



Leeds & 1000 Islands Historical Society



Number 26

Fall/Winter 2006

\$2.50



THE LANSDOWNE MURAL

For several years there has been discussion of a mural for Lansdowne. The theme has always been something to do with the railroad; the reason for Lansdowne being here. About three years ago, "Communities in Bloom" took up the idea. Plans were begun, and permission was received from Fiaz and Zaida Lalani to place it on the south side of the Lucky Dollar Convenience Store. This is a perfect location so close to the railroad. Some private donations were received, but it is hoped that a grant will cover most of the cost. The committee will still be pleased to accept donations. The mural was unveiled by mayor Harold Grier and MPP Bob Runciman on Friday October 27th., the 150th. anniversary of the first trains passing through "Lansdowne Station" on their runs from Toronto to Montreal. The Council of Leeds and 1000 Islands had declared October "Railroad Month". This was a fitting closing to the month. Anne Graham and her committee deserve a lot of credit for their success.

The Artist chosen for this task was David Sheridan, a Brockville native and art teacher at 1000 Islands Secondary School in Brockville. David spent his summer holidays creating this scene. David holds degrees from the University of Western Ontario and Sheridan College. David is no stranger to murals, having created on his own, as well as directing his art students in their creations. Among them is the mural on the Brockville Via Station. He has won several awards for his work, including Architectural Conservation Awards from Heritage Brockville.

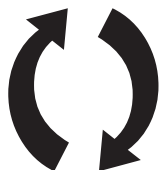
IN MEMORIAM - FREDERICK STEACY

Frederick Edwin Steacy, 85, a retired civil engineer, died at Silver Spring, Maryland, April 12, 2006

Although he was born in Athens, Mr. Steacy lived in New York City, spending his summers on the family island in Charleston Lake. He was very proud of his Canadian heritage and had wonderful memories of the Warburton-Lansdowne-Charleston Lake area. Mr. Steacy had been a member of the historical society for a number of years.

At his death, the family directed remembrance donations to the historical society. We have purchased the micro-film reels of the 1901 and 1911 census and placed them in the library in his memory. We wish to thank all who donated.

MEMBERSHIP FEES



General (Family) - \$10.00 Association - \$10.00 Corporate - \$25.00

Our membership term is Sept. 1 to Aug. 31

Memberships available at any meeting or by cheque to:

**LTI HISTORICAL SOCIETY
Box 332 Lansdowne, Ont. K0E 1L0**

NEWSLETTERS

As our newsletter binder was growing large, we have decided to split it into two.

Back copies of our newsletters are available for \$2.50 each

Copies 1 through 20 are now available in a three ring binder. Cost \$62.00

Copies 21 through 25 - Cost \$23.00 - Binders with all 25 copies will still be available.

Due to the weight and high cost of postage, if these have to be mailed, postage will have to be added.

Also available now is a binder with a coloured cover insert or the coloured cover insert alone.

Ask the Executive for prices.



LEEDS and 1000 ISLANDS HISTORICAL SOCIETY

Slate of Officers – 2006 – 2007

President- Bill Boulton
 1st. Vice-President- Yolande LaPointe
 2nd. Vice-President- Paul Cote
 Past-President- Bruce W. Foley
 Secretary- Ann Graham
 Treasurer- Duane Dillman
 Members at Large- Mona Sherren
 Alan Lindsay

Committee Chairs

Communications- Bill Boulton
 Social Chair- Rebecca Webster
 Archivist- Yolande LaPointe
 Program- Mary Robertson
 Membership- Connie Burns

Heritage Organization Grant

The Historical Society made an application to the Provincial Ministry of Culture for a Heritage Organization Development Grant.

Our application was approved, and we received \$466.00.

This grant will be used to cover the cost of preparation and distribution of our Newsletters.

We wish to thank the Ministry of Culture for this assistance.

Cover Photos: The Lansdowne Mural - *Photo by Ted Hewitt*

MPP Bob Runciman, Anne Graham, Chair of Communities in Bloom, artist David Sheridan, and Mayor Harold Grier took part in the unveiling of the mural. - *Photo courtesy Communities in Bloom*

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SAVE-A-TAPE PROGRAM DISCONTINUED BY A&P

This program ended in December 2006.

The Society would like to thank A & P for their support and contributions over the years..

Thanks also to all our members who collected and turned in their cash register tapes.

A special thanks to Danny Chisamore who has been responsible for the collection and totaling the tapes.



YEAR IN REVIEW 2006

FROM THE SECRETARY'S ANNUAL REPORT

All photos by Bill Boulton



Sept. 19, 2005

Visit to the McLaughlin Woodworking Museum where Sandy McLaughlin spoke on its history.



Nov. 21, 2005

Bill Beswetherick and Geraldine Chase presented their new Book "Gananoque Remembers".

Oct. 17, 2005

President Bruce presents a gift to Doug Bickerton after his talk on the Industrial Development of the Gananoque River Watershed.





YEAR IN REVIEW 2006

FROM THE SECRETARY'S ANNUAL REPORT

All photos by Bill Boulton



Jan. 16, 2006

Ed Clark outlined the History of Willowbank Cemetery.



March 20, 2006

Kathleen Burtch told "River Tales".



Feb. 20, 2006

Members enjoyed a Heritage Day Show-and-Tell, and contests.



YEAR IN REVIEW 2006

FROM THE SECRETARY'S ANNUAL REPORT



April 17, 2006

**Don McKay spoke on the Building
of the Rideau Canal.**

photo by Bill Boulton

July 2006

**Ralph Lackie and Cheryl Lynch discuss our
Cheese factory display at Lansdowne fair.**

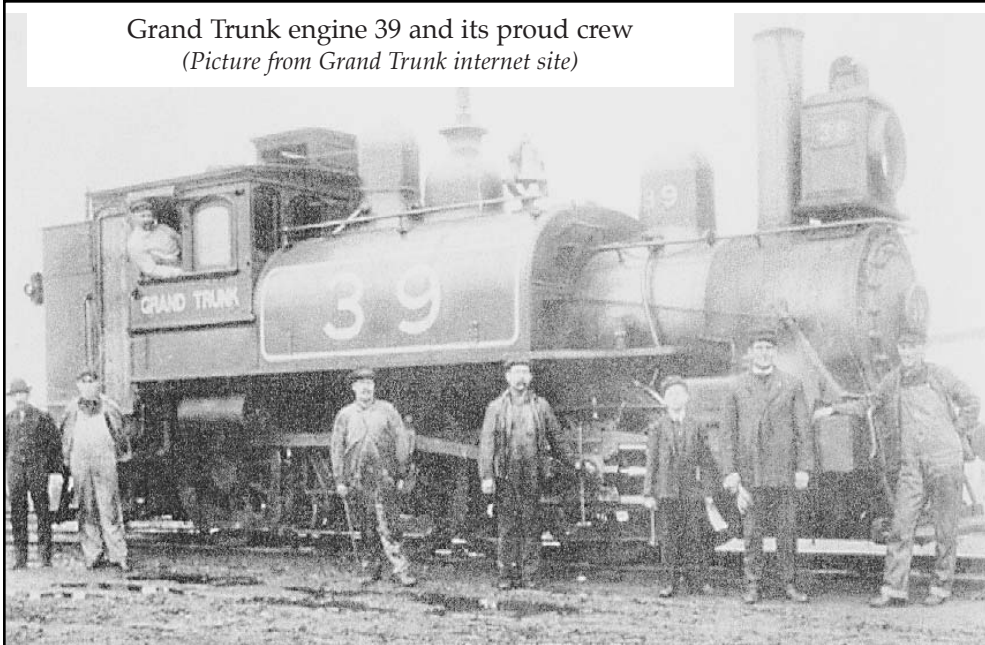
Photo by Anne Graham



150 YEARS OF THE RAILROAD

By Bill Boulton

Grand Trunk engine 39 and its proud crew
(Picture from Grand Trunk internet site)



The earliest means of transportation was by water. This had several hazards. Ships could only come up the St. Lawrence as far as Montreal. The Raft of the Skedaddlers tells of the journey from Montreal to Cornwall. Goods and passengers had to portage 8 – 9 miles around the rapids to Lachine on Lake St. Louis. From there they would take a Durham boat or a Bateau to Cornwall. Portaging around each set of rapids, this trip took 5 days, 3 to cover the first 9 miles. A Durham Boat was 60' long and under sail and poles could carry 8 tons. A Bateau was a flat bottom scow pointed

on both ends. Under sail and oars it could carry 2 tons. Millions of dollars were spent on improvement of waterways. A network of canals was completed by 1847 allowing travel from Montreal to Lake Ontario. One problem, the waterways froze in the winter! There had to be a better way!

In 1787, our first settler, Oliver Landon, “arrived at Lansdowne November 5th after twenty-one days’ travel with a wagon and span of horses, it being the first wagon that ever passed through the one hundred mile woods to Upper Canada”. This trip was made without benefit of a cleared road.

Able Stevens established a road from Brockville to Stevenstown (Delta) by 1794, and may have extended it to Furnace Falls (Lyndhurst) by the mid 1790s. By 1798 there was a continuous road from Brockville to Kingston through the Rear of the township. There was no road along the St. Lawrence until a bridge was built at Gananoque in 1806. The Front Road, now County Road 2, was in use by 1808. The Presbyterian minister, Rev. William Smart, in 1818 described the Front Road as being “very bad, while the road through the rear was “rather better”.

With the Front Road open, stage coaches began to travel from Montreal to Toronto. Stops had to be established at least every 30 miles where the horses could be changed and passengers fed or bedded for the night. One such stop was established at Lansdowne Corner, in the area around the present Rapid Valley Restaurant. A small community grew up around the inn; a Church of England, a shoe maker, store and eventually a cheese factory. A post office opened in 1852.

Railways provided the advantage of year round, speedier communications. It soon became evident that was the way to go. Also railways spreading through the northern United States threatened to divert Canadian trade south.

Railways in Canada had their origin in the east. They were often built to link water ways. In 1835 the Champlain and St. Lawrence Railway Company opened a line from Laprarie on the St. Lawrence to St. Johns on the Richelieu. The first engine was known as The Dorchester, built in England. Only a model remains. In 1847 the Montreal and Lachine Railway opened. The St. Lawrence and Atlantic opened from Montreal to Portland, Maine. This was the first international line in North America. Eventually the Canadian section was sold to the Grand Trunk, and the American section leased to them for 999 years. In 1852 the first steam line in Ontario opened between Barrie and Lake Huron, a distance of 35 miles.

Under the leadership of Francis Hincks, the equivalent of today’s Minister of Finance, an act was passed in 1849 to assist in the construction of railways. In 1851, an act was passed to build a main line “through the entire length of the Province of Canada and eastward to the port of Halifax”. Also in 1851 the Montreal and Kingston and the Kingston and Toronto Railways were enacted to build lines connecting these cities. But as the Grand Trunk scheme began to take shape, these acts were repealed. The Grand Trunk was incorporated in November 1852. The government promised £ 3,000 per mile toward construction. Hincks continued to play an important role in the development of the line, and became known as “Father of the Grand Trunk”.

As it was impossible to raise the amount of money needed in the colonies, an appeal was made in England to raise £9,500,000. The Honourable John Ross was the first president of the British-backed Grand Trunk Railway.

Continued on Page #8



150 YEARS OF THE RAILROAD *By Bill Boulton (Continued from Page #7)*

The Grand Trunk took over several completed short lines and some that were under construction. Construction costs were between £8,000 and £9,000 per mile. Work proceeded with rail moving swiftly from city to city. The railroad was built almost entirely with picks, shovels, wheelbarrows and backbreaking labour. Navvies brought from England swelled the labour force. Fourteen thousand men and two thousand horses were employed on the Canada West line alone. Sections opened as they were finished. Montreal to Portland, Maine, in 1853. Montreal to Brockville section opened 1855.

Between Brockville and Gananoque, three routes were surveyed. One even was to run through Lynn, Athens, and Lyndhurst, then to Kingston. Samuel Keefer, the Chief Engineer for the Department of Public Works chose the Front Route. He bypassed Gananoque because “the geographic position of Gananoque prevents the road from going through there without injury to the rest of the community.” This was also due to “natural causes beyond the science of the engineers to remove”. The railway could not pass through the community without lengthening the railway and introducing heavy grades. The decision rested on selecting the shortest and most grade-free route.

In June 1855 contracts were let for the line between Brockville and Kingston Mills. By February 1856 the earthworks was finished and the ties and rails distributed. Work was underway on the bridge over the Gananoque River and continued through the winter of 1855-56

Finally the big day arrived. October 27, 1856, 7:30 a.m., a train consisting of an engine, baggage car and three first and second class coaches painted bright yellow, left Montreal’s Bonaventure Station. A similar train left Toronto, from a little brick station at the foot of York Street, at 7 a.m. Since it was single track, the trains met at Kingston about 2 p.m. The passengers were given _ hour to get lunch. The trains passed each other and continued on their way. People gathered at every station. Town bands were out, and speeches made. The trains stopped at 64 locations. The trip took 14 hours.

With the opening of the railroad, stage coaches and their inns were no longer that important. The settlers in the Lansdowne community saw the future. They moved almost a mile north to form a new community around the rail line and station. This became known as Lansdowne Station. Some buildings were actually moved to the new location. One of these still remains, the Darling house, now the home of Mary Allore, on Grand Trunk Avenue.

By the end of 1856, the Grand Trunk had become the longest railroad in the world. During the 1890’s the line was double tracked. By the end of the century there was only one small section of single track left..

On January 30, 1923, the Grand Trunk ceased to exist, having been incorporated into the new Canadian National system. At that time it was the longest railway system in the world with 4776 miles of track.



Lansdowne Section Crews 1948.

Back row, left to right: Jack Dobson, Don Tedford, Elmer Cross, Sandy McDonald, Art Funnell
Front row, left to right: Jack Ralph, Harry Struthers, Oscar Haskins, Jack Williams, Eddie Heaslip,
Walter Andress, Ernie Pritchard

(Photo courtesy Joyce Dobson)



1000 ISLANDS RAILWAY *By Bill Boulton*

The roads connecting the town of Gananoque to the Junction were almost nonexistent. In 1879 the Reporter said “travelers coming from its G.T.R. station find the trip equal to a sea voyage”. By 1881 it was listed as “in pitiful state”. The industrialists as well as many others in the town favoured a rail line from the village to the G.T.R. line.

In 1871 the Gananoque and Rideau railway was incorporated to build a line connecting to the Rideau Canal at Merrickville. Construction began in 1872. By 1873 the company had run out of money and construction ended. By the end of the 1870’s there was still no rail link.

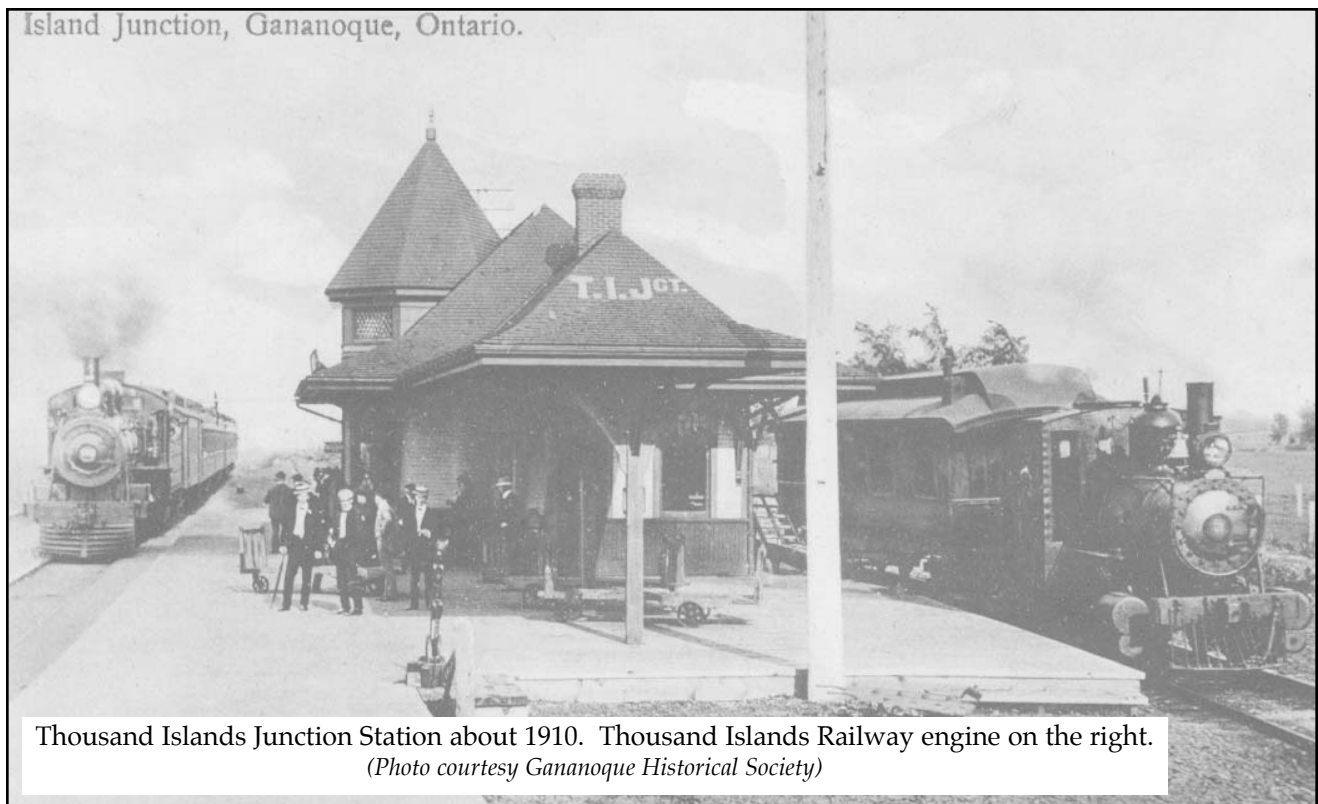
In 1848 the A.S. Rathbun Company of Oswego, N.Y. had established themselves in Deseronto. Their lumber empire grew rapidly and they expanded into other lines. In 1883 they took over the Napanee, Tweed and Quebec Railway. They also took over the Gananoque and Rideau line, and in March 1884 the Thousand Island Railway received its charter. Rathbuns finished the line and the first train entered Gananoque on November 17. The fare was 25 cents.

Rathbuns built a large wooden building, a combined freight shed and station at the waterfront. This building, with one renovation, was used until the new brick station was built in 1929. It continued in use until the T.I.R. closed. It then became a restaurant until it was destroyed by fire in 1990. The Umbrella was built in 1883 to shelter passengers at the King Street stop. A letter box was affixed here and mail would be picked up and delivered to the mail car at the Junction. This continued to operate up to the end of service. It was possible to mail a letter at this box at noon and have it delivered in Lansdowne before 3p.m. The town purchased the Umbrella in 1962, and it still stands as a tourist attraction.

In 1888 Rathbuns received a charter to build a line from the Junction to James Bay, but with changing economic times, the line never went beyond the Junction.

In 1887 the Gananoque Cemetery opened a mile north of the town. T.I.R established a stop at the cemetery, and liked to joke that they only sold return tickets to the cemetery.

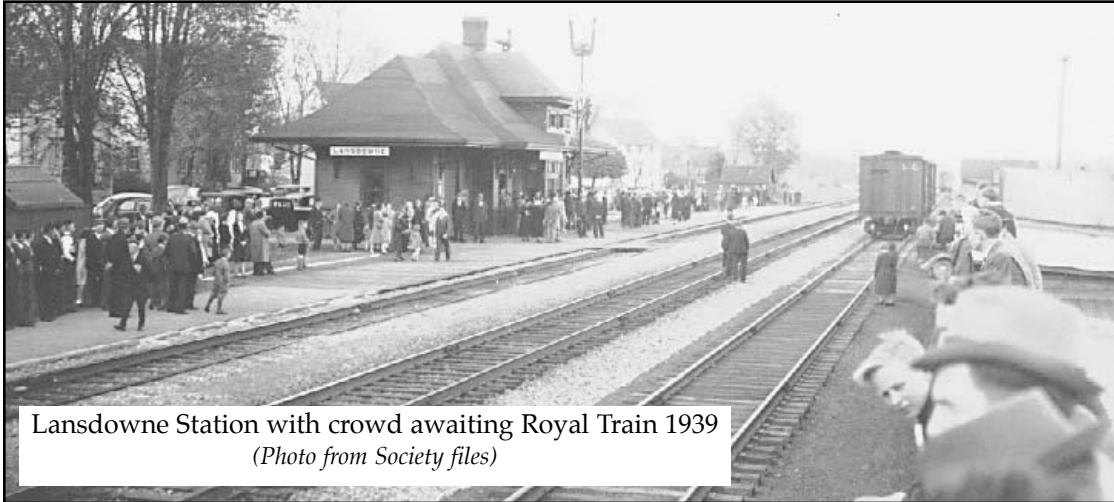
In March 1910 the G.T.R. assumed responsibility for the T.I.R. and continued to operate it until it closed January 15, 1962.





STATIONS By Bill Boulton

Canada's first truly distinctive stations were those of the Grand Trunk. They promised a "first class English Railway". Many of the early stations were built of stone, with no freight shed or bay window. 34 of the original brick or stone stations on the line adopted the design of a station in Kenilworth, England. Of 32 original stations, only 9 are left.



Lansdowne Station with crowd awaiting Royal Train 1939
(Photo from Society files)

MONTREAL BONAVENTURE STATION

This was the first station downtown, others had been on the south shore. First train stopped here in 1847. It served as terminus for G.T.R. Original building was frame, but was replaced in 1886 with a more impressive building, one of the most beautiful of the day.

CORNWALL

Building demolished when highway overpass built.

SEAWAY VALLEY

With the building of the St. Lawrence Seaway, the rail line was moved to the north. None survive on site. Two have been preserved. Moulinet – This would have been a flag station. It is preserved in the Lost Villages Museum.

Aultsville – This station was built about 1889, and is of the replacement style. It is simpler, with no embellishments other than the bay window. It is preserved near Upper Canada Village.

Morrisburg and Iroquois – New stations were built in 1957. Both have since been abandoned, the one at Iroquois demolished. Morrisburg is boarded up and in very poor condition.

PRESCOTT

Built in 1856, it was the largest of this design. Passenger service was discontinued in 2001. It is designated as a National Historic Site. Just recently it was announced that the city will take ownership of the station, and rent it to the Grenville County Historical Society.

BROCKVILLE

The Brockville Recorder of July 12, 1855 lists it as "a stone station house 671/2 feet by 330 feet. There was also a tank house, a wood house, a stone engine house 206 by 64 feet with accommodation for 13 engines, and a freight house.

LYN

The original station was on south side of tracks just east of Lyn Road, also a stone hotel which still stands. The second was built some time after line was opened. This station was said to be larger and better than Brockville. Used until 1950's, then demolished.

MALLORYTOWN

Probably built in 1885, demolished in early 1970's

LANSDOWNE

The first station was built on south side of tracks, and had living quarters for the agent.

It was replaced in 1905 on north side of tracks. Passenger service was discontinued in 1963. Closed April 14, 1967 and demolished in October 1968. The agent in 1866 was C.W. Bentley. William Henry Wallace arrived in 1872, and remained until early 1900's. Some other agents over the years were A.W. Latimer, Fred G. Greenfield, Basil Faught, Hugh McNamara and Ron Goff. Robert Hultquist was the last agent.

Continued on Page #11



STATIONS

By Bill Boulton

(Continued from Page #10)

Lansdowne Station 1905
(Photo from Society files)



GANANOQUE JUNCTION

Grand Trunk constructed a limestone station 2 miles north of the town at Cheeseborough at a cost of \$4,000. It was built on the same plan as Ernestown and Napanee. A community grew up around the station, a freight shed, foreman's house, water tank, wood storage shed and a hotel. To provide a good water supply, a pump house was built on the river just south of the bridge in 1875.

Trains had trouble starting up after a station stop because of a grade. To eliminate the grade, G.T. built a new station about a mile east in 1901. It was somewhat of a different design, having a tower and a varied roof line. The station closed January 31, 1970. Ron Goff was the last agent.

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KINGSTON

The old Kingston stations still stand on Montreal Street. There are two buildings on the property. The one on the right is the original 1856 station. The building on the left, derelict and covered with tarps as a result of a fire, was built in 1900. G.T. advised that passengers traveling by night train may avoid inconvenience by driving to the station early and obtain a comfortable bedroom and sleep until the hour of departure. Because the original station was well outside the city, a downtown station was built on the waterfront in 1886. It still stands, now being a restaurant.

ERNESTOWN

This station was built in 1855 of sandstone in the G.T.R. style. It was built 6 miles north of the thriving village of Bath because of high prices of land in Bath. Passenger service was discontinued in the 1950's, and it has stood unused since 1990.

NAPANEE

This is an 1856 station built on the classic G.T.R.

BELLEVILLE

Built of sandstone in 1856, the second story was added later. Because Belleville was a division point, office space was needed. A second building was built just to the east, thus the station was never more than a waiting room. Belleville had a roundhouse holding 34 engines, and 1000 workers in the 1900's. There are still 12 trains a day stopping here. This station is designated a Railway Heritage Site.

BRIGHTON

Station opened in 1857. Last train stopped in 1964. Station has been preserved. Ralph Bangay bought the property in 1996, and has turned it into a museum, Memory Junction.

COBOURG

This station, built in 1911, is the second one on this property. Via Rail has spent 1/4 million dollars restoring this station. It is a designated site. A very busy station; 10 trains a day still stop.

PORT HOPE

This 1856 station is the oldest functioning station in Canada. \$180,000 was spent to restore the building. Unlike most G.T.R. stations, this one is close to the lake. 4 trains stop here daily.

TORONTO

The first station was modest board and batten structure built in 1855. This was replaced in 1858 by a little brick building at the foot of York Street. The first Union Station was built in 1873. It was replaced in 1876 by a larger stone structure. The present Union Station was opened in 1927 by the Duke of Windsor. In 1964 the building was threatened with demolition. A committee was formed to save the building. \$3 million dollars was spent to refurbish it. It is a designated station.



CANADIAN NATIONAL RAILWAY

By Bill Boulton



By the end of the First World War, many Canadian railroads were in financial trouble. To rescue them, the government took over the Canadian Northern, Canadian Government Railway, Inter Continental Railway, Prince Edward Island Railway, Hudson Bay Railway, and Grand Trunk Pacific. These became the Canadian National Railway in 1919. On January 30, 1923, parliament amalgamated the C.N.R and Grand Trunk. In 1977 VIA Rail was formed to take over all passenger service from Canadian National and Canadian Pacific. It became a separate Crown Corporation in 1978.

In November 1967 C.N. began testing the new Turbo Train built by Montreal Locomotive works. It had problems from the start. Finally, on December 12, 1968 it started its inaugural run. It got as far as the Division Street crossing in Kingston and hit a tractor trailer of meat. A few weeks later the train was discontinued due to "Various problems". The last I heard it was sitting on a siding in Montreal rusting away. Jack Ralph of Lansdowne was a conductor on the Turbo.

Via Rail's Ill Fated Turbo Train

(Photo courtesy Jack Ralph)

?? THE YEAR 1906 ?? *(From the Internet.)*

The year is 1906

One hundred years ago, what a difference a century makes!

Here are some statistics for the year 1906:

- The average life expectancy was 47 years.
- Only 14 percent of homes had a bathtub.
- Only 8 percent of homes had a telephone
- There were only 8,000 cars and only 144 miles of paved road.
- The maximum speed limit in most cities was 10 mph.
- The tallest structure in the world was the Eiffel Tower.
- The average wage was 22 cents per hour.
- The average worker made between \$200 and \$400 per year.
- More than 95 percent of all births took place at home.
- Sugar cost 4 cents a pound, Eggs were 14 cents a dozen and Coffee was 15 cents a pound.



1906 Oldsmobile Car
(Photo courtesy Web White)

Most women only washed their hair once a month, and used borax or egg yoke for shampoo.
Canada passed a law that prohibited poor people from entering their country
Five leading causes of death were: 1) Pneumonia, 2) Tuberculosis, 3) Diarrhea, 4) Heart Disease, 5) Stroke.
Crossword puzzles, canned beer and ice tea hadn't been invented yet.
There was no Mother's Day or Father's Day.
Two out of every 10 adults couldn't read or write.
Marijuana, heroin and morphine were all available over the counter at the local drugstores.
Eighteen percent of households had at least one full-time servant or domestic help.

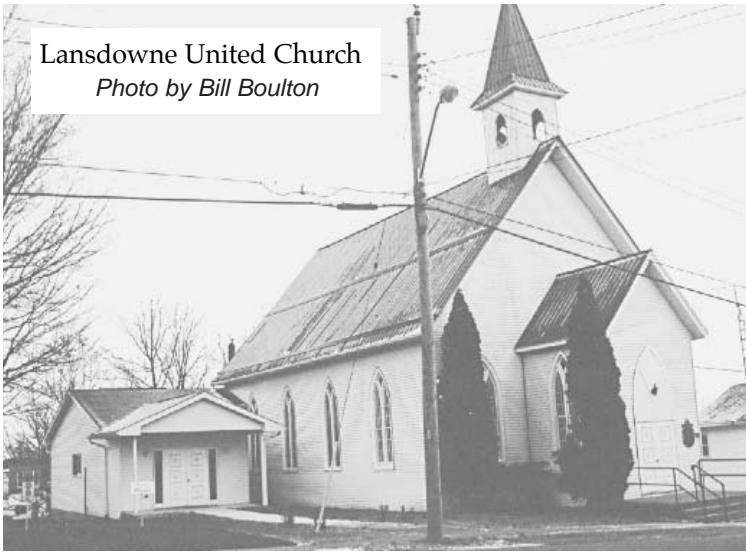
Try to imagine what it may be like in another 100 years. It staggers your mind, eh?



LANSDOWNE UNITED CHURCH

By Bill Boulton

Lansdowne United Church
Photo by Bill Boulton



Lansdowne United Church celebrated its 130th anniversary on Sunday September 24th, 2006.

The Wesleyan Methodists purchased a lot in 1848 from Mr. and Mrs. H. Kenny for 10 shillings. It was located at the top of the hill on Mill Street, now Miller Street. It was at the end of the street, as at that time the street did not continue down the hill. It was surrounded by a grove of trees, thus when the church was built in 1876 it was named Grove Methodist Church. The building was of wooden frame construction. Services had been held in homes and McKelvy School, a log building located on the north side of the present County Road #2, just west of the Lansdowne turn.

The 1892 picture shows a building quite different from to-day. There are fewer steps at the front, the spire is 90 feet high, there is a white picket fence and a grove of trees on the south side and a horse shed on the north. I remember the horse shed standing into the 1940s.

William Beatty makes two references to the church in his diary:

June 28, 1876: Went to the raising of the spire of the Methodist Church in the afternoon. Warm day.

November 19, 1876: The new Methodist Church was opened. Rev. Dr. Douglas of Montreal preached in the morning and Rev. Mr. Brown at night.

Grove continued as a Methodist congregation until church union in 1925. At that time Grove Methodist, Chalmers and Sand Bay Presbyterian became part of the United Church of Canada. Later Dulcemaine, Selton, Oakville, Eden Grove and Rockfield Methodist, Union, and Fairfax Presbyterian would become part of the congregation.

The building has had four major renovations, 1927, 1959, 1965 and 1975. An annex was built to the east side in 1927. This provided a ladies parlor and a room for the minister and choir, as well as space in the basement for the Sunday school and a kitchen. The building was heated by a wood furnace and lighted with gas lamps. A used pipe organ was installed. It had to be hand pumped. For many years Melvin Quinn or Fred West pumped the organ.

In 1929 electricity was installed, and an electric motor and blower fed air to the organ. The church being built on a rocky hill, renovations often required blasting. On one Saturday when the basement was being enlarged, something went badly wrong. The charge blew through the floor at the back of the church. With much volunteer effort, repairs and cleanup were completed in time for the Sunday morning service. In 1959 the basement was completely renovated. The kitchen was moved from the west end to the East end, more space was provided for the Sunday school, and an oil furnace was installed.

The 1965 renovations saw the seating arrangement altered, with the two side isles being replaced with a centre isle. The main part of the church was extended into what had been the choir rooms. The pipe organ was removed and replaced with an electric organ. A new wing was added on the north-east in 1975 providing an office for the minister, a choir room and a nursery.

The original spire was 90 feet high. It was thought this was too high for the building. At some time, probably in the 1930's, it was lowered, but still retained the pointed shape. This tower was lowered again and a cap roof placed on it in the 1950's. We gather these facts from pictures and memories of members. On September 12, 1972, fire destroyed the tower and porch, and damaged the back of the church. With the efforts of a volunteer cleanup crew, anniversary services were held in the church the following Sunday. The porch was rebuilt and a new spire placed on top of the church.

Continued on Page #14



LANSDOWNE UNITED CHURCH

By Bill Boulton (Continued from Page #13)



The members of the former Dulcemaine Church donated a set of steeple chimes in 1955 in memory of the founders of their congregation. The first stained glass window was donated to the church in 1976. By 1993 the number had grown to six.

The first parsonage was a house owned by Mr. David Shipman and his daughter Mrs. S.H. DeWolf, location unknown. The second was the white frame house at the present 27 King Street W. They then moved across the corner to the brick house at the present 24 King Street West. At church union, the Presbyterian manse, which had been built in 1902 at 9 Johnston Street, was chosen as the better building. It was used until 1999, and sold in 2002.

It is unfortunate that all the early Methodist records were left in the old Methodist rectory at the time of Church union, and have long since disappeared.

Prepared with the assistance of scrap books and histories courtesy Lansdowne United Church and L.T.I. Historical Society files.

Grove Methodist Church 1892
(Photo courtesy Lansdowne United Church)

The following is a list of the ministers over the years:

Rev. J.W. Stewart
Rev. Harris
Rev. James Elliot
Rev. Wm. Craig
Rev. Cummings
Rev. Reynolds
Rev. Simpson
Rev. Geo. Wood
Rev. R. Stilwell
Rev. Pearson
Rev. Kelly
Rev. Snell
Rev. Cooper
Rev. Fulcher
Rev. Geo. Dustin
Rev. I.N. Beckstead
Rev. McVeigh

Rev. Taylor
Rev. Truscott
Rev. Selwyn Cook
Rev. E. Swain
Rev. Riley Smalley
Rev. Wes Herbert
Rev. Robert Clark
Rev. Wm. Sparling
Rev. Wm. Fletcher
Rev. Howard Fraser
Rev. S. & L.J. Froese
Rev. Jill Curd
Rev. Gail Conrick
Rev. R. Belbin
Rev. Doug Blair
Rev. Barry Goodwin
Rev. Allister Rose



The Moore Family of Mooretown - Part 1 By Alan Lindsay

The area around present-day Eden Grove was known as Mooretown named after the family of Ebenezer Moore an early settler. Eden Grove School was known originally as the Moore School.

Ebenezer Moore ca. 1799-Oct. 12, 1852 married Betsy Wood daughter of John Wood and Rebecca Cain. Rebecca belonged to the family that founded Caintown. They lived on Lot 4 Con 3 and are buried in Lansdowne Cemetery. The farm passed to son Charles.

Children of Ebenezer and Betsy Moore

- William** abt. 1811-<1881 married Jane Johnson abt. 1817-Mar. 6, 1885
- Samuel** abt. 1819-? Married Lucy Carpenter d/o Enos and Annas Carpenter
- Charles** abt. 1822-Feb. 8, 1882 married Anna ? and Hanna ?
- Henry** - unmarried in 1848 no information
- John** - married with 4 children in 1848 no information
- ?Esther** Moore who married Sylvester Carpenter (brother of Lucy) may have been a daughter of Ebenezer and Betsy.

It is not certain that Henry and John were children of Ebenezer and Betsy. Wm., Samuel and Charles all had large families.

William and Jane Moore had 12 children: Richard, Abraham, Mary, Riley, William, Reuben, Lyman, Sarah, Nelson, Rachel, Sharlet and Wesley.

- Riley** had one daughter Mary Jane.
- Reuben** 1837-? Mar. Sarah Ann Clendenning. Children: William, Sarah Jane (mar. Thomas Todd of Maple Grove), Elizabeth Ann and Joshua. Elizabeth Ann married David Walker and their daughter Pearl mar. Art Compeau of Gananoque. They were the grandparents of Keith Compeau.
- Sarah** mar. ? McCready. Chn: Nellie, Wm, Symon, Alfred, Madeline
- Wesley** mar. Harriet Austin-chn: Nina (Webster-mother of Elizabeth Boyd), Mabel (Danby), Hazel (Sedwick), Alma (Denny) and Ross.

Samuel and Lucy Moore had 12 children: Margaret, Amos, Manary, Levi, Albert (went to Parry Sound), Ira, Eliza Ann, Samuel, Freeman, Lucy Ann, Lewis, Mindy.

- Margaret** mar. George Cain and Ransom Cross. Chn: Wm, Delbert and Alura Cain. Sam, Lucy, John, Frances, Wellington and Margaret Cross. Wm Cain was the great-grandfather of Geraldine Chase and Nita Tedford. John Cross was the grandfather of Vaida Truesdell and Wellington Cross was the father of Almeda Larose, Vergie Steacy and Leona Haskin.
- Amos** mar. Susan Tennant.
- Ira** mar. Myssilla Brady. Children: James (mar. Lena Earley-grandparents of Barbara Nalon), Alice, John, George (mar. Maude Landon-parents of Roy), Margaret, Etta, Elva, Charles, Katie, Lottie (mar. Roy Summers) and Florence.
- Freeman** mar. Mary Florence Robinson
- Lewis** mar. Josephine ?. Chn: Donald, David
- Mindy** mar. Henry VanDusen. Chn: Isaac and Frederick. Lived in Elmsley. □



Paid up MEMBERSHIPS as of FEBRUARY 1, 2007

<u>LAST NAME</u> <u>FIRST NAME</u>	<u>LAST NAME</u> <u>FIRST NAME</u>	<u>LAST NAME</u> <u>FIRST NAME</u>	<u>LAST NAME</u> <u>FIRST NAME</u>
AALDERS, WINNIE	GIBBINS, CHRIS & GINNY	MALLORY, LINDA	STEACY, H. R.
ABBOTT, MADELINE	GIBSON-LANGILLE, SHIRLEY	MASSEY, TOM & JEAN	STEACY, MARLENE
ADAMS, WINSTON & WILMA	GILBERT, DAVID	MATTHEW, MARY ELLEN	STEACY, PETER E.
AKENSON, PROF. D.H.	GILBERT, JUNE & DOUG	McCRADY, EARL	STEACY, RICHARD
ANDRESS, DOUG	GRAHAM, ANDREW	McCREADY, BRUCE & MAXINE	STEACY, ROBERT E.
ANDREWS, AUDRE	GRAHAM, KATHERINE	McCULLOUGH, DORTHY	STEVENS, MILDRED
ARBUCKLE, DON & GLORIA	GRAY, CHARLES & ANN	McDOUGAL, MARILYN	STRACHAN, JOY: MERCIER PIERRE
ARROWSMITH, BRENDA	GRAY, PAUL & NORA	McELROY, MARG	TEDFORD, ROGER & CONNIE
ASTLEY, ROGER & MARJORIE	GREEN, BRUCE	McKAY, HUGH & MARION	TRICKEY, SPENCER
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BOULTON, WM.	GRIER, JAMIE & TRACIE	MOIR, RONALD	WARREN, GEORGE & BETTE
BOYD, JIM & ELIZABETH	GRIER, ROSS	MONTGOMERY, LEON	WARREN, MARGEL
BOYSEN, MIKE & LIESBETH	HAFFIE, JOHN	MONTGOMERY, LOVERNA	WEBSTER, ERIC & NANCY
BRADLEY, BETTY	HAIG, HAROLD	MOORHEAD, ALBAN	WEBSTER, GEORGE & REBECCA
BRETT, GERTRUDE	HALL, MYRTLE	MOORHEAD, LORNE	WEBSTER, JEAN
BROAD-MELCHERS, PATTI	HAMEL, HUBERT	MOREY, ELEANOR M.	WEBSTER, PAUL & DOREEN
BROWN, JACK	HEATON, STEPHEN	MOULT, ELEANOR C.	WEBSTER, ROBERT & BEATRICE
BURNS, DON & PAT	HEWITT, NATTANYA	MULHOLLAND, PAT	WHITE, CHERYL & LARRY
BURNS, GEORGE & CONNIE	HEWITT, TED & PAT	NALON, JOHN	WHITE, WILBERT & FRED A
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BURTCH, K.	JOHNSTON, THANE W.	NUTTALL, JAY	
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CHASE, GERALDINE	KAISER, LAWRENCE	O'GRADY, CHRIS	
CHISAMORE, DON & DANNIE	KAISER, W.	OLIVIER, GLENDA & BOB	
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DOREY, MARK	LAWSON, RICK & SUSAN	SHIELDS, JOCK	
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GAYLORD, DAN & JANET	MACKENZIE, WANDA	SMITH, SUSAN	
GEEKIE, NANCY	MACKINTOSH, DOUGLAS & BLU	SORENSEN, JOHN & LOUISE	

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**HONORARY LIFE
MEMBER:**

RUTH CHISAMORE

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