
THE CABOOSE



NEWSLETTER OF THE CUMBERLAND TOWNSHIP HISTORICAL SOCIETY (CTHS)

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President's ramblings (by Dorothy-Jane Smith)

One month into the presidency of the CTHS and I still feel a little overwhelmed, mainly due to the shoes I have to fill. Randall Ash was a president of great practical vision, bringing to the job new ideas fused with practicality and good sense. He worked effectively with all the Board and made a particularly dynamic team with Jeannie Smith. The result was a number of worthwhile products, from *Murder in Navan* to *Memories of Cumberland Township* and the on-gong excellence of *The Caboose*. The good news is that both Randall and Jeannie are continuing to work on the newsletter and I hope they will continue to be able to bring us all these wonderful stories of the Township for some time to come.

Our Society

The Cumberland Township Historical Society (CTHS) was founded in 1986. We are a non-profit, volunteer and community-based organization whose goal is to preserve Cumberland Township history.

Our newsletter

The Caboose is published six times each year by the Cumberland Township Historical Society.

Our Executive

- Dorothy-Jane Smith, President
- Jean-François Beaulieu, Vice President
- Randall Ash, Past President, Newsletter production
- Jeannie Smith, Newsletter Editor
- Bob Kendall, Secretary
- Bill Woodruff, Treasurer
- Verna Cotton, Director
- Dan Brazeau, Director

Our address and local history room

Cumberland Branch
Ottawa Public Library
Local History Room
1599 Tenth Line Road
Ottawa, ON K1E 3E8

Our World Wide Web address

www.cths.ca



This year's Board is largely familiar faces but with new roles for many of us and new blood through the election of Bill Woodruff. We have set three immediate priorities: a new, illustrated edition of Verna Cotton's *Memories of Navan*, completion of the digitization of the oral interview tapes to make this material available and useable, and improving the visibility of the Terry Fox memorial at the Cumberland Heritage Village Museum. As this last is a job to be done through the landscape planning that Gilles Séguin described at our May meeting, we intend to keep the City aware of the Memorial's importance and to provide information that will help situate it in the history of the Township and of the Museum.

While these are the current priorities, more can be done over the next few years. We are interested in hearing about new projects that will keep the history of the Township alive and growing. *(Continued on page 2)*



View of Cumberland from Cameron's Hill

Contributed by David Chamberlin

Next meeting of the CTHS

The next meeting of the CTHS will be held on Wednesday, September 3rd, 6:30 pm at the Navan Curling Club, 1305 Fairgreen, beside the Domes at the Navan Fairgrounds. Guest speaker Ross Bradley will present *The History of the Navan Curling Club*. Be sure to bring a friend along. Light refreshments, as always, will be served.

Society calendar



For more information on these and other upcoming 2008/09 events, please contact a member of the executive committee or visit our website at www.cths.ca. The following events take place at the Cumberland Heritage Village Museum.

July 1 st	Diamond Jubilee-1927- 60 years Confederation: 10:00-5:00
July 6 th	Traveller's Stories-Champlain and river explorers: 7:30 pm
July 13 th	Firefighter & Emergency Protective Services Day
July 20 th	Ford Vehicle Exhibit
July 27 th	Ottawa Valley Live Steamers and Model Engineers
Aug. 2 nd & 3 rd	Ecosphere Fair: Activities for Girl Guides & Scouts
Aug. 10 th	Lumberjack Competition
Aug. 17 th	Classic Car Show
Aug. 23 rd & 24 th	Heritage Trades Festival

Check for events at the Cumberland Museum: www.Ottawa.ca/residents/heritage/museums/Cumberland

President's ramblings (cont'd from pg 1)

Each of you has stories to contribute to The Caboose and you have many other ideas and interests that could help the Society. Consider talking to any one of us on the Board about how you can use the Society to bring these ideas and interests to fruition. We are in the happy position of being a strong Society, whether you measure this by the number of members, the health of the bank balance, the quality of the newsletter and web-site, or the ability of the Board to work as a team. Let's keep the Society strong by regular renewal of the jobs that require doing and the volunteers who make it all happen.

New board members: President: Dorothy Jane Smith; Vice President: Jean Francois Beaulieu; Past President: Randall Ash; Secretary: Bob Kendall; Treasurer: Bill Woodruff; Caboose: Jeannie Smith; Director: Verna Cotton; and Director: Dan Brazeau. Meetings for 2008-09 will continue to be held in the Boardroom of the Ottawa Regional Police Station 10th Line Rd., Wednesdays at 6:30 pm – Sep. 3, Nov. 5, Jan. 7, Mar. 4, and May 6. We will continue to have a healthy and vibrant Society only with your help and active participation. Thanks, and have a great summer!



We've got mail!

I am looking for information or old photos of Mr. Jean Brazeau and or his business. He started Cumberland Ready Mix at 8125 Russell Road in 1980. His two sons are currently running the business. He recently passed away. I would like to find a few family gems that we can make into a gift to celebrate a big family event. Any chance you might be able to direct me to some information and/or pictures?

Thank you very much in advance for your consideration.

Richard Goulet

Tel: (613) 742-6677

Web Site: www.richardgoulet.com

Contact us

If you have questions or suggestions regarding any aspect of the Society including The Caboose, our local history room or anything else of interest to you or to the Society, you may contact any member of the executive by phone or by email:

- Dorothy-Jane Smith, President (225-3554)
- Jean-François Beaulieu, Vice-President (841-0424) jeanfb@sympatico.ca
- Randall Ash, Past President (833-3207) randall2620@rogers.com
- Jeannie Smith, Newsletter Editor (833-2877) gsmith2877@rogers.com
- Verna Cotton, Director (835-2490)
- Dan Brazeau, Director (834-8336) danbrazeau@rogers.com
- Bob Kendall, Secretary (613-830-0015) bobkendall@sympatico.ca
- Bill Woodruff, Treasurer, b.woodruff@videotron.ca

The latest news of Cumberland Township... from 1895

*Eastern Ontario Review and General Advertiser,
Vankleek Hill, Friday June 28, 1895*

CORRESPONDENCE



Becketts Creek

Crops in general are looking splendid and farmers are jubilant over the prospects of a bountiful harvest. This section seems to be overstocked with old bachelors. Come boys, why don't you get a move on? Perhaps they are waiting for the new minister whom we hear is shortly to arrive at Cumberland. The 'syndicate' in possession of the water fall here [are] pushing on the work of erecting their mill as much as possible in order to be ready for the fall grinding. If the 'syndicate' proves a success, this mill will no doubt prove a boon to this part of the country, for since the burning of Mr. McIntyre's mill last fall, there has been no grist-mill on this side of the river between St. Joseph's and Plantagenet village. The Patron's of Industry picnic held in Mr. [Brennans] grove on Saturday 22nd was a decided success judging from the large crowd who attended and everybody seemed enthusiastic over the enterprise and hospitality of The Patrons. One of the features of the day was a football match arranged between the Canaan and Becketts Creek teams. After one and a half hours hard play the score stood 1 to 0 in favor of the home team. The Creek boys are quite elated over their success, this being their first match game and the club having been only very recently organized. Mr. A. D. McCallum of the Cumberland team acted as a referee and decided all points in dispute with the utmost impartiality and to the satisfaction of all.

Cumberland

...
Mrs. Alex McInnis has returned from visiting her many friends at Grenville.

Miss Jennie Church from Ottawa is spending her holidays at Mr. Edward Minougue.

Mr. John Br[]n's new house on Main street is almost complete which adds greatly to the village.

...
The Lacrosse Club are getting into condition and hope to have a few matches before the close of the season.

R.C. Wilson has returned home from Toronto University. Reg looks well and has passed his hardest exams.

Miss Marie Byrnes ledt on the 16th inst. for Sheppardville, Manitoba, to see her sister Mrs. J. Spratt who is very ill.

John D. Ferguson our popular young druggist is able to be around at his duties looking much thinner after he severe illness.

A. G. Gall Esq from Belleville is staying at Mr. A.N. Dunning's and holding meetings every evening over the drug store.

...

Mr. A.N. Dunning has resolved to enlarge his premises by putting his store up to the street and making it another story higher. Success to him.

...

If the planks that are piled up under some trees on our Main St. were laid along the sidewalk where they were intended, it would make our village look somewhat decent.

Oral History Project Getting Closer to Completion

by Bob Kendall

In 1986, a number of residents of Cumberland Township developed what was to become known as the "Oral History Project". Taped interviews were conducted with long-time residents who had a vast knowledge of the township. Most of them provided extremely personal, detailed and fascinating glimpses into the history, geography and customs of the area. Sixty of these tapes were made in all, and they have turned out to be a most valuable resource for the Cumberland Township Historical Society. They will become more and more valuable as times goes



Clara Nuttall

by; already, many of the interviewees are no longer with us, but their stories live on, thanks to the project. The tapes have been digitalized and are available in mp3 format, which can be played on mp3 players, computers, most DVD machines and even in most newer automobile sound systems. The Cumberland Township Historical Society would like to make these recordings available to all members; unfortunately, logistical problems remain to be resolved. Our hope is that some day soon we will produce a book of interview summaries combined with a CD or DVD. But this is at least a few months in the future. At the present time, volunteers are transcribing summaries of each recording, an extremely time-consuming task; so far only 15 of the 60 tapes have been summarized.

We would like to release one interview on an experimental basis, and have chosen the first of them, made on July 16, 1986. On that day, Shannon Crosley interviewed Mrs. Clara Nuttall, a long-time resident of Cumberland Village. In it, Mrs. Nuttall describes living in her home, which is already more than 100 years old, for 43 years. She talks in detail about the builder of her house and of all the houses in her neighbourhood, as well as her neighbours through the years, and describes their properties in detail, and the changes brought about by mortgage foreclosures and death. She remembers their names and family histories, those who took care of their gardens and those who did not, and even the dispositions of some wills. Clara and Gordon Nuttall bought their house with a down payment of \$200, a tidy sum at the time, which they borrowed from the bank. They did not have electricity until 1947, nor plumbing until 1964. The house was insulated with the help of a government grant.

After describing her own residence, she turns her focus to other houses on Main Street, starting on the south side at Spring Hill. She describes each house in turn, and their occupants, as well as the Anglican church (McGonigle house), the Orange Hall next door, and the Baptist church, among many others. She gives details about the murders of the McGonigle girls and other crimes. She paints a word picture of numerous buildings all the way to the Dale Farm, and the cemetery across the street, remembering details, names, histories and events. This is an excellent depiction of her part of Cumberland Village. Her descriptions are so detailed that, using them, one could draw a map. At the next general meeting of the Cumberland Township Historical Society at the Police Services board room on St. Joseph Blvd. in Orleans on September 3, 2008, 5 copies of this tape will be available on CD (mp3 format), first come first served. We will be requesting \$3.00 per disk to defray the costs of production.

The Vars Train Station

*A presentation given
by Verna Kinsella, May 7th, 2008*

The station at Vars was first called Bearbrook Crossing. The Canada Atlantic Railway was built in 1883 by J. R. Booth. This became the Grand Trunk Railway in 1898 and the Canadian National in 1920. This train system became the Via Rail in 1978 with passenger service from Canadian National and Canadian Pacific lines.

The Diamond was a two-story structure where the signalman lived and at a point where two lines crossed. The local newspaper was often passed from the signalman to the engineer from the upstairs window. Trains would pass this area going very slowly.



John Melvin, Berdie Lowery and Mr. Lowery (Notary Public) at Vars station that is now at the Cumberland Heritage Village Museum

There was a large shed built across the tracks from the station where hay was pressed and shipped for horses in the early years of WW1. There were weigh freights which unloaded articles too large for the mail. They would also pick up articles. Sometimes milk and cream was shipped to dairies in Ottawa, Casselman and some even to Montreal.

We used to think we were very important if we were watching a freight go by and saw a "hot box" (where the rag packing around the axle would catch on fire). The sign we'd give to the tail-end brakeman, who we hoped was watching, was to hold our nose and point. A hot-box could cause derailment!

The history of the CN rail line between Ottawa and Montreal seems to incorporate some of my history as well. My dad, Evans Rickerd, three uncles Roy, Bill and Andy, and grandfather Robert, were all



One of the first diesel locomotives used to shunt railcars around in the yards. Note the steam locomotive in the (left) background.

railroaders. My grandfather was a signalman for the CPR at the "Diamond" in Vankleek Hill.

Towns were built along the railroad eg. Carlsbad, Vars, Limoges, etc. down the line. Hotels sprang up near the tracks and were used mainly by travelling salesmen. They would go around to townspeople and when they finished their tour, they would catch the next train to the next town. Beside the main line and through the village a 'siding' was built with switches at each end. The siding at Vars was about half a mile long. Slower trains (freights or local) would pull in on the siding to let a fast train go by. Roads were in such disrepair that the train was the life line of the village. In the spring, the roads were impassable. Around 1940, there were ten trains a day going east and as many going west. Today we have six trains leaving Ottawa for Montreal. They have just added the sixth one which stops at Alexandria and also Casselman. The schedule changes on weekends. At night there is a freight-Ottawa Central- that goes east between 8:30 and 9:30 pm and back between 2:30-4:00 am carrying lumber and chemical substances.

Trains were usually so punctual that people would set their clocks by them. When the whistle blew, people would glance at their watch and say "she's right on time." Railroaders have different definitions as to why the trains were called "she". During the winter it wasn't uncommon to see the track snowplow go by. Then the section men had to go behind and make sure all switches were clean. These men played an important part in maintaining the track and the locomotive engineers depended on them to have a safe trip. The section men knew most of the engineers and trainmen.

I had the opportunity to ride in a steam locomotive in 1948 from Vars to Ottawa and back. Dad boosted me up and the engineer pulled me into the monster of an engine-a 620 steam. When we arrived in

Ottawa, the engine was uncoupled and we took it to the crossing on Echo Drive, disembarked and went to the engineer's home two doors down, where we had lunch and then his kids took me to slide at St. Pat's College on Main Street. The fireman took the locomotive back to ready it for the trip home at 4:00 pm. He picked us up at the same crossing and we went back to Union Station (across from the Chateau Laurier) to pick up the train. I blew the whistle once coming back into Vars, a very thrilling experience. I can't imagine being allowed to do that today!

Vars station was the site of the capture of a man who was known as the world's greatest bank swindler, Christmas Parmalee. He wrote a book in 1968 "The Confessions of a Bank Swindler" where he describes his capture at Vars Station.



L-R Xavier Robinson, Eddy Sabourin, Johnny Boveneau

In the centre of the waiting room was a large pot-belly stove where they burned soft coal which gave off lots of coal dust. The agent sold tickets, sent telegrams, express, parcels and freight. If he had special orders for the engineer, he would write the message on a paper, clamp it to a hoop and hold it out for the engineer to put his arm through so that he could catch it. The engineer would often give two short toots to acknowledge the fact that he had read the message. The agent knew just how high and where to hold the hoop so the engineer wouldn't miss it.



Andrew and Morris (Moe) Rickerd, 1950's

During the 1930's depression and WW2, men would hop a freight and go from place to place looking for work and begging for food. Some of these men were called "railroad bums" or "hobos". Motor transportation was not used much during the Second World War 1939-45 as gasoline was rationed (you could only get a small amount at a time) and there was no rubber to make tires. After the war, the increased use of motor transportation became more common and train travel became less popular. The train transportation was used for shoppers and enjoyable travel, no traffic to worry about. As kids, we took the noon train to Ottawa, took a street car to Britannia Beach for a swim and came back to Union Station to catch the 4:30 pm home. We also went for music lessons. We didn't have money for shopping but we often went to a movie, bought a chocolate malt at Freiman's for fifteen cents, then we'd have to run through the tunnel from the Chateau Laurier under Rideau Street to the Union Station.

The railway played a major role during the war as trains carried soldiers to and from waiting ships in Halifax. Many didn't come back. The wounded returned on the 'Red Cross Train'. We had flags stuck into the fence posts along the railroad.

There were harvester excursions to the west at harvest time. Many young fellows went for adventure as well as for work on the farms out there. Many even got work on the railroad 'extra gang' and travelled from town to town doing maintenance and living in the boarding cars.

Mail was received off the train. I remember our post master, Wilfred Martin, meeting the train with his wagon or sleigh to pick up the bags of mail. At Christmas time he had to make more than one trip.

President Eisenhower was one of the U.S. presidents who came to Ottawa by train. Just before his train was to pass through Vars, the section men found a broken rail. In order to stop the train, they had torpedoes which were placed on the rail. One meant slow, two meant stop. They were like caps in cap guns with gun powder enclosed in a compartment about 2"x 4" and fastened to the rail. They had to be placed so many feet apart. There were two large bangs and as the train came to a halt, security men jumped off the train with rifles drawn as they thought someone was shooting at President Eisenhower.

Education was obtained by traveling to and from by train. From Vars, youths went to Maxville High School. They left Vars around 7:30 am and returned about the same time in the evening. Homework was often done at the station or on the train on the way



1927 train wreck...some of the people: Luella Rickerd (Verna Kinsella's mother with daughter), Mrs. Frank Tanner, Mrs. Marshall

home. My sisters all went to high school in Maxville. When my Dad worked on the branch line between Limoges and Rockland (Speeder), he and Mom had a house rented in Rockland and rented a room to Loretta Cameron (became Mrs. George Jones) while she attended high school in the building that is now Rockland's Town Hall.

Loretta lived at the train station in Cumberland, where he father was station master and one of my sisters was named after her.

The late Viscount Alexander of Tunis, former Governor General knew Vars before he knew Ottawa. In 1946, when the famous British General, who had been

appointed Vice-Regal representative to Canada, was enroute to Ottawa, his special train arrived in Vars about 5:30 am. He was not expected to arrive in Ottawa until near noon, so his train was held on the siding. Several school children managed to get permission to board the train and he chatted with the children, then the Alexanders got off the train and mingled with the people. They had their pets with them, sheep dogs, and put them on leashes to take them for a walk. My cousin, Moe, had an old Model T and the Governor General's children were allowed to go for a drive in it.

The King George VI and Queen Elizabeth of England arrived in Ottawa by train in 1939. Freiman's Santa Claus Special came to Vars in the late 1950's, early 60's to pick up Santa Claus.

Newly married couples left from the station to go on their honeymoon. On weekends, the young people who worked in Ottawa all week, came home on Friday or Saturday nights and returned by train on Sunday nights. These were peek times for train travel.

There have been many bad crossing accidents. On Good Friday, April 11, 1952, a family on their way to church in a panel truck, got hit at the main crossing in the village. They saw one train stopped on the siding but didn't see the other one coming on the main line. The freight one the main line going west backed up and the injured were loaded into

the caboose and transported to a crossing near Hurdman's Bridge where ambulances met them and took them to hospital. Roads were impassable at this time in the spring. There were six or seven in the truck. One died of injuries and some of the others had life-long reminders.



Another accident at the crossing on Devine Road occurred when a train hit a car carrying some young people to a Cadet meeting in Edwards. Two children were killed.

Several years ago, a car slid into a train at the crossing on Rockdale Road. Two young fellows were in the car. One jumped and landed on the stone beside the rail and the other

landed in the mill yard. Neither was hurt badly. The train didn't stop, as the engineer didn't realize anything had happened until people went to disembark and the rail car door wouldn't open. There was even a horse and buggy hit by the train many, many years ago. In later years, we had had many sad occurrences of people taking their lives by standing in front of a train.

In the 1960s and 70s, stations were being torn down as rail travel decreased. In some places where stations had existed, they built something like a bus shelter and had a caretaker where certain trains could be flagged if anyone wished to get on. Vars station was the last one remaining in Cumberland Township. When we think of the past, we tend to remember things that were, however, that is not necessarily true in the case of the Vars CNR Railway Station. True, it is not exactly where it stood for approximately 100 years, however, it still exists and is situated one mile east of Cumberland Village on old Highway 17 at the Cumberland Heritage Village Museum.



Hello Verna
 April 6th, 1976

All stations at one time were painted box car red in Grand Trunk Railway days. The Canadian National adopted green and white trim about 1922. The semaphore type signal, the one I worked with, was installed about 1942 for I remember well the day it was put up. X. Robson was a helper up on the roof pulling on a big rope tied around the centre of the pole. He lost his balance and swung out into the open. His eyes swelled large as pumpkins when he was coming down in the air to hit terra firma. I'll never forget that spectacle knowing and seeing the expression on his old mug. The semaphore had three positions-proceed, caution and stop. It had two blades, one for eastbound trains and one for west bound trains with a control at the top known to us as the train order signal that was worked from inside the office by two huge levers later on replaced by two wall levers. Previous to this type of signal was only what we called a train order board with two positions- proceed and stop. When in stop position, it governed all eastbound and westbound trains to a stop and required clearances from the operator on duty. Ask your father, he will understand as good as I can.

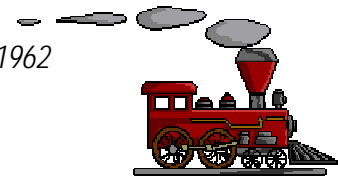
The old Canada Atlantic Station (original) burned I believe and the present one was built about 1907 finished with a V joint, B. C. fir varnished and never saw any paint or varnish until about 1942 or 43 when the B&B raised the station out of the mud, sitting on wooden blocks and the inside was painted or varnished, I forget, your Dad will know. They used gas torches to burn the smoke from the wood and also fly dirt before painting (half job). Oh just in my few years there I forget details. If we were talking and your Dad was present,

we could help each other. The following to my knowledge have been agents there:

Phaddius Asselin 1896-1915, Kenny Mills, Joe Armstrong, W. A. Watson, Pothier, A. L. Mackenzie 1941-62.

The last years I worked the station, earnings were \$50,000 to \$75,000 annually. All it cost the employer was to heat it and pay the agents' salary \$3,500-\$3,900 per year. Inside, dry toilets were installed in the fifties, previously a case of going home in the winter time no path was shoveled during the winter by the well-renowned track foreman, water in the well unfit to drink most of the time or the pump was out of order. Must get down some time this summer and have a ride on your railroad.

Yours sincerely
 Alex L. Mackenzie
 Station Agent 1941-1962



CUMBERLAND CAMERONS & MCMILLANS

by Gerry Boyer



The McNeely Family: Philip, George, Theresa, Sadie, Tom (Sr.), Marion, Frank, Regis and Tom

My grandmother, Sadie Morin McNeely talked about the Cameron forehead, and she would often make reference to it when commenting about her grandchildren. I never paid much attention, but I do



The Morin family: George, Evelyn, John, Muriel, Margaret, Sadie, Philip, Carine (Tootsie), Gertrude and Lenore

know now what it looks like. It refers to a broad, rectangular forehead with matching straight and usually heavy eyebrows. I was chatting with a Cameron from Cape Breton this past Christmas and he made reference to it without being prompted. I knew that my grandmother's mother was born Bella Cameron and I discovered that she is buried alongside her husband, George Morin, in Rockland, where most of my Boyer, Morin and McNeely ancestors are buried.

About a year ago, I decided to research the Cameron line and I invited my nephew, Alexander McDonald, to join me. At the National Archives in Ottawa, we found the index for Crown Land grants and then flicked through the Camerons for a possible starting point. We noticed a John Cameron in Cumberland Township, so we located the appropriate microfilm and Alex came upon a cluster

of letters between the Lt. Governor of Upper Canada and John Cameron with regards to the purchase price of the land that he had been granted: lot 18, concession 1, Old Survey, Cumberland Township. He felt that he was being overcharged. I had no idea whether or not I was related to this John Cameron, but the letters let me understand that he settled in Cumberland in 1828, that his original farm burned down and that he had many children. There is also a very detailed sketch of his property completed in 1838 by Anthony Tralwell, a provincial surveyor. It shows the original location of his home, not too far from the McMillan graveyard below the Hydro towers just off Highway 17.

In *The Caboose Summer 2003*, I noted an item by Margaret Cameron from Long Sault. She is a wealth of information on the Camerons and McMillans, as is another Cameron descendant, Nancy Owston who lives in the United States. They suggested I get [Bygone Lochaber](#) - Somerlet McMillan and [The Highland Clearances](#)- John Prebble.

Bella Cameron (daughter of Dan Cameron and Ann Quigley, wife of George Morin) was my great grandmother on my grandmother's side. My grandmother was Sarah Morin and my mother is Therese McNeely. I grew up knowing where Quigley's Hill was in Cumberland and I visited the old McMillan grave site by the Hydro towers that hover over the Ottawa River. I have used both the 1881 and the 1901 census to put Bella Cameron's genealogy together. Her father was **Dan or Donald Cameron**. He married **Anne Quigley** in Cumberland on June 25, 1878. Dan and Anne had six children:

John (May 28, 1879), Alex (May 21, 1880), Isabella (Feb. 26, 1883), Mary (Oct. 16, 1884), Dan (June 29, 1885) and Hugh (Jun 21, 1887). Sometime in 1887/1888, Dan or Donald died and Archie McMillan married Dan's widow (Ann nee Quigley). They had four children: Duncan (Feb. 5, 1889), James (Mar. 5, 1891), Archibald (Aug. 31, 1892) and Annie (Jul. 17, 1896).

An interesting note about Archie McMillan is that he was listed as being part of the same household as Donald and Ann Cameron's in 1881. The household is made up of the following people: Donald Cameron 38, Ann Cameron 29, John Cameron 2, Alexander Cameron 1, Alexander Cameron 85, Ann Cameron 82, Archibald McMillan 36 Farmer, John R. Cameron RR Agent. All were listed as Presbyterians except for young Ann who was Catholic.

John R. Cameron and Donald Cameron are brothers, sons of Alexander and Ann Cameron (nee McMillan). Archibald McMillan must be somehow related to Ann Cameron (nee McMillan) born in Scotland. Before leaving Bella's immediate family, I have an interesting document in my collection: it's a first

communion certificate for Bella Cameron dated May 21st, 1898, St. Malachie. I know that Bella was married to George Morin in the Catholic Church in Rockland in 1905, but was she raised Presbyterian or Roman Catholic?

Dan/Donald Cameron's parents were **Alexander Cameron and Ann McMillan**, both born in Scotland.

From the 1861 census from Vaudreuil County:

- Alexander Camerron, farmer, born in Scotland, Presbyterian, 64 years old.
- Nancy McMillan, born in Scotland, Presbyterian, 60 years old
- John Camerron, born in Lower Canada, Presbyterian, 25 years old
- Essy Camerron, born in Lower Canada, Presbyterian, 23 years old
- Daniel Camerron, born in Lower Canada, Presbyterian, 21 years old
- Alexander Camerron, born in Lower Canada, Presbyterian, 13 years old
- Mary Ann Camerron, born in Lower Canada, Presbyterian, 11 years old.

Nancy Owston sent me a scanned image of a baptismal certificate for Isabella Cameron born May 18, 1823, daughter of Alexander Cameron and Nancy McMillan of Vaudreuil. Besides the ones listed in the 1861 census and this Isabella, did Alexander and Nancy/Ann have any other children?

I also consulted the Abstract Index Book, 1800 – 1959, for the Township of Cumberland (GSU 201521 at the Archives of Ontario in Toronto). Here are property transactions of note that shed some information on the movement of Alexander Cameron and his family from Vaudreuil to Cumberland, Ontario.

On August 31, 1866, Edward Martin Hopkins deeded 150 acres on Lot 19, Conc. 1, Old Survey, to John R. Cameron for \$1,300.00. He also mortgaged \$975.00 to John R. On Nov. 17, 1876 John R. Cameron deeded the property to John Cameron in Trust for \$1.00. On Aug. 1 1883, John Cameron deeds the property back to John R. Cameron for \$1.00. On June 9, 1885, Alexander Cameron deeds the property to John R. Cameron for \$4.00. On March 17, 1885, John R. Cameron deeds the West part of the Northern $\frac{3}{4}$ part (37 $\frac{1}{2}$ acres) to Trefle McMillan for \$2,000.00. On May 27, 1885, John R. Cameron deeds the W $\frac{3}{4}$ part to Daniel Cameron, he deeds the E $\frac{1}{2}$ of Northern $\frac{3}{4}$ to Archie McMillan for \$1,000.00 (75 acres).

Many of the above transactions correspond to the details contained in a letter from Alexander Cameron of Cumberland to his half-brother Dougald Cameron, March 17, 1886. Alexander explains how he has deeded 50 acres of the back farm to his son Donald/Daniel, and from him to his son, John. He

deeded another 50 acres of the back lot to Archibald, his grandson. At this point, I don't know whose son this Archibald is, but he can't be one of Donald's. He then speaks of a late brother John Cameron and caring for his wife, Margaret. Is this the John that I will refer to below? This John deeded some property to him. Would this be the 1866 transaction referred to above? Is the Margaret referred to in the letter the late John's wife? What was her maiden name? We can identify Alexander Cameron's grandson Alexander Cameron: that would be Donald/Daniel's son born in 1880. Alexander (the letter writer) is living with his daughter Essie in 1886. He refers again to his son Donald and to his grandson Archibald with regards to $\frac{3}{4}$ of the front farm.

Based on this letter and other sources, Margaret Cameron from Long Sault states that Alexander Cameron (born in Scotland in 1794) was the son of **Paul Cameron and Isabel Cameron**. Isabel Cameron died in Scotland. Paul migrated to Canada in 1804 with his two sons and his parents, John Cameron 8th of Inveruiskavouline, born 1747 and his wife Marjorie Cameron. Margaret from Long Sault wrote: "John Cameron 8th of Inveruiskavouline hoped to avoid the chaos which had engulfed fellow members of his clan after the Battle of Culloden, but, unfortunately, this did not happen. He and his wife, Marjorie Cameron b 1747, a niece of Lochiel ... sailed for the new world on the ship 'Commerce' in 1804, landing at Montreal in September of that year. John Cameron and his wife, Marjory Cameron, first settled in Lachine." Margaret from Long Sault goes on to identify Ann (Nancy) Cameron b 1779 as a daughter of John Cameron 8th, already living in Canada and married to Donald Cameron, son of John Cameron of Clunes. So then she must be Paul Cameron's sister. Margaret from Long Sault identifies another brother of Nancy's, Dougald, who married Thomima Gray, then left for Grenada in 1807 and died there in 1808. Margaret from Long Sault also identifies a sister of Nancy, Marjory Cameron b 1780 who married Alexander McMillan of Callich, Lot 16, Concession 2, Finch Township. From the St. James Anglican Church Cemetery Records, we see that Paul Cameron married Margaret Cameron (not sure what her ancestry is) who died in 1816. They had a son named John Cameron, born in about 1808, who died June 26th, 1879. He would be a half-brother to Alexander Cameron b 1796 and probably a full brother of Dougald Cameron, to whom Alexander Cameron was writing to in 1886.

The parents of Paul Cameron were **John Cameron 8th of Inveruiskavouline** born 1747 and **Marjorie Cameron**.

The father of John Cameron 8th was **Alexander Cameron (also known as Sanders Cameron)**. From

Margaret Cameron of Long Sault's notes, it would seem that this Alexander also had a son Ewen who, along with his father, petitioned the British Court of Exchequer for forfeited estates previously belonging to Duncan Cameron, son to Donald Cameron of Clunes, in 1761 and then again in 1766.

CUMBERLAND Township Pioneers. By Roy McGilvray. An index of pre-1875 pioneers in Cumberland Township last updated Jan 2005
web.ncf.ca/cv297/cumberland.html

Vars Fire Station showcased at Cumberland Heritage Village Museum

By Emma Jackson
 June 18, 2008

A tiny fire station from Vars has finally found its place at the Cumberland Heritage Village Museum.

On June 9, the 106-year-old structure was moved to the museum's forefront, coming to rest between an old Presbyterian church from Vars and a large reproduction fire hall.

The antique fire station sat on land attached to the Cumberland museum since 1981, acting as a clubhouse for a model train club.

Although the museum already has a reproduction fire hall, the newly acquired building is considered a great addition to the 1920s rural village.

"[The building] will allow the museum to broaden its interpretation of firefighting," said former museum director David Flemming, who organized the move. "We have a fire engine dating from the 1930s, but this will take us back to when they had to use hand-operated materials."

The museum owns a hand pump for water and several buckets from the early 20th century, which will be at home in the new building, Flemming said.

The fire station's arrival was just in time, as the museum prepares to celebrate firefighters, police officers and paramedics at the annual Firefighter and Emergency Protective Services Day on Sunday, July 13. A parade through the village, firefighting demonstrations, family games, and displays of modern and

antique emergency vehicles will fill the annual appreciation day.

The newly arrived 12 x 16 foot fire station will boast its lengthy local history.

Built in the town of Vars around 1902, the fire station was replaced by a larger building in the 1950s, while a local farmer continued to use it as a tool shed.

In 1981, 'The Shack' was donated to the museum and loaned to the Ottawa Valley Live Steamers and Model Engineers, who operate model trains behind the museum.

Several Live Steamers members watched their old clubhouse trek across the property towards the museum, but club president John Bryant said the group wasn't sad to see it go. A 40-foot shipping container will take the fire station's place later in the week. The larger building will have more space to store model trains, and a more secure area to keep tools and extra track, Bryant said.

The museum benefits as well, he added.

"The museum gets another building, which will enhance the rural village and give guests the chance to visit another place with interesting history," he said.

As the fire station settles into its new home, the club plans to give its new metal container a total make over. This summer, members will cover the container with lumber to make it look like an old train station. Bryant said the museum's operating sawmill will provide some of the lumber.

For more information about the museum, its buildings or its summer events, call 613-833-3059 or visit ottawa.ca/museums.



Hometown Heroes

If we were to list our heroes today in this community where
we work and play,

We'd fill many pages of a book because we'd find them in
every nook.

Our ancestors came and tilled the land, built bridges so
strong and railways by hand.

Unending work they had to endure; so much was done to
make us secure.

Brave souls went to war to save us all. Freedom is ours
because they answered the call.

Many paid the price and some wars did cease-surely one
day there will be eternal peace.

Police, firemen and doctors on whom we depend, are joined
by nurses who try to mend.

Teachers and volunteers are also there; compassion is shown
by all who care.

The friendly folk we daily greet are in the store and on the
street.

They're in the churches where we pray. They're in the park
where children play.

Hometown heroes are *the salt of the earth*. Try to remember
how much they are worth.

They are the special volunteers. We've known many down
through the years.

By Helen Burns

*Helen won first prize in the Homecraft Division of the Navan Fair 2006 for
this poem.*