

THE CABOOSE



NEWSLETTER OF THE CUMBERLAND TOWNSHIP HISTORICAL SOCIETY (CTHS)

ISSN 1203-147X

Volume XX Number 5

June 2012

President's message (by Jean-François Beaulieu)

I hope you are all enjoying the nice summer. This is a summer for interesting history-related events. The War of 1812 is a major theme, including a television documentary on June 17th showing an archaeological dig at Fort York. Looking forward, the Canadian Museum of Civilization will hold lectures in connection with their current exhibit, "Secret World of the Maya." In our own society, we will be launching the book on the Navan Domes at the Navan Fair and leading a walk on transportation and Cumberland Village. Hope to see you at our upcoming events.

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 four times each year by the Cumberland Township Historical Society.

Our Executive

- Jean-François Beaulieu, President
- Dorothy-Jane Smith, Past President, Caboose editor
- Vice-President – vacant
- Gilles Chartrand, Treasurer
- Verna Cotton, Director
- Ross Bradley, Director

Ex-officio

- Randall Ash, Caboose production
- Dan Brazeau, Website

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



June 2002 the Grade 1-2 Class of Riverview Public School sang O Canada to start the amalgamated Ottawa City Council meeting held in the Cumberland Arena. Front l-r: Sarah Sharkey, Rebecca Curran, Eleanor Upshall, Cody Boeyen, Alex Beaton, Nathan Hanlon, Colin ____, Megan Babe, Mathew Wright Laverty, Dakota Brisson. Back l-r: Eric Sharkey, ____, Haley Matschke, Laurent P ____, Ashley ____, Reece Aimoe, Amir Zadegan, Dana ____. Teacher Jeannie Smith is at the back right.

Next meeting of the CTHS

The Annual General Meeting of the CTHS will take place on Wednesday, September 5th 2012 in the boardroom of the Ottawa Regional Police Station, Tenth Line Road and St. Joseph Blvd. Angela Coleman of the South Nation Conservation Centre will speak on "Reflections of the South Nation Watershed: Its People and Natural Resources." Doors open at 6:30 for a start-time of 7 P.M. Be sure to bring a friend along. Light refreshments, as always, will be served.

Society calendar



For more information on these and other upcoming 2012/13 events, please contact a member of the executive committee or visit our website at www.cths.ca.

September 9 th	September 9, 2012 CTHS will lead a Heritage Ottawa walk on the history of transportation in Cumberland Village. Charge by Ottawa Heritage \$10, CTHS members half price \$5. Extend the tour to the Museum for \$4.
	Meetings at the 10 th Line Road Police Station: <ul style="list-style-type: none"> • November 7, 2012 (Elaine Findlay) • January 9, 2013 (D-J. Smith) • March 6, 2013 • May 1, 2013
At the Museum – 613-833-3059 / CumberlandMuseum@ottawa.ca	
July 4 th & 18 th , August 8 th & 22 nd	Stars Alive! (starts at dusk)
July 8 th	Music and Beyond (11 am – 4 pm)
July 12 th & 26 th , August 9 th & 23 rd	Tall Tales to Tell (Vintage Stock Theatre) (6 to 9 pm)
July 15 th	Classic Cars (10 am – 4 pm)
July 22 nd	All Aboard! for a model train experience (10 am – 5 pm)
August 1 st , 15 th & 29 th	Super Sleuthing (ages 6 to 14) (1 pm – 4:30 pm)
August 31 st	Drive In Theatre showing the 1939 Hound of the Baskervilles. \$10 per person (9 pm screening (site opens 8 pm))

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:

- Jean-François Beaulieu, President (841-0424) jeanfb@sympatico.ca
- Dorothy-Jane Smith, Past President (225-3554), Caboose editor
- Verna Cotton, Director (835-2490)
- Randall Ash, Caboose production (833-3207) randall2620@rogers.com
- Dan Brazeau, Website (834-8336)

The Caboose is made possible in part through a grant from the City of Ottawa.

Come out to the Navan Fair August 9th to 12th and explore your family tree with the CTHS!

The CTHS will be providing one-on-one genealogical research assistance at our booth in the arena at the Navan Fair. Stop in yourself and tell your friends that we're there. Going on sale at the Fair – the biography of the Navan Fair entertainment domes. Cost is \$20 each or \$30 for two.



DOMES YESTERDAY
 –OF– TODAY
NAVAN TOMORROW

By Ross Bradley, Verna Cotton and D-J. Smith
 a production of the Cumberland Township Historical Society

Calling volunteers!! We are at the point where we cannot lose more Board members without losing the Society. Think about coming out and being part of the gang.

Did you know?



I have long known about the 1881 Belden map and the 1862 H. F. Walling maps for Russell County. These were reproduced in the county atlas series edited by Ross Cummings which are available in the reference section of most libraries. But we don't have to stop there. McGill University has been digitizing county atlases and has a great site at <http://digital.library.mcgill.ca/countyatlas>. Not only do they give good background understanding of why and how these atlases were produced but you can find the 1881 Russell County map, along with others, by simply clicking on the "maps" button.

The Cummins rural directory maps of Ontario counties from 1924 are less well known but important for they show the names of land owners in the early twentieth century. These have not been digitized but can be viewed at Library and Archives Canada. There are even more early maps around, though not as many for our region as for Southern Ontario.

A good reference for identifying early maps of interest is Joan Winearls's book, *Mapping Upper Canada 1780-1867: An Annotated Bibliography of Manuscript and Printed Maps* (Toronto: University of Toronto Press, 1991). Among the maps she identified for our area was an 1857 subdivision plan registered by Amable Faubert for a proposed town of 'Faubertville' on lot 14 in the first concession (see Gérard Boyer's article this issue). Faubert registered a second plan in 1862 for 'Faubertville,' and according to Winearls's description, this map showed Sparks and Queen Streets. The 1862 surveyor was R. Sparks which might shed some light on the naming of the street we now call Sparkle. Winearls's book can be consulted in Carleton University's map section. The map section reference librarian will be able to help you find it.

The problem with working with most of these maps and reference books is the necessity to get out of the pj's in order to visit public libraries. I wanted to search late at night and be able to view early maps for Eastern Ontario without leaving home. It was the on-line search that proved difficult. I started with a google search

for "map* Ontario historical" and came up with a commercial site "Art Source International." I had no intention of spending money on this project but the site did provide information on companies who had printed maps for which I could hunt elsewhere.

For example, Rand McNally sold highway maps from as early as 1920. The map displayed for sale was largely of the northern US states but southern and eastern Ontario had managed to slip onto the edge of that map. A road map specific to Ontario was made in 1921. As well, Rand McNally had made an 1888 map of "eastern Ontario" which goes from our eastern Ontario to Lake Ontario. H. H. Hardesty & Company had made an even earlier map (1882) map of "eastern Ontario." I could also have bought an 1890 railroad map called "Cram's Railroad and County Map of Ontario."

My google search also led me to an academic on-line source from the University of Alabama.

(<http://alabamamaps.ua.edu/historicalmaps/canada/ontario.html>). This gave me the names of even more map makers. Unfortunately the site uses the software package "sid" to present the images. Anyone who, like me, cursed Sid roundly when LAC was using it for on-line access to the 1901 census will sympathize with my disappointment. The software does not provide a happy viewing experience.

Ontario Archives have a "visual database" into which I typed "map*" and got 719 hits. But I would have had to work through it image by image. Searching for "Russell" and then "Prescott" did not narrow down to a 1923 Ontario Transport road map for Prescott Russell which I know is held at the Archives.

Another commercial site I found was "David Rumsey Map Collection." I did a search here for "Ontario" and found 189 maps. Since a number of these images were American maps showing Lake Ontario, perhaps a little over 100 of the maps were germane to my search. Again, however, I had to look image by image. Even though it was late at night when I had little competition for my time other than sleep, the search quickly became tedious.

In the end I concluded that collecting printed maps would remain my main route for

finding Eastern Ontario maps. But my sortie into the Internet world of maps had opened my eyes to the wider range of maps and map-makers that I would search out.

Early Road-Surveys in Cumberland Township

by D-J. Smith

Ontario settlements did not grow through blind luck. Settlers with funds could scout about for just the right location for several years. Some

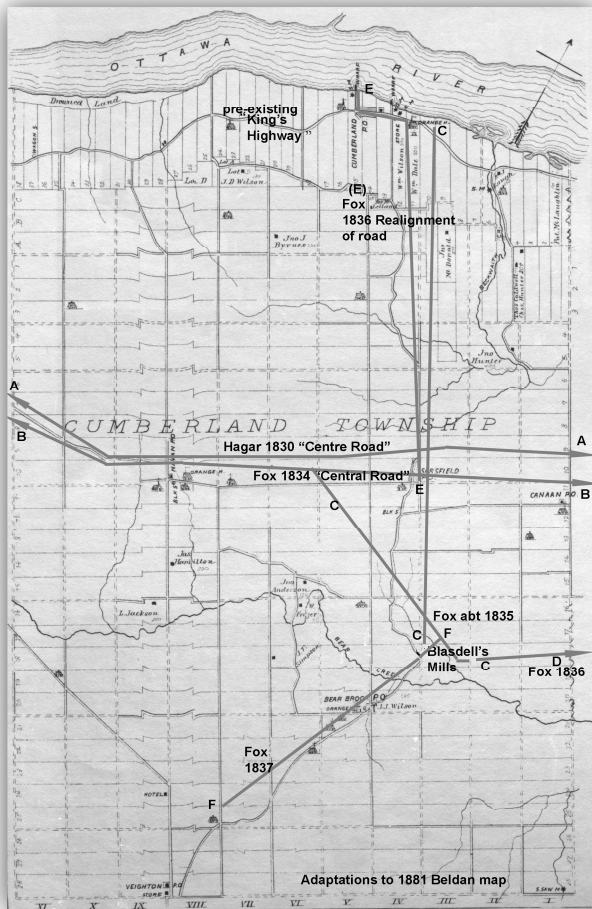
them and then either stayed or left as they determined the potential of the place. But what caused enough settlers to come to a specific place and create a thriving settlement was a combination of soil and transportation.

Settlements grew when they were relatively easy to reach and when farmers could get their produce to a buyer. River transport encouraged a thin line of settlement along the water while tributaries took families into a township. Cumberland Township, however, had only one significant interior waterway, the Bearbrook, and it was a tributary of the South Nation River, not the Ottawa.

Given poor access to the interior by water, roads are an important part of the story of Cumberland Township. In order to understand the development of early land transportation, I turned to the Ottawa District Road Book. Here I found the reports of surveyors of highways to the District Magistrates at the Quarterly Sessions. The Ottawa District had been formed in 1816 by splitting Russell and Prescott Counties out of the Eastern District (originally Lunenburg). It lasted until 1850 when responsible government was introduced across Upper Canada at the level of the county and township.

The Ottawa District reports start in 1816 with the building of roads, as well as the altering of pre-existing roads, in Longueuil and Hawkesbury Townships in Prescott County. But it was another twelve years before the magistrates were informed of a road survey in Russell County. In 1828, Neil McDiarmid reported that he had surveyed an east-west road crossing Clarence Township.

Cumberland Township was not mentioned until January 2, 1830 when Abner Hagar, the surveyor of highways from Plantagenet, reported on a survey which he seems to have completed in 1829. He had blazed a line from where "Colonel By's Road" crossed the Rideau River into Gloucester and across Cumberland and Clarence to the pre-existing "Seignory Road" or "Chessor's Road" in Plantagenet. The Chessor Road would then connect Cumberland to both Ottawa and L'Orignal, Ontario through the centre of the County.



Approximations of some of the lines of road surveys reported in the Ottawa District Road Book. What appears to be duplicate surveys of the same line could reflect inaccuracies in the coordinates given or delays in building the roads.

might choose a location because they saw a likely place as they travelled down the Rideau Canal or along the St. Lawrence. Others simply went into the bush to find the lot allotted to

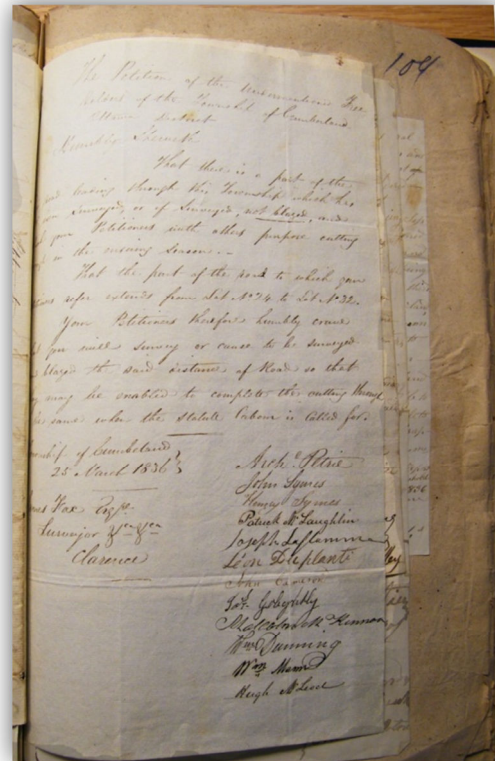
Tracing the line Hagar recommended to the magistrates is difficult due to the vague coordinates given. Tracing from point to point (generally concession and lot) suggests that this road may have led from Green's Creek at "combe's clearing" (likely "Lacombe's clearing") to what is now Blackburn Hamlet. From there the survey line went south east on the general line of the Navan Road and then east more or less along today's Colonial Road.

It seems that following exactly the concession and lot lines was desired but was not an expected achievement. In a report dated September 14, 1830, James Fox reported on a survey for another road to go from the Rideau system through the central part of Gloucester Township and Russell County to the Plantagenet and Clarence boundary. The difficulties of surveying a straight line can be seen in Fox's report.

"I have explored and examined the ground through, from the forks of Bearbrook, through unto the River Rideau, back & forth, but finding it Impractical, by Reason of the Great and excessive badness of the Swamps, having been seven or eight hours penetrating through one in a line with Captain Wilson's farm, therefore giving up the idea of a Road there, I commenced marking the Road ... at Lot No. 8 1st Concession of Gloucester about 60 Rods below the Lock at Black [] Rideau River? (sic)"

Fox then went through Gloucester and Osgoode following the high ground between swamps. Eventually he reached Lot 24 of Concession 6 Cumberland at which point "having got clear of the swamps" he went east and then northeast to cross Bearbrook "about two miles below the falls continuing the same route through Green Timber Land but dry and good for a road."

Four years later in 1834, Fox surveyed a road from the east boundary line of Clarence Township through a beaver meadow and then through Cumberland to lot 10 in the 4th Concession. There he got up on highlands but was then "obstructed by a very High Hill in front, across a large meadow." This forced him to alter his western course by going slightly south to find a place where he could ascend the hill. Other slight diversions were required "to avoid



These 1836 petitioners promised "to cut through the line in the coming season when the statute labour is called for."

the deepest gullies of which there is four." Eventually he reached Green's Creek through "Lacombe's Clearing." He went on to the Rideau River "opposite Col By's Road, Sandy _|| leading to the town."

All the surveyors stated that they had undertaken to "notice" or "notify" the road but Fox was kind enough to be explicit in this report. He put up notices of the 1834 survey at "the western end, at Mr. Olmstead's in Gloucester, at Bladell's Mills in Cumberland, on the schoolhouse in Clarence."

Roughing in on a map the lines of surveys highlighted the importance of the one major industrial establishment in the interior of Cumberland Township: the mills owned in the 1830s by Julius C. Bladell. Bladell owned two lots near what would become the village of Bearbrook. His mills were specified as the starting point or destination point for three surveys in the early 1830s and were a reference point in one or two others.

Surveying a road was one thing. Building it was another. The road reports were simply recommendations to the magistrates to approve the line that had been blazed. If the magistrates did so approve, the property owners along the line were responsible for the actual building. If there were absentee landowners or unsold land belonging to the clergy reserve or the Crown, a road might well be left with unbuilt sections.

A front road, called the "king's highway," along the Ottawa River appears in the Road Book as a landmark against which other roads were positioned. The same story, that the origins of the first Township highway lie in an Indian trail, has been told to the descendents of many early Township families whether on the far eastern or western end of the Township. This with the Road Report references suggests that today's Old Montreal Highway follows the general path of the first road in the Township through the First Concession Old Survey. But other sources say the front highway was built in 1850. To join these "facts," we need to understand the word "road" flexibly.

As late as 1845 the lack of "proper" roads is evident in the diary kept by Alexander Muir. Muir was an Aberdeen lawyer who had come to Upper Canada as a tourist to visit his sister, Margaret (c. 1805-1881). She was married to Alexander Findlay (c.1805-1846) and had settled on lot 22 south part in the First Concession Old Survey. When Muir landed at Cumberland Village, he was told to walk from clearing to clearing in order to reach the Findlay's farm. Later that week, he and his niece visited their neighbour, Archibald Petrie on lots 26 and 27. Coming home in the dark, they lost their way and stumbled through swamps until the Findlay daughter found the blaze marks that led them home.

Roads. Yes, Cumberland settlers were greatly concerned to have them and petitioned from the 1830s for highway surveys. But even rough roads, as we understand roads, were to not to be found in the Township until the middle years of the nineteenth century. A low population density limited the number of property owners available to build the roads, thereby creating a vicious circle. For the lack of roads was itself a factor in slowing the settlement and development of Cumberland Township until well after other parts of Eastern Ontario.

Sources

- Ontario Archives, Ottawa District Court of General Quarter Sessions of the Peace road report book. RG 22-66.
- Library and Archives Canada (originals held by Ontario Archives). Ottawa District Assessment Rolls. microfilms 7735/6.
- Alexander Muir, *From Aberdeen to Ottawa in 1845: The Diary of Alexander Muir* ed. George A. MacKenzie Aberdeen: Aberdeen University Press, 1990.
- Transport and Communications (Ontario) Historical Committee of the Public and Safety Information Branch, *Footpaths to Freeways: The Story of Ontario's Roads*. Project for Ontario's Bicentennial 1784-1984 (no publ. info.)

The Roman Catholic Church in Cumberland in 1867

A final chapter for that time

by Gérard Boyer

In a previous article of the Caboose, we described some of the history of the early Roman Catholic Church in Cumberland. While browsing early property documents of Cumberland Township at the Registry Office in Ottawa, I came across a conveyance (#10922 – Township of Cumberland) which shed additional light on the location of the first Roman Catholic chapel and land set aside for a Roman Catholic cemetery.

We know that Amable Foubert was a key foundation member for Roman Catholics in the Cumberland area. It's also interesting to note that his wife, Matilda Dunning, was a convert to the same faith. Roman Catholic missionaries were welcome to say mass in his house and to administer the sacraments there. On July 23, 1862 he gave the Roman Catholic Episcopal Corporation land upon which to build a church and a separate plot for a cemetery, charging them only a nominal sum of 5 shillings.

I have superimposed those two tracts of land on a modern map of Cumberland. The mapping is based on the following information: the church was located on village lot 6, part of township lot 14 and the cemetery was located along the boundary line of lots 14 and 15, 200 feet north of the Queen's Line. The church burned to the ground in 1866 and Father

Onésime Boucher, who had found the congregation and the community less than supportive, decided to establish his residence in Clarence Creek, Ontario, and to administer the Cumberland Village mission from there.

Conveyance #10922 describes in detail where the church property and the cemetery were located. It's interesting to note that Protestants had already been buried on the property where the Roman Catholic cemetery was either to be established or was established. I think this may have been a Dunning burial ground and I notice that in the last Caboose (Spring 2012) Annie Barnett indicated that it was an old Foubert family plot. As a rule, Roman Catholics always buried their deceased in

Ed: Recently in reviewing the 1908-09 records of Canadian Northern Railway, I came across a plan for the station and line which had been based on Foubert's plan for a proposed village. Among the items of interest is that the plan showed a "priest's house" on what is now the Old Montreal Road in the centre of the village.

The History of Her Story

by Jeannie Smith

Precious memories have been revealed to me from unseen ancestral angels. The love of history was instilled in me at a very early age. Being the youngest child, I was able to sit unobtrusively at gatherings and silently glean information shared by family members, and then store the stories heard in my memory bank.

Because tales were repeated over and over, I felt as if I had lived them. I imagined that I was on horseback with my great-grandfather, Dr. James Ferguson, in 1868 when wolves chased him as he returned home to Cumberland from visiting patients in Sarsfield. I could feel the urgency as he tore off clothing to throw down for the pack to devour. I hovered beside him in 1890 when, as coroner, he investigated the murders of the young Cumberland sisters Mary and Eliza McGonigle. I rode in the

wagon in 1932 when my Aunt Bessie and her Uncle Cecil Ferguson escaped with their valuables from Inglehyrst in Rockland just before the bailiff put the locks on the house and pharmacy. Some of those salvaged treasures I now possess!

The greatest influence on me came from my father, Douglas Ferguson. His story telling ended with his death in 1965 but his story writing continues to be shared as people read his diaries, letters, and accounts of family history.



Map created from Google maps highlights the information found in the Faubert conveyance of land.

Roman Catholic cemeteries, even if these were not in their immediate community.

On July 4, 1867, the land reverted back to the Foubert family since the original condition had been that it would only be used for purposes of a church and religious worship. The Fouberts paid the Roman Catholic Episcopate of Ottawa \$200.

Final point of interest. The community was not called Cumberland Village or Osborne village, but Foubertville.

At bedtime, Father would sing me the songs of long ago and respond to my pleading "Daddy, tell me about when you were little." Born in Cumberland Village in 1904, he was able to share marvelous tales about the river, the steamers, the railroad, and the trains, plus, of course, the people! By 1963, cancer had slowed down my father's body, but his mind remained vivid with recollections of teaching school at French Hill, boating on the Ottawa River, dancing at Maple Hall, and treating his dental patients in the stone house in Cumberland.

My three older sisters went out into the wide world and I became an only child. As the two of us travelled the road together, Dad pointed out

places of interest and made history come alive. Family visits to Upper Canada Village, Old Fort Henry, Louisburg, the citadels at Quebec and Halifax gave my father a chance to showcase his knowledge of history.

I grew up in Ottawa and was fortunate to have had great teachers at Elgin, Glashan, and Lisgar. In 1958, my grade three teacher, Miss Kerr, gave me copies of the new history books, *Canada: A New Land* and *Canada: A New Nation*. I read them cover to cover. I also will never forget Miss Meech who grounded me in ancient history in grade 13. Her recall of history was mesmerizing.

Our home was adjacent to the Victoria Museum on McLeod Street which then housed the National Gallery on the second floor of the east wing. I knew all the exhibits by heart. I was intrigued with artifacts of Indigenous People. I was entranced with Benjamin West's painting of the Dying Wolfe on the Plains of Abraham. Every Saturday morning, before heading to Cumberland to visit grandparents, I would race over to the museum to watch films. "Paddle to the Sea," "Daniel Boone," and "The Loon's Necklace" inspired me to read yet more history.

When I moved to Cumberland Village in 1965 after my father's death, my thirst for local stories was met by listening to folk recount the past. At village stores I heard about current events. At the

wharf I was informed about local happenings. At various hotels I was entertained by revealers of secrets and scandals.

I sang the songs of history when I learned to play guitar in 1963 and ever since I've kept alive the melodies with their stories of the past. I studied part-time at Carleton University, majoring in Music History. I always enrolled in courses that were interconnected, studying the music, the art, and the political movements of the same era.

During my teaching career from 1968 to 2006, I tried to make history come alive for the children by encouraging them to read about the past, to present speeches on local history, or to prepare family trees. My student performers

had fun battling on stage as Vikings, trekking about the classroom as pioneers, or marching along corridors as soldiers. It was pupils from Meadowview Public School who helped me write the words for the song, "Murder in Navan." At Remembrance Day assemblies, youth were inspired by historical accounts of the valour and the glory of local war heroes.

Since I was a teacher in Navan, Cumberland, and Queenswood, I knew pioneer families and could recognize the children from those lineages. As a volunteer with The Cumberland Heritage Village Museum since 1976 and as a Life Member of the CTHS since 1986, I have shared my knowledge of local history. Robert Serré was my cottage neighbour along the river since 1958. His enthusiasm for local history was contagious and he encouraged me to replace him as editor of *The Caboose* in 2002. I began to jot down some of my memories and succeeded in getting some stories published in *The Orleans Star* as well.

Until memory fails me, I shall keep my ears open to catch history while it is new. Some stories may be too fragile to share; others too funny to tell. Most accounts are true and all of them reveal rare gems of the past.



The Ferguson Family 1953, l-r back row: Douglas, Bessie, Fred; front row Jeannie with grandparents J.D and Nettie, James Jr.

