald Fitchett, Clifford Colby

Third Row: Brian McCrudden, Duane Fitchett, Linda Brooks, Diana Powell, Lawrence Sexsmith, Heather
Sexsmith, George Magee, Sandra Garrison, Dallas Sills, Lyle Benn, Maurice Powell

Front Row: Paul Magee, Morlev Garrison, Dennis Robertson

From Graham Robertson:


[The photo] was taken in December 1953. The reindeer on the window of the boy's cloakroom I remember it being painted by Ron Fitchett.

The bus service to the school was run by the late Evan Brooks. The bus was a GMC van with no side windows; the kids sat on wooden benches along the sides of the bus and across the back. The benches were padded and covered with a green plaid material by Evan's wife Ruth.

Here is a list of students (as best as I can recall) that came from around the Bay and the Gore Road who rode the bus when I started in 1949.

Carla Sills - grade two
 Dallas Sills - grade one
 Hazel Ben - grade eight
 Marie Benn - grade seven
 Lyle Benn - grade two
 Donald Brooks - grade six
 Carson Brooks - grade three
 Ronald Brooks - grade two
 Fern Magee - grade eight
 Fred Magee - grade three
 Bessie Garrison - grade four

Pandora Range will both cook and bake at the same time to its full capacity. This feature and many other exclusive ones will compel your serious consideration when you select your kitchen range.



McClary's
Pandora
Range

LONDON
 TORONTO
 MONTREAL
 WINNIPEG
 VANCOUVER
 ST. JOHN
 HAMILTON
 CALGARY
 SASKATOON
 EDMONTON

Pandora Ranges are sold everywhere by good dealers who back up our guarantee on this splendid range—
McClary's

Sold in Napanee by **BOYLE & SON.**

Napanee Express
 July 28, 1899

S. S. NO. 4,
SOUTH FREDERICKSBURGH
 To Grade 9 — Marion Grooms, Garry Loyst, Fred Magee, Phyllis Powell, Allan Webb.
 To Grade 8 — Ronald Brooks, Norma Powell, Carla Sills.
 To Grade 7 — Gail Brooks, Clifford Colby (cond.), Maurice Powell, Graham Robertson.
 To Grade 6 — Yyle Benn, Sandra Garrison, Rodney Lloyd, Dallas Sills.
 To Grade 5 — Duane Fitchett, Margaret Lafee, Brian McCrudden, Erma Peterson.
 To Grade 4 — Linda Brooks, Morley Garrison (cond.), Gary Platt, Knud Petersen.
 To Grade 3 — Barbara Hoadley, Brent Magee, Paul Magee, Barbara Platt, Dennis Robertson, Eleanor Webb.
 To Grade 2 — Mary Brooks, Donny Hoadley, Donald Lloyd, Brian Robertson, Jimmy Webb, Gunner Petersen.
 Willis Boston, Teacher.

Parma School Grads

1955

- CHRISTMAS -

We are now busy getting up our Christmas supplies.

In Candies the stock will be entirely our own manufacture, and all pure. We have a very nice pure Ten Cent Mixed, all our own make. Call and see what we can offer you before you make your purchases.

Our Homemade Bread is still giving good satisfaction. Cakes, Pastry, Buns, and Bread made to order.

We have a nice stock of Lemons, Oranges, Raisins, Figs, Dates, &c.

Ladies making their own Christmas Cakes can have them baked FREE of charge by leaving them at the Central Confectionery and Bakery.

We have a nice line of Bulk Oysters. Goods delivered.

Yours respectfully,
J. STOVEL.

P.S.—We are paying special attention to Cakes and Sugar Toys.

Napanee Express
 September 9, 1912

A Curious Thing

Angela Cronk

Snuff Bottles



April's Curious Thing

Snuff bottles were used by the Chinese and Mongolians during the Qing Dynasty to contain powdered tobacco. Smoking tobacco was illegal during the Qing Dynasty, but the use of snuff was allowed because the Chinese considered snuff to be a remedy for common illnesses such as colds, headaches, and stomach disorders. Therefore, snuff was carried in a small bottle like other medicines. The snuff bottle replaced the snuff box used by Europeans.

Tobacco was introduced by the Portuguese to the court at Beijing some time during the mid- to late-16th century. It was originally smoked in pipes before the establishment of the Qing Dynasty. The use of snuff and snuff bottles spread through the upper class, and by the end of the 17th century it had become a part of social ritual to use snuff. This lasted through most of the 18th century. Eventually, the trend spread into the rest of the country and into every social class. It was common to offer a pinch of snuff as a way to greet friends and relatives. Snuff bottles soon became an object of beauty and a way to represent status and wealth.

The reverse painting on these small bottles is the most amazing part. Often they were painted while upside down with mini brushes with just a few bristles. Snuff boxes are also known as opium bottles with small little "spoons" attached to the lid.

What is this?



Submitted by Angela Cronk

This Item is 42" long

Please contact angelacronk@gmail.com if you recognize the item. Tell us what it is called, what it is used for, during what era it was used, and anything else known about it.

Do you have some weird thing hanging around your home or barn? Take a photo of it and send it in – we can feature it here in a future issue.

From the Attic

We are looking for old photos and documents from Adolphustown, North and South Fredericksburgh. Just about any old photograph would be of interest: photos of people, homes, farms, schools, churches, or community or family events. Even if you do not know the people or places in the photos, maybe someone else in the community does. Old publications relating to township businesses, schools and churches often contain fascinating details of life in their era.

Some items we are currently looking for:

OLD PHOTOS or Real Photo POSTCARDS:

- The Adolphustown Town Hall
- The South Fredericksburgh Town Hall at Sillsville
- The U.E.L. Cheese Factory, Adolphustown
- St. Paul's Church, Main Street Adolphustown
- The Old Store at Adolphustown
- The Old Hotel at Adolphustown
- Conway Store
- Conway Wharf
- Phippen Cheese Factory
- Fredericksburgh Train Station
- McDowall Presbyterian Church
- Camp Le Nid
- Glen Island
- Tarry Hall

CORRESPONDENCE:

- Letters or postcards bearing postmarks from local towns and villages
- Correspondence from someone serving overseas during either WWI or WWII

BOOKLET:

- Constitution and Roll of Officers and Members of Camp Le Nid, 1902

If you are looking for any specific photos or documents, let us know and we will add it to our "Attic" list. **Newly added items will be highlighted in blue!**

Contribute to *The Neighbourhood Messenger*

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

Contributors to this issue:

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Alice Carlson	o	Graham Robertson
Susan Wright		