LOCHABER BAY

"My Well Loved Country Home"

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MY WELL LOVED COUNTRY HOME

Angus Campbell MacLachlan

1909 - 1990

This book is dedicated in loving memory of "our Dad"
who worked for a long time researching and writing
it almost to completion

James, Ann, Frances, Margie, and Pat, wife of the late Reg.

Registration Number 405367

LOCHABER BAY

Lochaber Bay,
  My well loved country home
My heart is still with thee,
  Though far my steps may roam

Where childhood's days were spent,
  Land of my birth,
To thee my spirit turns
  In joy or mirth.

Land where my father lived,
  Land where he died,
Land where I hope to rest,
  Close by his side

Though from the well-loved place
  I exiled roam,
My thoughts are oft with thee,
  My country home.

I see the dear old Bay
  Clear neath the moon,
I see the clover fields
  Fragrant with bloom.

I see the broad green fields,
  The golden grain
Gone but remembered yet,
  Though it gives pain.

I see far through the trees
  Ottawa's tide,
Fringed with the maples
  That grow by its side.

I see the little church
  At set of sun,
Where I was wont to go
  When work was done.

I hear familiar tones,
  Faces I see,
Though they are far away,
  Still dear to me.

Sister and brother,
  Cousin and friend,
Father and mother
  In one happy blend.

Faces of each
  Oft in fancy I see
When my heart turns,
  Dear Lochaber, to thee.

...Nellie Campbell Cowles

AUTUMN FOREST

Yonder upon the hillside
The Autumn forests stand,
A flush of crimson glory
Decked by the Master's hand.

And every day as I scan them
My grateful eyes behold
Some fresh new tint of beauty,
Some touch of red or gold.

My eyes they wander slowly
From the trees of evergreen
To the poplars clothed in yellow,
The cedar trees between.

And the gorgeous tinted maples,
With their golden brown and red,
They more than compensate us
For the summer days now fled.

O'er all the hill and hollow,
The sun shines down so bright
In a glorious blaze of color,
Like a wave of golden light.

And they shade from the autumn breezes
And the leaves dance in their glee,
As clothed in garments of beauty,
They hang on the mother tree.

But some morning as I look for them,
Each tree will stand brown and bare,
Done with gay fall clothing,
And drest for winter air.

Jack Frost with the autumn breezes,
Will lay their beauty low,
And soon the great king winter,
Will wrap them close in snow.

From "Verses by the Wayside", published by The Musson Book Company, Toronto.

Written by Nellie Campbell Cowles, born Lochaber Bay 1878 daughter of Rev. Archibald Campbell and his wife Margaret Angus, survived by daughter Margaret (Mrs. Matthew Klamer).

L O C H A B E R

Before the year 1800 there had been no settlement land granted on the Lower Canada side of the Ottawa River above the foot of the Long Sault Rapids in the Seignory of Argenteuil. The river above this point had been the country of the native Indian, fur trader, explorer, and the missionary. In the time of the French Régime no one was allowed to proceed above the rapids without permission.

There were only two seignouries granted above the Long Sault. One at L'Orignal, the only one granted in what was to become Upper Canada; the other "The Petite Nation", named after a small Indian nation which lived there. This was granted to Bishop Laval in 1674, area 100 miles. It passed into the possession of the Seminary of Quebec; and was bought of them by M. J. H. Papineau, a wealthy Montreal notary, in March 1803. In 1817 it passed to his son Louis Joseph Papineau.

James Fox, a native of Dublin, Ireland, emigrated to New York in 1770. When the American Revolution broke out he was drafted into the Revolutionary Army, and was in the force sent to capture Montreal, where he deserted.

He married a French-Canadian girl named Mary Desang in 1780. Having been told of the Ottawa Valley by friends, he decided to settle there. He came up with his wife, their young son, two or three servants, trade goods, etc., in a single canoe and settled on a point of land opposite the now town of Thurso. This point was soon called Foxes Point, later renamed Clarence Point.

He began by trading in furs with the Indians and worked into pioneer farming.

His wife Mary died in 1816 aged 60. James died seven years later aged 77. Their joint graves are the first in the Clarence cemetery.

John Edwards settled in Clarence in 1822.

There are many reasons given why settlement was slow in starting above the Long Sault, but the answer may be the Long Sault itself. It was a formidable barrier, a series of three rapids twelve miles in length from foot to head, difficult and dangerous. Canoes and boats had to be lined up along the rocky shore and going down it was one of the few rapids in which the fur trader would not risk a fully loaded canoe.

Not many settlers wished to establish their family isolated so far from a market while other land was available.

But the wars with Napoleon and the subsequent demand for timber was soon to change all of that.

Mr. Philemon Wright was born in Waburn, Massachusetts, in 1760 where he was raised a farmer as were his forefathers beforehim. In 1796 he decided to move to Canada and, after several exploratory visits, decided to settle in what is now the Township of Hull; having made a careful examination of the soil and timber in the fall of 1799. Some of this survey was done by falling a large tree against another and climbing up it to judge the soil by the type of trees growing on it.

He returned to Waburn and immediately hired 25 men and brought them with his mill irons, axes, scythes, hoes and all other tools he thought most useful and necessary, including fourteen horses and eight oxen, seven sleighs and five families together with a number of barrels of boned pork of his own raising, and other food and seed all of which left Waburn on the 2nd of February 1800 and arrived at Montreal on the 10th. where they stayed a few days.

Leaving Montreal they travelled fifteen miles a day for three days, staying with the inhabitants at night, till they reached the foot of the Long Sault and the end of the road. It was then 80 miles further through unsettled country to their destination. There they halted and some of the party altered the teams so they would proceed single file and the balance began to make a road around the rapids. When the preparations were complete they proceeded forward, making road and, when evening came, camping. The women and children slept in the covered sleighs and the men around the fire. In three or four days they were at the head of the Long Sault and were able to travel on the ice.

Now another difficulty arose. None of the party had travelled on this ice before, so they went very slowly, sounding the ice through the snow to make sure it was safe especially for the horses and the heavy sleighs.

On their first day they met an Indian and his wife pulling their child on a little bark sleigh. These natives were quite astonished especially at their horses and cattle, and walked all around them and the

sleighs. Though neither party could understand the other, the man realized they needed a guide. His wife and child continued on and he placed himself at the head of the party sounding the ice without any promise of fee or reward. And so they continued on up travelling by day and camping at night as before. They arrived at their destination early in March and their guide, seeing them safely camped, indicated to them that he must return to his family. They gave him some presents and every one thanked him as best they could for he had done them a very great service.

The township of Buckingham erected 27 Nov. 1799 was surveyed in 1802. It was bounded on the east by Lochaber on the south by the Ottawa River and on the west by Templeton.

It was 28 lots on each range, each lot being of 200 acres, and 12 ranges or concessions high.

The first 4½ ranges were surveyed in 1802 with the exception of the late Captain Robertson's 2,000 acres which were laid out on each side of the Lievre River two years antecedent.

Lots 9, 10, 11, 13, 14 Range 1)
" 9, 11, 12, 13, 15 Range 2) 2000 acres

16,940 acres granted with letters patent in 1799 and 1803 to Captain John Robertson, Elias Howley, Wm. Dunning and others.

David Brock Jan. 2, 1803 Lot 2 Range 1
Lots 1 and 2 Range 2 1 - 3 Range 3 Lot 2 Range 4
Justin Smith Lots 9, 10, 11 Range 5 600 acres 24 Oct. 1831
Onesimus Larwill Lot 17 Range 2 Dec. 23 1833
Michael Mahoney Lot 13 Range 8 Dec. 23 1833
Adam Devine Lot 16 Range 8 Oct. 21 1884

In 1827 Mr. Biglow had 400 acres cleared 300 of which were under crop in 1826.

TEMPLETON

8 ranges of Templeton were laid out in 1805 with warrants to Philemon Wright and associates.

In the south eastern part warrants to Alex MacMillan and others 13,650 acres.

In 1824 156 acres cultivated.

L O C H A B E R AND G O R E

Alexander MacMillan, for many years a prominent and influential man in Grenville, was a native of Lochaber, Inverness-shire, Scotland. His father and an uncle had fought under the banner of Prince Charles. When quite young he began his career as a clerk in the East India House in London.

in 1802 he determined to come to Canada. He was very popular with his clansmen and when they learned of his plans, many wished to accompany him. He, therefore, chartered three ships to convey himself, family, and emigrants to Montreal, where they landed in the fall of the above year. He immediately applied for grants of land for himself and associates but the patents were not issued till 1807.

Before that time, however, the immigrants had found homes in Glengarry county and Lochiel in among the company of Highlanders already settled there. The lands acquired by Mr. MacMillan and associates were located in the townships of Grenville, Templeton, and Lochaber. Mr. MacMillan gave the latter its name, as the settlers came from Lochaber in Scotland. In 1810 Mr. MacMillan took up residence in Grenville, having remained until then in Montreal. He was responsible for the cost of survey, fees of office, and other expenses amounting to something over $35.00 for each grant of 200 acres. To relieve themselves from expense, the settlers made over their lots to him, and he contracted to hold them until patents were issued, or they were liable to be escheated to the Crown for not meeting their settlement agreements. This forfiture the Government threatened to enforce, so that he was obliged to make considerable improvements on some of the lots actually settled; yet, notwithstanding a number of them returned to the Crown.

When Mr. MacMillan came to Grenville in 1810 the only road between Grenville and Hull was a foot-path along the river side, which in winter, could be travelled by sleds; on the other side of the river there was not

even a foot-path.

The Township of Lochaber was erected 28 March 1807 28 lots of 200 acres each on each range and 12 ranges or concessions high.

The Gore of Lochaber was erected on 18th April 1835 though a grant of land had been given in 1832 to Samuel Dawson to the amount of 1212 acres.

In 1807 13,261 acres were granted to A. MacMillan and other immigrants from Scotland. Some of the names were Cameron, Corbet, Fletcher, Kennedy, McCormick, (2) McCrimmon, McGillis, McLennan, McMillan (8) and others. Malcolm McCuaig 1, 2, and 3. Malcolm 2nd settled on Lot 27 Range 3 later bought by Peter MacLachlan and later to his son A. P. MacLachlan. John McDonell 1st, 2nd to 5th.

In all 18 McDonnell's. This is the spelling of the name by the McDonnell's of Glengarry and the McDonnell's of Keppoch, both branches descending from The Lord of the Isles.

It should be noted that Ratchel McGillivery and Catherine McLaughlin were each granted 200 acres in 1807 and in subsequent years other land grants were made to women. Jane McMillan 1000 acres.

Philemon Wright received a grant of 1,945 acres in 1823.

Donald and William MacLean a grant of 700 acres in 1836.

Lt. Col. John Maxwell a grant of 1,200 acres in 1839 and other grants ranging up to 1200 acres or more.

No doubt the intent was to take out the best of the timber available. This was not all that bad as a settler clearing land would have no alternative but to cut and burn it with the rest, till he had enough land to live on and cultivate.

We will come back to Lochaber later; but just some accounts of the ocean crossing of our ancestors in the days of sail. Not too many details have been handed down through the generations so the information is taken from accounts written down by others of the same era.

The very earliest settlers usually arrived at Montreal in the ships they crossed in. Later they transferred to others at Quebec City. Montreal was difficult to approach in sail, a strong wind was needed to go up against the strong current. There were a few private wharfs at Montreal but it was really an anchorage. At some places the water was deep near shore and gang

planks could be placed on the land. At other places it was shallow but ships could anchor close and carts and horses go out to them. Others had to anchor in the stream and unload and load their cargo in ships, boats, and rafts. It was a very dirty shore lined with garbage and filth of the city being dumped there. In 1830 a Harbour Commission was set up. Engineering advice was sought from the British garrison in Montreal under Captain Piper of the Royal Engineers. By 1839 the waterfront was transformed by fine stone quays and the area around cleaned up.

Some notes from a book of 100 pages published in London in 1823 titled "A Few Plain Directions for Persons Intending to Proceed as Settlers in H. M. Province of U.C. in North America" by an English farmer settled in U.C.

Sailed from Liverpool June 27th, 1819 paying 5, 10. steerage passage and laying out 12, 1, 5½ for provisions during the voyage, not omitting 2 gallons of rum, 2½ dozen of porter and 12 bottles liquor, total 17, 11, 5½. Passage to Quebec 63 days, and few ships arrive from Liverpool in less than 8, 9, or 10 weeks. From Quebec to Montreal steam Packet 15 shillings furnishing your own victuals.

Some settlers may have fared as well on the above and some better, but most were of more modest means and plain fare carried them on the voyage. Usually they brought their own provisions and a galley was at the disposal of all for cooking. Some had very little food to bring at all; and manys the goodhearted Captain, seeing their condition brought on board additional oat meal, etc., to see them across. On some of the ships carrying square timber from Quebec conditions were very bad.

"Diary of a Voyage from Scotland to Canada 1833" Walter Riddell

Sailed from Annan, Scotland (which is on the Solway Firth) on April 16th 1833 on the sailing ship "Lancaster", and on April 22nd were out of sight of land. Shortly a storm came from the north west and blew for three days, the waves washing over the deck. On April 25th saw a grampus killer whale and on May the 15th porpoises, the first of many and three whales which went away to the north west. On May 16th in the ice fields and in danger, but a wind came up and cleared the ice away.

On the voyage saw many vessels especially near the British coast and Canadian coast and in the Gulf of St. Lawrence, one loaded with squared timber from the Miramichi. On 23 May saw Island of St. Paul and when the fog lifted saw Cape Race, the first land-fall. On May 26th saw Island of Anticosti. On the 27th the "Margaret Balfour" of Dundee loaded with potash. On the 28th saw 29 sail and on the 29th saw "Derewent of Whitehaven" from Derry, three holes stove in bow by ice. The "Hero of Workington" lost in the ice but crew saved by the "Derewent of W".

On May 30th pilot came on board. The wind failed and we had to anchor, and so sailing and anchoring we arrived at Grosse Isle quarantine station on June 1st. On June 2nd around 5 p.m. the inspector came aboard and told us the "Harvey of Limerick" anchored next to us had 35 passengers dead of cholera. Our Captain went on shore; and on returning told of the loss of nine vessels in the ice. One of them called "The Lady of the Lake" from Belfast with 235 passengers of whom only 35 were saved. 42 sail at anchor. One ship dragged its anchor and did much damage to us with its bowsprit. On June 4th got ashore and washed clothes, met a passenger from the "Argo" who said they had picked up the crew of the"COMMERCE OF POOLE" wrecked in the ice. Also a friend from Scotland working there as a carpenter. The fortitude and concern of the Doctors and those taking care of the sick, landed at Grosse Isle during the cholera epidemic, is a story in itself of selfless endeavour and compassion.

On June 6th at Quebec City a medical Doctor came aboard and cleared us. Impressed with the setting of the city. On the 7th on board the steamship St. Lawrence and started for Montreal at 6 p.m. Very cold. On the 8th stopped at 3 Rivers at 9 a.m. to take on wood. In Lake St. Pierre saw a large raft of timber with ten men on it. Arrived at Montreal on the 9th of June and found lodging in a Scots lady's boarding house. Found Montreal a thriving place as the trade of both Canadas pass through it.

On the 10th saw the John Bull in the river 365 horse power; also visited the Cathedral which is the finest building I have ever seen, being built of stone and highly finished inside and out.

On the 11th saw steamer British American come up with five vessels in tow.

On the 12th took luggage to warehouse of Wm. Link and Co. to have it weighed and put onboard the Durham boat "EMMA". Started for Lachine and spent

the night in the 3rd lock. Reached Lachine on the 13th where the canal enters Lake St. Francis. There being taken in tow with 17 others by a steamer.

Destination U. C.

Reminiscences of a Canadian Pioneer

In 1832, the first dread year of Asiatic Cholera, Samuel Thompson and his two brothers made up their minds to emigrate to Canada. They at length engaged passage in the bark "Asia", 500 tons, rated A, No. 1 formerly an East Indiaman, and now bound for Quebec, to seek cargo of white pine lumber for the London market. Sailed from Saint Catherine's dock London. The ship's Master was Captain Ward, there were first and second mates, the former a tall Scot, the latter a short thick set Englishman, and both good sailors. The boatswain, cook, and crew of about a dozen men and boys, made up the ship's company.

All things went reasonably well for some time. Heavy head-winds detained us in the channel for a fortnight. Then came a fair wind, which lasted till we got near the banks of Newfoundland. Head-winds beset us again, and this time so seriously that our vessel, which was timber-sheathed sprang a plank, and immediately began to leak dangerously. The passengers had taken to their berths for the night, and were of course ignorant of what had happened, but feared something wrong from the hurry of tramping feet overhead, and the vehement shouts of the mates giving orders for lowering sail, and the other usual accompaniments of a heavy squall on board ship. It was not long, however, before we learned the alarming truth. "All hands on deck to pump ship", came thundering down both hatchways, in the coarse tones of the second mate. We hurried on deck half-dressed to face a scene of confusion affrighting in the eyes of landsmen - the ship stripped to her stormsails, almost on her beam ends in a tremendous sea, the wind blowing "great guns", the deck at an angle of at least fifteen degrees, flooded with rain pouring in torrents, and encumbered with ropes which there had not been time to clear away, the four ship's pumps manned by twice as many landsmen, the sailors all engaged in desperate efforts to stop the leak by thrumming sails together and drawing them under the ship's bows.

Captain Ward told us very calmly that he had been in gales off the Cape of Good Hope, and thought nothing of a "little puff" like this; he also told us that he should keep on his course in the hope that the wind would abate, and that we could manage the leak; but if not, he had no doubt of carrying us

safely back to the west coast of Ireland, where he might comfortably refit.

Certainly courage is infectious. We were twelve hundred miles at sea, with a great leak in our ship's side, and very little hope of escape, but the master's coolness and bravery delighted us, and even the weakest man on board took his spell at the pumps, and worked away for dear life. My brother Thomas was a martyr to sea sickness, and could hardly stand without help; but Isaac had been bred a farmer, accustomed to hard work and field sports, and speedily took command of the pumps, worked two spells for another man's one, and by his example encouraged the grumbling steerage passengers to persevere, if only for shame. Some of their wives even took turns with great spirit and effect. I did my best, but it was not much that I could accomplish.

In all my after life I never experienced such supreme comfort and peace of mind, as during that night while lying under wet sails on the sloping deck, talking with my brother of the certainty of our being at the bottom of the sea before morning, of our mother and friends at home, and our hope of meeting them in the great Hereafter. Tired out at last, we fell asleep where we lay, and woke only at the cry, "Spell Ho" which summoned us again to the pumps.

The report of "five feet of water in the hold - the ballast shifted" determined matters for us towards morning. Capt. Ward decided that we must put about and run for Galway, and so he did. The sea had by daylight gone down so much, that the Captain's cutter could be lowered and the leak examined from the outside. This was done by the first mate, Mr. Cattanagh, who brought back the cheering news that so long as we were running before the wind the leak was four feet out of water, and that we were saved for the present. The bark still remained at the same unsightly angle her ballast, which was chiefly coals, having shifted bodily over to leeward; the pumps had to be kept going, and in this deplorable state, in constant dread of squalls, and wearied with incessant hard work, we sailed for eight days and nights, never sighting a ship until nearly off the mouth of the Shannon, where we hailed a brig whose name I forget. She passed on however refusing to answer our signal of distress.

Next day, to our immense relief, the "Asia" entered Galway Bay, and here we lay for six weeks for repairs, enjoying ourselves not a little, and forgetting past danger, except as a memorable episode in the battle of life.

In the month of July they were ready for sea again with additional passengers. We reached the St. Lawrence without trouble and at the Island of Anticosti saw at least 300 spouting whales at one view.

"At Lachine we were favoured with one of those accidental historical "bits" - as a painter would say - which occur so rarely in a lifetime. The then despot of the North West, Sir George Simpson, was just starting for the seat of his government via the Ottawa River. With him were some half-dozen officers, civil and military, and the party was escorted by six or eight North West canoes - each thirty or forty feet long, and manned by some twenty-four Indians, in the full glory of war-paint, feathers, and most dazzling costumes. To see these stately boats, and their no less stately crews, gliding with measured stroke, in gallant procession, on their way to the vast wilderness of the Hudson's Bay territory, with the British flag displayed on each prow, was a sight never to be forgotten, and as they paddled the woods echoed far and wide to the strange weird sounds of their favourite boat song : A la Claire Fontaine".

Recollections of the early days of the Rev. John King of Dalesville, Quebec.

The Reverend John King's grandfather, Peter King, was a native of Doon on the west coast of Scotland. He returned with his Regiment from the American Revolutionary war a broken man, and died a few years later, leaving a widow and four sons. They lived at Seller Mills, then two miles outside the City of Edinburgh. Three of the sons became shoe makers, and the fourth, James, was apprenticed to a Lapidary of the name of Dewar, who had a shop in the High Street near the Cross. After serving his time with Dewar, which was six years, and having become a journeyman lapidary, he enlisted in a company of volunteer artillery.

At that time Bonaparte was carrying on his wars and Britain was at war with France. Recruiting parties were very active, enlisting men into the army and the navy. Press gangs were active too, and James and some of his companions were caught and put on board a ship at Leith. They were sent to England and transferred to other ships. He was in the crews that would board enemy ships in the harbour, cut down the watch on deck, cut the cables, and if possible bring the vessel out. If they were successful it was sold and each man received a share of the prize money. He was with the fleet watching Tulon from which Bonaparte sailed with 40,000 men for the invasion of Egypt; and was defeated by Nelson at the Battle of the Nile. After serving eleven years peace came and he received his discharge.

After a time he returned to his trade and worked for a man in Perth, and afterwards for a man in Edinburgh. He married and with his prize money, his savings, and with his wife's help opened a shop in Princess Street; jewelery, geological specimens, shells, and objects of natural history.

To this shop, John King, the eldest son of his youngest brother, when ten years of age, was sent to learn the trade, and was bound an apprentice for seven years.

The work in the shop was interesting; and so were some of the customers and the frequent visitors. Among them Dr. Brewster the inventor of the Khleidascope who led young King into the college museums and the museum of the Royal College of Surgeons; Sir Thomas Livingstone, admiral, formerly captain of one of the Frigates on which James King served; Mr. Thorburn, the uncle of James King's wife, who started out as a peddler of tea, to become very wealthy in the tea trade with warehouses and ships; Alpin McAlpin from the head of Loch Tay, a man nearly 90 who came to sell pebbles, cairngorm, and pearls he had collected. He wore kilt and hose, red coat, and bonnet. Alpin was very fond of the resquebough, and was a hard bargainer. An excellent performer on the violin.

The shop opened at 7 a.m. in the summer and at 8 a.m. in the winter, and never closed winter or summer till 9 at night.

In his first year at the shop there was great excitement in the city, and indeed all over the kingdom. This was caused by the discovery of a human slaughter house kept by Burke and Hare for the purpose of supplying the doctors with subjects for the dissecting room.

On Sundays young King would take walks about the city, out to Arthur's Seat, Portobello, etc.

One of his companions John Forbell introduced him to the Baptist Church, held in the Freemasons Hall in Niddery Street. Later he applied for baptism, was examined and baptised.

His apprentice time being up, John King decided not to continue in the lapidary trade as he had found it an unhealthy business. The abrasives used were imbedded in a lead wheel. The tradesmen all washed in a water bucket. A dog was in the habit of drinking from this bucket and one day fell down dead beside it. This decided him to seek other employment and found it with a Mr. MacKenzie who dealt in wool shawls and other articles of clothing made in the

Shetland Isles. He continued in the Baptist Church.

To the Baptist Church in Edinburgh came missionaries from various parts of the world seeking support for their missions. One was Mr. John Edwards of Clarence in Upper Canada. John King agreed to accompany him to Canada in the spring and spent the winter as a lay preacher in the small villages on the east coast north of Edinburgh. Mr. Edwards meanwhile continued his work for the Baptist Missionary Society, for the purpose of procuring men and money - men to preach and money to sustain them in the new world.

They met in Edinburgh at the appointed time and left for the Clyde; boarded the Mohawk, a large new vessel at Greenoch Captain Miller in command, on the 1st of April 1841. Their party was Mr. Edwards, John King, Rev. Girwood and his wife, and his wife's mother Mrs. Kilgour.

A point of interest about the Mohawk: In the early winter of 1840 the Mohawk had brought back Robert Burns' Bibles to Scotland. These had been sent by the St. Andrews Society of Montreal to the Museum that had been opened to preserve relics of Robert Burns and was located near Alloway Kirk in Ayrshire.

When we got on board everything seemed to be in confusion, chests, casks, boxes and baggage, piles of ropes and chains with sundry other articles encumbered the deck. In a corner were a number of fowl, cooped up for future use, a few young grunters promenaded the deck, unconscious of the fate that awaited them, in the long boat a cow with the hay to feed her, until she will be able to feed herself in the pastures of the new world.

Below are passengers, some arranging their berths, some drinking and crying and taking farewell with friends they never expect to see again. Everything appeared so strange and the collection of goods and living creatures that for a while the ship had the appearance of Noah's Ark.

But towards evening things began to assume a more orderly appearance, the ample hold had engulfed chests, boxes, and barrels, friends had taken their last farewell and gone ashore, the decks were cleared and a steam tug had taken her station ahead, a rope was fastened and after the firing of a small cannon, the only one on board, the good ship Mohawk sailed from the tail of the bank on the evening of the 1st of April 1841.

We were not long at sea till the movement of the ship began to tell

upon the stomachs of the passengers, seasickness that terror of landsmen, laid hold on its victims without respect for age or sex.

On board were some Highland Scotch who had been small farmers or farm labourers going to Canada to take up land. They gathered around Mr. Edwards who described to them the kind of farming to be found in the back-woods of Canada and gave them much good advice on how to act when they arrived.

When the weather was fine on a Sabbath Mr. Girwood preached to the passengers and sailors assembled on the deck. And, as some of the highlanders seemed to be religious men, they kept a prayer meeting among themselves reading the Scriptures and praying in the Gaelic language.

We were very much hindered in our progress by contrary winds, the wind was chiefly from the north west which caused a good deal of tacking. When the wind fell we would have a calm, then the ship would lie like a log on the bosom of the deep, on such occasions the ocean would look like a great mirror reflecting the rays of the rising and setting sun. It was a glorious sight to see the sun rise in the east in all his glory as out of the deep and in the evening in the west sinking into it like a great ball of fire; and then at night how grand the firmament of Heaven studded with innumerable stars and the planets as they moved on their course reflected by the surface of the glassy sea. How much calculated such a sight to inspire the mind of its beholder with reverence for the Being who formed all these.

We had only one storm of any consequence, but such a storm gave us no inclination to desire another: every stitch of sail was taken in and for three days and nights the ship lay at the mercy of the wind and waves, the hatches were shut down and everone had to do the best he could to procure food as it was impossible to keep up a fire for cooking.

The waves broke over the deck and some of them found their way below, people had to hold on to anything within reach, as walking was out of the question, chests or anything that was not made fast felt a disposition to leave their place and chase each other along the deck, to the great annoyance of the dwellers there whose legs were in danger from coming into collision with them. The rocking of the vessel and the groaning of her timbers as she was struck by the waves, was truly alarming, and made the most thoughtless think, and the foolish serious. The spectacle without, though awful, was at

the same time truly sublime. Before us and behind us rose huge waves like giant mountains while the ship lay between them as far down in a valley like something about to be swallowed up, and indeed this we several times expected, but in a little she would rise to the top of a wave, as if on the top of a high mountain, and like some living thing shake herself from the spray. These waves as they rose and fell made a noise like thunder. The crests of them presented a beautiful appearance; they were tinged with a variety of colours, red, blue, green and yellow.

After the storm subsided and the seas had calmed down and people were able to keep their feet on the deck, many stories were related of pent up fears and narrow escapes, by the groups gathered around the fire in the cooking booth.

About this time one of the sailors fell sick of that loathsome disease, smallpox. Everything that could be done was done for him by his mates, there was a medicine chest on board but no doctor, the young man died. Mr. Girwood at great risk to himself went into the forecastle and read and prayed with him.

A little while after his departure into the spirit world the body was wrapped in a blanket, lashed to a board, iron and stones were attached to his feet to sink it. In this way the body was brought to the gangway, and after a prayer by Mr. Girwood committed to the deep there to remain till God shall call upon the sea to give up her dead. It was a cause of thankfulness to God that this disease did not spread, the only one who took it was another sailor who, along with a young man who fell from the yardarm and broke his leg, was left in the hospital at Grosse Ile when the ship arrived there.

Up to this time the weather was very warm but as we drew to the banks of Newfoundland it became all at once very cold, this was owing to the proximity of so many icebergs which came from Davis Strait and Greenland. These float to the south and are gradually dissolved. Some of these mountains of ice we saw at a distance, the sight was truly grand; their green and glistening splendour exhibited a pleasing variety. They are very dangerous when near, and many ships have been lost by coming in contact with them. Some of these moving mountains of ice are very large, some have been seen two miles long and two thirds of a mile broad rising more than 100 feet above the surface and extending 150 yards beneath it, the spectator imagines that he can see in their rugged projections the appearance of lofty spires and the ruins of ancient castles. The banks of Newfoundland are formed by the accumulation of sand and every kind

of debris brought along by the currents and the floating masses of ice.

In crossing the banks we were very much annoyed by the mists and fogs which abound there. The vessel's speed had to slackened, one man was on the look-out while another kept casting the lead. This was necessary in case the ship should run foul of some other vessel or some of those icebergs that float about in the region.

After leaving the banks we entered the Gulf of St. Lawrence. In the Gulf we were much amused by the blowing of the whales, we could see several at a time, there were also many porpoises sporting themselves and rolling and tumbling about in the water.

As we advanced up the river several boats put off from the southern shore with French Canadians on board they had several things to sell such as bread, butter, eggs, and maple sugar but the maple sugar was a puzzle to us. This called forth Mr. Edwards to explain how it was made.

At length we came to Grosse Isle on which is established the quarantine station, it seems a very desolate looking place. There were some wooden buildings upon it and among them a hospital for the reception of the sick, here our ship cast anchor and the Doctor came on board. All the passengers were ranked up before him for examination but there was no sickness except one who had the smallpox and one with a broken leg. These were removed to the hospital and left there. We were detained at this place nearly two days. During that time the ship had to be cleaned and fumigated and the passengers had to take and wash their bedding at the river and empty all their mattresses.

After getting rid of the quarantine station we passed the beautiful Isle of Orleans, five miles below Quebec, with its white cottages, fields, orchards, meadows and here and there a village church. At length, having sailed up the St. Lawrence from its mouth 360 miles we came in sight of Quebec. All on board were glad as the sail up the river had been very tedious. When the wind was against us we had to anchor and wait for a favourable breeze; besides we had been long at sea nearly six weeks, so we were glad when the watch cried out, "Quebec".

Next day I and a few others went on shore and took another ramble through the town. While we were standing near the landing place in Lower Town about 2 o'clock p.m. we heard a noise like distant thunder. Some said it was the 2 o'clock gun, but as we looked behind us we saw the people running to the

eastward and we followed. When entering a narrow street where the houses were built close under the rock, a sad scene presented itself to view. A large portion of the rock had fallen, crushing in the fall some of the wooden tenements below. When we arrived at the spot,men were engaged removing the dead and wounded from the rubbish. Thus in a moment without warning, some souls were removed into Eternity while others were disabled for life. The fall of the rock was supposed to be caused by the frost which was getting thawed out by the heat of the sun. It appears to me to be very foolish to build houses so very near the rock for considering its great height if any of it should fall it was impossible they should escape.

That evening when a steam boat took us in tow we started up the river. The scenery on both sides of the river is very interesting and the prospect extremely pleasing, but we did not see much of it as our sail was in the night. The next day we came to Montreal. When we landed in Montreal it was about the middle of May so that we had been six weeks from the time we left Grennoch until we arrived in Montreal, a long passage compared with what is now made by ocean steamers. In those days no steamer had ventured to cross the ocean.

I left Montreal on the Friday morning and took the stage coach to Lachine, a village above the rapids. There was at that time no railroad between Montreal and Lachine. At Lachine the waters of the Ottawa and the St. Lawrence mingle together. The distinction between the two can be seen for a considerable distance, the waters of the St. Lawrence being green while that of the Ottawa is dark. In a little while we came to the rapids of Ste. Anne, where was a small village with a church and, owing to the rapids, a small canal with one lock through which the steam boat has to pass. Leaving this place and ascending the river, where the scenery is very beautiful, we came to the Lake of Two Mountains. Here was pointed out to us an Indian village inhabited by the descendents of the Iroquois, Algonquin and Nipissing, once powerful nations. At length the boat stopped at Carillon. It was at that time a small village, it had a few taverns, a few houses and a stone barracks for soldiers.

Carillon Hill has a few good houses upon it with a fine view up and down the river. Opposite Carillon on the other side of the river is Pointe Fortune where it was said that the house of Judge MacDonald was built on the line between the provinces of Quebec and Ontario.

It was dark when the boat reached Carillon and the other boat lay at Grenville Head. We had to travel the road between by stage. It was very disagreeable riding, the road at that time was rough and stoney. It lay along side the canal in the front of the township of Chatham. As the stage bumped along in the darkness I recollect hearing a strange noise. On making inquiries I found the authors of it to be frogs, first one would lift his voice, then would be joined by a great many others. These frogs kept up their song all the night long.

As the stars began to dim and daylight to streak the eastern sky, we came rumbling into the Head.

Then the king of day arose in all his majesty and revealed the beauties of the scene which burnt upon the view. The bay of Grenville is in the rear of the rapids of the Long Sault. The noise of waters which, as they passed along and dashed against the rocks, could be distinctly heard. Here the river is very wide. On the opposite side of the river is the lumbering site of the Hamilton's with the village around the mills. It is called the sny or slab town. There were two places of worship in the Head, one for the English Church and one for the Scotch, but there seemed to me to be too many taverns in it to form a high opinion of the morality of the people, or of the prosperity of the place. It is a great resort for the raftsmen employed in bringing rafts of timber down the Ottawa.

As we passed up the Ottawa we had the township of Caledonia and Plantagenet on the south side and Grenville and Papineau seignory on the north. In what is now called the village of Papineauville was a small Baptist Church, though the larger portion of the inhabitants were French Canadians and Roman Catholics. At last we stopped at Whitcomb's Wharf and here we landed, I and two other young men who came out with me on the Mohawk.

On the opposite shore was Clarence where one of the young men, of the name of Anderson had an uncle residing. Whitcomb's wharf was not far from where the handsome village of Thurso now stands, in which there is a flourishing Baptist Church presided over by John Ross whose labours have been much blessed to the conversion of many souls. Besides the Baptist Church there is a Roman Catholic, a Free Church, and a Preaching place for the Methodists. There are several stores, a town hall, and back of the village are saw mills owned by the Camerons, where a number of men are employed and where are slides for convey-boards and planks to the Ottawa. But when I landed there the spot where the

village now stands was bush and between that and the river Blanche there was only one house and that a tavern kept by a French Canadian of the name of Galipeau.

It was Saturday afternoon when we landed from the steamboat. After waiting for a little while at the wharf, Mr. Anderson, the uncle of the young man, came in a canoe from Clarence to take us over. The canoe was a small one and what with three persons and some luggage when seated in it seemed to me to be very unsafe, but our canoe man assured us there was no danger if we would only sit still. This was the first time that I had sailed in a boat of that kind and felt greatly relieved when we touched the other shore. When we landed our friend now informed us we were in Upper Canada. Mr. Anderson conducted us to his house where we were kindly entertained by his sister and himself (he being unmarried), after which I went to Mr. Edward's house. He lived in a stone house, the only one of its kind in the place. The old gentleman was not at home having remained to spend the Sabbath with his son John who was pastor of a Baptist Church in St. Andrews Village, Province of Quebec. But I was kindly received by his son William and the old lady and for the time being was made welcome to make their house my home.

The next day being the Sabbath I preached to a large congregation, in the house of Nicolas Egar, from John 3.3. The church met at that time in a house on Foxes Point facing the river. To this house in the summer time, on the Sabbath morning, came people from different parts of the neighbourhood to hear the gospel. As the roads at that time were bad, and some places no roads at all, the greatest number of the people came in canoes on the river. It was a beautiful sight to see a fleet of primitive boats landed with people from up and down the river, approaching Foxes Point on a Sabbath morning; and when returning home it was delightful to hear sounding from a distance on the water the sound of some hymn sung by them in concert as they paddled along.

Then there was Peter McDougall in whose house I often preached, he was a warm hearted Christian, and often used to preach at Lochaber Bay. He preached in Gaelic, his native language. He was a native of Fortingall, Scotland and came to Canada with those who first settledin Breadalbane and was in the early days of the church there co-elder along with Allen McDairmid. Peter was a strong Calvinist, he was acquainted with the Haldanes and MacLeans in Edinburgh and for a short time attended the classes of young men kept by the Haldanes.

There was one thing I enjoyed very much at the meetings at Foxes Point and that was the singing. For this the young people were indebted to Andrew Sherriffs or as they called him Daddy Sherriffs. He was a weaver by trade and had been a member of the Baptist Church in Aberdeen Scotland when Mr. Gilmour was pastor. He was a short stout man with a fine voice full of music. In fact music seemed to be the element in which he delighted to live. He took great trouble with the young people and succeeded in making them excellent singers; such a man in a church is a great acquisition.

When I came to Clarence they had no school and there were a number of children in the settlement; the parents requested me to open a school and teach the children while I remained in the place. To this I consented but, as they had no schoolhouse, it was arranged that the school should meet in an old shanty that belonged to Daddy Sherriffs. This shanty was near Foxes Point. Behold me then a Dominie in that humble shanty on the banks of the Ottawa, having around me many of those who are now heads of families in the settlement to whom I had the honor of first teaching them their letters.

While I was engaged in teaching school some of the friends in Lochaber invited me to go over there and preach. Among those who invited me was Neil Campbell, he had been baptised by Dougal Sinclair in the Island of Skye and was, I think, a native of the Island of Mull, he and several others, after coming to Canada settled in the township of Lochaber. As I had by this time learned to steer a canoe I used to cross the river after the school was closed and sail up the Blanche, land at Donald MacLean's and preach in the school house in the evening and, after passing the night at either Campbells or MacLeans, return in my canoe in the morning. At other times I would cross in Neil's canoe after the meeting at Foxes Point on Sabbath morning and preach in the afternoon and evening at Lochaber. Neil was a wonderful man and seemed to take the lead in his own settlement in religious matters, and though like many others he had his faults, yet he was forward in every good work, warm hearted, given to hospitality and a lover of good men, and though like many others he bore the burden and heat of the day his efforts were not appreciated and men were more ready to notice his bad than his good qualities. He was, however, a good man and useful in his day. Poor Neil, after being tumbled about on the sea of life till he became an old man, met with an accident which hurried him off the stage of time in great bodily pain, yet in the full possession of the hope of eternal life.

The fruit of my labor in Lochaber was the conversion of a woman of the name of Campbell whom I baptised in the Ottawa before a number of spectators. This was the first performed by me in Canada.

The settlers around Lochaber Bay were chiefly Highland Scotch from the Island of Mull. There were the Campbells of which Neil and his wife and some of their children were Baptists. Their son Archibald became a Baptist minister. Donald McLean and his wife and some of their children were Baptists. Their sons Allen and Hector afterwards became ministers. Then there were the McCallums and Lambs and others. Indeed a kinder people than the Campbells and McLeans I could not wish to be among.

After acting as Dominie for about three months a proposal was made to me that I should, until Christmas, spend my time between Lochaber Bay and and Petite Nation in preaching - as that was more congenial to my mind than teaching school, I consented. As the distance between the two places was a about 15 miles, with the North Nation to cross, it was agreed that I should spend a week in each place. In Petite Nation or Papineauville there was a small Baptist Church, instead of the handsome chapel in which we now meet. They then met in the school house which was occupied by them and the Methodists Sunday about. In what was called the village at that time there were few houses and only one store. Now there are several houses, a town hall, a large Catholic Church, a Church of England, a grist mill, several stores, a blacksmith shop and too many taverns for the good of the place. The inhabitants are chiefly French Canadians and Roman Catholics. The few English speaking are of Irish and American descent with a few Scotch and English. The first Baptists in Papineauville were Stephen Tucker and his wife, they were from Brandon, Vermont. Mr. Tucker opened a small store on the roadside, two miles west of the present village. There one end of the house was the store and the other their dwelling. So poor were they that they could not afford themselves tea but kept a little to entertain any travellers that might come that way. Along with storekeeping he was in the lumber trade. He prospered in business and, being of a benevolent disposition and a lover of the souls of men, he did much with his means to advance the cause of Christ. He built, mostly at his own expense the chapel in the village. He has helped students and given away thousands to spread the gospel.

In travelling between Lochaber Bay and Papineauville I found it a rather laborious undertaking on account of the state of the roads. The only part that was good was from the Nation to Papineauville; from the Nation to Lochaber Bay in the fall, it was little better than a quagmire. Sometimes I would get a ride from the village to the Nation and walk the remainder of the way, when I would be half up to the knees in mud. Sometimes I would get a horse at the Bay, but to get a saddle was another thing, horses were plentiful enough but saddles were few and far between and as for buffalo robes that was out of the question. (Rev. King forgets there was no transcontinental railway yet) the only robes they used were the quilts off their beds.

When I had the honor to travel on horse back my usual saddles was a bag of hay or straw fastened to the horse with a rope the end of which did for stirrups. This didvery well as long as it remained in the right place, but I recollect one day in going down a clay gully my horse slipped and my saddle, instead of remaining on its back, turned under his belly and I found myself pitched into a pile of brush that lay on the side of the road. The only hurt I received was a large tear in my coat, which took me back five miles to get it mended, after which I resumed my journey.

When I travelled that road there was no Thurso, no mill on the Blanche. It is not so now, great changes have taken place at Lochaber Bay, they have good roads, good houses, saddles, and vehicles both for summer and winter use.

The last time I visited the place, after a lapse of many years, the old school house was still standing in which I preached once more to the people, but many with whom I was acquainted were gone. Good old James Lamb and his wife, Donald Lamont, and the woman I had baptised had all crossed the Jordan. Those who had been strong and active were getting old and feeble, and the young children had become men and women; such are the changes constantly taking place in every part of the world and such they will continue to be until time shall be no more.

At length the summer and fall passed away, the trees became stripped of their foliage the Canadian winter with its biting frosts and drifting snow had set in. The rivers and lakes were frozen and people began to turn out in their sleighs and the sound of the bells attached to their horses produced a fine effect as they drove along.

As the time for entering Baptist College had arrived and as Mr. Tucker had occasion to visit Montreal I got along with him in his sleigh. We arrived in Montreal on the evening of the second day and I was kindly received by Doctor Davis and the students of the College.

Fellow students who enrolled at the same time were Allen and Hector McLean sons of Donald McLean, and Archibald Campbell, son of Neil Campbell, all of Lochaber Bay. Rev. John King spent the Christmas holidays of 1842 with them at Lochaber.

TRANSPORTATION

Until the year 1800 the Ottawa was the highway of the fur traders, the explorers and missionaries, ever extending their business and knowledge further year by year both north and west until both the Artic Ocean and the Pacific had been reached. The Arctic in 1789. The Pacific in 1793.

With the arrival of Philemon Wright there were soon changes and rapid expansion in the use of the river. The great fur traders canoes and the explorers and the native people continued in its use as before; but with the coming of the settlers and the beginning of farms the need of tools, farm implements, goods and chattels moved a good deal of the transportation into public hands.

The most immediate change was made by the timber and lumber industry opening up. In 1807 Philemon Wright of Hull assembled rafts of square timber at the mouth of the Gatineau River. This was the first timber from the Ottawa. There were none in the settlement who knew the channels to take and they sometimes ran aground and got off again with much labour. They went by the north channel around the Island of Montreal and arrived at Quebec City after much labour in 35 days.

By the year 1823 300 common cargoes were being taken to Quebec. These rafts of timber increased in number and slides were made around many of the falls on the Chaudiere, Chats, etc., when the trade gradually faded away by the latter part of the century. In 1908, to commemorate the tricentennary of Quebec, J.R. Booth assembled a raft of square timber and brought it down the Ottawa to Quebec City, the point of embarkation of so much timber during the previous century.

Taking a raft of square timber to Quebec was no easy matter. There was much hard work and hazards on the way, in rapids and by wind storms blowing the rafts on shore and breaking them up. The worst place for this was Lake St. Peter where winds from all quarters had full play. But as W. H. Drummond wrote "you never get drowned in Lac St. Pierre so long as you stay on shore".

James Campbell, a brother of Archie Campbell, lost his life going down on one of these rafts. He was swept off the raft at the beginning of the rapids, but swam nearly four miles after the raft. Some of the men on the raft threw a long heavy oar for him to cling to when it struck his head causing him to sink.

Rafts had to be rowed where there was little current or when it was necessary to steer them.

The first rafts towed on the Lake of Two Mountains was in 1841 owned by Hamilton and Low.

The crews taking down the rafts lived on them during the voyage. The cooking being done on the raft in a large box of sand or in the camboose. When some small operators had not the money to pay off the men who had made the timber all the crew went with the rafts to Quebec City to collect what was owed them when the timber was sold. Sometimes when the market was down for one reason or another selling was a slow process and not much was gained by anyone.

There was a good deal of rivalry on the river nearly every raft feeling it had the right of way; and usually the earliest at Quebec had the best chance at the market.

There was much "Flagrant Action" by the timber cutters. A report by Andrew Wilson, a retired Royal Navy Captain and a magistrate, said on March 1825 that 18,500 large white pine timbers had been taken without authority from Crown Lands and Clergy reserves.

Once acting as Magistrate, he had seized by force a large raft belonging to Philemon Wright for non payment of Crown duties. There were 50 men in the raft crew, (and two small cannon) "The action was not without bloodshed. Tiberious Wright captained the raft.

Before 1823 much freight was carried by Durham boats.

Thomas Mears completed the first steam boat, The Union of Ottawa, at Hawkesbury. It was put into service between Grenville and Hull in 1823. Another account says it was built in 1819 and was commanded by Captain Grant.

The "OTTAWA" was in service in 1838 or before.

Captain C. Thomas became captain of the "ST. DAVID" in 1841. This steamer was built in Brockville.

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Every small Canadian community has its own stories and its own interesting characters and Lochaber is no exception.

Before the Babcock milk tester was used at the cheese factory the patrons were paid by the weight of the milk they brought and not by the butterfat. Everyone was honour bound not to skim off cream and send "blue milk" to the factory. However an old lady, a staunch Baptist, had a soft spot in her heart for the "cloth" and nothing was too good for the preacher. She justified it in this way, "I don't think it's a sin to take the cream off the top of the can to make biscuits for the preacher".

*

George A. MacCallum was a bit eccentric and lived in a house on the McNeil place formerly owned by Louis Sallery. I say "lived in" but he really used it as a place to store some of his things. Over the years the place, not too well built to begin with, began to fall into disrepair. Someone asked George if the roof leaked. He replied, "only when it rains".

The boys in the community had George conduct a service in an old vacant house. It was sacrilegious, but one would have to forgive them for seeking amusement where they could find it. One evening at the service George was very irate as someone had taken his chewing tobacco. He announced as his text, "Let him that stealeth steal no more but rather let him work with his hands". He went on to say, "Now I'm not meaning any one of you, but more especially you, Patsy Ross".

*

Neil MacEachern and John McDermid, two elderly gentlemen, were walking along the road one autumn day. Here is their conversation as reported by a couple of small boys tagging behind.
Looking upward Neil said "The leaves are turning, John". John replied, "I see no squirrel up there".

*

When Peter MacLachlan was almost a hundred years old he lived with his daughter, Mary Angus. Every week night when he was in bed he sang verse after verse of hymns and Annie Laurie on Sunday. It was spooky sitting on the stairs in the dark listening to the quavering old voice and the young folks used to enjoy it.

Joseph Bouchette Esq., His Majesty's Surveyor General of North America, in his official report of his tour through the new settlement of the Province of Lower Canada, begun in the summer of 1824 said of Lochaber
Bounded on the east by the Seignory of the Petite Nation. On the south by the Ottawa River, on the west by the Township of Buckingham, and on the north by unsurveyed land, soil equal if not superior to that of Hull, Templeton, or Buckingham, well timbered with oak and pine fit for naval use. 13,261 acres granted to A. MacMillan and others in 1807, immigrants from Scotland. Ungranted in Lochaber 17,600 acres, ungranted in the Gore 3,388 acres.

As this report was printed in London, England in 1831 a good guess would be he visited Lochaber in 1828 or 29. His survey went as far up the Ottawa as Eardly.

He gives the population as 148 in Lochaber, saw mills 1, Potasheries 2, Pearlasheries 1, shopkeepers 1, taverns 3. (Pearl ash was potash further refined by dry heat)

Annual Agricultural Products:

Wheat	496 Bushels	Horses	19
Oats	300 "	Oxen	37
Potatoes	1,890 "	Cows	43
Rye	250 "	Swine	79
Indian Corn	930 "		
Hay	125 tonns		

In 1825 Thomas Brigham compiled a Population Return of the Township of Buckingham, Lochaber, and Templeton. Population of Buckingham 158, Households 21. Templeton 55, Households 9. Lochaber 23, Households 4. The first named householder in Lochaber unreadable a family of 5, second the same a family of 3, the third Charles Howard a family of 12, and the fourth Isaac Knoaks, a family of 3.

After the War of 1812 - 14 an interior Canadian route to join Montreal and the Great Lakes was thought advisable. This was to be up the Ottawa River to the Rideau River and then by a series of locks, canals, rivers, and lakes to Kingston on Lake Ontario.

The locks and canal on the Long Sault was begun about 1820 and completed in 1833. First boat up April 24, 1834. The boat was a tug, the St. Andrew's, piloted by Captain Lighthall. The work being done by the British Army. They were surprised by the number and size of the huge boulders they encountered. The stone building at Carillon was the army headquarters. It now houses the Museum of the Argenteuil Historical Society and is well worth a visit.

***

Our French neighbours helped make life interesting. Pete Dupuis used to frame barns and always kept the gang working and in good spirits.

On one occasion the lady of the house served an especially good noon dinner. Plates were piled high with meat, potatoes, vegetables. The host urged the men to have more veal. It was delicious, and he was kept busy carving the roasts.

After dinner Pete told the men to rest until he called them while he and the owner went to check the framework. Suddenly Pete leaped lightly over a log, then back again. The owner said, "What is wrong, Mr. Dupuis"? Pete replied "I really don't know but I always feel this way when I eat venison". The farmer immediately hushed him up so that the other men would not catch on that he had been hunting out of season.

*

Our Irish neighbours also gave the community some laughs. One old gentleman was being pressured by his wife to build a new house. He was telling one of his neighbours his tale of woe. "Before we were married she said she'd live with me between two stumps and now she wants a bloody palace".

*

Two brothers John and Robert McNay brought by Dr. Barnado's Children organization from the Lowlands of Scotland lived with foster families in Lochaber around 1910. John McNay was asked by R. J. MacLachlan "When did you leave Scotland"? His reply was "At four o'clock in the morning".

The next question was "What do you think of the Highland Scots"? John replied "A bunch of sheep thieves". I imagine there were no more questions from the Highlander!

At the construction of the Carillon canal, as an illustration of the conditions of the times and as he was a great uncle of the late Mrs. George Angus of Lochaber, I include a brief period in the life of Lieutenant George Hopper.

He was a professional soldier who came to Canada an adjutant of the 89th Regiment of Foot in 1811. He was present at the Battles of Chrysler's Farm and Lundy's Lane, where he was slightly wounded. He transferred to the Nova Scotia Regiment in 1815 and a year later, at the conclusion of War of 1812, he was retired on half-pay. In 1817 he moved to Prescott, U.C.

On September 1823 from St. Andrew's near Cornwall, U.C., his wife, Jane Hopper, submitted a memorial giving details of her husband's military service and disabilities, requesting that he might be appointed to a position to supplement his income. She explained that she was doing this without his knowledge, because a Memorial he had submitted several years earlier had not been successful and he did not wish to petition for an appointment a second time.

Jane Hopper's Memorial was a moving document "I have a conviction on my mind that if your Lordship knew how much he suffered in the service and the disabled state it has left him in, your Lordship would not neglect him." Her husband had had a leg broken while serving with the Irish Militia. In the war in Spain in 1810, when he was commanding the Light Company of the 89th Regiment in action, he was hit in the left hip by a musket ball. Later in the same action, his right leg was shattered by a bursting shell. He lost consciousness and was left for dead on the field of battle. "Yet tho' the world forsake the afflicted will never Almighty God for he still preserved his life." Hopper was taken prisoner and placed in hospital.

Spanish surgeons were preparing to amputate his leg when, "unfortunately for him, a French surgeon came in and said he could save it but never to be strong. "I say unfortunately my Lord, for if it had then been amputated the splinters of the bone could not be occasionally working their way out of it." ... He has not been able to obtain the Pension, it not being the regulation to grant such to any Officer who has not actually lost an eye or a limb and, though he is more disabled than if he had lost either, he is not entitled to receive it. He has no great man of interest or power to recommend him to your Lordship's notice, he has but simple merit to plead his

cause". Jane Hopper's Memorial on behalf of her husband was successful. By the spring of 1825 Lieut. Hopper was installed as storekeeper and clerk of works at Grenville.

When he died in 1833 at the early age of 48 years, burial beneath the walls of the new church, (St. Matthews) with a marble tablet on its walls, was all that Jane Hopper could do to render homage to the husband she described on the tablet as "The Hardy Soldier, The Humble Christian".

THE TABLET

Sacred to the memory of
GEORGE HOPPER, Lieut. & Adj.
of H. M. 89th Regiment
A Native of
Baltinglass, Co., Wicklow, Ireland
He departed this life 8th. Sept. 1833
Aged 48 years

The Hardy Soldier, The Humble Christian
His Mortal Remains Lie Beneath This Church

The opening of the Carilon Canal in April 1834 was a great advance in the development of the Ottawa valley. The first boat up was the tug St.Andrew. Heavy freight need not be loaded and unloaded any more to pass the Long Sault. Passengers, mail etc., in the interest of speed, still went around by land and were met by steamers at either end. Steam navigation was playing an increasingly important part as settlement and industry expanded.

The steamer "Union of Ottawa" was built in 1819 and ran between Hull and Grenville.

On the Saint Lawrence also steam boats were coming into service. In 1809 the Molson steamer "Accommodation" made its maiden voyage to Quebec to bring passengers to and from Montreal. In 1812 they launched the "Swiftsure" a 400 ton vessel with engines from James Watt's Soho Engineering Works in Birmingham, England. During the war of 1812-14 it carried military stores and troops from Quebec to Montreal, on one such up river passage with 400 officers and men on board.

In 1814 a more powerful "Molsham" was launched by Molson's. In 1826 Torrance and Co. bought a passenger boat the "Hercules" with an especially

powerful engine and with it hauled an ocean ship up St. Mary's current to Montreal. This ended the supremacy of Quebec as the main port on the St. Lawrence. With the aid of tugs ocean vessels could bypass Quebec if they wished and continue on to Montreal.

The John Bull, 260 horse power, towed six barges containing 1,800 passengers and 2,600 tons of freight. In the early hours of June 11th, 1838 near Sorel the John Bull was found to be on fire. It was immediately run on shore in eight feet of water. Its boats and those of the vessel it had in tow were put in the water and all but fourteen of the passengers and crew were saved. The "John Bull" burned to the water line. This was the fate of many wooden boats which were fired with wood.

On the Ottawa steam boats continued to multiply as need arose. In 1842 one was put on the Lake of Two Mountains to tow rafts of square timber down it. There were steam boats and tugs owned by the lumber companies below Ottawa hauling booms of logs, and barges loading the products of the mills to haul them to distant markets. Passengers and freight steamers ran on schedule between Hull-Ottawa and Grenville servicing the wharves of the villages between. The boats were improved over the years changing from wood burning side and stern wheelers, to iron hulls, more modern engines, and propeller driven craft. As mills closed rail and road transport took over most of the hauling and passenger service, about the only activity on the river was the Imperial Oil tankers plying between Montreal and Victoria Island, Ottawa. While they were needed the boats on the Ottawa provided an essential service to the settlement and development of the Lower Ottawa Valley.

Lately it is pleasure craft that ply the Ottawa making tours up river and through the Rideau Canal to Lake Ontario. But the work horses are not through yet. When the Civic Centre was built the structural steel was taken by barges from Dominion Bridge at Montreal and unloaded at the site, Lansdowne Park in Ottawa, and in 1984 when the Hunt Club Road bridge was put in over the Rideau River the steel girders, 81 ft., long were brought in by barge and unloaded by cranes and put in place. Once again the Ottawa River proved its usefulness.

In order to understand the settlement of the Province of Quebec the appendix, at the back of the book, should be read now. It is List of Lands Granted By The Crown in the Province of Quebec, from 1763 to 31st December 1890. It reveals many surprising things. Before we say "Only in Quebec" some other provinces had their inequalities and schemers also.

It is impossible to know who lived where and when in Lochaber in the early days of settlement. The census of 1825 lists only four names (heads of households) only three of which are legible - Dawson, Charles Howard, and Isaac Knoks but does not give their Lot and Range. For a total of 23 persons. Joseph Bouchette gives the population of Lochaber as 148 a few years later

The next census is in 1842 by Wm. MacQueen and is more comprehensive. It still gives just the name of the head of household but gives the range and lot number of where they live in some cases, whether they are the proprietor or a tenant, their trade or profession, and number of inmates in each family and the number temporarily absent, which country they are native of. It divides the family into age groups, male and female, married and single, the number of idiots and the number of lunatics. There were none. The inhabitants were listed under fifteen religious denominations and a heading for those not falling under any of them. (Isaac Nokes family of ten, is under the latter listing. So much for finding them in church records. They lived on Lot 23 Range 7 land granted to him.) Also number of acres occupied by each family and number of acres improved land, and many other questions of personal nature. Field crops produced in Winchester bushels in the past year. Pounds of maple sugar produced, number of bee hives, live stock owned neat cattle, horses, sheep, and hogs, number of yards of various cloth made by each family. Some were listed by Grant, or Deed, Bond for Deed, Purchase, no title, or squatter. Also the number of years each person has been in the province, if not a native thereof.

As an example David Howard mentioned in 1825 census was a proprietor Farmer four in family. British origin number of years in province 14, number of male children 5 years of age and under 2. Married Male 1, married female 1, Family of a denomination not listed farm 150 acres, 12 improved Lot 12 Range 4. He grew 50 bushels of oats, 3 of Indian corn, 40 of potatoes, owned 3 neat cattle, 2 horses, and 3 hogs. He held his land by Deed.

Sam Dawson is still in the Gore. Farmer 1200 acres 30 acres improved 3 in family native of Ireland. 1 married male 21 and not 30 1 single male 60 and upward 1 married female 14 and not 45 2 Church of England 1 Church of Scotland. Grew 15 bushels wheat, 4 of barley, 4 of oats, 80 of potatoes. Had 25 neat cattle and 1 hog. Held land by Deed.

The census had not been totaled but there were between 550 and 560 persons living in Lochaber and Gore.

The census of 1851 is missing. The next one being in 1861. The Registry Office in Hull burned down in 1900 along with all the deeds, etc. Many people moved into and out of the Township without present knowledge.

It did not stop progress but does not make it easy to trace relatives or when great grandpa farmed

Lower Canada Census 1842 Lochaber Northern Part

Range	Lot		Name	
2	22		Peter Mullowney	Farmer
6	24		John McLean	"
6	25		James Smith	"
6	27		Walter McFarlin	shoe maker
6	28		Laurence Burns	Farmer
6	26		Thos Rap	"
6	26		John Peasley	Weaver
7	25		William Bonin	Farmer
7	24		Simon Pealst	"
7	23		Isaac Nokes	"
8	22		Donald McMullin	"
8	24		John Cains	"
8	26		James Casey	"
8	27		Patrick Burk	"
8	28		Edward Burk	"
8	28		Thos Lavelle	"
9	29		John Lavelle	"
9	28		Thos. McCoy	"
9	28		Walter McCoy	"
9	27		Henry Casey	"
9	26		Michael Dougherty	"
9	26	East End	Henry Murphy	"
9	25		Mich MacAndrew	"
9	26		Mich MacAndrew	"
9	22		Martin Lavelle	"

9	21		Martin Daugherty	Farmer
10	22		Thos McAndrew	"
10	23		Patrick Murphy	"
10	27		Denis McGinlay	"
-	-		Henry Willings	"
-	-		William Carson	"
-	-		Pat McFee	"
-	-		John McGilverey	"
-	-	1st	Angus McGilverey	"
-	-		Dan McGilverey	"
-	-	2nd	Angus McGilvery	"
			Elephalet Hardy	"
			Victoire Gauthier	"
			Antwine Legie	"
			Des Parizau	"
		1st	Joseph Lavilett	"
		1st	Joseph Lavilett	"
			Exaire Le Roi	"
			Donald McKinzey	Blacksmith
			James McKinzey	Labourer
Range			Western Division of Lochaber	
3			Malcolm McCollum	Farmer
3			Duncan McCollum	"
2			Donald Campbell	"
3			Duncan McEachern	"
3			Robert McLaughlin	"
3			John McCollum	"
3			Duncan Lamont	"
3			Donald McLean	"
			William Stout	Shoemaker
2			Neil Campbell	Farmer
2			James Lamb	"
2			Donald Cameron	"

2		Donald Beaton	Farmer
2		Mrs Colin Sinclair	Inn Keeper
		James Campbell	Shoe Maker

Eastern Division

Lot	Range		
1	3	James L. Gray	Tavern Keeper
2	3	Joseph Ubear	Tin Smith
2	3	Thos Ranger	Tin Smith
4	3	John Wilson	Farmer
4	3	Mary Blay	"
5	3	Isaac Taylor	"
11	3	John Dent	"
7	3	Elizabeth French	"
8	3	Samuel B. Whitcomb	"
		George W. Cameron	Merchant
10	3	Thomas Jones	Farmer
		William Grenleefe	Boot Maker
9	3	William Kiernan	Farmer
11	3	Joseph Waterhouse	"
12	3	Andrew Gallipot	Inn Keeper
14	3	Wm. McQueen	Justice of the Peace
15	3	John McLean	Labourer
12	4	David Howard	Farmer
11	4	Easter Howard	"
11	4	Normand M. Lough	"
10	4	John Dole	"
9	4	Rick Jones	"
		John St Lewis	Labourer
2	4	Peter Yoe	Farmer
7	4	Austin Smith	"
Gore		Sam Dawson	"
6	4	Leo Londrio	Farmer
6	4	Angus Lavilett	"
5	4	Francis Conyour	"
4	4	Battees Pye	"

3	4	Austin Arceno	Labourer
3	4	Joseph De St Germaine	"
2	4	Peter Yeo	"
-	-	Joseph Arnold	

It is interesting how Wm. McQueen spelled some of the French names BAPTISTE BATTEESE. The 1871 census taker was French and named my Great Uncle Andrew Angus (André).

The census of Lochaber of 1842 was made by Mr. McQueen J.P. whose wife was Sarah MacLachlan a daughter of John MacLachlan and a sister of Robert MacLachlan who lived on Lot 25 Range 3. His father John MacLachlan had settled on Lot 27 Range 2 and either returned to Scotland or emigrated to North Carolina. Elisabeth MacLachlan married Alexander Ferguson 11 July 1847, Inn Keeper but it is not knownif she was a daughter of John MacLachlan or not. Both of Lochaber.

Robert MacLachlan, Duncan MacEachern, and John MacCallum had married three MacDonald sisters in Mull, Scotland some years before coming to Canada. Robert MacLachlan and Duncan MacEachern had spent a year or so in Bredalbane, Glengarry before moving to Lochaber. On a visit to Lochaber on coming into Lochaber Bay from the Ottawa they saw a gathering of people on the bay hill, and on landing found it was the burial of their sister Mrs. John MacCallum, Margaret MacDonald.

H. R. Cummings in his book "A Tale of Two Families" says John MacCallum and 2nd wife Elizabeth King were married in 1836. "Indeed Elizabeth King deserves attention for she was remarkable for intelligence and character and exerted a profound influence on her nine children.

Duncan and Catherine King and their three sons John, Robert, and Peter and daughters Elizabeth and Margaret left Scotland in the year 1830 and spent nine weeks in a sailing vessel crossing the Atlantic Ocean to Canada. They first settled as farmers at Lochaber Bay on the Ottawa River, but as they lost their crops three years in succession to hard early frosts, they decided to move inland and to higher ground.

The three brothers, father, and mother settled at Lake Dore (near Eganville). The girls married young Scotsmen and remained in Lochaber Bay.

Elizabeth's mother Catherine returned to Lochaber Bay in 1854, after her

husband Duncan had died, as she became very lonely and only spoke Gaelic and wished to spend her remainingdays with her eldest daughter. So her son Robert bundled her up in warm wraps and travelling by horse and cutter drove the 100 or more miles on snow covered trails to Lochaber Bay.

Robert King married Catherine Campbell, daughter of Neil Campbell and Catherine Ann MacCallum Campbell of Lochaber Bay in 1839. They returned to Lake Dore to live.

Some of the settlers may have been absent when the 1842 census was taken. While clearing their land there was not much they could market to sustain themselves, and some would have to find work for wages from time to time, others had their patent on their lot owned it outright and lived elsewhere.

A case in point. In 1852 in the Superior Court of Lower Canada Malcolm MacQuaig formerly of the Township of Lochaber in the District of Ottawa and now in the Township of Locheil in the county of Glengarry in Upper Canada Plaintiff.

W. Mc of the Township of Lochaber in the Ottawa District
Defendent

The court having heard the Plaintiff by his Counsel, the Defendent not having filed a plea to this action - - - - - - - - - - - - doth declare the Plaintiff the true and lawful owner and proprietor of the lots of land mentioned and described by the plaintiff - - - - - - - - - - - The Defendent paying the costs of the Court.

Speaking of Lot 27 Range 3. Peter MacLachlan later bought this farm and was in possession sometime after 1861.

Mrs. Jean Legge, Cote St-Luc wrote Marion Oct. 1985.

Information I have for my Campbell ancestry in Canada begins in 1823 with Major James Campbell whose son, my great grandfather Alexander, went to Michigan 1861-64.

James Campbell of Scotland married 7th Jan. 1823 at St. Columba Church, Kirk Hill Flora Cameron (both of Lochiel). Flora is the daughter of John Cameron a native of Argyleshire, Scotland (Lochaber) and Susan Cameron of John and Mary Cameron U.E.L. L 6 Con. 4 Cornwall. John and Susannah are buried at

Thurso in a small cemetery on Galipeau Street Thurso. There is a stone there for Flora (Cameron) Campbell also, but none for James.

James and Flora were living on Lot 25 Con. 2 in Lochaber in Nov. 1825 when their son John was born. Their son Archibald was born at Lochaber in 1828. Alexander was born in 1832 at Thurso. In 1857 he married Mina Ann McKey of E. Missouri, Canada West. She was born in Scourie, Scotland in 1836. They are both buried in Alpena, Michigan.

Flora's brothers John Archibald 1820-99 and George William 1814-75. Camerons were in the lumber business with Edwards in Thurso.

On renovating the Protestant cemetery at Thurso (not the one on Galipeau street) a stone was found marked "adjutant John Cameron, Native of Lochaber, Argyleshire, Scotland who was drowned at Lochaber L.C. April 12th 1827 Age 47 and his wife Susannah Cameron of Cornwall U.C. died 1846 Aged 60".

Other names Olive Abott, wife of David Town, John Dole, Capt. Wm. McDole, Sutherland, McLean, Mowat, Keyes, Ross, Thomson, Dent and Banning

From the McLean Family History
written by Mrs. H.J. Metcalf 1931

Mother's Bed Time Stories

Mary Wilson McLean. Mrs. Donald MacLean Jr.

Every night Mother told us a story. We dearly loved these stories and in this way became quite familiar with Bible heroes, Abraham, Elijah and Elisha, Joseph, Daniel and David were very real to us. Mother never told us a Bible story without making us wish to be better and truer and we knew too that our Mother was the best and dearest woman in the world.

One of our favorite stories was about the coming of herself from Glasgow Scotland to Canada about 1840 or earlier. Her father had died in Scotland and she and her brother Robert came with my Grandmother Wilson to this country when Mother was only six years old. They were ship-wrecked in the Gulf of St. Lawrence. All the small children, including our mother were put in blankets that were slid along ropes by sailors and landed on an Island near the vessel. The ship sank, but not before all the passengers were safely landed and food enough gotten off to last several days. The island was inhabited by Indians, who proved to be friendly and they brought the ship wrecked passengers and crew fish and game of all kinds. After a time a vessel came to the rescue and all were taken safely to Quebec City.

Now let us take a look and see what our neighbours are doing Joseph Bouchette visited our neighbours on the west, Buckingham Township in 1827. He found the 2,000 acres granted the late Captain Robertson still in a state of nature. In 1802 four ranges and a part of the fifth had been surveyed and in 1799 and 1803 16,900 acres had been granted to the late Captain Robertson, Elias Howley, Woods, Dunning and others.

Levi Bigelow beginning in 1824 had in 1827 400 acres of land cleared 300 acres of which were in crop in 1826. He had erected several houses, barns, stores, etc., and had commenced to erect a saw mill on the Lievre River.

Population 266

Corn mills 1, Saw mills 2, Potteries 1, Potasheries 1

Taverns 1, Artisans 5

Wheat	1,550 bushels		
Oats	500 "	Horses	16
Rye	90 "	Oxen	20
Potatoes	3,725 "	Cows	26
Indian Corn	2,428 "	Swine	34
Hay	142 ton		
Maple Sugar	25 cwt		

His last remark was "The roads are bad"

Joseph Bouchette Esq. also visited Hull in 1827 or 28. The population in 1820 was 703, in 1828 1,060. There he discussed with Ruggles Wright, the Post Master, on the state of the road from Hull to Grenville. In 1821 a road had been cut by the government commissioners on the north shore of the Ottawa 16 feet wide from the head of the Long Sault. 71 bridges had been built. There were four places where either ferries should be established or large bridges built over broad rivers and several deep ravines filled; it was impractical for horses and long abandoned.

There was great inconvenience in the early fall and late spring for want of a land road. Not a year has passed in the last 25 years but that accidents have not occurred either in loss of property or mail or of men's lives; as there are about four weeks at these seasons of the year when the river is not passable.

The Wrights had built a very good road system in their township with the help of the settlers there.

Joseph Bouchette at this time also visited the Seignory of La Petite Nation; originally granted on the 16th of May 1674 to Messire Francois de Laval Bishop of Pitrée, the first Bishop of Quebec and now in possession of Louis Joseph Papineau, Speaker of the House of Assembly.

It was five leagues wide fronting on the Ottawa River and five leagues in depth. Bounded on the west by Lochaber and Gore and on the east by Grenville.

They too hoped for better roads but did some maintenance on the road passing through their community.

About one tenth of the seignory had been conceded, each grant five arpents by forty, large for French grants, each of which pay four bushels of wheat and two French crowns annually.

A small river runs through the front where there is a corn mill and a saw mill with four saws sufficient for the wants of the seignory.

At the falls on La Petite Nation there is a saw mill which cuts for export annually 45 to 50,000 thick planks and deal besides which a great quantity of shingles are made. The sawn timber as soon as cut is put into a canal made of wood extending 2,400 feet from the mill to the bottom of the falls; where it is immediately rafted for the Quebec market.

The seigneur had built a stone school house and a church 90 feet long.

The population was 800. 140 families, over 80 of which were Catholic.

Joseph Bouchette notes that in 1831, 50,000 immigrants landed at the port of Quebec and that among our imports were 5,682 puncheons of rum, 456 of gin, and 204 of brandy. 605 hogheads of refined sugar; muscarada sugar 1669 Hogheads, 3237 barrels 456 tierces, 267 puncheons of molasses; 190 casks and 34 bags of coffee, 16 bags E.I. sugar; 55 hogsheads of tobacco, and 447 tons pig iron.

Among our exports

Flour mostly to Britain, some to the West Indies

Beef 1,713 hogsheads pork 7,445 hogsheads

Wheat 1,887,003 minots

The minot is a French measure about 9% larger than a Westminister bushel. The wheat was measured by hand in a half minot measure and done so rapidly the grain had barely time to settle in the measure. Hence the cargo

usually arrived short. (Hugh Gray Letters from Canada 1806 1807 1808)

Louis Joseph Papineau commenced to build his Manor House in 1847 when he was 65 years of age and moved into it with his wife and children in 1850. He died in 1871.

The Manor House had 28 rooms and was a show place of great beauty to visitors of all countries in its day. It had a library of 6,000 books and was open to historians, the American historian Francis Parkman among them.

In 1888 Mrs. L.J. Papineau of the Manor House of Montebello had an apartment in the first apartment building in Montreal, the Sherbrooke, just opened, five stories. Her son Tolbert Papineau was to be one of the heroic figures of the Princess Patricias in the First World War.

The descendents of L.J. Papineau sold the property in 1928 to the Seignory Club who erected a log Chateau, a golf course, etc., for the club members.

It is now owned by Canadian Pacific Hotels

The Manor House is now being restored.

In the winter of 1829 the Quebec Government gave a grant of £ 5,000 to open a road from Grenville to Hull. This road did not follow the river bank but took higher ground. It entered Lochaber on a ridge beside a creek running into the Lochaber Bay. Then along the top of the bay hill till it crossed the Blanche River. Then through level land till past what is now the Village of Thurso where it again took high ground overlooking Black Bay and so passed into La Petite Nation. It follows the same route now with remarkably few changes. When the railway came through it took a jog at the side road near the station, ran parallel to the railway a mile or so and took another jog at the MacLean house to the original road. This enabled several farms to have a larger field instead of two smaller ones.

R. J. MacLachlan told me it was called the King's Road as it was made by the Army and so we leave it for a century or so.

In the late 1820's and early 1830's when the first settlers came who had the intention to clear land and farm, most of those who had received letters patent on their lots in 1807 had moved on. But not all of them so there were some lots for sale and more which were still to be granted.

It would seem reasonable that there would be a guide to show the new settler the location of his or her grant, and if a sale the owner or his agent would do the same.

It would be no light matter to arrive at their new home, a hundred acres or more of virgin forest; all the family together. Provisions for many months, tools and implements, bedding and clothing all to be protected from the elements; choose a place to erect a shelter and build a home that would be equal to our Canadian winter. All of this with new skills to learn, unexpected problems to overcome, and countless mosquitoes and flies to make life miserable. But they did it!

Those who came later, in many cases relatives and friends, had the benefit of the experience of the first comers. They could also have shelter till their new home was built.

When all this was done it would be too late for a crop, so a piece would be cleared, the trees made ready for the winter wood, and a patch among the stumps broken up for spring planting. In the winter more felling and burning was done to make more land. The latest crop that could be planted would be turnips, the seed broadcast, and the new land yielded in abundance. Clearing a farm was a slow and laborious procedure and at first all done by hand. In some places especially the northern part of Lots 24 to 28 Range 2 ditches had to be dug to drain the land first, some of them passing under stumps. Needless to say this was not the first land cleared.

Stumps were removed by digging around them and cutting the roots well below the surface. Then with an assortment of blocks for a fulcrum and a series of long poles to pry with by digging, cutting, and prying the stump was up. Some were used for the first fences as cattle, sheep, and hogs were let run loose in summer and crops had to be protected. Taking out a big stump was a good morning's work.

Speaking of cattle etc., loose on land which was not in crop, they were, to an extent, able to fend for themselves especially pigs. They would

feed on roots and many other odds and ends known only to pigs. As the land was not as level as we see it now, there were many shallow depressions filled with water, a delight to any pig to wallow in. Sometimes there would be wild squeals and out would come a porker with a snapping turtle hanging to its tail. Such was life in a land full of surprises.

Possibly the children of the settlers did the most clearing of all. When they grew old enough, land would be gotten near at hand, and through time clearing, etc., could be begun or extended. Not all were so ambitious. At my grandfather's they were washing up for dinner outside as was usual in the summer, when a neighbour from the east coming from the west dashed by with a pot of coals. Their fire had gone out and, instead of getting some at my great grandfather's, continued on to a neighbour who would chat the morning away. Paths from place to place were the usual way of getting about and were time saving and convenient. Crossing McNaughton's Creek, usually called the Big Creek, was done on a log, There being only one permanent bridge on the side road between Lots 21 and 22. This creek flowed through a deep bed of clay and at the creek itself was steep and slippery. A large tree would be found near the bank and felled across to the other side. There was your foot-bridge (no railings) ten or more feet above the water.

After the school at Creich closed by World War I children attending the Lochaber Bay School regularly crossed this way except in winter. A neighbour north of the Big Creek borrowed a fanning mill and carried it home on his back with a tump line and crossed on such a log bridge. This was told to me by R. J. MacLachlan. I asked him if it was as heavy as the ones we used now. He said, "Heavier". A fanning mill was used to clean seed to be planted, blowing out the chaff, etc., and by appropriate screens and shakers have unmixed seed from oats to hay seed.

Different parts of Lochaber had their local names. In the days of the foot path and the horse this was more in use than now. South of the Big Creek to the Blanche River was called Lochaber Bay or The Bay. Just north of the creek Bertha McDermid Smith says was named Creich. North of that was Silver Creek, and east of Silver Creek was a section called Grassy Point. North of them was Mayo. This was west of the Blanche River. East of that was Thurso. East of that starting at the Ottawa River was Black Bay. The Gore, North Nation Mills,

Val d'Or, Burke's Corners, and Ste. Sixte were north of what is now Highway 148.

To supplement the supplies they had brought and to add variety even after crops began to be harvested, full use had to be made of what their surroundings had to offer. This was in the main fish. There were in the bay barbotte, perch, pike, etc., and in the Ottawa River trout. Sturgeon were sometimes caught. All the smaller creeks and the Blanche also yielded trout. There were partridge, ducks, geese, and passenger pigeons. As not many settlers had brought firearms there was only an occasional duck dinner. The passenger pigeons true, to their name, as a rule passed through. Heavier game maybe? Perhaps they bartered with the natives till a musket could be bought.

There would be strawberries, raspberries, later apples, wild plums, wild grapes, cherries, gooseberries, hawes, nanny berries, and in places blueberries. Hops were grown to leaven the bread. In the 1920's the wild plums began to die. The fruit would form full sized, become spongy, and fall off. Cherries made good jelly and the black cherry and its bark had medical value.

There were also nuts, the butternut being the most useful. Hazel nuts and beech nuts also grew in the area. The beech nuts clung late to the trees, so sometimes sheets were spread under the branches and the nuts beaten off, or in winter when an icy crust formed the nuts would slide into depressions and be easily gathered.

A source of income while clearing land was the making of potash from the ashes of the trees burned. Some people sold the ashes, while others made the potash themselves. The ashes had to be kept in a barrel, water over them, catching the liquid in a vessel, then boiling the liquid off in a large kettle. The powder was then put in barrels. The barrels were very heavy and two or three on a sleigh was a load. The barrels were taken to Montreal in winter on a sleigh with a single set of runners. There were inns or stopping places on the way as this would be a trip of several days. The winter road would run by the river but in the bush where possible as the road there would be easier than on the river where it drifted. That is where sleigh bells were necessary. The drivers sometimes would hear each other and would pull off the road at the next turn out. In Montreal one went to the Inspector of Potash who graded the

barrels and you sold it at the price of that grade. Now you had some cash and a list of things to purchase. The purchases might be a plough, an axe head or two, a kettle, some iron pots, knives, forks, and spoons, salt, sugar, cloth, needles, thread, a saw, scythe blades, a grain cradle. You name it and, if your money ran out and you were from Lochaber, your name was good and you could pay the balance next winter. If your sugar was from Redpath Mill it would be in the shape of a cone, very hard, and if it was struck it would glow in the dark.

There were no settlers in Lochaber when Samuel de Champlain made his voyage of discovery or when Alexander MacKenzie went down the river named after him to the Arctic Ocean in 1789 or to the Pacific in 1793. But Lochaber settlers could have seen others pass - Simon Fraser, William McGillivray, Simon McGillivray, Miles McDonald. Captain George Black R.N passed up the Ottawa on his way to the Arctic in 1833 and returned in 1835. Captain John Franklin, after spending two full years in the Arctic came down the Ottawa River by canoe from the west in August 1827. And the greatest of them all David Thompson - fur trader, surveyor, and map maker - came down the Ottawa. He had mapped the trade routes from Hudson's Bay and from Fort William through the prairies. His last work was on the Columbia River in 1811. He retired from the Hudson Bay Co. in 1812 and came down the Ottawa for the first time. He later settled in Williamstown U.C. where he continued surveying as a living till his death in 1859. They could also have seen George Simpson, Governor of the Hudson Bay Co., and John G. McTavish, chief factor, as they were frequent travellers.

George Simpson had married in London in the winter of 1830 and John McTavish had married an Edinburgh lass the same winter. In the summer they started west on a tour of inspection with their new brides in two canoes, fifteen hands in each. One night they camped at the mouth of the Lievre. The next morning they paddled sixteen miles to Bytown and called on Colonel By's family where they were invited for breakfast.

As time went on the rafts of timber were more numerous and larger up to 100 cribs. A crib was made by placing two side logs about 25 feet apart, several crown pieces connected them by pegs driven into holes in the crown pieces and the side logs. Timbers were placed under the crown pieces where they stayed by friction. Cribs were made into a raft by joining them by cap

pieces, a plank with holes drilled in each end that fitted into pegs on the crib. Tiberious Wright had made the first slide in 1829. Smart thinking! Thus made, before a timber slide, the raft could be snubbed to shore, the cribs taken out one by one, passed down the slide, and assembled as before. A raft would have 2000 to 2400 timber. There would be oar locks, long heavy oars, a cook fire in a sand box covered by a rude roof, a shelter for the men to sleep, and sails. On the crown pieces would be secured pine timber in the round fit for masts and spars and oak fit for ship building. These were secured with withes which were willow saplings about $\frac{1}{2}$ inch in diameter twisted till they became as flexible as a rope. They carried spare withes, pike poles, and an anchor of sorts. The oars were 25 to 30 feet long, two men to an oar. Oars were used for steering and for getting the raft through slack water as the Lake of Two Mountains.

Hugh Gray in Letters from Canada (1806, 1807, 1808) writes of white pine masts brought down to Quebec on these rafts 120 feet in length and about 4 feet in diameter. The oak was good and came squared or in plank. There was also split ash in short lengths for barrel making. He observed that there was no crooked oak in Canada to make knees for ship building.

In addition to the canoes carrying furs for the Hudson Bay Co. and the individual fur traders were trappers who brought their own catch down to the trading posts.

One such Hudson Bay post was at the Lake of Two Mountains now Oka where John MacLean began his apprenticeship. He came from Dervaig on the Island of Mull and arrived at the post in early May. There he found the village in two parts, one Iroquois, the other Algonquin, one R.C. and the other Protestant. There was not much come and go except on rare occasions.

Beginning in May for a period of six weeks or so Indian trappers returned with their furs. Watch was kept night and day to welcome them ahead of the rival traders, but sometimes despite welcome and presents the rivals won out. MacLean worked twelve years in the Ottawa Valley and then was sent to New Caledonia (now British Columbia) in 1833. There was much competition between the H.B.C. and the free traders. They kept watch on each other and followed each other about. The Indians were very fickle in trading. In 1838 MacLean was sent to Fort Chimo on Ungava Bay to work up trade between there and Hamilton Inlet. On his second trip in 1839 he discovered the mighty

falls now named Churchill Falls.

A very good view of all this activity would be had by the Colin Sinclair family. They kept an inn on the bank of the Ottawa on about Lot 23. (There is no exact record but an inn had been there at one time.) It would be a place where travellers passed winter and summer. The Sinclairs were not native of Quebec but had lived in Quebec 30 years - a family of eight. They grew 120 bushels of potatoes, owned 13 cattle, 3 horses, and 3 hogs. They rented their land. A Colin Sinclair had Letters Patent for Lot 12 Range 8 in 1840. The same family? It may be that they decided to run an inn as a better deal. (There is a Marion Sinclair in the 1861 census.)

EARLY LOCHABER BAY

Written by Miss Dorothy Lamb and given by her at a meeting of the Women's Institute.

"What a contrast! Lochaber of 1937 with its good roads, highway and railway, schools, good homes and barns, to the Lochaber of 1828, when the first settlers arrived. The unbroken forests of cedar, pine and hardwoods. A favourite hunting and fishing ground for the Indians, of whom many of their once implements have been recently unearthed."

THE CAMPBELLS

The Campbells, Neil, James, and Donald Campbell and their families arrived in Lochaber from Argyleshire, Scotland in 1828, after a voyage of 13 weeks in a sailing vessel. Neil Campbell settled on Lot 22, on the farm now occupied by Mr. R. H. Cresswell, leaving one son, Archie, in Scotland, who came out four years later with the MacCallums, at the age of 12 years, and of course, could only speak the Gaelic.

James Campbell settled on Lot 21, Range 2. His son, John Campbell was the first white child born in Lochaber. Donald also settled on Lot 21 Range 2.

THE McLEAN FAMILY HISTORY

Donald McLean, born in Scotland in 1786
Janet McCallum born in Scotland in 1791
Married at Bunessan, Scotland in 1807

For twenty-two years Donald and Janet McLean lived at Mull, Scotland, opposite the Island of Iona. Here nine of their children were born, Neil (born before his mother was seventeen). John, Allan, Hector, Janet called Jessie, Marion known as Sally, Flora, Alexander and Mary.

In 1829 they left Greenock and emigrated to Canada with seven of their children, Hector, aged nine, and Flora, three, being left behind. After a three month voyage in a sailing boat they finally located at Lochaber, Province of Quebec, Canada. Two more children, Hugh and Donald, were born to them after they settled in Canada.

The family was the second to settle at Lochaber, the first being

Mr. Neil Campbell, a brother-in-law, who had brought his family to Canada some yearsbefore. The two farms were about a mile apart.

Three years later, in 1832, the McCallums came to Canada and brought Hector and Flora with them.

The McCallum family consisted of Mr. and Mrs. McCallum, father and mother of Janet McCallum McLean, three sons, John, Duncan and Malcolm. The oldest daughter, Janet, had married Donald McLean and another daughter, Catharine, had married Neil Campbell. Two other daughters, Mary and Flora, had been drowned at sea several years before and the youngest daughter, Betsy, remained in Scotland having married Mr.McArthur of Iona.

GRANDMOTHER McLEAN'S STORY AS SHE TOLD IT

I was the eldest of a large family of children and was married when I was sixteen. Though my new home was only two miles from the old one, I was often lonely and longed for the children left in the old home. Whenever "Himself" went fishing for the day, as he often did, fish being one of our main articles of food, I put away my role of a dignified married woman and ran to my old home to play with the children and to be one of the family again, always getting back before "Himself" came home.

One day he returned earlier than usual and I had not yet come home. On my return he said that he could see I was not happy with him and he would just go over to my old home and make arrangements for them to take me back home, and he would take part of the fish he had caught that day as a sort of peace offering. To be sent back home was an awful disgrace in those days and I did love him so dearly but to tell him so or to plead in any way was an unheard of thing so I kept silent and when he went out taking the fish with him, I just watched to see whether he took the long or short road. He took the short road of course, and then I took to my heels and ran all the way over the long road, got there first and got into the lean-to, a sort of addition to every home, climbed up where there was a little opening where I could see and hear all that went on where the family was. Soon the knock came that announced "Himself".

He came in and they talked over everything. Said he had been out fishing and had brought some of the catch with him. I waited breathlessly for the awful words, but they never came. In course of time he said he would be getting home. They urged him to remain saying the evening was young yet, but he replied, 'No. I must be going for the one who is at home alone will be finding the time long.' Oh, how happy I was and how my heart beat as I ran all the way home, this time taking the short road! When "Himself" got back I was sitting there quietly knitting a sock like a dignified married woman.

STORY AS TOLD BY AUNT MARY McLEAN CURRIE

When Allan and Hector were students at Montreal Baptist College the students always preached somewhere on Sunday. Father had managed to get one beautiful black broadcloth suit. Whichever boy preached on Sunday wore the suit (both of the boys were about the same size so the suit fit both). There were no roads in those days, only bridle paths through the woods, so they made the trips between Montreal and Lochaber by walking a distance of about one hundred miles. They brought the cherished suit home with them. Janet (or Jessie), who had already been mentioned as being pretty and an expert needle-woman, carefully cut patterns off it then put it together again in such a

beautiful way, stitch by stitch as it had been, that it never showed in any way that it had been ripped.

From the patterns cut Jessie made many suits for ministers and poor ambitious young men. She, of course, never received any remuneration whatever. Such a thing was never thought of. It was all a service of love on Jessie's part and fitted in well with many kindnesses that were continually coming from the McLeans.

All this, of course,was long before the days of sewing machines.

THE LAMBS

James Lamb and his wife, Elizabeth McFarlane and their seven children arrived in Lochaber June 1831, from Thorngill (near Stirling) Scotland after a passage of 9 weeks, which was considered a fast voyage in sailing vessels.

Landing at Montreal, James Lamb loaded his family on Saturday in canoes or boats and sent them on ahead up the St. Lawrence, intending to settle in Upper Canada. He remained in Montreal over Sunday to attend service in one of the churches. After service he asked the minister, Rev. Mr.Gilmor, his advice as to a good location to settle. He advised him to settle in Clarence. On Monday he started on foot along the shores of the St. Lawrence and caught up to his family at Prescott, where they turned the canoes back down the river to Lachine in order to come up the Ottawa. He and his eldest son, John, procured Indians who guided them to what was afterwards called Bytown. Then down the river to Rockland where he met Mr. Neil Campbell who sold him the farm we are still living on. This was 106 years ago.

HUGH McDERMIDS - WILLIAM STOUT

William Stout and family came to Canada in 1831 from Inverness, Scotland. They had land leased from the Duke of Argyll, and they had to leave him all their belongings to get 10 Pounds in money. They were allowed to take at the rate of one pound per day of luggage which amounted to 365 pounds. Among these was a small grinder for oats and for every 10 bushels of fine screenings threshed, they got one. The second year they managed to get white flour for Christmas. They belonged to the Clan of Crawford and were the third settlers here, and were the first known as squatters. They paid at the rate of 60 cents per acre. This payment being made at the county seat of Aylmer, Que. The McDermid property is the old original Stout property on which they first settled.

Hugh McDermid and family came to Canada later from the Isle of Lymne, Scotland. Their language strictly Gaelic. They got work at McKay's flour mill, New Edinborough, and worked for ten pounds per year. The McKays sent them to Quebec with a raft of square timber and they were not to receive any money until properly delivered at its destination. (10 Pounds yearly - $48.75)

With their money they decided to get a potash outfit, as it seemed to be the only work to bring ready cash. It took two of the boys' wages to get one kettle and the other got the leaches, which were hewn out of pine timber. Elm was the wood they used and it took about 600 bushels of ashes to make a barrel of potash which they hauled to Quebec. One of the boys, Duncan McDermid, was educated in English and taught school for $5.00 per month, and boarded a week with each family. Hugh McDermid was appointed elder in the Buckingham church in 1835.

MacLACHLANS

The MacLachlans came from Greenock (formerly Ross Mull) Scotland.

Mr. John MacLachlan, Sr. father of Robert MacLachlan, settled on the Evan's farm. Robert, his son a ship blacksmith, and his wife Mary McDonald settled on the farm now owned by Mr. Nesbitt, two of their family being born in Scotland, John and Sarah - (Mrs. Graham).

The MacLachlans and MacEacherns spent 4 years in Bredalbane before coming to Lochaber to live.

Duncan MacEachern and his wife Marion McDonald (sister of Mrs. Robert MacLachlan) settled on the farm where they still live.

The McQueens settled on the farm which is now owned by Mrs. A. P. MacLachlan. Mrs. McQueen was Sarah MacLachlan. Mary MacLachlan married James McArthur, and was the first interred in the present Scotch Cemetery in Lochaber Bay.

McINNIS AND McMILLAN FAMILIES

The McInnis and McMillan families came from Scotland together in 1842 and landed in Quebec after a six week voyage. Here they were advised by the Indians regarding the canoes, portages, etc.

They arrived in Lochaber and the McInnis family settled on the farm where their granddaughter, Mrs. W. J. Smith, now resides. James McMillan settled on the farm that John T. Angus and family now live, and Findlay McMillan settled on the farm where his daughter the late Mrs. Hugh McNeil, whom we all knew and loved so well - lived until the time when she passed on in January, 1928.

THE CAMERONS

The Cameron family arrived in Lochaber on the 24th day of May 1849, from Glasgow, Scotland. Two children came with them, Dougal and Flora. They lived two years at Lochaber on the MacLachlan homestead.

Grandfather Cameron was a piper and at the time of King Edward VII's visit to Canada while he was yet Prince of Wales, he played the pipes at the Prince's arrival at Montreal.

Little by little small clearings appeared in the forests usually on the higher land because of better drainage, the oxen drawing the home made harrows, made with wood or iron pins inserted in the wood. Among the stumps, small patches of grain were sowed and very carefully garnered by sickle, and later by cradle, and bound by hand. Potash, the only means of procuring cash, was made by the laborious method of cutting and piling hardwood logs, then dry burning them, and gathering up the ashes, and putting them in covered bins till they were ready to leach them. The leaches were made out of hollowed logs placed in horizontal positions one higher and the other a little lower so that when the water was poured on the ashes the lye could escape dripping down into the troughs. The lye then was placed in large potash kettles to be boiled down to a powder which was placed in strong barrels to the amount of 500 lbs. In the winter the settlers loaded two barrels on their single one horse jumper and started to Montreal, a distance of nearly 100 miles to dispose of their product for which they received $40 to $50 per barrel. During the winter hundreds of one horse jumpers would be employed hauling supplies to Bytown, Perth, and up the Rideau to Kingston which was then a military post. The settlers situated along the river were more fortunate in keeping stopping places and more readily disposed of their farm produce for cash.

The cutting of square timber and going to Quebec with the rafts was a break in the monotony of their lives. It was while going down with one of the rafts that James Campbell, brother of Archie Campbell, lost his life. He was swept off the raft at the beginning of the rapids, but swam nearly 4 miles after the raft. Some of the men on the raft threw a long heavy oar for him to cling to when it struck his head, causing him to sink. During the winter of 1829 - Hamiltons of Hawkesbury cut timber along the edge of the Bay and a portion of an oak log they cut can still be seen between Lot 22B and 23A. The first cemetery was on the hill near the Bay between Lot 22A and 22B.

The first church services were held at Clarence Point by Rev. John Edwards, and on Sunday morning the river would be dotted with the canoes of settlers going there to worship and at Clarence the first church which still stands was built. Most of the first settlers in Clarence were English and Irish and when an invitation came to Lochaber, asking for help to erect a church, a meeting was called and the request considered. Neil McLean, son of Donald McLean, Sr., said: "Us wass no going whateffer (meaning himself) twas nothing but Heeland this and Heeland that us hears when us goes there whateffer".

The first school house built in Lochaber was on the Bay hill about 300 feet east of Mr. R. H. Creswell's home. The first schoolmaster was Duncan McDermid, a very fine old gentleman who was a very strict disciplinarian and did not believe in sparing the rod when it was justly needed. One day the school children all went in a body to see where the wolves had driven one of Campbell's cows into the deep mud and killed her. Betsy Campbell got caught in a bear trap. The children were not strong enough to release her so hurried off for help to Campbell's who went with bars and released her. Betsy carried the scars as long as she lived. Mr.McDermid and James Lamb Sr. often walked as far as Papineauville and Silver Creek where they had a Sunday School and held services every Sunday.

Some of the settlers decided that they needed a large canoe to go to the grist mill and church, so they felled a very large pine tree south of John McEachern's knoll of which they hollowed out a canoe 30 feet long. Then the question was, how were they going to get it to the bay. However, a road was cut through the dense forest to the bay, and a number of oxen were hitched to it and it finally reached the water's edge.

A number of the settlers decided to go down to the Snye to the grist mill, so they loaded their wheat and off they went, arriving at the mill at Hawkesbury conscious of a few more muscles than they knew existed. The idea of paddling the canoe upstream did not appeal to them, so they interviewed the captain of the first boat on the river. (The Phoenix) The captain stated his price to tow the canoe to Whitcombe's wharf, a short distance east of Thurso. He wished them to have their canoe tied to the rear of the boat very early as he would sail at daybreak, but in the morning when the captain spied the canoe, he stated, "I bargained to tow a canoe, not a barge".

The Presbyterian church was erected in Lochaber in 1871.

The cloth for clothing was spun and woven in the homes, also the flax was beaten and spun for sheets and various uses. The women had spinning and carding bees, also teasing wool, all speaking the Gaelic. Shoemakers went from house to house making shoes for the families, and very often, were long in coming. McKinnon and Campbell were the two first shoemakers. John Campbell, son of James Campbell, was the first mail carrier from Grenville to Ottawa. Other pioneers were the McArthurs, also the Lamonts and Beatons.

Nat Angus told me that his grandfather, Thomas Angus, having sold his farm at Hog's Back in Nepean, bought Lot 25 Range 2 in Lochaber some time in the late 1850's. As there was a barn on the place they made the hay. It was his father John Angus' job to haul the hay to Ottawa the next winter. This he did by crossing the Ottawa at Cumberland, missing the mouths of the Lièvre and Gatineau rivers. He was then about eighteen years old.

Some figures from the 1861 Census shows

Thomas Angus	Lot 25 Range 2 -	60 acres cleared,	140 wild -	Cash Value $2000
James Currie	Lot 26 Range 2 -	no land cleared		Cash Value $ 800
John McGillivray	Lot 1 Range 6 -	45 acres cleared,	155 wild	
" "	½ Lot 3 Range 6 -	15 acres cleared,	85 wild	
Don "	½ Lot 3 Range 6 -	24 acres cleared,	76 wild	
" "	½ Lot 7 Range 7 -	12 acres cleared,	88 wild	
Robert MacLachlan	Lot 25 Range 3 -	80 acres cleared,	20 wild	
Malcolm MacLachlan	Lot 27 Range 2 -	20 acres cleared,	120 wild	
Peter MacLachlan	Lot 27 Range 3 -	20 acres cleared,	180 wild	
John MacLachlan	Lot 25 Range 3 -	70 acres cleared,	30 wild	
James Carson	Lot 2 Range 4 -		60 wild	
Creswell	Lot 3 Range 6 -	7 acres cleared,	43 wild	
D. McInnes	Lot 21 Range 3 -	50 acres cleared,	50 wild	
Finlay McMillan	Lot 22 Range 3 -	20 acres cleared,	30 wild	
Campbell	Lot 23 Range 4 -	20 acres cleared,	80 wild	
Alex McEachern	Lot 22 Range 4 -	20 acres cleared,	80 wild	
James McMillan	Lot 23 Range 4 -	30 acres cleared,	70 wild	

Rory MacLachlan told me the following story.
Finlay McMillan and his wife, a McInnes, lived on the north ½ of Lot 22 R.3 in a log house. A log house in winter had to have a constant good fire as the heat went right out through the roof. The fire was banked at bed time and in the morning the coals were uncovered and a fire built up. This was a chilly job

as it was almost as cold as outside. Finlay and his wife were both young and husky and would try to push each other out of bed - the loser had to build up the fire. Mrs. McMillan lost more than she won. One morning she dressed and, instead of firing up, she went over to her parents' house and visited till smoke came out of the chimney, then she returned home. No doubt some other arrangement was made about starting the fire.

John Stout Sr.	½	Lot	20	Range	4	50	cleared	50	wild
John Stout Jr.	½	"	20	"	4	10	"	90	"
Wm Cavan	½	"	12	"	4	25	"	25	"
D. McEachern	½	"	24	"	3	40	"	60	"
John McEachern	½	"	24	"	3	20	"	80	"
Duncan McCallum	½	"	23	"	3	55	"	45	"
John McCallum	½	"	21	"	3	30	"	70	"
Malcolm McCallum	½	"	23	"	3	40	"	60	"
James Lamb		"	22	"	2 & 3	65	"	135	"
Wm. Summers		"	25	"	1	30	"	70	"
Neil Campbell		"	22	"	2	65	"	35	"
Jas. King		"	27	"	1	30	"	170	"
John Dunnigan	S½	"	28	"	7	12	"	88	"
Hugh McDermid	½	"	26	"	5	40	"	60	"
John McDermid	½	"	25	"	5	30	"	70	"
Peter McDermid	½	"	26	"	5	30	"	70	"
Pat Maloney		"	22	"	6	45	"	155	"
Martin Lavell	½	"	21	"	7	20	"	80	"
James McPhail	½	"	27	"	10	20	"	80	"
Thomas McCoy	½	"	28	"	10	40	"	60	"
Thomas Burk		"	23	"	8	55	"	145	"
Michel Docherty	½	"	26	"	9	30	"	70	"
John Dent		"	7	"	10	25	"	175	"
Michel McLindin		"	25	"	9	30	"	170	"

This is a sample of the progress made by some of the settlers to 1861. Some cleared more than others, in most cases because they had arrived earlier. Nearly all were similar to the Highland Veteran of the 42nd interviewed by

Patrick Campbell some years before. He had cleared about ten acres on his lot and had harvested bushelsof wheat, oats, potatoes, turnips, and numerous other items. Campbell asked him, "What assistance did you have in the gaining of all this?" His answer, "An axe, a hoe, and the help my wife could give me."

The settlers could sell logs cut on their land to the saw mills, also have logs sawn into lumber for building frame houses and farm buildings for their own use. Most farmers had land not under cultivation in bush for the sale of logs, for their own lumber and for wood for heating. This they conserved wisely, counting it as money in the bank.

When Fletcher MacEachern's barn and stable were burned down in 1926, he had such a bush. Neighbours gathered, logs were cut,some taken to the saw mill, others for the frame were hauled to the site where Peter Dupuis squared them with a broad axe and made the frame. All buildings, including a horse stable, were closed in before the snow fell. As the feed for his cattle and horses had been consumed in the fire his essential stock was wintered by his neighbours. Such action taken in farming areas turned disaster into survival.

On a summer day about this time Indian Ben Campbell and another Lochaber man were walking up from Thurso. The road lay along the brow of the bay hill. At the foot of the hill they spied a mother bear and two cubs. Indian Ben, so called because he had lived many years among the Indians, said to his companion, "Let us go and take the cubs away from the she bear". The honour being refused, Ben went down alone and brought back one cub for his companion to hold while he went back for the second one. When he came back the first one had gotten away. He kept the mother bear at bay by shouting at her. It would seem to be another lost art.

On the farm a good source of cashincome was the sale of timothy hay and oats to the lumber camps to feed the horses. Also pork and beef was sold to the cookery but no chicken.

There was also work to be had in the lumber camps in square timber and logging. Before a farm yielded enough to sustain the family, young men married or single welcomed a chance to gain some cash. They were housed in cambuse shanties made of log walls, the roof made of hollowed half logs fitted over each other, topped off by a log smoke stack for the open fire in a sand box on the floor below.

Malcolm MacLachlan and his neighbour Patrick McNamara worked in such

shanties. Malcolm MacLachlan scored the log and Patrick McNamara was the broad axe man, a very precise trade.

A scorer cut notches in the log to the required depth and split off the slabs between. I have been told by a disinterested party that when Malcolm MacLachlan had finished scoring a log there were no marks left after it was squared and also that he could sink a heavy scoring axe up to the eye in a log.

The broad axe men came next. Theirs was a heavy axe and every stroke had to be "hewn to the line". When the timber was finished it was square, straight, and smooth.

The only remark about the board in camp was, "If you wanted tea you brought your own tea leaves with you".

To reach the camp the men walked in or went up the rivers and lakes by canoe or boat.

C E N S U S 1 8 6 1

Gore of Lochaber
Saw mill and grist mill Who?
3000 logs
3500 square timber, white pine

Hired men Lochaber, The Gore, Lochiel, Grenville, Ripon, St. Andrews, etc.

Lochaber Cameron and Edwards
John A. Cameron Lumberman Age 40 Born U.C.
Mill water power
6,500,000 inch pine valued at $45,000.00

Lochaber Samuel Steven Miller 3 sets stones

Milled	8000	bushels	wheat	valued $10,000.00
	7000	"	oats	" 3,000.00
	2000	"	other grains	" 2,000.00

Employed 2 men Average Cost per month $50.00

In 1865 W. C. Edwards moved his saw mill and lumber yard to Rockland. This gave him access to limits up stream and a holding pond at Lafontaine Bay. Until a church or churches were built in Rockland he took people by boat to Thurso.

He built the under water part of his wharves of logs he obtained from John MacLachlan on his land on the Ridge. This was called white wood. It was of no use for lumber as it would split and crack, but it would not rot under water. In payment several loads of pine buttings, etc., were piled around a pine tree to dry. This was done every year for as long as John MacLachlan would live.

There was a so called dry dock on the Ridge where boats and tugs could be hauled on land to be repaired, etc.

We now return briefly to the River Ottawa.

In early 1858 Queen Victoria chose Ottawa as the capital of what was later to become the capital of all Canada from sea to sea. Designs for the departmental buildings were chosen and the digging of foundations began late in the fall of 1859.

In September 1865 the buildings, though not finished, were fit to be occupied and Parliament then at Quebec City was so notified. The Parliament came to an end the 18th of September. Craig and Vallière of Quebec City won the contract for moving the furniture, etc. of the government. The amount of the contract was $15,800.

The contractors used steamers and barges, the first away September 29th. Others followed and all was up the Ottawa before the end of November.

The packing finished, the government employees began to pack up their furniture and effects for their own moves. For the married it was an era of large families, so this was not a light task. Not all moved, as a few stayed in Quebec City. About 350 public servants made Ottawa their new home. With dependents about 1500 new citizens gave quite a boost to Ottawa's population of 15,000. Some came by way of the Ottawa River; others by railway by way of Point Levis, Montreal, Prescott, and to the Depot near Sussex Street, Ottawa.

It was indeed a rare thing to see the furniture and fixtures of your government passing by your very door, including also the books of the Parliamentary Library in a thousand or more cases. All this was accomplished in a little under two months.

Up to the time of the opening of the railway through Lochaber the river or the winter road carried all the people going from place to place and all the freight in and out.

My great grandfather, Robert MacLachlan, who was a blacksmith as well

as a farmer, would from time to time go to Montreal for the supplies of his trade. One summer day while walking down a wharf he was hailed from one of the ships. It was his brother Sandy, a ship's carpenter just in port. It was just a chance meeting, very rare in those days, and it warmed their hearts to have news of family and friends.

Bertha McDermid Smith said that her father Thomas told her that they would go to Ottawa for their staples on the full moon in October. They would leave Ottawa at 6 p.m., never lift a paddle, and be at the Thurso wharf at 9 in the morning.

Not so fortunate was the Lochaber man who came down one fall night with a barrel of flour. The water in the bay had fallen so much that it would not float his boat. What to do? If he left the flour and went to get a cart a bear might come along and smash the barrel. So he beached his boat and carried the flour home on his back around the end of the bay.

At the time of the Fenian Raids (about 1866), Hugh MacCallum as a young man volunteered and played his part in defeating the raiders. He told me that they trained all winter and were armed with muzzle loaders. In his old age he was still able to go through the many movements of loading the musket. In the spring they were issued more modern arms and moved to the border opposite where the Fenians were concentrating.

His description of the engagement was, "They crossed the Line. We made one charge. They crossed back across the Line". Very brief and covered all the essentials. As important a battle, none the less, as many another. Hugh MacCallum had a broken leg out of it. This was the first call to arms since the settlement of Lochaber. Unfortunately not the last.

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One very interesting character was Julie Ross who lived in a small log house on Lot 28A Range 3. She planted an orchard there - hislops, transcendent crabs, etc. Some of her neighbours laughed at her for washing the trunks of her young trees with strong home made soap, but she was ahead of her time in preventing fungus disease and blights.

Julie was a great talker and once told of a man from Lochaber who had died suddenly in the city. "At the autopsy", she stated, "they found out what was wrong with him. He had no conscience."

Julie, a French Canadian, had "The Sight", a phenomen sometimes found among Scottish people. On her death bed in late 1800's she saw silver vehicles with people in them flying in the sky.

The census of 1861
shows the population of Lochaber as 2099

The census of 1871

shows the population of Lochaber as	1776	296 families
including St. Malachie	513	75 families
	2289	371 families

The census of 1881

Lochaber East	815	125 families
Lochaber West	1036	192
Lochaber Gore	451	71
St. Malachie	463	72
	2765	460

Returns of the Forest 1871

These returns are taken A Division, East Division and St. Malachie and consolidated

Square Timber	White Pine	112,920 cu. ft.
	Oak	50
	Tamarac	800
Other square or sided timber		11,000
Standard Pine logs		28,621
Spruce and others		1,370
Spars and Masts		124
Fire Wood cords		2,354 cords

Saw Mill	James Taylor
Saw Mill - water power	Cameron and Edwards
Box Mill - steam	" " "
Grist, flour, and oat mill - water power	" " "
Carding Mill - water power	" " "

There are also makers of boots and shoes, a tinsmith, a tannery, and other tradesmen.

1871 Returns of the Farms

Horses 3 years and over	466	
Colts and fillies	154	
Working oxen	44	
Milk cows	926	
Other horned cattle	736	
Sheep	2,567	
Swine	656	
Bee Hives	89	
Cattle sold for slaughter	261	
Sheep " " "	965	
Swine " " "	494	
Butter made	56,436	lbs.
Cheese (home made)	2,901	"
Honey	959	"
Wool	6,388	"
Home made cloth and flannel	7,148	yds.
Muskrats	79	
Mink	18	
Otter	1	
Acres occupied	29,621	
Acres improved	10,678	
Acres pasture	2,808	
Acres gardens and orchards	62½	
Wheat	2,508	bushels
Fall wheat	61	"
Barley	44	"
Oats	32,481	"
Rye	3	"
Peas	2,386	"
Buckwheat	1,500	"
Beans	191	"
Corn	682	"
Potatoes	29,980	"
Turnips	3,669	"
Other root crops	96	"
Hay	2,978	tons
Clover seed	91	bushels
Flax and hemp	22	lbs.
Hops	29	"
Tobacco	471	"
Grapes	28	bushels
Apples	113	"
Other	62	"
Maple sugar	495	lbs.

Hops were used in making bread.

CENSUS 1871 LOCHABER

H 95 E Ottawa Co.

Return of the Forest

Square timber white pine	102,120 cu.ft.
" " red "	nil
" " Oak	50 " "
all other square or sided timber	11,000 " "
Standard Pine Logs	26,406 " "
Spruce and other	1,300 " "
Spars and masts	54

Tinsmith		James Gray
Boots and Shoes		John McDougall
Saw mill		James Taylor
Tannery		Matthew McPhail
Saw mill	water power	Cameron and Edwards
Box mill	steam "	" " "
Grist, Flour & Oatmeal	water power	" " "
Carding mill	" "	" " "

F A R M

Horses 3 years and over	272
Colts & Fillies	81
Working Oxen	30
Milk Cows	484
Other horned cattle	384
Sheep	1153
Swine	341
Bee Hives	54
Cattle sold for slaughter	144
Sheep sold for slaughter	417
Swine sold for slaughter	259

Butter made	26,273 lbs.
Cheese (Home made)	2,557 lbs.
Honey	707 lbs.
Wool	3,211 lbs.
Home Made Cloth and Flannel	3,553 yards

Muskrats	43	Mink	1	Otter	1

Acres Occupied	16,303¼
Acres Improved	5,451
Acres Pasture	1,306
Acres Garden & Orchard	19½

1871 Return of the Living

As in 1871 the population of Lochaber was 2,289 in over 370 families no attempt will be made to list as much as all family names.

The older settlers in part and some others were:-

Donald MacLean	now 83	and his wife Jane 70
John MacCallum	70	and his wife Elizabeth 58
Duncan MacCallum	68	" " " Flora 55
Alexander MacEachern	50	" " " Ann 54
John Campbell	94	lives with Alexander Campbell
Samuel Graham	46	and his wife Sarah 45
Donald Campbell	72	a widower Range 3 Lot 21
Jacob Ross	46	and his wife Julia 31 R3 L28
James Lamb	40	" " " Sarah 36
Andrew Angus	38	widower on East ½ R2 L25
Neil Campbell		died in 1862 aged 67

Robert Waterston and his wife Christena are on W ½ L25 R2

There is some confusion here as Margaret Summers, now a widow, is shown on Lot 29 Range 1. There being no such lot she must still be on Lot 28.

and	Antoine Bédard		and his wife on Part L27 R1
	David Bédard		and his wife on Part L27 R1
	Joseph Bédard		and his wife on Part L27 R1
	Michael McNamara		on W ½ L28 R2
	Patrick McNamara		and his wife E ½ L28 R2
	Frances McNamara	age 54	on Lot 20 Range 6 185 acres
	Grace McDermid	age 54	widow Lot 24 Range 5 100 acres
	Her son Hugh is 21		
	Hugh McDermid	age 40	L24 R5 100 acres
	John McDermid	age 61	L25 R5 100 acres
	Thomas Maloney	age 40	L23 R6 150 acres
	Robert MacLachlan	age 71	and his wife Mary 73 are on the

homestead with their youngest daughter Jessie who later married James MacCallum. Their youngest son Robert is the farmer. With the exception of their daughter Mary McArthur who died in 1859 and their daughter Annie (Mrs. Andrew Angus) who died in 1868 all their children live on farms in Lochaber.

Caleb Pierce, now 16 who was with Neil Campbell's family in 1861 and said born in C.W. now is shown born in U.S. and listed as a negro, is with Archibald Campbell's family. In 1881 he is listed as a farmer.

There were several McGillvray families also Carson, Cavan, McInnes, McMillan, Stout, Dent, Cameron, Thompson, McCoy, McHale, Beaton, Creswell, and more.

John H. Campbell Born L.C. age 45 Mail Contractor

Directly after the Return of the Living comes Schedule 2 Return of the Dead. In the past 12 months an astonishing number died, 20 in all. Some entries hard to read.

Malcolm McCallum	60	cause unknown
John McLean	85	-
William Thompson	34	brain haemorrhage
1 adult		fever
1 adult		fractured skull
10 children	1 month to 4 years old	whooping cough or fever
1 child	cause unknown on day of birth	
2 children	consumption	
1 child	burned to death	
(could not read one entry)		

A doctor has arrived Cooke, S. P. Age 23 M.D. Born in Ireland a welcome addition to Lochaber.

In Lochaber, as in all parts of Canada, in the early days before the introduction of the sickle bar, mowing machine, horse rake, etc., the work of clearing land, making hay, sawing, and harvesting was done by hand labour. So all persons, men and women, not otherwise occupied, could readily find work especially in the busy seasons. In some parts of the country women and girls were employed as axe-men felling trees to clear land. Many of these were as good axe-men as their brothers. Samuel Thompson in "Reminiscences of a Canadian Pioneer" writes of one such girl chopper who was killed by a "barber's chair" in the early 1830's.

Haying and harvest were the busiest times on account of the time factor. One summer in the late 1870's my grandfather, Malcolm MacLachlan, was fortunate to have two such persons working in his fields. Both were nearly 60 years of age. They were Louis St. Louis and Anna McArthur, a spinster who was the mainstay of her family at that time. They were mowing away in the hot July sun. St. Louis was wearing a homespun shirt with tails almost to his knees and homespun pants. This combination he found uncomfortably hot, so forgetting the presence of a lady, removed the pants andhung them on the fence. He resumed mowing, much refreshed. The lady, stopping to whet her scythe, glanced back and promptly began to mow again at a quicker pace to distance herself from him. St. Louis, seeing her pulling ahead, vowed that no one was going to outmow him so stepped up his pace. They were going round and round the field at a furious pace when my grandfather came along and got things settled down, and the pants back on Mr. St. Louis, before he would have two heat stroke victims on his hands.

St. Louis was an immigrant from some European country and his correct name, when D. W. MacLachlan made a survey and print of Lochaber Bay Cemetery in 1913, was entered as Louis Sellaray. He settled in Lochaber on a part of a McMillan farm. He built a small house; a bachelor or a widower he supported himself by day labour. He taught himself to read English and on a summer evening could be seen sitting outside his door reading his Bible. He was one of many such people in all parts of the country who did their part in making the country what it is.

As to making hay in those days. The hay did not fall flat where it stood, as with a sickle bar, but was carried by the heel of the scythe and left in a swath. Depending on the thickness of the hay and the moisture in it, sometimes

it had to be turned to dry. It was then raked into windrows across the field. This was done with a light wooden rake. The rake was 30 inches wide, set with wooden teeth about 3½ inches long rounded at the tips and about 2½ inches apart. The handle was 6 feet or more long with a slight bow so the hay could be rolled under it. Two or more stiff wires ran from the back of the rake on one side through the handle to the other side. This braced it all and kept the hay under the rake.

When the hay was cured the next step was to put it into coils. This was done with a hay fork with 3 steel tines. A coil of hay may be said to be built. A neat forkful was placed on the ground a little smaller in diameter than those that followed. More forkfulls were added upward and so placed that the rain would run off rather than into the coil. The top was tapered to shed water. The coils were made in a straight line and far enough apart in the windrow that a waggon could be driven between them.

The hay was put into barns, log barns usually. There was a passageway on the centre through the narrower sides and the hay was forked off the waggon into a mow on either side. The early barns were not so high or large that this could not be done by hand. It was a two man job - one to throw the hay unto the waggon and one to build the load - one to throw it off and one to place it in the mow. Sometimes the passageways had to be filled too and sometimes stacks were made outside.

Any surplus hay (timothy) could be sold to the lumber companies for their horses and other kinds to town people who kept a cow or two for their own use.

Now that the hay crop has been safely put away for the winter we must turn our attention to the grain crops which will soon be ripe and ready to harvest. This was cut by an implement called a cradle somewhat like a scythe with a short handle and an upright open basket arrangement to catch the grain. At the end of each sweep it was dropped more or less as a bundle. The next step was to tie the bundles into a sheaf. A handful of stalks were taken, divided into two, one in each hand. The heads were than meshed tightly, the strand was passed around the bundle, the ends crossed over each other and tucked under and there was the sheaf. Two sheaves were then stood upright leaning slightly against each other and, so with 8 or 10 or more pairs side by side, a stook was made and left to cure and dry in the sun.

My grandfather, George Angus, until he retired in the 1920's would cradle all around a grain field and, if it was to be cut in blocks (as was usual), outline those blocks also. This saved a lot of grain as the bull wheel of the mechanical binder would flatten everything where it passed. This bull wheel took nearly all the weight of the binder to give it traction to drive the sickle bar, the reel, table canvas, elevator canvasses, the pushers which compacted the sheaf, the knotter which put the twine around the sheaf and tied it, and finally the bars which made their circuit and ejected it. But keep a sharp eye behind once in a while for, if the knotter fails or you run out of twine and throw out loose sheaves, the stooker is back on square one for a while.

The grain crops were stored in the barns for threshing in the winter months. The largest plantings were oats for the horses of the lumbermen and wheat for bread.

Peas and beans were piled around stakes to dry and then stored under cover. Corn cobs were dried and stored, the stalks were used for fodder. When the cobs were dry, a corn sheller came into play, or rather work. It was a portable device which could be clamped to the edge of bench or other solid place. The moving part was a round cast iron plate, so cast that there were dull knobs on its face. It was turned by a handle on the back. Cast iron sleeves held the cob to the face. When the handle was turned the knobs knocked the kernels off.

Potatoes and root crops were stored in cellars, or in some cases, root houses. These were dug into a bank or hill with a thick wall in front and a double door. The roof was usually sodded and a ventilator was made. These crops were put in the root house after the weather was cool enough for storage.

In the early years the threshing of cereal crops was done with a flail. This instrument consisted of a longer straight stick for the handle (a small hardwood sapling would do) and a shorter one for the beater. A hole was drilled in one end of each stick and they were joined by rawhide thongs with a couple of inches of play.

An ideal place to thresh would be a hard level barn floor with open doors for wind blowing through to aid the winnowing. The bands on several sheaves would be loosed and a pile made. By bringing the beater down flat on the pile, but not too hard, and stopping now and then to turn the pile, soon the grains were separated from the straw. The straw was put to one side and the process started again.

To winnow, which had to be done from time to time as the grain accumulated, it would be lightly tossed into the air and the chaff and straw would blow away. Then the grain would be put aside for further cleaning.

The method of threshing with a flail was used for peas and beans, but more gently so as not to damage them.

A slow job, but be of good cheer for soon a threshing mill would appear in Lochaber.

THE COMING OF THE RAILROAD

In 1852 a charter was granted to the Montreal and Bytown Railroad and a survey was made. Nothing further was done.

In 1868 a survey was made and a report given to the Montreal Northern Colonization Railway, Montreal to the city of Ottawa. The report was given to them January 19, 1872.

As to the feasibility some of the estimates were:-

The grade out of Montreal was acceptable and from Grenville on practically flat.

The population of the County of Ottawa from the census of

1860 - 61 was 27,757
1870 - 71 was 38,629

An estimate of the lumber cut:-

North Nation Mills	J. A. Cameron and Co.	13,000,000 B.F.
Thurso	Cameron and Edwards	6,000,000 B.F.
Buckingham	LeMoyne and Gibbs	15,000,000 B.F.
Buckingham	James MacLaren & Co.	16,000,000 B.F.
Buckingham	Buckingham Manufacturing Co.	4,000,000 B.F.
Blanche		2,000,000 B.F.
McLaurin Bay	McLaurin and Blackburn	4,000,000 B.F.

Counting in the lumber mills in Hull and Ottawa there was potential freight of lumber between Aylmer and Grenville of over 300,000,000 Board Feet

Length of line from Montreal to Ottawa 120 miles

Total cost $3,600,000

FINANCING

The Province of Quebec would give a grant of 15,000 acres of land per mile of road from Grenville to Ottawa. This land could be developed later and was estimated conservatively to be worth $1,200,000.

As the city of Montreal would benefit from the commerce the road would bring expected grant $1,000,000.

Grants expected Ottawa County and municipalities $500,000.

Total grants expected $2,700,000

Leaving to be raised by bonds $ 900,000

The cost of making the grade was estimated at $12,000 per mile. $600,000 would be paid to the inhabitants in wages in making the grade. The land to be furnished free to the contractor.

The Montreal Northern Colonization Railway Co. was incorporated in 1869 to build from Montreal to St. Jerome. Its charter was subsequently enlarged to enable it to construct a line along the Quebec side of the Ottawa River as far as Aylmer across from Ottawa.

Due to the depression of 1873, in 1875 the Quebec provincial government took over this line as well as the North Shore Railway, completed them and operated them as public works. The North Shore Railway under control of Sir Hugh Allen, the shipowner, was under construction between Montreal and Quebec. The two lines were assimilated and renamed the Quebec, Montreal, Ottawa, and Occidental. By 1882 the government wanted to divest itself of the Q. M. O. & O. while the Canadian Pacific was seeking an entry into Montreal. The western division of the Q. M. O & O. (Montreal to Aylmer and the St. Jerome branch) was purchased by the C. P. R., giving them a Montreal terminal at Hochelaga.

The first train Montreal to Ottawa by the Quebec shore arrived in Ottawa in 1880. It crossed on the Prince of Wales Bridge up river from the Chaudiere Falls to the Broad Street Station.

The eastern division from St. Martin Junction to Quebec City was reorganized as the North Shore St. Lawrence Railway.

Later the North Shore Ottawa was extended to Place Viger Station in 1898 and to stations in the centre of Montreal.

While the Canadian Pacific was in the passenger and freight business it added greatly to the development of Lochaber and to the convenience of travellers on business and pleasure.

The western part of Lochaber was served by a station on Lot 22 Range 2, while the eastern part was convenient to Thurso or Plaisance. A way freight would pick up and deliver heavier items and store them in a section of the station. Light parcels, crates, and perishable goods were handled by a baggage car that was made up with the passenger train. The crates of eggs, cans of cream, etc., were soon at their destination. Many crates of elderly hens went to market, sometimes supplying an egg or so on the way.

At certain seasons drovers would travel to the farms buying cattle, etc., for the city markets. When they had the number they needed, the animals

would be driven at a certain time to a corral at the station. A box car would be located on the siding at the loading ramp of the corral. In would go the cattle, not always willingly. It all seemed so strange to them.

When cheese was shipped to Montreal it was delivered to the station by the patrons of their factory on a certain day. John McNamara who was a farmer and salesman would follow and sell for the several factories he represented.

Freight cars would at certain times be spotted on the siding for the loading and unloading of items which took longer to handle such as grain, etc.

The passenger service was very good - two trains to Ottawa a day and two to Montreal. One could go to either place and return the same day in comfort. When one bought one's ticket the telegraph as usually rattling away at some mysterious message and, on returning, an equally mysterious message regarding trains was being called by a human voice. But we all knew when our train left.

The Canadian Pacific had a contract to carry Rockland mail to Lochaber Station. From Lochaber to Rockland it was carried by a ferry man when navigation was open and by a sleigh and team of horses in winter. The light sleigh had several seats for passengers. It was covered and had side curtains and, of course, robes to cover the knees. On getting out of the warm train all this was needed as the distance was two miles mostly over the bay and the river. They knew about the wind chill factor in those days too.

In summer the ferry was a row boat, though when Mr. Constantineau had the contract he had a motor launch. There was a surprising number of passengers to and from Rockland. The difficult times were in the fall before the ice was strong on the river and in the spring when the ice was breaking up. Passengers were few or none then, but not many mails were missed. In the spring when the ice broke up near the shore but was still in the bay, the ferry man took the bow of the boat and hauled it up on the ice. If there was a passenger, he pushed. In open water the bow man jumped into the boat and the man at the rear pushed as far as he could and then climbed in. If the opening was wide they rowed a bit and continued on.

The mail coming by train was a faster service for Lochaber. The post office was in the care of the Lamb family for many years and was only a few hundred yards from the station. The mail was sorted in the baggage car so a daily paper was a daily paper.

Not much information has been handed down about the building of the railway. One story tells of one of the track laying gang, a short powerful man who could pick up a steel rail, balance it on his knees and slowly turn around and lay it down again, changing it end for end.

The engines were wood burners and caused the occasional fire in dry weather. Even when they converted to coal sometimes a hay field would catch fire, maybe from a clinker thrown out by a fireman.

The C P R would buy wood from the farmers. They had convenient places where it could be hauled and piled in winter. Each man had his own separate pile. In the summer a special gang would come and repile the wood. The measure would be correct, but not as much as it appeared to be in winter. One farmer, noting this attention to details, invested such money as he could spare in C P R stock and never regretted it.

The railway carried on a brisk business for many years, but gradually after the first world war things began to change. Automobiles and truck transport called for better roads. Farmers began to sell fluid milk which was shipped in cans by truck. Scarcity of milk meant that cheese factories began to close. More and more produce and manufactured goods travelled by road transport which could be delivered from source to destination with one loading. Bus travel began to be more convenient, not to mention private automobiles. Shortly after World War II passenger service was discontinued. The road bed was improved and now heavy freight is the mainstay.

LOCHABER STATION AGENTS

One of the outstanding station agents at Lochaber was Mr. Stephen Belinge. Just to the west of the station and south of the tracks Mr. & Mrs. Belinge planted a garden and, over the years, created a flower garden which was the show place of the C P R North Shore Line. This they maintained and improved till their retirement when they moved to a small house on the Lamb farm on the south east corner (Range Three) in sight of the station. This house had been built by a weaver many years before for his home and work shop.

Mrs. Belinge (Marie Anne L'Hoist) died there about the year 1913 at the age of 58 and was buried in Mount Royal Cemetery, Montreal.

Mr. Belinge stayed on in failing health until he decided to move to a convalescent home at Longue Pointe where he died in 1924 at the age of 79.

IMMIGRATION WAS A MAIN MONTREAL INDUSTRY

At this time when immigration is in the news every day, it is interesting to look back on immigrants who were arriving in Montreal about a century and a half ago. All through the summer they could be seen on the waterfront, coming off the ships and making their way on foot along the road to Lachine, to set out on the next stage of their long journey inland.

When the novelist, Charles Dickens, was in Montreal in May 1842, he often went to the dock to see the immigrants. He was staying at Rasco's Hotel on St. Paul St., a massive stone building still standing. Rasco's was only a short walk from the waterfront.

Dickens said that he took a "morning stroll to see the immigrants grouped in hundreds on the public wharfs about their chests and boxes."

He saw in them something close to the main theme of many of his novels; the plain, cheerful, long-suffering of ordinary people, with all the disadvantages of this world and most of its virtues.

HOW PATIENT THEY WERE

Looking around upon these people who were far from home, houseless, indigent, weary with travel and hard living, he noticed "how patiently they nursed and tended their children; how they consulted over their wants first, then half supplied their own."

The immigrants seen by Dickens were English, from Gloucestershire. Immigrants of other races were also seen on the Montreal waterfront about this time.

Each race was easily distinguished by its national costume, German women were short-frocked, long-waisted, bodice-laced. They wore heavy boots. On their heads were red or brown handkerchiefs, tied under their chins. The husbands wore round-crowned caps, glazed with use.

Other immigrants were Scots-women with tartan shawls tied around sturdy shoulders, the end knotted at the back.

The Scotsmen wore Kilmarnock bonnets, their plaids lying carelessly over their left arms. Often they had brought their collie dogs with them.

Sometimes a Highland piper was in the group but there was too much to look after to give time to piping or dancing.

These Scots appeared confident, though they had little. They looked out beneath heavy eyebrows, giving an impression of thrift and seriousness. Things might be hard today, but they seemed to have no doubt that they would make good in the end and do well.

Prominent among immigrants coming to Montreal were the Irish. The men had a tight little bundle on a stick, a clay pipe stuck under the ribbon on their hats, corduroy breaches and moleskin jackets. The Irish girls were notably pretty.

These Irish immigrants on the Montreal waterfront found themselves close to Griffintown, where many earlier Irish had settled. Happy reunions took place between relations or old friends who had not seen one another since leaving Ireland.

The boxes and parcels belonging to those immigrants who were moving beyond Montreal were taken by barge through the canal to Lachine. The immigrants also had boxes or parcels containing possessions too precious to be let out of their sight. They carried these belongings with them on the nine-mile walk to Lachine.

Along that road tired immigrants might be seen sitting among their possessions, resting themselves for a little while, and looking about at the strange land they had chosen for their new life.

There is a vivid description of the immigrants setting out from Lachine in 1820 on the weary journey to Upper Canada. At that time, before canals or steamships, they went by bateaux.

The bateaux, often called Durham boats, were about 30 feet long heavily built to stand the strains and knocks of the river. They were rowed or poled upstream, sometimes aided by sails, if the wind happened to be blowing in the right direction. There was no protection from the weather, except perhaps a small awning.

The description of 1820 is less sentimental than that of Charles Dickens. The writer describes the pushing and shoving, the screaming of unruly children, the general noise and confusion.

The captain of the boat,a man about 50, tried his best to be patient and helpful. One woman discovered that they did not have the box with the children's "duds". She asked the captain to hold the boat until her husband went ashore to look for it. "He must be quick," said the captain, "I'll be oin ten minutes."

The husband, after searching on the shore, realized the box must have been left behind in Montreal. His wife sat down and wept. The husband stood overwhelmed and speechless, until hustled on board by the surge of the crowd.

In the confusion, a little boy's hat fell overboard. A boatman fished it out and put it dripping on the boy's curly head. No threat of punishment could make the boy say thanks.

A shoe fell from the foot of another child. It sank out of sight. The parents had to face their journey with a one-shoed child.

The bateau was ready to leave. The captain stood waiting. His watch was in his hand. He kept looking at it.

Out of the inn at Lachine came "a genteel-looking middle-aged gentleman ...with a female of elegant figure leaning on his arm. Two men followed, carrying between them a large trunk, a travelling bag, and a cage with two canaries.

The gentleman was an army officer, put on half-pay when the army was reduced in size after the Battle of Waterloo. He was now an immigrant, come to make his way in a world quite unsuited to his tastes or habits.

LOOKED LIKE A HAYSTACK

When these last two passengers were aboard, the bateau was pushed off. Stacked with a mound of immigrants' baggage, it looked like a haystack. The boatmen got to their oars only by "pushing, poking, shifting and squeezing" their way through the jumble of packages, bundles and passengers.

An uproar came from children shouting, screaming, crying, fighting. At times it was so loud a passenger could not be heard even when he spoke to the person beside him.

It was the early evening of a serene summer day. The peace of the sun setting over the lake gradually had its effect on the crowd in the bateau. The children were hushed.

The boatmen seesawed at their oars. The bateau moved slowly up Lake St. Louis toward Pointe Claire, on its way into the future.

From ALL OUR YESTERDAYS in the GAZETTE

With kind permission of Edgar Andrew Collard

***

John N. MacCallum was one of seven sons, though not the seventh with magical healing powers. On their way home from school or to the post office children would ask him to cure their warts. The cures varied, but usually he rubbed a bone on the wart and told them to bury the bone and not to tell where it was buried. One girl made the mistake of asking for the cure in the winter. Since no bones were available, he spat a tobacco juice spit on the wart. I am not sure if it was magic tobacco juice, or the washing she gave her hand every time she thought of it, but the wart disappeared!

VETERANS OF THE WARS

FENIAN RAIDS

Hugh MacCallum When asked about the battle he said, "We made our charge and they went back across the line".

NILE EXPEDITION One Lochaber man. Name not available.

WORLD WAR I 1914 - 1918

Robert Angus
Yves Deleseleuc (Badly wounded)
Donald G. MacLachlan (Badly wounded)
John G. MacLachlan
Dr. Peter MacLachlan (Killed)
Miss Annie MacLachlan
Robert McNay
Havelock Devenny
Alfred McDermid (Killed)
John McDermid (Wounded)
Harold Scott
Robert Waterston

WORLD WAR II 1939 - 1945

Harvey Berndt
Russell Berndt
Albert Burke
Herman Burke (Killed)
Gerald Cochrane
Bernard Deleseleuc (Killed)
Lawrence Johnson
Kenneth Leathem
Arthur McNamara (U.S.forces in the Pacific
Raymond McNamara
William Smith (Killed)
Murray McDermid
Stuart McDermid
Reginald McDermid
Angus C. MacLachlan
Bruce MacLachlan
Donald G. MacLachlan Jr.
John K. MacLachlan
Donald C. McLachlan
Harold McLachlan
W. Warren McLachlan
Ray Walker
Willis Walker

WORLD WAR I

The Presbyterian Church at Thurso was the scene of a very impressive ceremony on Sunday July 27 when a tablet was erected to the memory of Private Alfred McDermid of the Cameron Highlanders who fell at the Second Battle of Ypres. The tablet was unveiled by a cousin, Private John McDermid.

Alfred was the son of Mr. and Mrs. Thomas McDermid of Lochaber and brother of Percy, Bertha, and Peter. He was very much interested in working with

groups in his church and the Y M C A in Winnipeg where he worked for the C.N.R.

Donald G. MacLachlan was badly wounded and all but one other of his section wiped out. Annie MacLachlan was gravely ill with menengitis and had almost given up hope when her brother Donald got leave to visit her.

John McDermid also was severely wounded and spent a long time in hospital. He said that many the time he yearned for the cool clear water of Silver Creek.

Yves Deleseleuc was wounded in France and spent over a year in hospital there. He returned to Canada and was killed in a traffic accident in Ottawa.

A tablet was placed in Lochaber Presbyterian Church in memory of Captain Peter M. MacLachlan M.D., M.C. who fell at Achiet La Grande in the Somme. The tablet is now in the Buckingham Legion Hall.

The Late Peter MacLachlan M.C.

News has been received by the parents of Captain Peter M. MacLachlan from the British War Office, Royal Army Medical Corps, that their son had died of multiple gunshot wounds on March 26, 1918, having been wounded on March 25 while attending the wounded on the field of action in France.

Captain MacLachlan was the youngest son of Mr. and Mrs. Peter MacLachlan and was born at Lochaber Bay on April 14,1889. He attended Rockland High School for a time and later Albert College, Belleville from which he graduated. He was a graduate of Queen's University Faculty of Medicine and the Norwegian Hospital, Brooklyn, N.Y. Returning to Kingston in the spring of 1915 he received his Canadian councils and enlisted immediately with the Queen's Medical Unit for overseas service. After reaching England he was transferred to the Imperial Army with the rank of lieutenant and was raised to captain on account of distinguished service at the Battle of Courcellette.

No doubt Captain MacLachlan saw more than most of our soldiers do, having been over a large range of battle fronts and been in a great number of engagements. He saw service in France, Mesopotamia, Egypt, Italy, and India and suffered many hardships including typhoid and diptheria, was gassed once, and wounded three times. On Sept. 17, 1917 he was awarded the Military Cross for conspicuous bravery on the field of battle.

Captain MacLachlan felt that he was fighting a battle for liberty and righteousness and gave all the energy he possessed to his work. He was

intensely loyal to his country and could not understand how any young man free to go could remain in Canada while such a fight for humanity was taking place. Captain MacLachlan was a lover of field sports from his youth up and while at Belleville he won a marathon race and was awarded a gold medal. He also qualified for Bisley. While at Kingston he played on the college football and hockey teams.

He leaves to mourn his loss his aged mother and father, four brothers namely Donald G. MacLachlan serving overseas, Adelbert P. MacLachlan of Lochaber Bay, Quebec, John A. MacLachlan of Regina, Robert Bruce MacLachlan of Dawson City and three sisters Miss Annie MacLachlan of the American Medical Corps Overseas, Mrs. James Angus of Buckingham, Que., and Mrs. Victor Purvis of Mallorytown, Ont.

As told to me by R. J. MacLachlan

When on school holidays one year Peter MacLachlan decided to take part in a saddle horse race at the first of July picnic in Buckingham. He took his father's driving horse out to the pasture for a few practice sessions.

At that time there were quite a few riders in Buckingham, so when he arrived for the race there were a few amused glances at his outfit. The race was to ride to a line, dismount, plant a potato, and ride back to the starting line. Peter won the race. His secret - while he was planting the potato the horse was turning itself around.

WORLD WAR II

Quarter Master Sergeant Bernard Deleseleuc, second member of his family to fight for his ancesteral homeland in 25 years, has given his life in Normandy. Bernard was killed in action while with the Canadian troops in Normandy not far from the battlefields of W.W.I where his father had served as a soldier of France.

At the age of 32 Bernard enlisted in the Royal Canadian Dragoons at St. Jean Quebec. He was on the Guard of Honour during the visit of King George VI and Queen Elizabeth to Ottawa in 1939.

He is survived by his wife and infant son and also his mother Madame Berthe Deleseleuc, three brothers Jean, Guy, and Dedier and a sister Yvonette.

William Smith died in Italy. He was the son of Mr. and Mrs. William Smith of Lochaber.

Herman Burke was killed in battle between Caen and Falaise. He was survived by his wife Edna Binet, his parents Mr. and Mrs. Edward J. Burke and brothers and sisters Vincent, Mary, Albert, Isobel, Richard, Eleanor and Marcella. His sister Mary Stanyar recently visited his grave at a beautifully maintained military cemetery in France.

THE BLIND BROTHERS

Donald born in 1857 and Robert born 1862 were the sons of John MacLachlan and his wife Janet MacCallum. They were born blind.

Thanks to the wisdom and understanding of their parents, relatives, and neighbours and to their own qualities, they lived long, full, and useful lives and were independent all their days.

They were raised on the farm and, as other boys their age, took over tasks which they were able to do. As they grew, so they learned and it was remarkable the skills they acquired. They spoke Gaelic till they were five years of age, then learned English. They were probably the last persons with the Gaelic in Lochaber, speaking it often to each other. They were known as Bobby John and Donald John, but as Dan and Bob to their peers. They took a lively and constructive interest in all around them.

Bob was the bigger and the stronger. His father had arranged to have a bag of seed wheat left for him at the end of the side road. Bob went to fetch it home. He put it on his backand carried it the length of the side road (a mile) before resting it on a fence top, then on home another half mile.

Dan was smaller but hardy. He played the fiddle and played at many dances around the country. Late one night or early one morning, going home from a dance in unfamiliar territory he said, "Hold it. We are on the wrong road. We didn't cross that culvert on the way up". And so they were! When he thought it was time to close a dance he simply broke a violin string with his thumb and that was that.

When the time came for them to start out on their own they did so in partnership. Bob was in possession of the south east quarter of Lot 26 Range 3

next to their father's farm and Dan the south west quarter. They lived on Dan's quarter which had a house and buildings. When the move took place is not recorded, but in the census of 1881 they were still under their father's roof.

Likely when they started on their own they boarded at home for a while, but later had to have a housekeeper and at times a hired man. One housekeeper they had was a widow with two growing sons. This was a good deal all around. They had good meals, the house kept clean and warm, their clothes clean, their mail and paper read to them. It was also a benefit to their housekeeper. She had a good home in which to raise her sons, and a wage to save against the future. When eventually she moved on one of her sons visited Bob and Dan regularly. He was a big help to them repairing clocks and doing other fine work. When they got a radio he kept that in good order too. They were among the first in the district to have a radio and before that a gramaphone, a cylinder machine. One recording was "Uncle Josh and Aunt Miranda Clean the Stove Pipes". All who heard it understood and had sympathy for Uncle Josh - but not too much.

Perhaps the last housekeeper was the most surprising and unusual one. She was Miss Kate Maude Willcox. While still in her teens she had been housekeeper to the British Ambassador at The Hague. When she came to Canada she was under the protection of the Bishop of the Church of England of Quebec.

After many years in charge of the home of a highly respected and socially prominent family in Montreal her move to Lochaber could not be called an advancement. Maybe she just felt the need of a change.

Soon a dark cloud appeared on the horizon and came on apace. Both Dan and Bob fell in love with her and both proposed marriage to her. When she chose Bob, they had to move to a rented farm for a time. But Dan soon brought them back again - he wasn't a man to hold a grudge.

She was a knowledgeable woman, a good talker, and a pleasant hostess. I remember being there as a child when she brought in a plum pudding flaming in brandy. Would our brandy burn today?

Extra heat in winter was supplied by a box stove made by their grandfather, Robert MacLachlan. There was a grand piano in the parlour and on it an ostrich egg sent to her by her brother in Australia. Frequent holidays and visits were made to the farm by the children from her former household and

their friends in Montreal for many years until I suppose their busy lives claimed more of their time. One of the girls driving home became stuck on the railway crossing and Dad had to take a horse and haul her car clear. She said, "85 horse power under the hood and yet it needed one horse to move it".

Their work year went more or less in this fashion. In winter they hired a man to haul ice for the cooling of the milk in summer. Then they did not need much help till planting in the spring. Meanwhile Dan was cutting fire wood from a pile laid up near the wood shed. This was done with a saw horse and a buck saw. He was always glad when someone was able to sharpen it for him. Dan smoked a pipe and would take a break in his chair by the kitchen stove, fill his pipe, and light it from the firebox with a wood splint.

In the spring when it was time to put in the crop they needed help again and also for most of the summer and early fall. There were always many things that needed fixing on a farm - fences and buildings, the wood to be split and more to be gathered - a long and varied list of things to be done.

When haying time came the hired man cut it and raked it. Bob and Dan did a surprising amount of coiling it. When hauling in the hired man built the load, the hay coming from both sides. In the barn Bob "stuck the fork" that is the system of a large fork and ropes and pulleys that would unload the wagon in four or five fork fulls. Dan built the mow and the hired man drove the horses, an easy job but only he could do it.

The harvest was done the same way but, after the cutting the stooking was also done by the hired help. Mostly the grain was hauled to the barn, but sometimes stook threshing could be done. In all of this, if an additional hand could be hired, it moved things along much better. The last big job of the year was ploughing for the crops the next spring. Then they could handle things for most of the winter.

On the farm they kept three horses, sheep, poultry, and a herd of cattle. In the later years the herd was milking Shorthorns, improved by animals from the Neralcam herd of Mr. Alexander MacLaren of Buckingham. Providence was kind to the blind men and the huge animals were docile and easy to handle. Finally the time came when they decided to go out of cattle. Bob invested his money in Bell Canada saying, "That's the cow I milk now".

It was Mrs. MacLachlan's job to haul the milk to the cheese factory in season. The milk was on the buckboard, old Bessie harnessed, and off she went.

In inclement weather Mrs. MacLachlan wore a floppy felt hat and placed a steamer rug over her knees. She had the patience of a saint with old Bessie.

Many young fellows worked for them occasionally, Donald G. MacLachlan and I among them. While I was plowing in a rainy fall, R. J. would bring me out a dry hat from time to time. It was much appreciated. Dan and I dug a ditch that fall. I would go ahead and take the first foot or so off the top, then go back and clean up down to grade. Dan would work between and moved a surprising amount of earth. He was then 70 years of age.

One day Bob hailed us from the path from the barn to the house. "Ho, Ho, Ho, Dan" "Yes, Bob". Then they talked in Gaelic for a while. Dan told me what it was about - an amusing incident of many years ago when some Glengarry men were passing through on their way to the shanties.

On winter evenings Mrs. MacLachlan would read books to the two blind men. They enjoyed the classics - The Tower of London, Les Miserables, The Mysteries of Paris. She read with great expression and her audience thoroughly enjoyed those evenings.

Dan died quietly in his sleep in 1930. When the Old Age Pension was introduced Bob refused to apply for it stating that he had worked hard all his life to avoid any government help. However when he finally agreed because the prime minister was taking it, he admitted that he was glad to get it. He died in 1955 at the age of 94. His wife passed away three years later aged 91.

Then there were Joe and Pete Richard. They had lived on the east part of Lot 27 Range 1, the family home. When they were grown up they worked in Rockland for the W. C. Edwards Company.

One evening they were down at the wharf at the river. They recognized a Lochaber row boat pulled up at the gap. Rockland was a handy place to shop and they knew this shopper would stop at a bar for one or two before going home. They decided to have a little fun. They drove a staple into the back end of the boat, attached to it several lengths of hay wire and a rope, then sat out of sight to wait.

Shortly after dark the victim appeared, put his parcels in the bow of the boat, pushed off, took his oars, turned the boat, and rowed slowly out of the gap. Once in the clear his progress was not what he expected. He stopped, took stock of the situation, then laid to the oars again. Once more he stopped,

and this time noticed a backward drift which rapidly increased. When the boat hit shore he went charging out, but Joe and Pete were out of sight in the shadows.

TEMPERANCE

The settlement of Lochaber, as was true of all other settlements in Canada, had some who were intemperate in their use of alcohol. The excessive presence of taverns in the villages along the Ottawa River was remarked on by Rev. John King on his journeys.

In settlements like Lochaber it was no problem. The people came from countries where people were, on the whole, sober and industrious. They came to improve their lot and make a future for their children. They made the most of their time and money.

There is no doubt that alcohol did a great deal of harm to some, so much so that cures were established, mostly privately, to help those who wished to break the habit.

Over 100 years ago a neighbour to a neighbour:-

"You don't drink now, Mr. Mc"?

"No, I took the Gold Cure".

"Oh! I didn't know you were away".

"I wasn't away. I just ran out of gold".

A Mr. Cheslock of Poltimore was hired as foremen to drive an adit to a mine near Centre Lake. It was in the days of hammers and hand steel. His gang were boys, who these days would still be in school. Soon they were following the example set by some of their elders, a flask of whiskey in their hip pockets.

Then something happened which Mr. Cheslock said was the salvation of these boys. No work, no money, no whiskey.

Temperance came in 1917 to all except Quebec, which made the border towns a popular place to visit, and some were very well known, as was Buckingham for a time, and on this hangs a tale.

At this time and for many years afterward, the passenger trains used the Union Station, now the Congress Centre, in the heart of Ottawa. People up and down the valley travelled to Ottawa by train. From its front entrance circling east and south to the rear and the platforms were lunch counters, small shops, news stands, and a small vaudeville theatre named The Casino. Anyone with time on

on their hands, early for their train, could for a modest sum pass their time there.

A Buckingham resident was so occupied one day when the Master of Ceremonies advanced to the front of the stage, consulted a paper he had in his hand, and asked, "Is there anyone here from Buckingham, Quebec".

He was about to answer when a few rows ahead he saw one of his neighbours getting to his feet. The stage manager said, "Are you from Buckingham, sir"? "Yes, I am," was the reply. "Will you lend me your corkscrew?" Whereupon his neighbour sat down, accompanied by much merriment in the audience.

As school children we were not in full knowledge of the situation but we made some observations, especially when the town of Thurso became the popular place to visit. On our way to school we sometimes found partly empty bottles and, on one occasion, along the railway a boot box carefully wrapped against breakage.

Occasionally on a winter's evening we would hear a horse and cutter drive up to the door and stop. Dead silence. No visitors came to the door. Dad would put down his paper and get ready to go outside. Soon we would have guests sleeping on the kitchen floor with cutter robes, theirs and ours, old fur coats, etc., The horse was unhitched, put in the stable, unharnessed, given water and food.

The men gave no trouble. Once one woke up, looked around the room, and remarked, "We are down among the Indians", and went to sleep again. Another time we were feeding the cattle before breakfast, one guest came out to the stable and found they had the wrong horse.

Will we see temperance again? Not very likely. It is now big business - government business and a great source of revenue and power.

LOCHABER BAY'S CENTENNIAL OLD BOYS REUNION

September 13, 1912

Lochaber Bay, that part of God's country situated on the bay from which it derives its name and surrounded by beautiful homes and well tilled farms, was the scene of a remarkable gathering on September 13, 1912 when her many sons and daughters from distant places, came home to celebrate with the inhabitants there, their first reunion. They returned home to that place which touches every fibre of the soul and strikes every cord of the human heart. What tender associations are linked with home! What pleasing images and deep emotions it awakens! It calls up the fondest memories of life and opens in our nature the purest, deepest, richest gush of consecrated thought and feeling.

Intervening years have not dimmed the vivid coloring with which memory has adorned those joyous hours of youthful innocence. They were again borne on the wings of imagination to the place made sacred by the remembrance of a father's care, a mother's love, and the cherished associations of brothers and sisters. They came to see and to speak about the home of their childhood, their minds delve upon the recollection of joyous days spent beneath the parental roof when their young and happy hearts were light and free as the birds who made the woods resound with the melody of their voices.

(The above is the introduction to a 12 page account of the reunion. It contains the program for the day and the speeches given. I have chosen a brief excerpt from each speech.)

The morning train from Ottawa bearing with it Pipe-Major MacDonald, Miss Mary Mann, the Highland Dancer, and a contingent of old boys and girls was met at the station by members of the committee with conveyances, and the people were driven to the beautiful grove situated on the front part of the late John MacEachern's farm, now the property of Fletcher MacEachern.

Chairman of the committee, A. P. MacLachlan, made a few introductory remarks and then called on Rev. J.J. Ross of Toronto to engage in prayer.

R. N. MacLachlan, Mayor of Lochaber, gave the address of welcome. Some remarks were, "While we rejoice with you on the progress you have made we look back with greater pride to the time, nearly a century ago, that marks the landing of the first settlers of this place from their beloved Scotland. How little can we tell, how little we know the hardships endured and difficulties overcome to

give their children a better chance in life than they themselves received!"

Reply to the address of welcome was given by Mr. J.A. MacLachlan of Brooklyn, N.Y.. Noted in his remarks were these words, "In addressing you I will do so to the boys of old Lochaber, but in a larger, broader, and more comprehensive sense as Canadians, for it is as Canadians we are known, it is as Canadians we bring respect of this credit to the land of our birth. As Canadians we leave the imprint of our lives, be it for good or evil, upon the people among whom we live and move and have our being. I am proud of the fact that Canada and Canadians command the highest respect the wide world over not because they are the big noise, not because of the sounding of brass or the tinkling of cymbals, but because of sterling worth and integrity."

Rev. J.J. Ross of Toronto took the audience mentally on a visit to the different homes which constituted Lochaber years ago, commencing at his own old home. And as he visited each home and related incidents in connection with each, the history of former Lochaber passed before the gathering. In graphic language he described the trials and troubles of the early settlers, and told how their honesty and God-fearing lives had made an impression and been a power for good upon all with whom they came in contact.

D. A. MacEachern, secretary-treasurer of the committee, read letters from some who were not able to be present. Henry Ross of Schnectady, N.Y. wrote "Old Lochaber," no as big as Scotland, is big enough to hold the affection of the loyal sons and daughters." Rev. F. D. Muir of Windsor Mills, Quebec, mentioned a concert in the church in 1892 "the shining white church recently renovated inside and outside with its oak-grained pulpit, little organ, and newly frosted windows."

One old boy, R. Bruce MacLachlan, had to send his contribution seventy-five miles by mule driver but it arrived on time.

Dr. D. C. MacLachlan of Greenland, N. H. remarked, "But while we feel proud of those who have gone forth and made names for themselves, we feel just as proud of those who in remaining at home, doing their duty, quietly made it possible for the others to leave."

The gathering closed as the people joined hands singing "Auld Lang Syne" and disbursed to the strains of Lochaber's Lament by Pipe-Major MacDonald.

The Montreal Standard of Nov. 30, 1912 states "This reunion was a truly Scottish gathering and was remarkable in many ways. In the first place it

brought together a group of 10 sturdy Scottish-Canadians whose combined ages made a total of 750 years. In the second place there were between 80 and 90 Macs present. In the third place it gave old settlers a chance to tell the younger generation some stories of the hardships they had had to undergo in the days when forests had to be hewn down in order that farms might be created, and when they were obliged to take their grain and wool to Bytown (Ottawa) by canoes to be ground and carded.

RELIGION

Mrs. Harriet Beecher Stowe visited Montreal in 1869. In her diary she wrote, "In the evening we went to a private hall to hear Lord Adelbert Percy Cecil, son of the Marquis of Exeter, a Plymouth Brother, who threw up his commission as officer in the British Army that he might devote himself to the work of missionary in the wilds of Canada."

Mrs. Stowe observed that the principal characteristic of his preaching was a fervent earnest simplicity and an undoubting faith. Faith - simple literal faith in the words of Jesus seemed to be the whole of his message.

In company with a fellow officer James Dunlop who had also sold his commission Lord Cecil brought his message to the Ottawa Area and to Lochaber. Elizabeth King MacCallum kept a bedroom for his use when he was in the Lochaber area. Apparently money meant little to him and he would leave gold and silver coins on his dresser. Laura Willard's father, J. C. MacCallum, aged about five, at the time was allowed to play with them. The Plymouth Brethern had numerous converts in Ottawa and area and had a meeting place on MacLaren Street.

Their work took Lord Cecil and Mr. and Mrs. Dunlop to Kingston. Lord Cecil was drowned about 1885 when caught in a sudden squall of wind as he was crossing the Bay of Quinte.

SOME LOCHABER FAMILIES

ANGUS - Thomas Angus was born in Glasgow, Scotland in 1900. A weaver by trade he settled in Lanark for a number of years. He and his wife Jean Swan sold their farm in Nepean at Hog's Back about 1855. He bought 200 acres in Lochaber Lot 24 Range 2.

Nat Angus (son of John Angus) told me that "as there was a barn on the place they made the hay that summer". In the winter his father hauled the hay to Ottawa, crossing the Ottawa River at Cumberland. This way was likely to avoid the mouths of the Lievre and the Gatineau rivers and was a better approach to the then Bytown than from the ice of the river. John Angus was then 18 years old, so it would put the date at about 1860 or earlier.

Thomas Angus later divided the farm giving the west half (100 acres) to his daughter Jennie and her husband Andrew Waterston. Andrew Waterston was a master carpenter with the E. B. Eddy Company. Their son Andrew married my Aunt Christena MacLachlan. The east half (100 acres) went to his son Andrew Angus. His first wife was my great Aunt Annie MacLachlan. I do not know when the land transaction took place.

The 1861 census shows Thomas Angus on Lot 25 Range 2.

60 acres cleared		140 acres wooded
3 acres in peas	1860	yield 60 bushels
12 acres in oats	1860	yield 250 bushels
Cash value of the farm		$2000.00

Lot 26 Range 2 James Currie No acreage cleared Cash value $800.00

Jim Angus told me some years ago that he was watching a movie on TV - an Indian uprising, the Dakotas in flames and chaos. He said he found it strange that his father and mother never mentioned it. They were homesteading there at the time. That was John Angus and his wife Christena Kennedy.

Also at that time Grandfather Angus (George) homesteaded there for a while. There was no railway built then to the Canadian West, but there was one to the U.S. West.

I do not think he stayed there long, the reason being that our grandmother, Annie Hopper, would not marry him and move to the States. When they did marry they farmed at Merivale before moving to Lochaber with their family Eva (R. N. MacLachlan), Minnie, William (Ruby Smith), Thomas, John (Jessie Donaldson), George (Nora Presley), and Arthur (Alma Church).

McNAMARA - John and Mary (nee Rowan) McNamara came to Canada by boat in 1827 from County Mayo, Ireland. They settled north east of Buckingham (R.R. # 3). They had five sons and two daughters. The eldest, Thomas, was born in Ireland in 1826. John, Patrick, Michael, Andrew, Mary, and Ellen were born in Canada.

Patrick married Mary Burke. Three of their children Mary Ann, Thomas, and Bridget died in the diptheria epidemic of 1881. Edward (Agnes Gleason), Peter (Mary Cavanaugh), Patrick (Sarah Lavell), Margaret (Ovila Bedard) all lived in the district. An infant Lizzie died at birth.

Patrick Sr. farmed Lot	28 Range 2	100 acres
	28 Range 1	40 acres
Thomas Sr.	29 Range 1	50 acres
Michael	29 Range 2	100 acres

Patrick Sr's farm was next owned by Patrick Jr. and his wife Sarah. In 1952 it was passed on to Leonard and Philip (their sons), and after Leonard's death in 1981 to Philip -- -- a family farm for well over 100 years.

Michael (Patrick Sr's. brother) farmed Lot 29 Range 2. It then passed on to his son Edward (Ned) and was sold to Mr. Dumoulin in 1946. It is now owned by John Baumann.

BERNDT - Mr. and Mrs. Henry Berndt (Edith Mielke) and their two year old daughter Evelyn moved to Lochaber Range 4 in 1908. Mr. Berndt's grandparents had come to Canada about 1853. Russell, Harvey, Muriel, Grace, Melba and Lloyd (twins), were born at Lochaber. Lloyd married Pat McMullen. Their family consisted of Nancy, Margaret, Danny and Debbie (twins), and Marion. The farm is now owned by Dan.

CRESWELL - Mr. and Mrs. Robert Creswell and daughter Effie (Ivall) moved to Lochaber in 1918 having purchased the former Campbell farm from Mr. Davidson. The lovely old brick house was destroyed by fire in 1948. It is interesting to note that the highway ran in front of the house until in 1920's. The Creswells sold to Eddy Boucher in 1948 and moved to Thurso.

IVALL - Mr. and Mrs. Robert Ivall with children Cecil, Norman, Lloyd, and Grace lived at Lochaber in the 1930's.

DEVENNY - Mr. and Mrs. Saul Devenny (Mary MacLachlan) lived on what was known as Jog Farm with their sons Havelock, Guy, and Archie. Jog Farm was so named because the highway followed the track, made a 90° turn to avoid the house, and another 90° turn to keep away from the Blanche River. Later their son Archie with his wife Mary (affectionately known as Little Mary) lived on the farm with their children Jean and Kirk.

DUPUIS - Mr. and Mrs. Peter Dupuis lived on Range 3 with their family Peter, Lyman, Walter, Flora, Delia, Grace, and Alice. Peter was a handyman and often framed barns for the local farmers. He was full of fun and kept the workers amused, knowing that this was the way to keep everyone happy and busy.

SEGUIN - Mr. Seraphin Seguin and family, Conrad, Maria and Albert came to Lochaber in the 1920's. Mr. Seguin loved to argue about politics and enjoyed lively discussions with his neighbours. The farm is presently occupied by Conrad and Aline Seguin.

BEDARD - Isaac Bédard and Marie Girard were married in the Reformed Temple at Larochelle, France in 1644. In 1660 they emigrated to Canada and established a family farm at Charlesbourgh.

The census of 1681 states that Isaac Bédard and his wife Marie owned "1 fusil, 4 bêtes à cornes, 12 arpents en valeur; their son Louis 26 and his wife Madeleine Huppe 17 and their son Louis owned "2 bêtes à cornes et 5 arpents en valeur". Isaac is listed as farmer and carpenter.

It is interesting to note that in 1663 Isaac was sentenced to give a half measure of wheat and a day's labour to Vincent Renault for damage done by his animals to Renault's field.

It is believed that all the Bédards in Canada are descendants of Issac and Marie. A part of their property in Charlesbourgh still belongs to a descendant and it was there that the family celebrated the three hundredth anniversary of the marriage of Isaac and Marie and unveiled a granite memorial in their honour.

In the census of 1871 for Lochaber these names are listed:

Antoine Bédard	and	his	wife		Part L	27	Range 1
David Bédard	"	"	"		"	27	"
Joseph Bédard	"	"	"		"	27	"

Ovila Bédard (ninth generation), son of David Bédard and his wife Elisa Duford was married in 1904 to Margaret McNamara, daughter of Patrick McNamara and Mary Burke. Ovila was a farmer and caretaker of White's private hunting camp.

Their son Edmond (tenth generation) married Pauline Laluck and they farm at Lochaber on Lots 27A, 27B, 27C Ranges 1 and 2. Their daughter Diane married Larry Cameron and daughter Shirley married John McNamara. Daughter Lucy and son Robert work the family farm.

This information was obtained from a family tree researched and compiled by Rene Roger of Hull and kindly lent to me by Diane Bedard Cameron.

JOHNSON - Russell Johnson, his mother, brother Lawrence, his children Audrey and Bruce came to Lochaber in the 1930's. Later Russell married Alice MacPherson and Russell Jr. and Terry were added to the family. Russell was caretaker of the Molson duck hunting camp for a number of years and was a popular school bus driver.

MACEACHERN - Duncan and his wife Marion McDonald came to Canada from Argyleshire about 1835. They settled on Range 3 of Lochaber at the top of a high ridge. Before he died the old gentleman counted 13 men cradling grain on land that was virgin forest when he first came. Their son Alex went to Michigan where Canadians experienced in felling big trees could find employment. In fact some Lochaber and district men, one of them a MacCallum, went to California to cut the giant redwoods. He married Elizabeth McKinley and brought her back to Lochaber to live. In her interesting diary she mentions going to church here for the first time. She felt that the local young ladies were all staring at her and no doubt they were.

They had a family of two - Elizabeth and Robert who married Jemima MacLachlan. Alex's second wife was Anne Jane McDermid and their family were Wesley, John, Peter, May (Manson Walsh), Georgina (Newton), and Grace.

Robert and Jemima's sons were Malcolm, Neil, John, Ralph, Keith and Donald Newton. The daughters were Bertha (Archie Edwards), Evelyn (Cameron Smith), Georgina, and Florence (Harry Hill).

In W W II Keith parachuted into Germany, was a P O W for four years, and now lives in England.

GAUTHIER - Mr. and Mrs. Nelson Gauthier and family moved to Lochaber in the late 1920's. Later they went to Northern Quebec. Two of their sons returned to Lochaber and farmed here. Hector married Alice Bedard and bought what was known as the McDermid farm. Their son Vernon, his wife Pierette, and sons Michael and Eric now own the farm. Yvain Gauthier and his wife bought the Waterston farm. It is now owned by their son Claude, his wife Alice, and son Steve.

Angus had hoped to have information on a number of other families namely McDonald, Kyle, Knox, McNeil, Arthurs, Ross, Smith, Walker, Cameron, Hamelin, Griffin and Currie but he passed away August 25, 1990 before this was done.

* * * * *

As told to Dr. T. B. MacCallum by John P. McNamara

Settlers in Lochaber were concerned about lack of opportunity of education for their children. A fund was started to build a school and the money was kept in a strong box, there being no banks locally. A young immigrant just arrived from Ireland, a smart young man and educated, was appointed treasurer and given care of the funds. When several hundred dollars was collected, the treasurer disappeared with the money and could not be traced.

A meeting was called to make future plans. The chairman, Dr. MacCallum's grandfather, referred several times to the absconding with cash as "A dirty Irish trick". Though everyone knew it was just an expression and not intended as a slur on the Irish, a Mr. McNamara asked for the floor. He said, "In a way we were fortunate it was an Irishman that did it, if it had been a Scotsman he would have taken the strong box and all". Whereupon Mr. MacCallum burst out laughing and everyone with him.

Rev. Archibald Campbell was born February 6, 1821 in Carmichael, Glassary, Argyleshire, Scotland. He was the son of Neil Campbell and Catherine Anne McCallum. He died on February 26, 1900, at Lochaber Bay, Quebec.

His parents, the first white settlers in Lochaber, left him in Scotland with his uncle, Malcolm McCallum, in order that he might get proper "schooling" as there would be no school available in Lochaber. He came to Canada several years later when the McCallums emigrated. He was always fond of his Uncle Malcolm. He attended university in Montreal and graduated in 1845. For some time he taught in private schools, some of the time in Chatham where his sisters Betsy and Janet also brother Dougald lived.

He was married in Nepean on October 16, 1863 to Maggie Angus. They must have stayed in Canada for a while after this because their first child, Flora, was born July 22, 1863 in Lochaber but their second, Harriet, was born in Centreville, Michigan, where he was a Baptist minister.

His father died in 1862 and Archibald must have come back to take over the homestead before 1867 for their third child Neil Archibald was born in Lochaber on August 5, 1867. When Archibald, his wife, and family moved to Lochaber his mother, now a widow, had a small house built for herself and her unmarried daughter Bella on the home farm not far from where Mrs. R. J. MacLachlan's house was later.

By 1875 Archibald and his wife had six children and on a cold night just before Christmas the big log house built by his father caught fire and burned to the ground. Mrs. Campbell and the children had to escape in their night clothes and Archibald had to see his library of valuable books and all the family records go up in flames. Their good neighbour, Mr. James Lamb, came with his team of horses and sleigh, covered with blankets and quilts, to take them to another shelter. It meant that they all had to move in with their grandmother and Aunt Bella until the new brick house, Riverview, was built the following summer.

The Rev. A. Campbell remained in Lochaber for the rest of his life. He was postmaster up until the time of his death and station agent from the time the railway was built through his farm and Lochaber station placed a short distance from his house. He was also Mayor of the township of Lochaber for twenty years. After he died in 1900 the farm was sold.

Contributed by his grandaughter Florence McDermid Skinner.

DR. PETER NORMAN MACLACHLAN 1909 - 1988

This week the town of Buckingham mourns the passing of one of its most prominent and influential citizens, Dr. Peter N. MacLachlan.

It's difficult knowing where to begin to describe the life of such a man. When he was being fêted back in 1984 in St. Michael's Hospital for 50 years in the Medical field, Dr. MacLachlan called himself the last of the "horse and buggy" doctors. That phrase says it all. He wasn't just a doctor, but a link to a time and spirit that no longer exists.

This town owes Dr. MacLachlan a huge debt of gratitude for a variety of reasons.

We should give thanks first of all that he decided to return in 1934 from his studies to a small town like Buckingham when he undoubtedly could have distinguished himself practising medicine in a big city. It is our great fortune that the young man with dreams and ambitions chose to fulfill them here - quietly and modestly.

We owe him for the seemingly endless supply of energy he possessed and spent for the benefit of this town during a career which spanned over 50 years.

He must be given full credit for making St. Michael's Hospital a facility the whole town could and be proud of. Considering that most small towns have no hospital at all, Dr. MacLachlan could be proud that he was instrumental in making important contributions to a fine institution. His ideas, intelligence, and determination are a great legacy for this town.

Dr. MacLachlan was able to combine an old fashioned "horse and buggy" manner with modern techniques. He treated people with dignity and respect which is not always easy where illness is concerned. Many doctors today can save lives but know little about human dignity.

At the same time he made full use of new techniques assuring his patients the finest in medical treatment. Even in later years when he acted as consulting physician in the town's medical circles and moved aside for the younger physicians to practise, it was a comfort just knowing he was still on the scene.

During such a long career in a small town, Dr. MacLachlan must have had contact with just about every family at one time or other. He was a striking figure. His clothes seemed to hang on his tall frame and he was always encircled by a cloud of cigarette smoke. His appearance made him look more like a next door neighbour than a doctor. He didn't possess that clinical look many doctors acquire, despite his being every bit the professional. His presence will be missed.

A doctor to the end, one of his last patients was his wife Winnifred, whom he lost to cancer only a few short months ago. Many believe he himself knew he was dying at the time, but did not give in to his illness until after his wife died.

Dr. MacLachlan died in the hospital in which he dedicated so much of his life. He will join a small list of doctors in this town who have achieved a type of legend status for their unselfish hard work. Unlike the others, however, he will be remembered for a half century of devotion to health care and the advancement of medicine in Buckingham

Deepest condolences go out to Dr. MacLachlan's family and friends. The town shares their loss.

Courtesy of the WEST QUEBEC POST February 9, 1988 - Written by Shawn Murphy

LOCHABER WOMEN'S INSTITUTE

On October 9, 1931, a group of Lochaber ladies met to discuss the organization of a community club and to enjoy a chicken supper. The name Progress Club was to be taken and it was further decided that information be obtained with regard to forming a branch of the Quebec Women's Institute. On October 30, 1931 Miss McCain addressed the club and the Lochaber Branch of the Q W I was formed with the following slate of officers:-

President	Alberta MacLachlan
1st Vice President	Muriel Berndt
2nd Vice President	Bertha McDiarmid
Secretary	Isobel Nesbitt
Treasurer	Marion MacLachlan

Mrs. Effie Ivall compiled an excellent history of the branch from 1931 - 1954. Lochaber branch was a busy one and its activities were many and varied. Some of the highlights were :-

1934 Gifts sent to Rev. and Mrs. Carl Dean for distribution to the Indian children of Christian Island.

1935 Maple sugar was sent to Nether Lochaber W.I. in Scotland. A box of shortbread and oat cakes were received from Nether Lochaber.

1937 Quilts were made and donated to the Montreal Red Cross Hospital and a local needy family.

1939 The W.I. started Red Cross work.

1940 Boxes were filled for soldiers overseas. Any prizes given in the future were to be War Saving Stamps.

1947 A reception for boys returning home after serving in the armed forces was planned. The roll call for one month was Name a Canadian V. C. Winner.

1954 Squares were knit to be made into afghans for Korea.

It would be impossible to list all the activities but a few more should be mentioned: the annual Dominion Day Picnic, the annual February Chicken Supper, gifts sent at Christmas each year to the Sick Children's Hospital in Montreal, prizes to the local school, bridal showers, the adoption of a child through Save the Children, the annual flower show, anniversary parties, etc.

The W.I. played an important role in the community in the years 1931 - 1954. Unfortunately the number of members decreased and the branch was disbanded in the 1960's.

THE DEPRESSION YEARS

The depression affected all parts of Canada and we shall look at it from a Lochaber viewpoint. In a way the depression was easier on country people than on city folks. Unemployed sons and daughters, some accompanied by their families, came home to the family farms. In the 20's and early 30's there were few labour saving devices either in the homes or for outdoor work, so extra "hands" were welcomed.

Hired help was cheap and the workers were willing to accept $1 a day plus room and board. Many with empty wallets rowed across the Bay from Rockland in time for milking on Monday morning and returned on Saturday after supper with $6 in the wallet. They were glad to have jobs, enjoyed the plain but plentiful food, and the fun of softball or football games in the evenings. In the more prosperous years that followed many returned, not just to show how they had prospered, but to recall how the farmers had given them hope in the bad times.

The C P R freight trains often had "passengers" on their cars. These were men searching for work when none was available where they lived. The freights were stopped at Lachute and the railway police made the men get off before they reached Montreal. As the freights passed, it was not unusual to count ten or fifteen men on one train.

During the depression era the James MacLaren Power Company began a major project on the Lièvre River between Masson and Buckingham. A concrete dam and intake gatehouse for admitting water to a tunnel were constructed. Water was brought from the dam to the power house through a 25 foot (inside diameter) tunnel, 6060 feet long. Two large surge tanks were also made at the power house.

Word of this project soon spread and dozens of men came seeking jobs. Each morning men would go to the employment office hoping for work. If unsuccessful they would fan out into the countryside usually in pairs asking farmers for jobs. Our parents always gave each man a meal and, as word of this got around, more would come. One day a total of ten were fed. Needless to say we would often run out of bread and Mother had to bake biscuits. These men were polite and quiet, always asked to split wood or do some little chore to pay for their meal, and only one asked for money.

Thurso organized the Good Time Club during the depression. Meetings were held on Friday nights in Middleton Hall. At the close of one season a house party was held at our home. A vast quantity of food was left over and Dad suggested that it be refrigerated and he would take it to Masson in the morning. Neil Campbell had a store near the employment office for the dam, etc., and he took the food and distributed it to about fifty hungry men.

I asked some of my cousins if they had felt poor in the depression years and the answer was a definite NO. Some of the reasons given were that everyone was in the same boat, that there was no peer pressure, that expectations were not high so that they were not disappointed at Christmas for example, and lastly that they were too busy enjoying what they had to wish for more. Most said that, all in all, it was a happy time.

James Gray in his book, The Winter Years, stated that the depression brought out more of the best than it did the worst in people. It was indeed a true viewpoint.

C R E D I T S

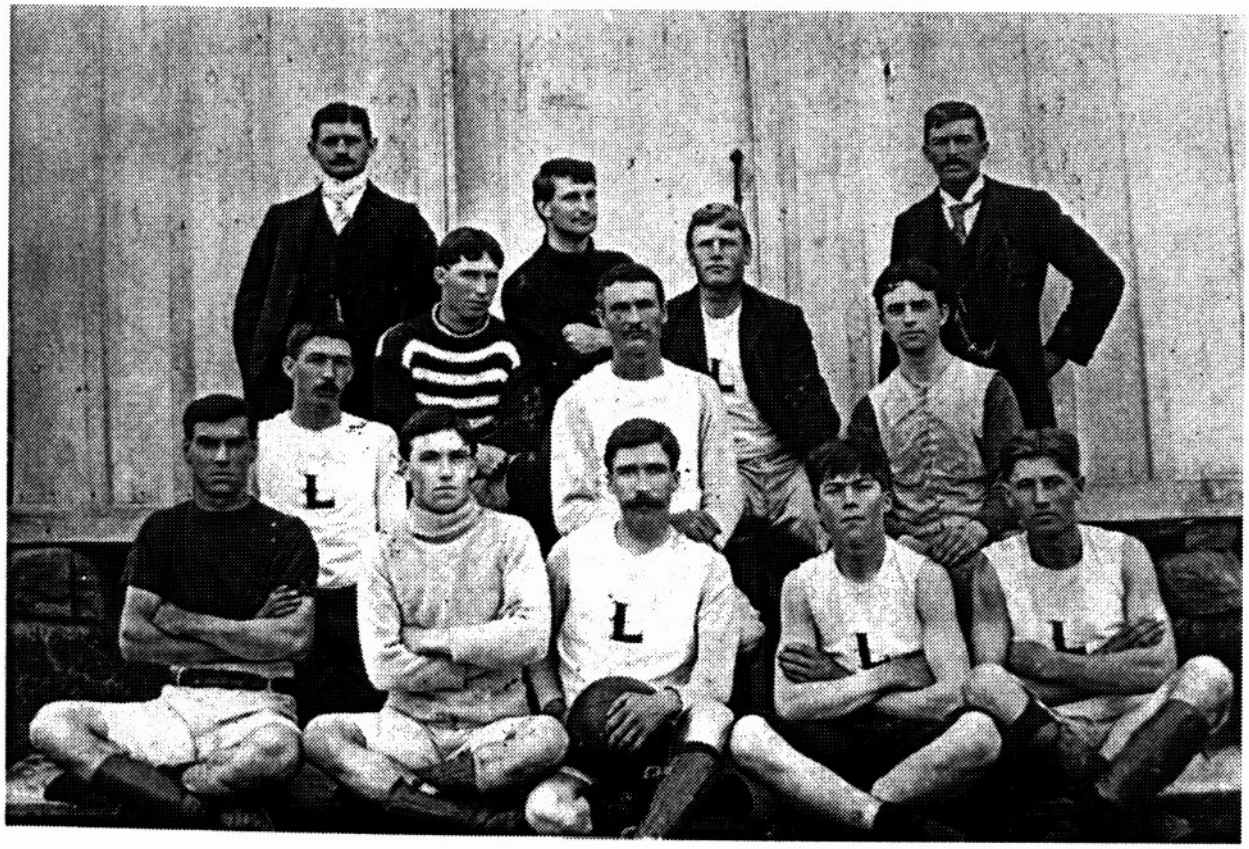
Miss Catherine McGibbon of Lachute kindly lent Angus the Rev. John King's Diary which told of his voyage to Canada.

I am unable to give credit to the various newspapers for the clippings which he included. These had been gathered for years by Angus and Mother, and, came from the Ottawa Citizen, Ottawa Journal, Buckingham Post, and Montreal Star over a period of about eighty years.

When he began this project Angus made a provisional outline of what he intended to include. He followed it very well, but was occasionally sidetracked. When finding "roots" became popular, he was often asked to do research for people in search of their ancestors. This was time-consuming but enjoyable as was his search for and publication of a booklet on the Canadians on the Nile Expedition. He often mentioned how helpful Dan Somers of the National Archives was and was grateful to him for his assistance, and to Isobel (Mrs. Campbell) Evans for the work she has done.

The MacLachlan family hopes you will enjoy reading this account of the olden days researched and compiled by Angus.

Marion MacLachlan



LOCHABER FOOTBALL TEAM 1901 OTTAWA COUNTY CHAMPIONS

R. Filiatrault R.N. MacLachlan (Sec.Treas.)

Gus Yank (President)

A.P. MacLachlan

P.M. MacLachlan

Hugh MacLachlan E. Lapierre

J.P. MacLachlan

W. Durant D.W. MacLachlan D.C. MacLachlan

R. MacCallum D.G.MacLachlan

LOCHABER BAY SCHOOL 1902

Front Row: Havelock Devenny, Scott Devenny, Birdie MacMillan, Margaret MacCallum, Wesley MacEachern, Laurie MacLachlan, Mae MacEachern, Eva MacCallum, Mac MacCallum Esq., Archie Devenny

Second Row: Harold Scott, Tom MacCallum, Willie MacNeil, Bert MacLachlan, Georgie MacEachern, Mattie MacLachlan, Guy Devenny, George S. Angus, Georgina Durant

Third Row: Grace MacEachern, Cecil MacKillop, (Dr.) Peter MacLachlan, Minnie MacCallum, Miss Simpson(Teacher), Eva MacLachlan, Alec MacCallum, John Gordon MacLachlan, John MacEachern

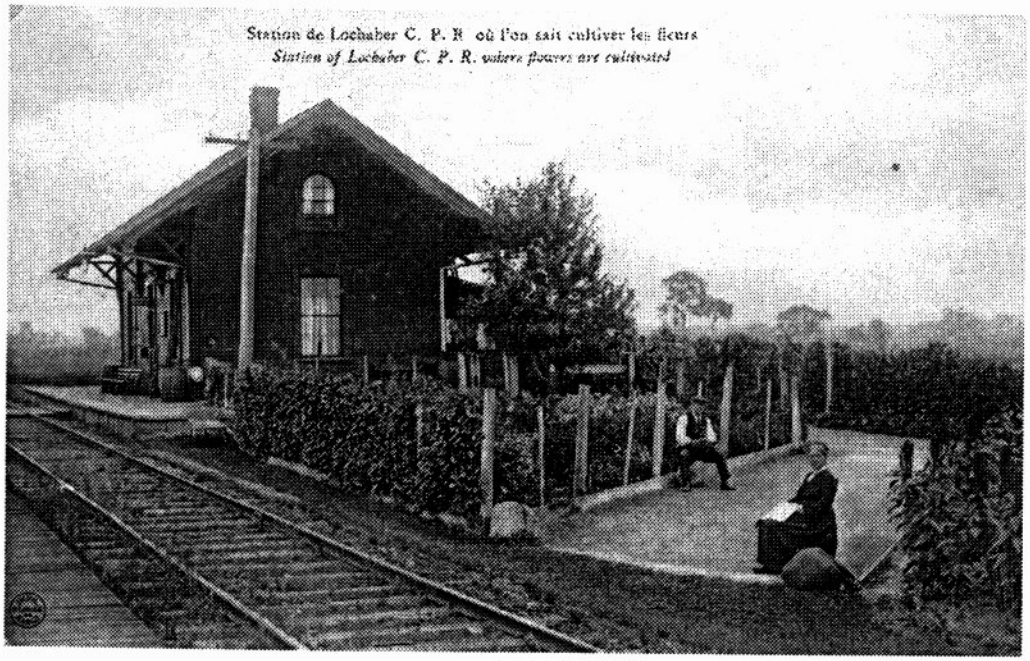
Back Row: Percy Campbell, Gordon Hughes, Johnnie Durant, John T. B. Angus

OLD BOYS REUNION, LOCHABER BAY, QUEBEC, SEPTEMBER 13, 1912

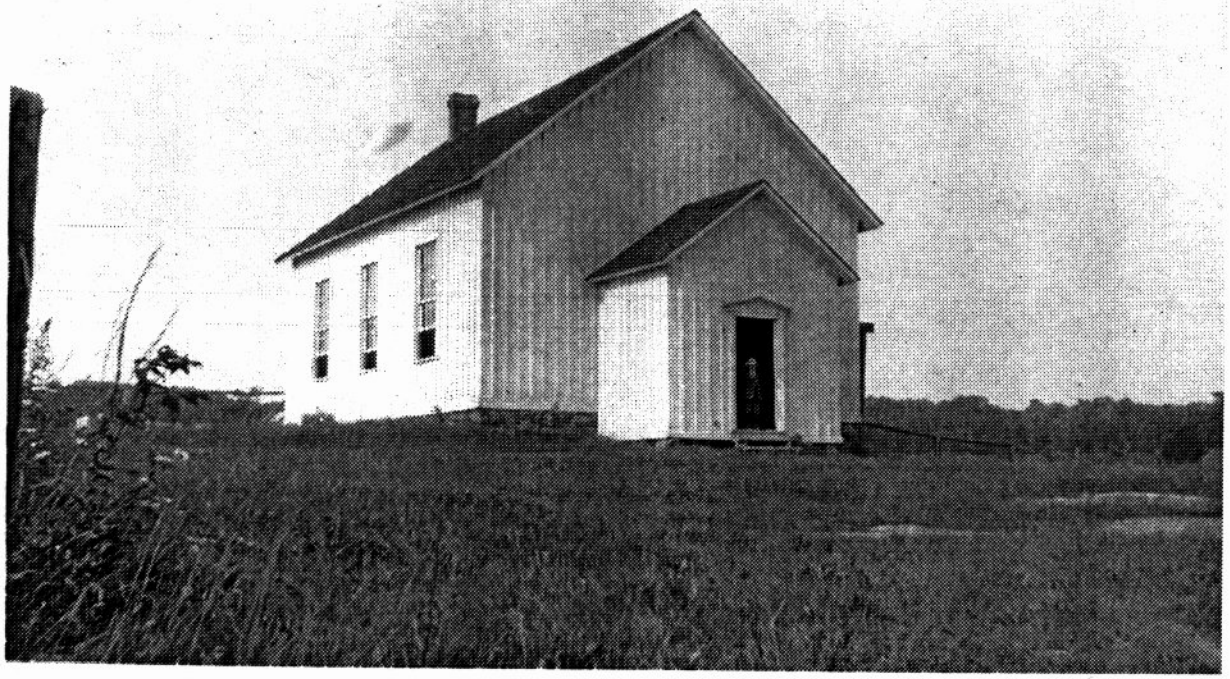
Front Row: (kneeling) Peter MacLachlan, John McDermid, Dougald Cameron

Back Row: Neil MacEachern, James Currie, Donald McLean, Alex McCallum, Neil McInnes, Archie McKecknie, James Lamb

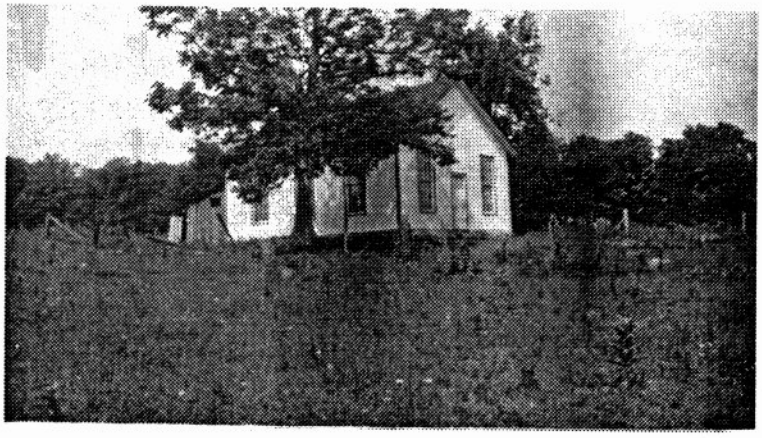
Total Age: 750 years



LOCHABER STATION
Mr. & Mrs. Belinge
(Station Agent)
About 1910

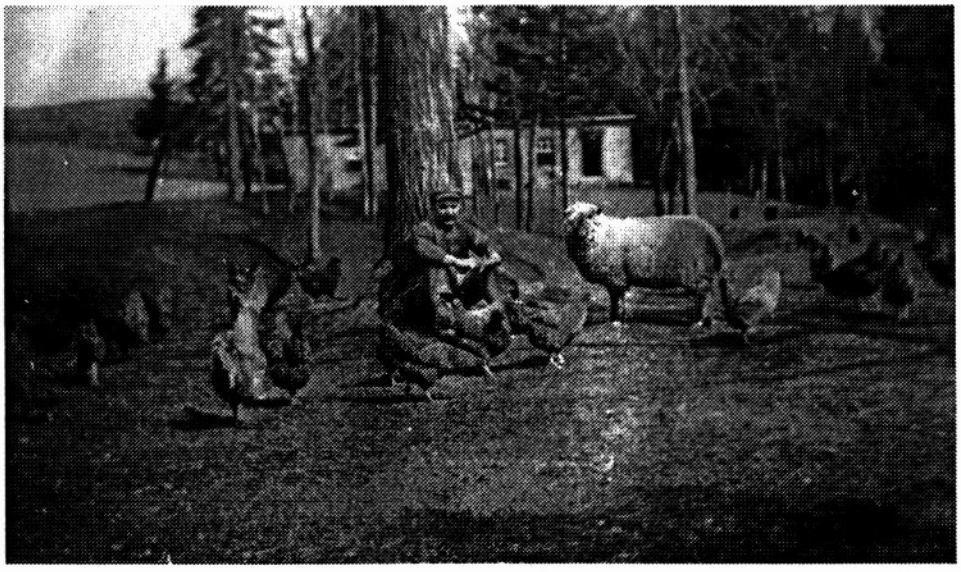


Lochaber Presbyterian Church
1914



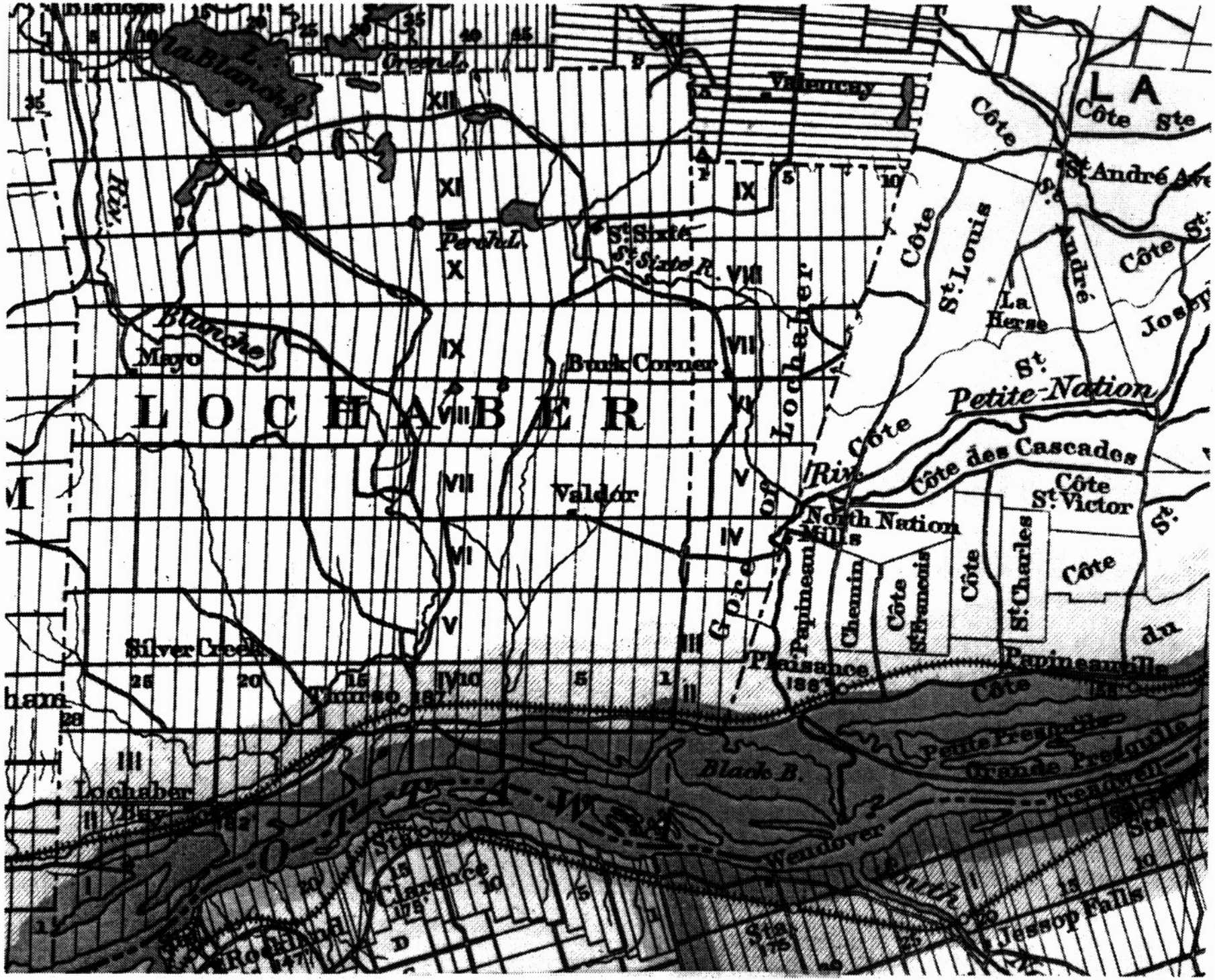
School No. 2 Lochaber and Gore
1917

RIVERVIEW
The Campbell Homestead at Lochaber
Built about 1875
The picture was taken about 1900.
Rev. Archibald Campbell, family, and
a neighbour. The house was later
owned by Mr. Robert Creswell and was
burned about 1935.

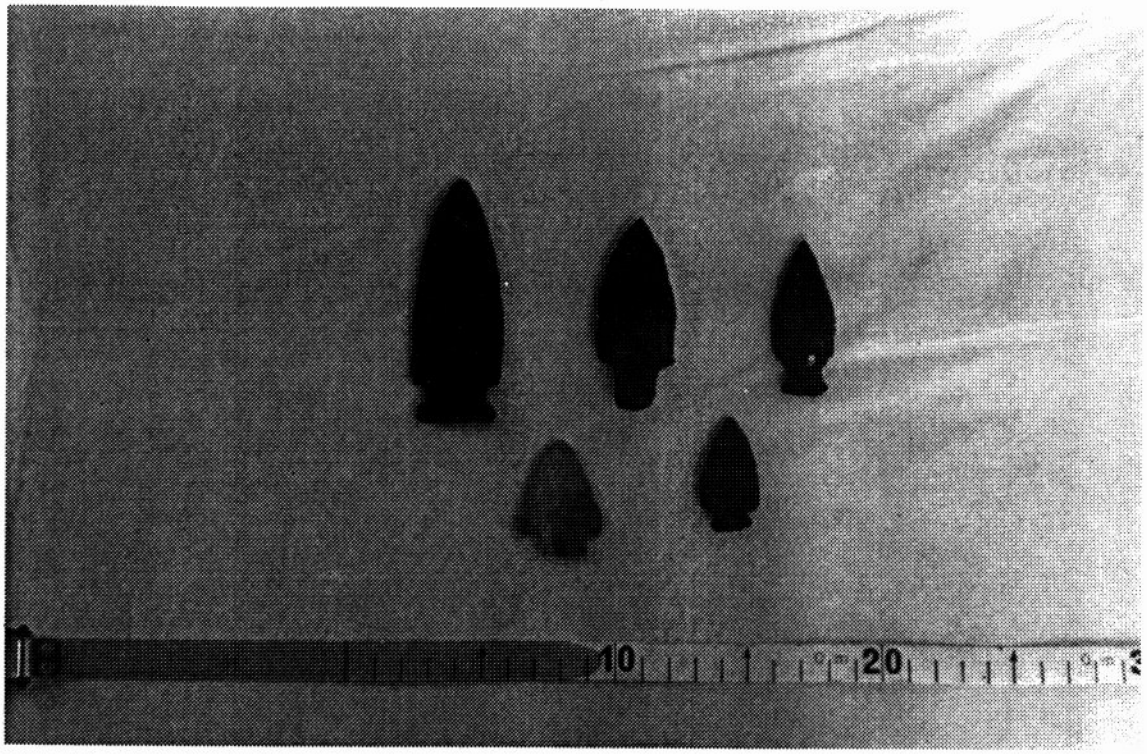


ROBERT J. MacLACHLAN
Taken about 1910
Animals loved Blind Bob

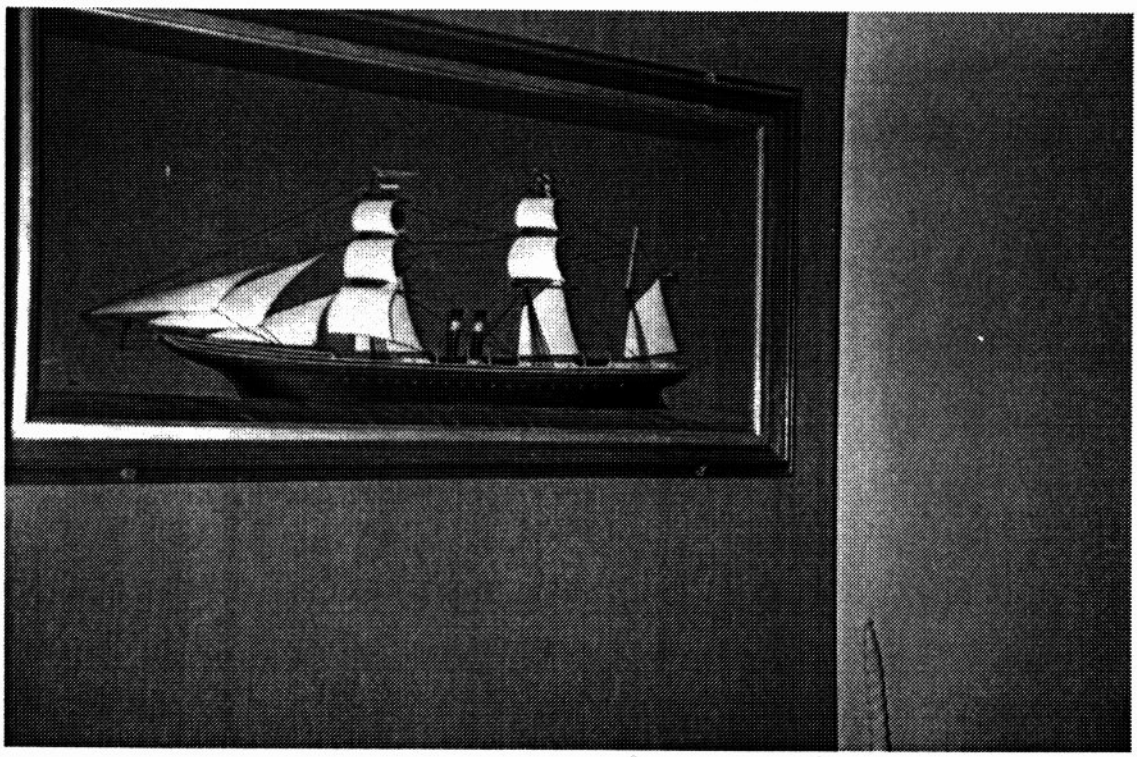
Mr. George Angus at Lochaber
(about 1920)



LOCHABER, QUEBEC AND DISTRICT



INDIAN ARROWHEADS - part of Malcolm MacLachlan's collection of artifacts found at Lochaber



A model of the steam and sailing vessel THE CANADIAN made by Andrew Waterston. He sailed to Canada on THE CANADIAN and settled at Lochaber. The model is now in the home of the late Robert Waterston, his grandson, in Camrose, Alberta

A

L I S T

O F

L A N D S G R A N T E D B Y T H E C R O W N

IN THE

P R O V I N C E O F Q U E B E C

FROM 1763 to 31st DECEMBER 1890

Printed By Order Of The Legislature

QUEBEC
CHARLES-FRANCOIS LANGLOIS
Printer to Her Most Excellent Majesty The Queen
1 8 9 1

I N T R O D U C T I O N .

In order that this list may be easily understood, it is advisable to explain summarily the different systems of granting public lands followed in this Province since the country was ceded to England.

Instructions of 1763.

In taking possession of Canada, the Imperial Government took steps to avoid the inconveniences caused by large concessions of land, which then gave rise to much trouble in the other British colonies in North America. For that purpose, the Lords Commissioners of Trade and Plantations in 1763 sent instructions to the Canadian government, limiting grants of public land to 100 acres for every head of a family and 50 acres for every other person, white or colored, composing the family, with power to extend the total area to 1,000 acres in exceptional cases. The object of this liberality was to induce English settlers from adjacent provinces to settle in Canada. According to these instructions, all Crown lands were to be granted in free tenure and without any other condition than the reservation of the right of the Crown to resume possession of the whole or part of the land granted in the event of its being required for military purposes. These grants were made by means of location tickets or occupation permits.

There is, in the archives of the Registrar's Department, no trace or rather no registration of the grants which may have been made under these instructions. The first registered concession bears the date of 1788. Bouchette, in his TOPOGRAPHICAL DESCRIPTION OF LOWER CANADA, says that the seigniories of Malbaie and Mount Murray were granted on the 27th April 1762 to John Nairn and Malcolm Fraser, two officers of the 78th Regiment of foot; but there is not the slightest trace of these concessions in the archives of this Department.

Instructions of 1775

The object of the act of 1774, the first regular constitution of Canada, was to re-establish in the country all French laws affecting the tenure of real estate. Consequently, the Imperial Government, in 1775, sent new instructions to the Governor of the Colony ordering that, in future, the public lands were to be granted according to the French system, that is in fiefs and seigniories, the same as under the French rule, with the exception of the justices seigniorriales. In 1786, the Colonial Department sent special instructions to Lord Dorchester, The Governor of the Province, ordering him to give grants of land of a specified extent to the refugee loyalists from the United States and to officers and men of the 84th regiment, a colonial corps organized during the revolutionary war. These instructions, however, stated, in formal terms, that the concession so made would depend from the Crown as seignior and be subject to all the other conditions of seigniorial tenure.

They also limited the extent of these concessions as follows:

To	staff officers	5,000 acres
"	captains	3,000 "
"	subalterns	2,000 "
"	non-commissioned officers	200 "
"	privates	50 "

As the officers and soldiers declined to accept these favors because they objected to the feudal tenure, the Government returned to the system of grants by location tickets established by the instructions of 1763 and abolished by those of 1775.

It was under this system of location tickets and of the instruction of 1786 that the lands were granted to the soldiers and American loyalists who afterwards settled in Gaspé.

The following is one of these location tickets:

PROVINCE OF QUEBEC)
QUEBEC) Dated the twenty-first day of May, Anno Domini 1787

The bearer hereof, Charles Dugas, being entitled to .....acres of Land, by His Majesty's Instructions to the Governor of this Province, has drawn a Lot (No 43) consisting of one hundred acres, three acres in front by thirty three acres and one third in depth, in part of the said proportion, in the Seigniory of Carleton and having taken the Oaths, and made and signed the Declaration required by the Instructions, he is hereby authorized to settle and improve the said Lot, without delay; and being settled thereon, he shall receive a patent, grant or deed of concession, at the expiration of twelve months from the date hereof, to enable him to hold an inheritable or assignable estate in the said lot.

(Signed) JOHN COLLINS.

D. S. G.

Not one of these grants or location tickts in the district of Gaspé appears in the books of the Registrar's Department, which books were only commenced in 1788 by the registration of grants to John Shoolbred, merchant, of London, of the posts of Bonaventure and Percé, with stone houses and stores and of the seigniory of Shoolbred at the mouth of the river Nouvelle.

Constitutional Act and Instructions of 1791

The Act of 1791, which divided Canada into two provinces and introduced the representative system into the country, contains the following provision with reference to public lands.

"XLIII. All lands which shall be hereafter granted within the said Province of Upper Canada, shall be granted in free and common soccage, in like manner as lands are now holden in free and common soccage, in that part of Great Britain called England; and in every case where lands shall be hereafter granted within the said Province of Lower Canada, and where the grantee thereof shall desire the same to be granted in free and common soccage, the same shall be granted; but subject, nevertheless, to such alterations with respect to the nature and consequences of such tenure of free and common soccage, as may be

established by any law or laws which may be made by His Majesty, His Heirs or Successors, by and with the advice and consent of the Legislative Council and Assembly of the Province."

After the passing of this Act, the Minister for the Colonies sent new instructions to the Governor containing the same provisions as those of 1763 as to the quantity of land to be granted and also certain conditions of settlement which are embodied as follows in the letters patent issued under such instructions:

"And provided always and these Our Present Letters are upon this express condition that if the said Garantees, their Heirs or Assigns or some or one of them shall not within one year next after the date of these Our Present Letters settle on the premises hereby to them granted so many families as shall amount to one family for every twelve hundred acres thereof or if they, the said grantees, their heirs or assigns or some or one of them shall not within three years to be computed as aforesaid, plant and effectually cultivate at least two acres for every hundred acres of such of the hereby granted premises as are capable of cultivation and shall not also within seven years to be computed as aforesaid, plant and effectually cultivate at least seven acres for every hundred acres of such of the hereby granted premises as are capable of cultivation, that then and in any of these cases this Our Present Grant and every thing therein contained shall cease and be absolutely void, and the lands and premises hereby granted shall revert and escheat to Us, Our Heirs and Successors and shall thereupon become the absolute and entire property of Us or them, in the same manner as if this Our Present Grant had never been made, any thing therein contained to the contrary in any way notwithstanding."

These conditions were embodied in all the letters patent issued between 1791 and 1806, but they remained a dead letter and were barely observed in a few exceptional cases. Article 59 of the Royal Instructions of 1768 ordered the Surveyor General or any other person appointed by the Governor to make, once a year or oftener if required, an inspection of the lands granted by the Governor and to make a written report of such inspection to the Governor, specifying whether the conditions contained in the letters patent had or had not been fulfilled and what progress had been made in the accomplishment of such conditions. But these instructions were never followed, except under the administration of Lord Dalhousie, who ordered Surveyor-General Bouchette to make such inspection. Mr. Bouchette published the information collected in the course of his inspection in his works, especially in the Topographical Description of Lower Canada.

In practically abolishing the system of land grants, according to the seigniorial method, the act of 1791 introduced into the country all the evils and troubles which the British Government sought to avoid by the instructions of 1663 and give rise to the plague of large land-holders which has so greatly hindered the settlement and material advancement of the Province. Under the seignorial regime an individual might, without any trouble, obtain large grants of land inasmuch as he was obliged to concede land to any bona fide settler who applied for it. But under the system of free grants and free tenure, as established by by the act and instructions of 1791, owing to the neglect or connivance of the provincial authorities, a single individual could obtain a whole township and close it to settlers; this has unfortunately happened in a considerable portion of the Eastern Townships. It was under this regime that the system of township

leaders and associates originated, which, in less than 15 years, from 1796 to 1809, gave 1.457.209 acres of the best Crown Lands into the possession of about seventy persons, one of whom, Nicolas Austin, obtained in 1797 a quantity of 62.621 acres of land in the township of Bolton.

The system was carried on as follows: A person wishing to thus take possession of a portion of the public domain, first came to an understanding with the members of the Executive Council and the officers occupying the highest positions, to secure their concurrence and that of the Governor. He afterwards came to an understanding with a number of individuals, picked up at a hap-hazard, to get them to sign a petition to the Governor, praying for the granting of the land he desired. To compensate them for this accommodating act on their part he paid his associates a nominal sum, generally a guinea, in consideration of which they at once retransferred their share to him as soon as the letters patent were issued. Sometimes one or two of the associates kept a lot of 100 or 200 acres on a grant covering several thousands of acres, but this was the exception, not the general rule. For that purpose stationers sold blanks of such re-transfers, the form of which, as shewn in 1821 before a committee of the Legislative Assembly, had been prepared and drafted by the Attorney-General.

These frauds were committed with the knowledge of the Executive Council, several of whose members even used this means to obtain large grants of public lands. Prescott, one of the Governors of the time, wished to stop this waste of the public domain, but he brought down upon himself the hatred of the Executive Councillors who, headed by Judge Osgood, managed to obtain his recall. Sir Robert Shore Milne, Prescott's successor, showed himself better disposed towards the spoilers of the Crown domain and to give them a tangible proof of his good intentions, he had a grant given to him of 48,061 acres in the townships of Compton, Stanstead and Barnston.

Every pretext was made use of to despoil the public domain in favor of the friends of the administration. Thus, to reward John Black, a shipbuilder, for having betrayed the American McLean in order to hand him over to justice and have him executed, on the pretext that he was fomenting rebellion, the Government gave him a free grant on the 30th December 1799 of the greater portion of the township of Dorset or an area of 53,000 acres. The following list shows the extent of the principal grants of public land so made from 1796 to 1809.

Townships	Grantees	Date of grant	Extent of grants
Dunham	Thomas Dunn	2 February 1797	40,825
Brome	Asa Porter	18 August 1797	41,758
Bolton	Nicholas Austin	18 " "	62,621
Potton	Laughlan McLean	31 October "	6,000
Farnham	Samuel Gale	22 " 1798	23,000
Dorset	John Black	30 December 1799	53,000
Stoneham	Kenelm Chandler	14 May 1800	23,800
Tewkesbury	Denis Letourneau	14 " "	24,000
Broughton	Henry Juncken and W. Hall	28 October "	23,100
Stanstead	Isaac Ogden	27 September "	27,720
Upton	D. A. Grant	21 May "	25,200
Grantham	W. Grant	14 May "	27,000

Hunterstown	John Jones	29	August	1800	24,620
Stukeley	Samuel Willard	3	November	"	23,625
Eaton	Josiah Sawyer	4	December	1801	25,620
Barnston	Robert Lester	11	April	"	23,100
Shefford	John Savage	10	February	"	35,490
Orford	Luke Knowlton	5	May	"	13,000
Newport	Edmond Heard	4	July	"	12,200
Stanbridge	John Carling	1	September	"	38,600
Brompton	William Barnard	27	November	"	40,200
Shipton	Elmer Cushing	4	December	"	58,692
Stoke	James Cowan	13	February	1802	43,620
Barford	I. W. Clarke	15	April	"	27,720
Chester	Simon McTavish	17	July	"	11,550
Sutton	P. Conroy and Herman Best	31	August	"	39,900
Halifax	Benjamin Jobert	7	"	"	11,550
Inverness	Wm. McGillivray	9	"	"	11,550
Wolfestown	Nicolas Mantour	14	"	"	11,550
Leeds	Isaac Todd	14	"	"	11,760
Ireland	Joseph Frobisher	20	"	"	11,550
Durham	Thomas Scott	30	"	"	21,991
Compton	Jesse Pennoyer	31	"	"	26,460
Wickham	William Lindsay	31	"	"	23,753
Arthabaska	John Gregory	30	September	"	11,550
Thetford	John Mervin Nooth	10	November	"	23,100
Ely	Amos Lay, junior	13	"	"	11,550
Roxton	E. Ruiter	8	January	1803	16,400
Granby	Thomas Ainslie	8	"	"	4,600
Buckingham	David Beach	26	"	"	13,000
Clifton	Charles Blake	5	March	"	22,000
Ascott	Gilbert Hyatt	5	"	"	20,188
Burry	Calvin May	15	"	"	11,550
Hatley	Henry Cull	25	"	"	23,493
Ditton	Minard H. Yeomans	13	May	"	11,550
Clinton	J. F. Holland	24	"	"	12,400
Bulstrode	Patrick Langan	27	"	"	24,463
Kingsey	George Longmore	7	June	"	11,478
Kildare	P. P. de la Valtrie	24	"	"	11,486
Clifton	Daniel Cameron	23	July	"	5,800
Potton	Henry Ruiter	27	"	"	27,580
Newport	Nathaniel Taylor	4	August	"	12,000
Tingwick	S.E. Fernuson	23	January	1804	23,730
Warwick	Abraham Steel	23	"	"	23,940
Westbury	Henry Caldwell	13	March	"	12,262
Eaton	Isaac Ogden	14	"	"	6,000
Somerset	C. de Lanaudiere	21	April	"	8,300
Tring	Hugh McKay	20	July	"	7,600
Kingsey	Major Holland's family	14	January	1805	1,400
Newton	J.E. Lemoine de Longueuil	6	March	"	12,961
Melbourne	Henry Caldwell	3	April	"	26,153
Chester	Samuel Philipps	11	"	"	6,200
Dudswell	John Bishop	30	May	"	11,632
Wendover	Thomas Cook	24	June	"	3,400

Halifax	W. F. Scott	25	June	1805	11,700	
Farnham	Jane Cuyler	9	September	"	4,800	
Hull	Philemon Wright	3	January	1806	13,701	
Acton	James Caldwell	17	February	"	17,500	
Auckland	Elizabeth Gould	3	April	"	23,100	
Frampton	P.E. Desbarats	10	July	"	15,569	
Acton	Geo W. Allsopp	22	"	"	24,004	
Eardley	E. Sanford	22	August	"	5,000	
Chatham	D. Robertson	31	December	"	5,000	
Lingwick	W. Vondenvelden	7	March	1807	13,650	
Lochaber	A. McMillan	26	"	"	13,161	
Templeton	A. McMillan	26	"	"	8,949	
Stanfold	Jenkin Williams	8	July	"	26,810	
Ham	Nancy Allen	29	"	"	9,200	
Frampton	R.A. de Boucherville	9	Septemb.	1808	4,100	
Onslow	Henry Walcot	12	November	"	10,950	
Maddington	G. W. Allsopp	1	December	"	10,400	
Farnham	John Allsopp	11	February	1809	9,800	
Sherrington	F. Baby and Bishop Mountain	29	May	"	19,100	
Wentworth	Jane deMontmolin	3	June	"	11,880	
Sherrington	Suzan and Margaret Finlay	29	May	"	8,300	
Stanstead)					21,406)	
Barnston)	Sir R. S. Milnes	2	March	1810	13,546)	48,062
Compton)					13,110)	

These figures show how the public domain was disposed of at that time. These extravagant, not to say scandalous, concessions, continued for a long while without the grantees taking the slightest trouble to fulfill the conditions of settlement which were nevertheless in force.

These excessive grants virtually closed the public domain to colonization. As the large proprietors did not even wish to open roads through their properties, it was impossible to pass through them to take up lands situated in rear, and bona fide settlers were unable to obtain land without passing through the Caudine Forks of the large proprietors. The Legislative Assembly took up the matter and upon its representations, the Imperial Parliament, in 1825, passed the act 6, Geo.II, chap.59 ss. 10 and 11, establishing a court to ascertain whether the conditions of settlement attached to each grant had been fulfilled and if they had not been to declare the grant forfeited in favor of the Crown. As the majority of those who were likely to be dealt with by this court were the most influential in the Province, they found means to nullify this measure of reform; two or three cases submitted to this court of escheats at Sherbrooke were dismissed for informalities in the proceedings and every thing remained in statu quo. We may add that the statute establishing this court has never been repealed and is still in force in the Province. The system of township leaders and associates commenced to fall into desuetude about 1806 and, from that date, almost all of the large grants were made in each case in the name of one individual, or of a single family. Thus in 1810, the Ellice family obtained a grant of 25,592 acres in Godmanchester and another of 3,819 acres in Hinchinbrooke. In 1815, the Governor, Lord Drummond, granted to Hon. John Richardson 29,800 acres in Grantham and 11,050 acres to Hon. Thos. Dunn, in Stukeley.

These violations of the instructions of the Imperial Government which sequestrated the best part of the public domain in favour of a few speculators, were encouraged by the Imperial Government itself. Thus, of his own accord the Duke of Portland gave 48,062 acres to the Governor Sir Robert Shore Milnes and 12,000 acres to each of the members of the Executive Council constituting the Land Commission which had given all the extravagant and scandalous concessions up to that date.

Location Tickets or Occupation Permits

This system was introduced in 1818 to counteract a little the abuses in the alienation of the public domain. From that date, grants were made by means of location tickets, permitting the grantee to occupy the land applied for by him and containing certain conditions of settlement which had to be fulfilled before the letters patent could be issued. At the onset these conditions required, in addition to the building of a house, the clearing and cultivation of four acres per lot, as well as permanent residence for three years on the land so cleared. But this condition was soon abandoned and all that required of the grantee to obtain his letters-patent was to build a hut and cut down four acres of forest.

Instructions of 1826

Up to 1826, all the public lands had been granted free of charge. That year the Treasury Board with the object of increasing the provincial revenue, ordered that, in future, public lands should be sold by auction and be payable in four instalments without interest. In virtue of these inspections the only lands to be offered to purchasers were those selected for the purpose by the Governor on the recommendation of the Commissioner of Crown Lands, an office instituted that very year. Those instructions also allowed small lots of land to be sold to bona fide settlers for what was called a constituted rent and which was in reality only interest at 5 per cent on the estimated value of the land.

Instructions of 1831 and 1837

In 1831, Lord Goderich sent new instructions to the Governor, ordering that, in future, the price of public lands was to be paid by half-yearly instalments with interest. But these instructions were not followed. On the recommendation of the Commissioner of Crown Lands, the Governor gave orders that the old system be followed and the price of Crown Lands be received by annual instalments without interest.

In 1837, Lord Glenelg ordered the Provincial Government to receive the full amount of the price of the land at the time of the sale. These instructions remained in force until 1840 but the troubles which arose in the county paralysed all business andno new sales were made during the three years.

Grants to Regulars and Militiamen

We have already seen that, in obedience to the orders of the Imperial Government, free grants were given to militiamen who had served in the war of 1775 when the Province was invaded by the Americans. 232,281 acres were so granted to militiamen. Those who served in the war of 1812 were also rewarded in the same manner and received 217,840 acres for their services.

All these grants were subject to the ordinary conditions of settlement and to the stipulation that the lands granted would revert to the Crown if the conditions were not fulfilled. But the colonial administration took no trouble to have these conditions observed and to cancel the grants nearly all of which passed into the hands of influential speculators. As soon as the militiamen received their letters patent they sold their lands for a trifle, in many instances for a bottle of rum.

Grants in the District of Gaspé

We have already seen that shortly after the American revolution, the Government sent into Gaspé district a certain number of loyalists to whom it gave lands, without, at the same time, giving them regular title deeds. It was the same with the Acadians who had no other title than tradition to the lands they occupied. When the population began to increase a little, land became comparatively scarcer and difficulties arose nearly everywhere in connection with real estate, difficulties which were all the harder to settle that there were no title deeds of the grants to establish the pretentions of the various claimants. In order to put an end tothe troubles, the Legislature, in 1819, passed the act 59 Geo. III, chap 3, authorizing the Government to appoint commissioners to make inquiries on the spot and to decide the ownership of the properties in dispute. Section 9 of the said act enacts as follows:

"The said Commissioners shall, from time to time, transmit to the Clerk of the Executive Council of this Province a report of allsuch claims as they shall have examined and decided and the person or persons in whose favour they shall have reported shall be considered as entitled to have a grant or grants under the Great Seal of the Province of the lands in respect of which such report shall be made."

The Commissioners, Messrs. J. T. Taschereau and L. Juchereau Duchesnay made a report (Appendix E of Journals of the Legislative Assembly for 1821-22) which contains the enumeration of the lots adjudicated upon. As may be easily seen by the text of the statute, these adjudications do not constitute regular titles and are only location tickets which were to be completed by letters patent under the Great Seal of the Province. Nevertheless, the parties have never, except in very rare cases, taken the trouble to obtain letters patent and have really no regular titles to their property. In fact, in the counties of Gaspe and Bonaventure, especially along the Baie des Chaleurs, more than half the people have no title, not even a location ticket for the property they occupy, which makes it very expensive to have searches made in the registry offices.

EXCEPTIONAL GRANTS

All the above mentioned extravagant grants were made by the colonial administration, but the Imperial Government displayed the same prodigality whenever opportunity offered. Thus the Duke of Portland, undoubtedly as a reward for their profusion, gave a quarter of a township, about 12,000 acres, to each member of the Executive Council constituting the Land Board which had granted the excessive concessions to township leaders from 1796 to 1806. He also made a present of 48,062 acres to the Governor, Sir Robert Shore Milnes, who, like his predecessors, had abused his position to enrich a handful of favorites to the detriment of the public. Mr. Felton, an emigrant, who was afterwards Commissioner of Crown Lands, brought with him a formal grant of

5,000 acres another conditional grant of 5,000 acres, and others for those who accompanied him.

In accordance with instructions from the English minister, the Duke of Richmond gave free grants to officers and soldiers of the regular army, and in 1832, Lord Goderich gave some to pensioners in commutation of their pensions. Finally it was from the Imperial Government that the British America Land Company obtained the lands it owns in the Eastern Townships; the grant in its favour covered an extent of 800,000 acres.

Monopoly of the Public Domain

All this prodigality on the part of the Imperial and Provincial Governments had the effect of concentrating the possession of the public domain in the hands of a few individuals and to give rise to the great evil of landlordism and absenteeism which have so greatly hampered the spread of colonization. This evil was still further increased by sales at low figures, by means of which some speculators obtained possession of another portion of the public lands. During the investigation by Commissioner Buller in 1838 under instructions from Lord Durham, it was ascertained that 105 individuals or families owned at that time 1,404,500 acres outside of the seigniories, or an average of over 13,376 acres per individual or family. The following is the list produced by John Hastings Kerr, one of the witnesses examined:

1	Thomas Dunn Estate, about	52,000 acres
2	Frobisher Estate	57,000 "
3	Heirs J. Wurtell, purchase	49,000 "
4	Colonel Penderleath	42,000 "
5	McGill Estate	38,000 "
6	Estate Richardson, purchase	37,000 "
7	Hon. M. Bell, purchase	30,000 "
8	Philemon Wright	35,000 "
9	Estate of Judge Ogden	30,000 "
10	Sir John Caldwell, about	35,000 "
11	Charles Ogden, purchase	25,000 "
12	Louis Massue, purchase	40,000 "
13	Hart families, purchase	40,000 "
14	Forsyth & Hatt, purchase	40,000 "
15	William Vondelvelden, purchase	25,000 "
16	Estate of G. Glumeg	10,000 "
17	Webb and others, purchase	28,000 "
18	F. and M. Defoy	14,000 "
19	Bagnes Estate	2,000 "
20	Estate William Holmes, purchase	14,000 "
21	Baby family	10,000 "
22	Lindsay family	10,000 "
23	Colonel Heriot	12,000 "
24	D. R. Stewart, purchase	14,000 "
25	R. Taylor, purchase	17,000 "
26	Estate Clarke	12,000 "
27	Scott family	11,000 "
28	P. Patterson, purchase	22,000 "
29	J. H. Kerr, purchase	21,000 "
30	T. A. Stayner, purchase	24,000 "

31	Estate Blanchet, purchase	15,000	acres
32	J. B. Forsyth, purchase	10,000	"
32	J. B. Forsyth, purchase	10,000	"
33	D. Burnet	10,000	"
34	Taylor Estate, purchase	21,000	"
35	Felton family	12,000	"
36	W. Gregory	11,000	"
37	Montizambert family	10,000	"
38	Wilson Estate	13,000	"
39	Judge Gale	10,000	"
40	Judge Bowen, purchase	10,000	"
41	George B. Rodington, purchase	3,000	"
42	William Henderson, purchase	22,000	"
43	Commissary General, purchase	10,000	"
44	Gray, Estate	6,000	"
45	Stewart family	6,000	"
46	Chief Justice Sewell, purchase	6,500	"
47	Allsopp family	16,000	"
48	Cuyler, Estate	6,000	"
49	William Somerville, purchase	3,500	"
50	James Stewart, purchase	8,000	"
51	Lester and Morrogh, Estates	4,500	"
52	Quebec Bank, purchase	14,900	"
53	William Philips, purchase	50,000	"
54	Mountain family	3,000	"
55	Estate of General McLean	6,000	"
56	" of Col. Robertson	12,000	"
57	Mr. de St-Ours	3,000	"
58	Dunford Estate	5,200	"
59	Blackwood Estate, purchase	4,000	"
60	William Hall	14,000	"
61	Sutherland estate	12,000	"
62	L. Knowlton, purchase	20,000	"
63	Stanley Bagg, purchase	4,000	"
64	Benjamin Tremain, purchase	8,000	"
65	Honourable J. Stewart	2,000	"
66	Walker Family	2,000	"
67	Madam Quiche, purchase	7,200	"
68	Green family	6,000	"
69	Staunton family	3,200	"
70	Pozer family, purchase	20,000	"
71	Robinson, purchase	4,000	"
72	N. Coffin	2,000	"
73	Begelon	10,000	"
74	Henry Hale, purchase	4,000	"
75	Gilpin Gorst, purchase	5,000	"
76	Cull Estate	3,000	"
77	Longman family	11,000	"
78	Honorable E. Ellice	30,000	"
79	Whyte family, purchase	6,000	"
80	Reverend Mr. Sewell, purchase	3,000	"
81	Fraser Estate	6,000	"
82	Mrs. Scott	2,400	"

83	Holland Estate	4,000 acres
84	Miss Finlay	5,000 "
85	Mrs. Elliot, part purchase	3,000 "
86	James Caldwell Estate	2,000 "
87	J. McLeod, purchase	2,000 "
88	H. Gowan, purchase	5,000 "
89	Dr. Skey, purchase	2,500 "
90	B. Bowman, purchase	4,000 "
91	William Torrance, purchase	6,000 "
92	Horatio Patton, purchase	2,000 "
93	William Patton, purchase	3,000 "
94	William Price	4,500 "
95	Henry Lemesurier, purchase	10,000 "
96	Jacques Voyer	2,000 "
97	J. McLean	3,000 "
98	George Hamilton, purchase	3,500 "
99	Pastonon family	3,000 "
100	Mallust Estate	3,000 "
101	Judge Pyke and Desbarats	24,000 "
102	Chime family	2,000 "
103	Armstrong family	3,000 "
104	Trueman Kemton, purchase	16,000 "
105	J. W. Wainwright, purchase	3,600 "
	Total	1,404,500

or an average of 13,376.19 acres per owner

Defects in Surveys

The surveys were not managed better than the other branches of the Crown Lands service. The Surveyor-General, who had the exclusive control of this branch, generally did not occupy himself nearly so much in controlling the surveys as in the selection of the best lands which he pointed out to the favorites of the administration. That is what Lord Durham says in his famous Report on the affairs of British North America:

"Ihave already pointed out the importance of accurate surveys of the "Public Lands. Without these there can be no security of property in land, no "certainty even as to the position or boundaries of estates marked out in maps "or named in title deeds.

"The consequences of this have been confusion and uncertainty in the "possessions of almost every man, and no small amount of ligitation. As to "Lower Canada, the evidence is still more complete and unsatisfactory. The "Commissioner of Crown Lands says, in answer to question: I can instance two "townships, Shefford and Orford (and how many more may prove inaccurate as "question of boundary arise, it is impossible to say,) which are very inaccurate "in their subdivision. On actual recent survey it has been found that no one "lot agrees with the diagram on record. The lines dividing the lots, instead of "running perpendicularly according to the diagram, actually run diagonally, the "effect of which is necessarily to displace the whole of the lots, upwards of "300 in number, from their true position. The lines dividing the ranges are so

"irregular as to give to some lots two and a half times the extent of others, "though they are all laid down in diagram as of equal extent; there are lakes "also which occupy nearly the whole of some lots that are entirely omitted; I "have heard complaints of a similar nature respecting the township of Grenville. "I have no reason for believing that the surveys of other townships are more "accurate than those of Shefford and Orford, other than that in some parts of "the country the same causes of error may not have existed."

Mr. Kerr says:- "It is generally understood the surveys in many of the "various townships are very inaccurate; and many of the surveys have been "found to be so. I had in my hands the other day a patent for four lots in the "township of Inverness, three of which did not exist, granted to a Captain "Skinner. Three of the lots were decided not to be in existence, and I "received compensation for them in another township. A great error was discov- "ered in the original survey of the township of Leeds. The inaccuracy of the "surveys is quite a matter of certainty. I would cite a number of townships, "Milton, Upton, Orford, Shefford, etc., where the inaccuracy has been "ascertained."

Commissioner Buller said very much the same in his report: "The survey "of the township lands also were so imperfect and erroneous as to add very "considerably to the practical difficulties in the way of settlement. "Instances have occurred in which the lots professed to be granted had no "existence except on the diagram in the Surveyor General's office, yet more "numerous were the cases in which a person receiving a grant of 200 acres, "found that the lot assigned to him contained from 40 to 90 acres more or "less than its assumed dimension. In many instances the grant was without a "boundary, or its figure and boundaries were totally different from those "which, by reference to the map, would be found to have been assigned to it."

"From the system pursued originally, the greater part of the surveys were "made by persons who were only nominally under the control of his department. "The surveyor employed for the purpose was paid by the person to whom the land, "when surveyed, was to be granted, and those surveyors were employed who would "contract for the performance of the survey upon the cheapest terms. Many "professed surveys, therefore, were made by persons who never had been on the "ground. The outlines of the township were run; but theinterior plan was "filled up entirely, either according to the fancy of the surveyor or from the "report of the Indians or hunters who were acquainted with the general character "of the land included within the limits of the township."

It is not surprising after this that there should still be considerable confusion and uncertainty as to the original title deeds under which real estate is held in many parts of the townships conceded from 1796 to 1840.

Since the later date, public lands have always been conceded under the system now in force, titles are much more regular and searches for the original titles are easily made.

Remarks

There is no need to dwell upon the importance andusefulness of this list which will enable every one to obtain the information he requires. In many parts of townships not yet erected into municipalities, there are lands whose owners are difficult to find without applying to the Registrar's Office to find out whether the patent has been issued; this will be avoided by means of this

present list and all that will have to be done will be to apply to the registrar of each county for the name of the actual owner, when there have been changes in the ownership since the date of the original grant. Finally, the information given in this list will greatly facilitate searches in the registry offices and consequently dimish their cost. This is one of the chief reasons for the present publication.

J. C. LANGELIER,
Deputy Registrar

L I S T

county by county and township by township, of lands granted by the Crown in the Province of Quebec, from 1763 to 31st December 1890

COUNTY OF ARGENTEUIL

TOWNSHIP OF ARUNDEL—erected the 8th of July 1857, Reg. M, Special Grants, folio 73

Names of grantees	Numbers of the lots granted	Ranges	Acres	Date of letters-patent	Book	Pages
Wm. J. Bellingham, attorney of Sidney Bellingham, Esq.	(1,2,3,4,5,6,7,8,9,10,11,12,) (13,14,15,16,17,18,23 & 24)	3)				
	(13,14,15,16,17,18)	4)				
	(13,14,15,16,17,18)	5)	4793	October 9th 1857	FF grants	41
	(13,14,15,16,17,18)	6)				
	(13,14,15,17,18)	7)				
	(13,14,15,16,17 & 18)	8)				
Wm. J. Bellingham, attorney of Sidney Bellingham, Esq.	(23,24)	4	272	April 17th 1858	GG grants	86
Stephen J. Beaven	4	2	100	February 16th 1865	AH sales	81
Louis T. Mohr	16	2	117	July 18th "	AL "	185
George Kaines	5,6	2	200	August 19th "	AI "	206
Corral Cooke	11,12	4	200	August 19th "	" "	209
Corral Cooke	10	4	100	May 8th 1867	AP "	70
Reuben Cooke	9,10	5	200	" 8th "	" "	71
Thomas Strong	13	2	100	" 10th "	" "	76
Joseph Boyd, son	8	2	100	" 30th 1870	14	13
William Thomson	11 et 12	2	200	" 30th "	14	14
John Thomson	10	2	100	" 30th "	14	15
William Laugran	14	2	100	March 9th 1872	17	106
David Staniforth	17,18	2	221	August 27th 1874	22	227
William J. Bellingham	21	2	78	March 4th 1875	24	31
Stephen I. Beaven	3	2	91	June 18th "	24	105
Alexander Pridham	16	7	108	January 28th 1876	24	204
Jos. Cyrille Champagne	North part of 4) North part of 5)	1	90	May 14th 1877	26	214
James Haney	15	2	100	October 8th "	27	181
Thomas Boyd	9	2	100	March 4th 1879	29	253
James Haney	19	2	108	June 26th "	35	12