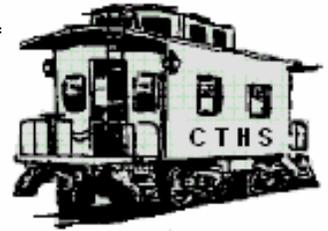


# THE CABOOSE



NEWSLETTER OF THE CUMBERLAND TOWNSHIP HISTORICAL SOCIETY (CTHS)

ISSN 1203-147X

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May 2013

## President's message (by Jean-François Beaulieu)

I hope that you are enjoying the nice weather this Spring. Our AGM meeting will be on May 1st, 2013 at the police Station at 6:30 pm. Please be there so you can elect the executive for the upcoming year. As a member of the CTHS it is important to be involved with the Society to keep the CTHS going. I hope to see you at the AGM.



### **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**

- 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](http://www.cths.ca)



Robert W. Smith (centre) with fellow rail workers in front of their locomotive, No 1342, built by Baldwin in December 1886. Bob Smith farmed on what is now Highway 174 and Canaan Road. See inside for more on Cumberland railways. (photo from Smith family collection)



## ***Next meeting of the CTHS***

The Annual General Meeting of the CTHS will take place on Wednesday, May 1st, 2013 in the 2<sup>nd</sup> floor boardroom of the Ottawa Regional Police Station, Tenth Line Road and St. Joseph Blvd. Our guest speaker will be Patrick Meikle, Publisher Editor of the Canaan Connexion. Plan to arrive at **6:30 pm** as the meeting will begin at **7:00 pm**. Be sure to bring a friend along. Light refreshments, as always, will be served.

## Society calendar



For more information on these and other upcoming 2013/14 events, please contact a member of the executive committee or visit our website at [www.cths.ca](http://www.cths.ca).

	At the Museum – 613-833-3059 / CumberlandMuseum@ottawa.ca Open Wednesday to Sunday from 10 a.m. to 5 p.m. from May 12 to October 27, 2013
Sept. 4 <sup>th</sup>	Fred Hoyle, The Scout movement in Canada with a focus on Cumberland Township
Nov. 6 <sup>th</sup>	The Cenotaphs of Cumberland Township; speaker to be announced
Jan. 1 <sup>st</sup> 2014	Cancelled in light of the holiday
March 5 <sup>th</sup>	To be announced
May 7 <sup>th</sup>	CTHS AGM

CTHS meetings - Unless other stated, all meeting are at 10<sup>th</sup> Line Road Police Station 2nd floor Boardroom. Doors open by 6:30 and start time 7:00 pm.

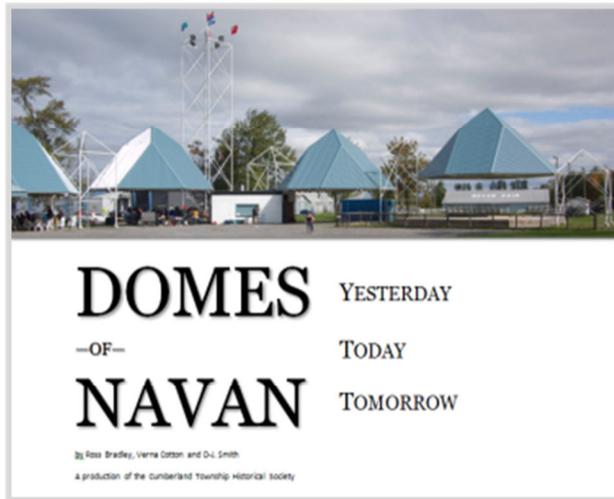
The Caboose is made possible  
in part through a grant from the  
City of Ottawa.



### 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;  
[jbeaulieu367@gmail.com](mailto:jbeaulieu367@gmail.com)  
(841-0424) [jeanfb@sympatico.ca](mailto: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](mailto:randall2620@rogers.com)
- Dan Brazeau, Website (834-8336)  
[danbrazeau@rogers.com](mailto:danbrazeau@rogers.com)



**On Sale Now - the long-awaited biography of the Navan Fair entertainment domes, the events and the people that brought the domes to Cumberland Township. CTHS members: \$15; non-members: \$20**

**Calling volunteers!! Without new Board members, May 1st will be the start of our last year. Come out and be part of the gang.**

### Did you know?

The photograph on the front cover has long been held by our family with copies circulated to most of the branches that have descended down from Bob Smith and his wife Nelly Sell. As children, my father told us that this was his father in front of the locomotive on which he was first fireman and then an engineer. He worked on a line that went to Rockland. But we knew nothing more than that.

My brother, Gordon Smith, decided to find out the story of the locomotive. He found a blog hosted on a site called Wordpress about Pre-CNR rail history (<http://precnr.info>). There he found a roster of Grand Trunk locomotives and learned that the locomotive had belonged



originally to the Canada Atlantic Railway. It passed to the Grand Trunk Railway when that railway acquired the Canada Atlantic. From 1906 to 1909 it bore the GTR number 1342. In 1909 it was renumbered 2355. When it passed to the CNR in 1923, it was renumbered 496. It was scrapped in December 1925.

Where else could we get locomotive information. Googling "locomotive roster" took me to a list of 616,000 results. A little too much to be useful.

Googling "locomotive Ottawa Valley" also presented a huge number of hits but I found a site from the Canadian Museum of Science and Technology, "A Train Journey Through the Ottawa Valley" that was interesting even though not relevant. This site presents the story of the railway west of Ottawa up to Golden Lake. It builds on photographs taken from 1929 until 1981 by a man who had grown up in a railway family.

The one big site for local railway information that everyone should start at is Colin Churcher's Railway Pages (<http://www.railways.incanada.net/>). This presents both his own research and that of other researchers all belonging to the Bytown Railway Society.

Searching for the story inside a photograph

can be done, as Gordon demonstrated with the Smith photograph. Googling on some identifying detail in the background can bring you interesting results.



## Railway Blues

by Dorothy-J. Smith

When we think of the old trains we often think of the transcontinentals with their names evoking romance and mystery. But country trains took milk and hay from the farms to urban markets. They brought packages from Eatons. They carried country children to high schools. For the companies who built the lines, however, they were only about moving goods long distances. So how did the railway come to serve local needs in Cumberland Township?

In 1882, we had our first railway, the Canada Atlantic line. J.R. Booth built it from Ottawa to Cocteau Junction where he could connect to the Grand Trunk line that ran along the St. Lawrence from Toronto to Montreal. His one purpose was to get his lumber to the American market year round. The line passed near Bearbrook in the rear of the township but Cumberland people who wanted to take the



The Vars railway station was built by the Grand Trunk in 1908 after the first station burnt down on August 9, 1907. GTR parked a coach at the site until February 1908 when an inspector of the Board of Railway Commissioners complained and the company was told to rebuild. On July 23, 1908, the inspector reported to the Board that GTR had at last completed a new station. In 1975, when photographed above in Vars, the building was closed and moved to the Cumberland Heritage Village Museum.

train had to go to Eastman's Springs (Carlsbad Springs). That was the closest station.

The Bearbrook people decided to do something about this. They passed the hat and raised \$1,000. According to the Ottawa Citizen on November 17 and December 10, 1886, they then went to see Booth. If they paid to build a "railway station shed" just outside Bearbrook, would he allow the trains to stop there? A deal was struck and up went a new station.

The Navan Tweedsmuir History says that the site chosen for the Bearbrook Station was a lonely swamp where a handful of families lived. But that was before the magic of the railway touched the place. Verna Kinsella has chronicled the rise of a railway town, Vars, out of that station.

Shortly after, in 1891, Canada Atlantic expanded up to Rockland through an agreement with the Central Railways Company. That company contracted to build two lines which Canada Atlantic leased for 99 years. One of those lines went from South Indian (Limoges) to Rockland. When it opened in 1895, people in the south-eastern part of the Township could make their way to the Hammond station and from there ride the train

to the Ottawa River.

Canada Atlantic had close ties from birth with the Grand Trunk Railway. Booth signed a cross-traffic agreement on October 12, 1882 with GTR. From November 1st, when the agreement said the new line would be open for passenger and freight traffic, both companies ran their trains on it. This made it a natural fit for GTR to purchase Booth's old company in 1906, including its lease with Central Railways.

GTR's decision to buy was not about local service. It wanted Canada Atlantic's steamship line and port facilities on the Great Lakes. This let it move prairie grain from the Grand Trunk Pacific system to Montreal and export markets.

The second line to go through Cumberland Township was built in 1898 so that Canadian Pacific could shorten their connection between Ottawa and Montreal. Again Cumberland Township was in the middle but this time not only was a new town born, Leonard, but the existing town of Navan acquired easy access to the big city. Jean-Noël Dessaint in his book, *Les sillons de ma vie*, spoke to the prosperity the line brought to their Sarsfield farm when they were solicited by a Montreal dairy to ship milk there year round.



The Cumberland Station was built in 1908-9 but had a short active life. In 1915, Canadian Northern replaced the agent with a caretaker. By 1931, when passenger service on the line ended, it was a flag station only.

Cumberland Village also got a railway line due to big doings elsewhere. The Canadian Northern Railway began life in the Canadian West as a competitor to CP in the grain shipping business. By 1906 they were ready to build the necessary Ontario-Montreal link. They started by buying a line that ran in

Quebec's Laurentides to Hawkesbury. Then

all they had to do was build the line from Hawkesbury to Capreol via Ottawa and tunnel through Mount Royal to bring their trains into downtown Montreal. The Hawkesbury-Ottawa line was the first step.

Canadian Northern bought the land for the railbed in 1906 and 1907 and by 1908 construction was underway. On June 22, 1909 the Board of Railway Commissioners wrote that the line was fully inspected and could be opened.

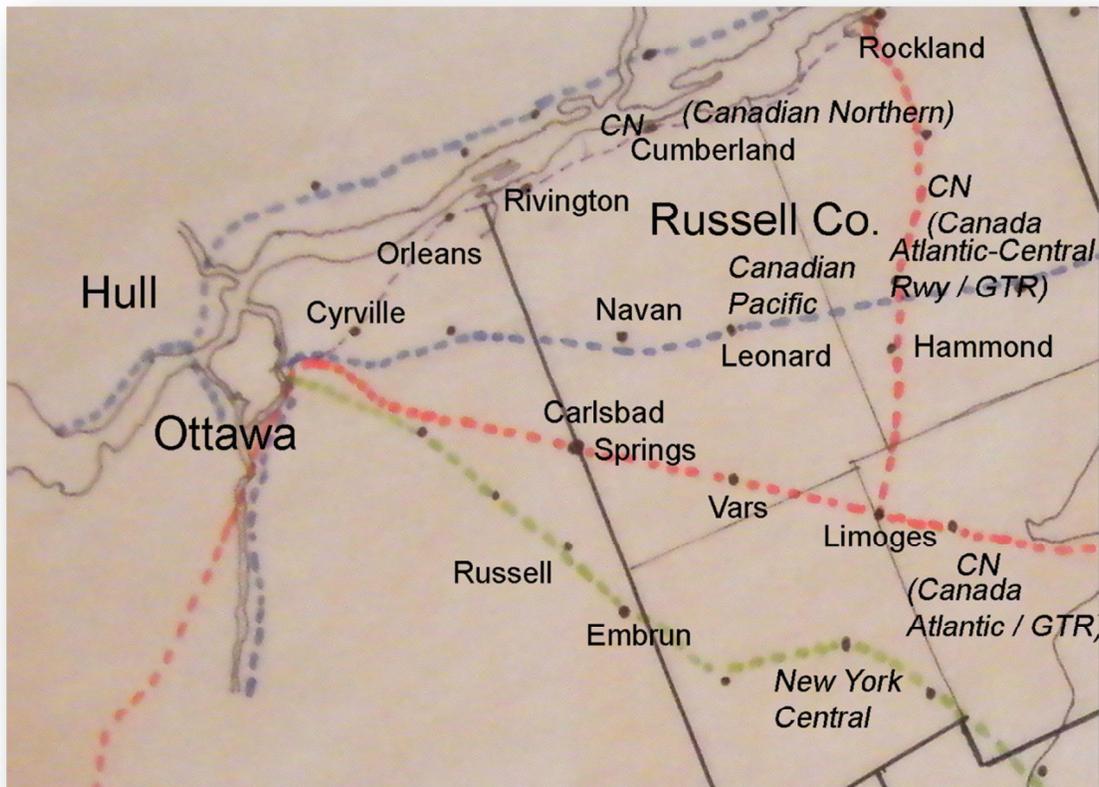
Unfortunately, once Canadian Northern had the line completed from Montreal to Capreol all its attention went to building a fast inter-city freight business. And fast freight does not mix with milk runs. A railway lawyer made this clear in a 1939 hearing before the Board of Railway Commissioners:- "The [Ottawa-Hawkesbury] line was not intended to find its justification in any local traffic ... today we have a very ordinary stretch of country which was never thought to have within itself the productivity to support a railway, having a railway which was not intended to be supported by the local production".

And so, almost immediately after the railway age arrived in Cumberland Village, it started back out the door. 1914 John Gamble of Cumberland Village complained to the Board about a reduction in passenger service that made the line useless for local business. The Hawkesbury to

Ottawa passenger train went up in the afternoon while the Ottawa-Hawkesbury train ran in the morning. Anyone wanting to go to Ottawa on the train had to spend two nights in town; the night when they arrived from Cumberland and the next night after they had finished their business and were waiting for the train back home in the morning.

The Board directed the company to improve service by adding a passenger car to their morning freight but John Gamble wrote back that he saw no improvement. The next year, the agent was removed from the station. With only a caretaker in charge, the station was significantly downgraded and the services available limited

Freight had to be pre-booked to travel from the station. Residents had to pre-pay for express parcels or go to Rockland or to Ottawa to pick them up. By 1939 even Rockland was not an option for pick-up. In Board hearings that year, Rockland resident, Jos. Beunet (sic), expressed a frustration no doubt shared by Cumberland



Sketch map of the three railways, Canadian Northern, Canadian Pacific and the Grand Trunk, all running within a few miles of each other. On the edges of the township were two more lines, Grand Trunk's Clarence Creek line and the Ottawa & New York (New York Central) line that went through Russell and Embrun.

residents-: "It is very awkward and moreover very tantalizing to get word by mail from Ottawa that there is awaiting for us in the station at Ottawa an express parcel, - the only feasible way of getting it is to drive up to Ottawa in our own car, - which we have to do quite often, or else do without".

All the railways cut back local service throughout Canada in World War One when coal and manpower were both in short supply. A problem for the long term was the result of the national competition to build more and more rail lines for transporting grain. It was time to rethink the railway in Canada.

A 1916 Royal Commission on rail transportation in Canada recommended that the government consolidate the weaker lines; in short, just about everybody except Canadian Pacific. This consolidation started in 1918 with the Canadian Northern system. It was completed in 1923 with the purchase of the GTR. The new company, the Canadian National Railways, now owned two lines across Cumberland Township as well as the line from Limoges to Rockland.

In 1931 CN eliminated passenger trains from the Hawkesbury to Ottawa line. But even the remaining freight service was limited. A report dated February 1935 identified only two trains a week. One freight went west on Thursday and the other came back east on Friday.

That same year, 1935, CN applied to abandon the river front line as well as the line from Clarence Creek to Rockland (it appears that the line between Limoges and Clarence Creek had been abandoned some time prior). Board inspectors travelled with the train and stopped at each station in a pre-advertised opportunity for local consultation on the abandonment application. They reported that they were met by groups at every station along the line except in Orleans and Cumberland. No one bothered to come out here.

There were people who missed the old passenger train service. Napoleon Paquette wrote to the Board about people from Buckingham who would use the ferry to reach the train and travel on to Ottawa. But Cumberland town officials were not unhappy with the idea. Council wrote to the Board that they would support abandonment if

governments paid for an improved road going south to Embrun or Russell. The Motion in Council said the railroad was "not of as much importance to the farmers of the Township of Cumberland and Russell as an improved provincial automobile road system". Such a road would have given the Township Front access to the remaining CN line at Vars, the CP line at Navan and Leonard, and the New York Central line at Embrun and Russell.

Rockland was determined to fight. They knew they had to have at least the potential for good freight service if they were to be successful in attracting new industry to their economically devastated town. When the hearing was finally held in 1936, Rockland won a reprieve of at least a year to attract industry. Only the Clarence Creek to Rockland line abandonment was approved. CN reapplied in 1939 and Rockland again opposed abandonment.

This time, after a public hearing on July 19, 1939, the Board approved abandonment. Joan Lancaster has the story and the photograph her mother insisted on taking of the last train through Cumberland. The August 10, 1939 edition the Eastern Ontario Review of Vankleek Hill announced that CN had started to pull up the tracks. The rails were quickly gone but the roadbed remained. Doug Ferguson told his daughter, Jeannie Smith, how residents used the ties for many years after as fuel.

In Cumberland, we know from stories of Verna Cotton, Ross Bradley and Verna Kinsella that the train was part of daily life for people in the interior. In Cumberland Village it had long been a marginal presence. Testimony to the Board of Railway Commissioners established that in all of 1938 the Village had freighted in only two carloads of coal (for Leslie Dunning's store) and shipped out nothing. Joan Lancaster has remarked on how her parents spoke so seldom of the train in comparison to the river boat.

Today there is only one line left—the oldest of the railways, the Canada Atlantic line—now the VIA line to Montreal. So when you cross through Vars on your way to the big city, wave as you go past the backs of the houses. I do. Even if I do not see Verna, I know that she may be looking out her kitchen window and waving at the train history that her family, the Rickerds,

and Vars were so much a part of and of which this is the sole remnant in all of Cumberland Township.

#### Sources

Library and Archives Canada, Canadian National fonds, RG 30, Legal Files; Canadian Transport Commission fonds, RG 46, BRC Central Registry Files & BRC Transcript of Hearings.  
*Railway and Shipping World*, 1904, *Canadian Railway and Marine World*, 1919 - 1939.

## Descendents of William Summers (1807-1884) and Margaret O'Toole (1817 - 1900)

by Gérard Boyer

Gerry has been working on the Summers family starting with notes which Emmett Carr shared with him. Gerry is a descendent of Sara Summers. While Gerry will be placing his work in the history room, we will print some of the family charts, including that of the Carrs of Clarence and Sarsfield, here in future issues.

We have not as yet established William Summers's origins, though from Canadian records we know that he came from Scotland and that his faith was Presbyterian (Church of Scotland). He had an elegant signature (William Symmers) which can be seen on the birth and death record of his son Alexander (March and April 1845), recorded in St. Andrew's Presbyterian church, Buckingham, Québec.

From his first born's baptism record (June 16, 1843), we learn that he was married to Margaret O'Toole. The 1861 census indicates that she was born in Ireland. This census also indicates that he was a farmer in Lochaber Township, Québec, and that he had built his homestead in 1840. The 1889 property description places him on lot 28 a, Concession 1.

One wonders today how anyone could have farmed on that property, now owned by Ducks Unlimited. The only way to get to the property is to drive from Masson Québec to the Ottawa River, turn left at the ferry terminal and drive east until a gate bars further access. What has changed so much from the mid-1850s is that the river was then the main road.



Left to right: Bridget Carr married to Nelson Morin, Sara Summers and her husband Phillippe Morin taken when visiting his brother Nelson in Saskatchewan in 1921.

There are many historical connections between Buckingham on the Québec side and Cumberland on the Ontario side. Both Catholic and Presbyterian congregations based their early ministry to Cumberland from Buckingham. The pioneering Foubert and Dunning families were well represented on both sides of the river. There must have been an early ferry connection across the Ottawa River, which still exists today. Summers's descendants reflected that same trend with some settling in Mayo, Québec and others in Rockland, Cumberland and Orléans, Ontario.

William and Margaret had thirteen children. Eleven married, one died in infancy (Alexander) and one, Jessie, remains unresearched, other than her approximate birth year. The following information about them is not complete but it does provide a base to which other descendants may wish to add.

Mary-Ann Summers married Martin Flynn. Martin and Mary-Ann appear in the 1891 census of Canada in Rockland, Ontario. They had 7 children: Patrick, Thomas, Rosanna, William, Ester, Maggie and Elizabeth, all born in the province of Québec. Martin was listed as a farmer. Mary-Ann was buried in Rockland, Ontario, in 1894. The certificate of death mentions that she had suffered from insanity for three years leading up to her death.

Jane Summers married Alexander Lough Jr. who was born in Cumberland Township, son of John Lough and Lavinia Byrnes. In the 1881 census Alexander and Jane were living in the Beckett's Creek area with four children: William, James, Thomas and Margaret. In both 1891 and 1901 censuses they were living in Rockland and Alexander was listed as a carpenter. They had eight children in all. Jane died in Rockland on February 12, 1929 and was buried in Cumberland, Ontario. Alexander eventually retired and moved in with his son William in Cumberland Township. He passed away on November 1, 1931 and was also buried in Cumberland, Ontario.

Michael Summers married Mary Quigley from Cumberland, Ontario. Her sister Anne married Daniel Cameron from Cumberland and another sister Margaret married John Fitzpatrick from Cumberland. Michael's sister Sarah married Philippe Morin from Cumberland. So Quigley-Cameron-Fitzpatrick-Morin ties lie in the

networking of these families. Their names often appear as godparents and witnesses at each other's baptisms and weddings.

Michael first established his homestead in Mayo, Québec. The parish of St. Malachi records the baptisms, weddings and deaths of many of his family members. There is a particularly interesting family anecdote concerning this parish and one of my great-grandmothers, Bella Cameron.

My mother, Therese Boyer (née McNeely) had in her memorabilia a Certificate of First Communion dated May 21 1898 for Bella Cameron from St Malachie parish. It took some time for me to link St Malachi parish to Mayo, Québec and it wasn't until later that I was able to link this parish to her. Her parents, Daniel Cameron and Anne Quigley, had married in the Presbyterian church in Cumberland in 1878. This probably caused some religious friction at the time, as Anne was Roman Catholic. Both of her sisters had married in the Roman Catholic tradition. Daniel Cameron passed away in 1888 and Anne Quigley then married Archie McMillan, a nephew of Dan's. The 1891 census records Isabella Cameron as a domestic servant living with her Quigley grandparents and her Fitzpatrick relatives.

At some point, she decided to join the Roman Catholic faith, and as there was no Roman Catholic church in Cumberland at that time, St. Malachi's parish, where her uncle Michael Summers and aunt Mary Quigley lived, must have been a natural choice. It's also interesting to note that she eventually married George Morin, son of Philippe Morin and Sarah Summers, her uncle Michael's sister.

In 1907, Michael Summers bought the east half of lot #3 in the 1st concession, old survey, Cumberland Township. He did so at a public auction by the executors of the John Busby estate. It indicates that Michael Summers was already a resident of Cumberland Township; I'm not sure where. Then in 1912, he and his wife Mary gave this property to their son William on condition that he pay the following sums to his three brothers: \$300.00 to John (within two years), \$400.00 to James (within 6 years) and \$100.00 to Patrick (within seven years). William had just gotten married to Christina Shane in 1913. The property was very close to Michael's

sister, Sarah Summers married to Philippe Morin and also to his brother John's property.

Sarah Summers married Philippe Morin from Cumberland Township in 1875. Their marriage was recorded in Ste-Félicité Parish, Clarence Creek, but they were probably married nearer their home, as Cumberland was then a mission of Clarence Creek. They were both very young at the time and probably lived with his parents, Antoine and Émélie, until they built their own home and barns on a promontory overlooking the Ottawa River directly behind Antoine's home.

Antoine had been operating a tavern for some time and it must have been a local gathering point. William Summers' farm was located almost directly across the river from the Morins. Philippe and Sarah had 14 children and their history will be related in the Philippe Morin story to come. She died in 1929 and was buried in Rockland, Ontario. The Philippe Morin homestead is now the property of the MacSkimming Outdoor Education Centre; the house and barns are still intact.

Catherine Summers married Allan Gollinger and they had eight children. They were probably married in Lochaber Township or Buckingham sometime around 1878. In the 1901 census, Allan was farming in Cumberland Township. His next door neighbours were William Summers and William Lough. His youngest daughter, Theresa, was baptized in Rockland in December, 1878.

John Summers married Mary Ann Redmond in Ottawa on November 27, 1883. They had 12 children, most of whom were baptized in Rockland. Four of them died rather young. Although the 1891 and 1901 censuses show the family living in Rockland, Ontario, John bought 100 acres of land in Cumberland Township in 1889: the east half of lot number 4, 2nd concession, old survey, and a nine acre square on the south end of the west half of lot number 4, concession 2, old survey. He was just about directly behind his sister's farm (Sarah married to Philippe Morin). And then in 1902 he bought another 9 acres from John McKee, an old bachelor.

By the 1911 census, John, his wife and eight children (William, Henry, Annie, Mary, Aline, Rita, William and Edna) were listed in Cumberland

Township. John Summers passed away on June 8, 1928 and is buried in Très Ste-Trinité cemetery in Rockland, Ontario; Mary Ann passed away a few months later, on September 11th.

Ellen Summers married Robert Corrigan sometime around 1884. We find Robert Corrigan working as a mill worker in Rockland, Ontario, in the 1891 census; he and Ellen have three children, aged 7, 5 and 3.

So, many of the Summers siblings ended up in and around Beckett's Creek in Cumberland Township. I vaguely remember Ed Summers and Bernie Summers. I never knew that somehow we were related.

Well I now know that they were the sons of John Summers and Johanna Nolan, married in Hammond in 1915. This John Summers was the son of Michael Summers and Mary Quigley, so therefore doubly related to my grandmother, Sarah McNeely (nee Morin). Michael Summers was her grandmother's brother (Sarah Summers married to Philippe Morin) and Mary Quigley was her other grandmother's sister (Anne Quigley married to Daniel Cameron).

It's no wonder that as a child I sensed the strong communal links of both Cumberland and Rockland. When I was a child, everybody still knew everybody and how they were connected to each other. Hopefully the work we amateur genealogists do, will allow us to remember the communal ties that used to exist. If we value those ties, we would do well to keep nurturing communal values even though we live in a much more complex and fast-paced society.

## Good neighbours for a long time

by Gérard Boyer  
(great-grandson of Francis McNeely)

In May of 1898, Francis McNeely, hotel keeper from Cumberland Village, Ontario, and John Sharkey, pump maker from the same village, purchased about 164 acres of land which had at one time belonged to the Claffey family: part of Lot 8, Concession 1, Cumberland Township, Old survey. Francis McNeely was a newcomer to the Cumberland area. He had managed hotels in Manotick, Notre Dame de Lourdes (now Vanier) and was managing one

of Cumberland's hotels in 1898 when he and John Sharkey decided to buy some farm land.

Francis had married Mary Catherine Lafontaine (usually pronounced Lafountain) from Rockland, Ontario. I presume they lived in the hotel at the time with their two children, Gordon (2 and ½ years old) and May (just turned one). Francis was 51 years old and, with no pension, I'm sure he was seeking some security in a farm, which in those days meant vegetables, chickens, maybe a pig or two, and some cows for milk and meat. Oral traditions



J.T. McNeely (my grandfather), his father Francis McNeely, and John Sharkey (great grandfather of Earl and David Sharkey).

relate that his brother James McNeely ( a life-long bachelor) helped him clear the land, and the 1901 census corroborates this: this census also records Francis & Kate's third child, James Thomas McNeely, my grand-father. By the 1911 census, Francis was no longer a hotel keeper, but a farmer.

I've seen photographs of Francis McNeely, usually in dark pants and suit jacket, with a long white beard and rather rectangular face. There's a particularly endearing photo of him reading the newspaper in the corner of the kitchen, one knee crossed over, a habit that my grandfather also had.

Back to the two neighbours. About one year after their joint purchase, the two neighbours each sold half the property to the other (registered deeds #6250 and 6251 respectively),

each agreeing to pay off half of the \$900.00 mortgage to William Manson.

And so the two families have remained to this day.

As a child spending time on the McNeely farm in the 1950's, I have very clear memories of Jack and Eva Sharkey and Wilfrid Sharkey and Gladys. Jack had these dark thick eyebrows and a twinkle in his eye. Eva was always kind and interested in my latest news. Wilfrid was very shy and always flashed a warm kindly smile. Gladys was also very

welcoming. She asked all the questions and enjoyed hearing my answers. Every two or three days my uncle Tom ( the current Tom McNeely living on the homestead) and I would walk across the Sharkey field to fill up our milk jugs. If the fields had been plowed in the fall, the trip became hazardous the following spring because the clay would cake on to our rubber boots, making it hard to navigate the slippery rows of plowed earth. Eventually we would establish a packed path which we dared not stray from. One late afternoon (it was already dark out),

we forgot about my grandma's empty clothes line which hung a little too low - needless to say, we and the milk took a nasty little tumble.

My brothers and sisters ended up being playmates for Earl and David Sharkey, the next generation. Frank McNeely's (the current Tom's brother) children were also part of the top-of-the-hill gang. I had gone to boarding school by then so I was not a part of that social gathering. I did end up coaching David Shirkey in hockey a few years later, before I married and permanently left the area.

The neighbourliness goes on, with a McNeely and a Sharkey sharing the fence line still today: 115 years of friendly co-existence. That's a history that we don't want to forget.