



**Willowbank Cemetery Gates** Picture by Bill Boulton

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**LTI Historical Society Executive 2013 – 2014**

Past President	Connie Burns	<b>Committee Chairs</b>	
President	Freda White	Communications	Bill Boulton
1st Vice President	Glenda Olivier	Programme	Willie Lacelle
2nd Vice President	Pierre Mercier	Membership	Connie Burns
Secretary	Donalda Dorey	Social	Nancy Langton
Treasurer	Mary Robertson		
Members at Large	Karolyn Massey, Mona Sheron, Marion McKay		

**Winter – Spring 2014 Meetings - 7:30pm, in the Lansdowne community Building**

- January:** **NOTE:** There will be no meeting in January.  
**Monday February 17th.** – Early tour boats and builders - Doug Matthew.  
**Monday March 17th.** – Lansdowne Fair Memories (Show and Share).  
**Monday April 21st.** – 150 Years of Lansdowne Fair.

**CONDOLENCES**

***We regret to report the deaths of four long time members since our last newsletter:***

**Robert Webster, Douglas Donevan and Glenn A Haffie.  
 Special condolences go to 2nd vice-president Pierre Mercier  
 whose wife, Joy Strachan, died on December 16th.**

**To their families and friends, our deepest sympathy.**



**MEMBERSHIP FEES** (Canadian Funds Please)

General (Family) - \$15.00 Association - \$20.00 Corporate - \$30.00  
 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. KOE 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 39 - Cost \$59.50 - Binders with all copies 1-39 are still available. Ask for price.

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.



## L A N S D O W N E F A I R

Lansdowne Fair celebrates its **150th.** Birthday July 18th. - 20th., 2014

### **Historical Society Programs**

March 17th. 2014 - Fair Show and Share.

Bring memorabilia or stories of Lansdowne Fair,  
and share them with others.

April 21st., 2014 - 150 Years of Lansdowne Fair.

### **Spring - Summer Newsletter**

This issue will honour this celebration

If anyone has pictures, memorabilia or stories they would allow us to  
copy or photograph, please contact me at **659-3586 or boulton@1000island.net**

### **Competition Entries**

Consider entering your items in the Antiques & Collectibles Class at the fair.

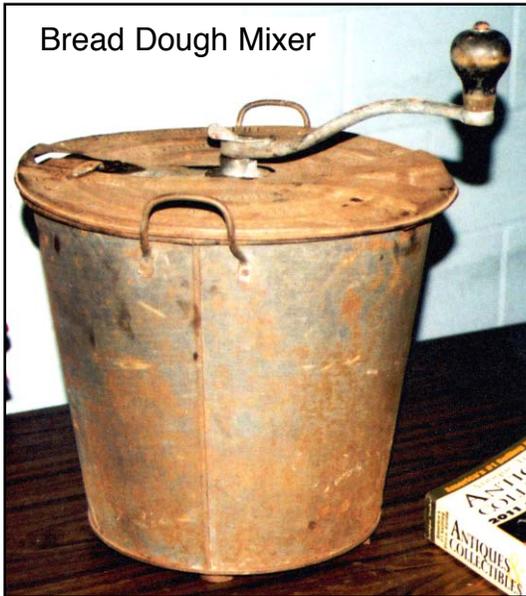
There are 20 categories open for entry. See the entry booklet.

For information **contact Aiden Baker 659-3050**



## EVERYTHING OLD

Bread Dough Mixer



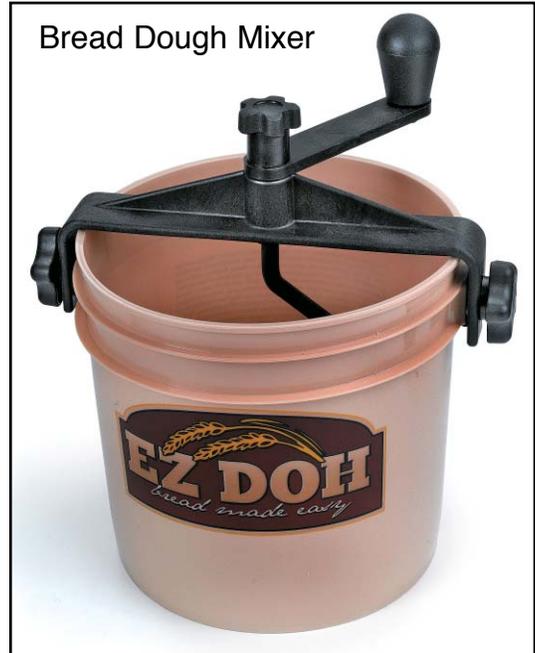
Bread Dough Mixer shown by Ross Grier at  
2012 Show and Tell.  
Used by his mother, Bernice Grier in  
the 1930's - 40's  
Picture by Bill Boulton

IS

NEW

AGAIN

Bread Dough Mixer



09A04.28 - Bread Dough Mixer - \$39.50  
Copyright of Lee Valley Tools  
P.O. Box 6295 Stn. J  
Ottawa, On. K2A 1T4  
Used with Permission

## **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 \$1,545.00

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.**

# YEAR IN REVIEW 2012-2013

## FROM THE SECRETARY'S ANNUAL REPORT

September



**September 17, 2012** – 20th Anniversary Dinner – Bill Boulton presented a review of our past

*Photo by Pierre Mercier.*

October



**October 15, 2012** – Dr. Jane Errington spoke about “A Vain Hope for Peace – Reluctantly Going To War in 1812”.

*Photo by Pierre Mercier.*

November



**November 19, 2012** – “Mallorytown Glass Works 1839 – Canada’s First Glass Works” presented By Brian Phillips

*Photo by Pierre Mercier.*

January



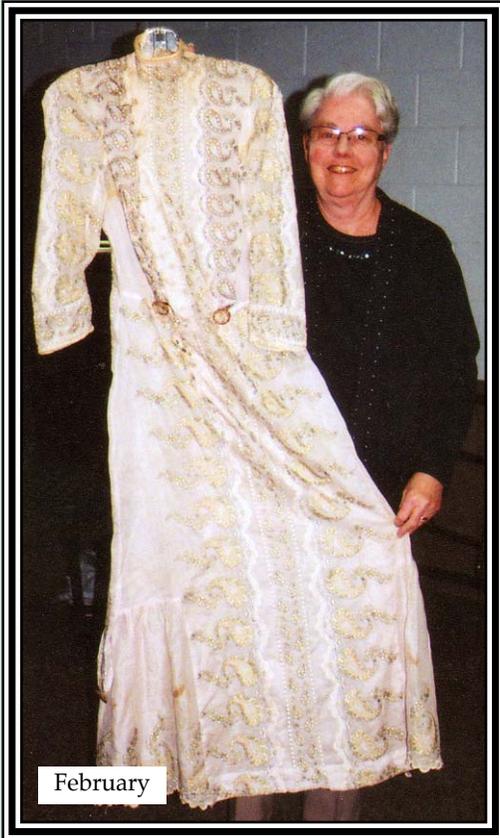
**January 21, 2013** – Heather Cross and Andrew Graham made a presentation on “The St. Lawrence Medical Centre – Past, Present and Future.”

*Photo by Matt Flikweert – The Mural*



## ***YEAR IN REVIEW 2012-2013***

### ***FROM THE SECRETARY'S ANNUAL REPORT***



February

**February 18, 2013** – Show and Tell featured Heritage Clothing.

*Photo by Bill Boulton*

**March 18, 2013** –  
As the speaker was unable to come, the group presented  
“Shared Memories”.



April

**April 15, 2013** – Ted Hewitt illustrated  
“Photography Ever Changing.”

*Photo by Bill Boulton*



## **WILLOWBANK CEMETERY**

*From Research and History by Ed Clark*

**Willowbank Cemetery is located three miles west of Gananoque on the north side of County Road #2.**

In the early 1800's it had become apparent that the burial grounds, facing the bay with entrance from Church Street of the then village of Gananoque, was completely filled up and unable to expand. A new one was needed. A general meeting was called on October 20th., 1856 to meet in the Grammar School. Wm. Stone was in the chair, W. Brough as secretary and D.F. Button as treasurer. After lengthy discussion, this meeting was adjourned until Sat. Oct. 24th., when prospective lot buyers were expected to sign up. The executive and a few others were named as a committee to secure a site for a new cemetery. They found that all the land to the north, east and west of Gananoque except what was really required for farming, was covered with timber. The only piece that could be purchased was the land of the present site. Fortunately it was well drained and sandy; particularly well suited for a cemetery. They wisely decided to purchase this beautiful site. For quite a number of years there were few burials and it was easy for friends and relatives to look after the graves.

At a meeting on March 18th., 1857 the directors agreed to pay John Bowie 71 pounds sterling 17 shillings & 6 pence for 5-1/4 acres of land the committee had selected. Fencing contract was opened, and agreed to pay Robert Wright 16 pounds sterling & 3 Pence to fence the grounds.

Willowbank Cemetery Co. stock was set at \$800.00 to be subscribed to potential buyers at \$5.00 per lot. At a meeting in November 1858, the paid subscribers chose their lots – the largest subscribers having first selection. In 1858 the Company was working in dollars.

In April 23, 1863 an interesting motion appears; "that the trustees of SS#1 in the Township of Leeds and Lansdowne, and John Bowie, be notified to remove buildings owned by them and situated within the limits of Willowbank Cemetery, on or before September next". It appears the first school house in the section stood just to the west of the present cemetery entrance.

A little about the land itself; East half Lot 3, concession 1. This lot was procured by Geophrey Loede by patent from the Crown in reward for services rendered. Mr. Loede, (later spelled Lloyd), was a Hessian soldier who came with the British Army under General Burgoyne during the Revolutionary War in the U.S.A. After the war these soldiers were discharged and many remained in America. He married an American girl whose father had been scalped by the Indians, and moved to Kingston with her, and later to Lot "A" in the Front of Leeds and Lansdowne, before acquiring the E. half of Lot 3. (See "Death of a Centenarian" Newsletter 38, page 12). When he died he left this land to his wife Mary. She in turn left it to her youngest daughter Abigail. She married Alva Mallory and they sold it to her brother John Godfrey Lloyd. Probably through mortgages, Wm. Stone MacDonald acquired the land and sold it to John Bowie. Willowbank acquired it from him in 1867.

The MacDonalds, one of the founding families of Gananoque, purchased a large lot and several bodies were removed from the cemetery by the bay in Gananoque to this lot in Willowbank, including headstones of Joel Stone, "The Founder of Gananoque". Other remains were also removed from an old family cemetery situated in west half of lot 8 (Lindsay Point). These were mainly members of the Lindsay family.

Willowbank has an unique feature in the private grounds section which was reserved by the Lloyd family when part of the cemetery was purchased from them. This land was always referred to as the Lloyd property and it is highly likely that this part was used for some time as a burial ground before the cemetery purchase. In all probability it was the private cemetery of the Lloyds. The unfortunate aspect of this feature is the lack of written records pertaining to these private grounds. The only records are on the headstones erected thereon. There are several stones bearing dates of 1820 to 1830's. It is quite fitting that Geophrey Loede, the original owner is buried here.



Lloyd Private Ground  
Photo by Bill Boulton

*(Continued on Pg. #7)*



(Continued from Pg. #6)

**WILLOWBANK CEMETERY**



Col. Joel Stone's Grave Marker  
Photo by Bill Boulton

In 1864 the Directors had to devote time and money to repair fences, build a bridge over the drain along the highway and construct roads and walls in the cemetery. In 1872 they erected posts to enable Mr. Bowie to find the lot edges in winter. From this we gather Mr. Bowie had been engaged to act as caretaker at times, and to dig graves, although there is evidence to suggest that individual lot owners did a great deal of their maintenance and burials.

In 1886 the Directors decided they needed a vault to store bodies during the winter as winter burials were not satisfactory. They agreed with Geo. Wilson to build same and in 1887 they formally accepted it. This vault seems to have been a bone of contention for several years. The completion of the purchase was not concluded until 1941.

In 1888 the Directors had a request from Wm. Edwards, Undertaker, to build a second vault for his use. This request was turned down. The same motion gave all persons equal rights to use the original vault. It would appear that there had been some disagreement in this area, as Mr. Edwards had purchased a small portion of land in 1887 just west of the Cemetery to build this vault. He resold it to the original owner in 1916.

At the 1935 annual meeting questions over the building of the Skinner Mausoleum were raised. A committee was appointed to obtain legal advice on its removal. No written report can be found on its resolution.

In 1934 the King's Highway was realigned and widened. In so doing, the first row of lots on the north edge of the highway were removed and apparently reburied at the rear of the cemetery. The road was widened for parking, and a new hedge and granite pillars and gates were installed. These pillars had a one ton stone cap. This was perhaps too heavy as both pillars started to lean. There were iron gates with a top frame with the name Willowbank on it. These had to be removed in 1975. After an appeal for money, they were replaced in 1976. These add to the appearance of the approach and entrance to the Cemetery.

Many changes have occurred over the years. Additional land was added to the west and north. The original lot price of \$5.00 was raised to \$10.00, and then to \$15.00 in 1951. Annual care increased from \$2.00 to \$4.00., but was difficult to collect. Lot prices rose again in 1957 to \$20.00, and to \$35.00 in 1958.

There are some interesting monuments in Willowbank.

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Corporal John Dempster was killed in an accident at Barriefield on May 24th., 1882. His stone bears a mounted gun on its peak, placed here by his comrades in the Gananoque Field Battery.

A river tragedy is commemorated in the headstone of the Ellis family of which two members drowned near Morristown, N.Y. when their boat overturned. January 17, 1888.

There is a steel monument, the only one in the cemetery, in memory of Chas. B. Chrysler 1810-1888 and members of his family. It has a compartment in it, but no documents were found in it. It is thought that the family had connections with the Chrysler farm of the War of 1812 battle.

Another is the See family. Mrs. See was born on Howe Island. The See's operated the Tremont Park Summer Resort. When her husband died, Mrs. See and her son Charles A. moved to Los Angeles and founded the first See's Candy Shop. It is now a major Japanese Candy Distribution Company operating as See's Candy Shop and Standard Paper Box Company. In July 1991, representatives came from Japan to pay respect at the grave of their founder.

Still in active use, Willowbank is perhaps one of the best maintained and beautiful Cemeteries in the Township.

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## CANADA 1900

By Lulu Warren Shipman

When I Reminiscence, my mind goes back to a gentler time eighty years ago. Life was not easy then, and yet my youth knew more satisfaction in simplicity, I believe, than the young people find today.

What young person now, would look forward with delight in spending summer vacation on Grandma's farm and picking berries in the pasture with my aunt. Who, nowadays, would enjoy a walk in our woods, back to the old family graveyard to share a Sunday afternoon with deceased relatives of my great-grandfather's generation.

The stillness of that cemetery served to make one more appreciative of life. I felt kinship and sympathy for those young people who, still possessing enthusiasm and expectancy for their shiny new lives, were forced to give them up so soon. How hard it must have been.

There were nine living children in my father's family: John, Sam, Fred, Nelson, William Benjamin (my father), Mary, Alicia, Eleanor and Effie.

This 1914 photo shows, from L-R. Aunt Eleanor, my Father William Benjamin, Aunt Alecia, Grandmother Francis, Uncle Sam, Uncle Fred, and Uncle Nelson on the Warren Homestead.



A good memory is of going seven miles from our home in Lansdowne, to Rockfield, to my father's old homestead by horse and cutter for Christmas celebrations with the Warren family. My father and mother sat on the driver's seat and my sister and I sat at their feet on the floor under a genuine buffalo robe. They were heavy things but kept the heat of a hot iron in and the cold out. Sometimes a block of wood heated in the oven until

warmed clear through would be substituted for the hot iron. My father drove an Arabian horse named Spot.

My father, when coming of age, had left the family homestead and bought property in the then, thriving village of Lansdowne where he built a sawmill and did custom sawing for two counties. As we drove, he would point out the barns for which he had sawed the timber and lumber. I remember he used to sell the slab wood from the logs for \$1.50 a cord.

One year he took his equipment up to Eau Clair, Ontario, to cut timber and lumber for his brother John. My mother went to cook meals for the men and my sister and I went too.

It was rugged country in those days, and my mother was horrified to find the whole community was ridden with bed bugs which seemed to come out of the newly sawn logs. I remember sitting in church on Sunday and watching a bed bug crawl up a ladies back in the pew ahead of me. It was between her sheer blouse and underwaist so it could not be brushed off. My mother opened her hymn book and found one crushed between the pages. They were everywhere and quite uncontrollable. My mother was glad to get home from there.

My father also owned a Sawyer Massey thrashing machine and steam engine to thrash the Farmer's grain in the fall.

My grandmother, Francis Warren, drew the mail from Lansdowne to Rockfield every day with her horse named Charlie.

Grandmother had immigrated from Ireland to Canada as a young girl after her father died. She used to charm us children with stories of her life in Ireland.

Her family name was Rathwell. Her father had been a country gentleman who had never done a day's work in his life, she told us. (Having a father who never did a day's work was something hard for us children to imagine.) There was a big family, and when her father died, the family fortunes were so depleted that the children had to sell everything, divide the money, and make their own way in life. Fortunately, for us, she had taken her share and come to Canada to live with her brother and his wife.

Poor grandmother knew plenty of hard work, but she was always a gentle, smiling little lady in bearing, work and deed. Work never took her charm away.

"My, my, my" she would say, "My, my, my", when she greeted us at the door and her happiness seemed too overwhelming to express.

(Continued on Pg. #9)



(Continued from Pg. #8)

## CANADA 1900

I was always glad that the Warrens had their family tree traced, for it helped me to remember my history lessons. It was a name of great antiquity and belonged to a noble family of Normandy whose member William went to England with William the Conqueror about 1066 and became Earl of Surrey. One of the sons married William the Conqueror's daughter, Grundreda. How could I forget that William the Conqueror was the first Norman King of England.

The Earl's grandson, Edward Warren, was the first to go to Ireland about the year 1155 when Dermot, King of Ireland, asked Henry II of England to help him to regain his possession of his kingdom. King Henry sent Strongbow with an army raised by the nobles and accomplished the mission. Edward Warren stayed and married Dermot's granddaughter. This union produced all the Warrens who came from Ireland to Canada after the title became extinct about 1518.

The other children had trouble remembering the many King Henry's of England, but Henry II was no problem for me. It also helped me to understand how deep-rooted the English-Irish problem was and how English got a foothold in Ireland, for the recruited English never went home.

The Warrens were always a much respected family in our area, and although all my uncles were nice, John, was my favorite. He had a warm and generous heart and a special place in it for all his relatives. In 1902, when I was six years old, he brought me a lucky penny as a souvenir from a trip to Old Orchard Beach, Maine. I have always kept it in my purse ever since and I have never been broke. He got into the Ford and Lincoln automobile dealership when cars were first becoming popular and was always well off.

He sent my grandmother a pet fawn when I was seven. It lived for many years and delighted us children. Her name was Jinny and she played games with us and was a great companion. It was a sad day when she was struck by lightning during a thunder storm.

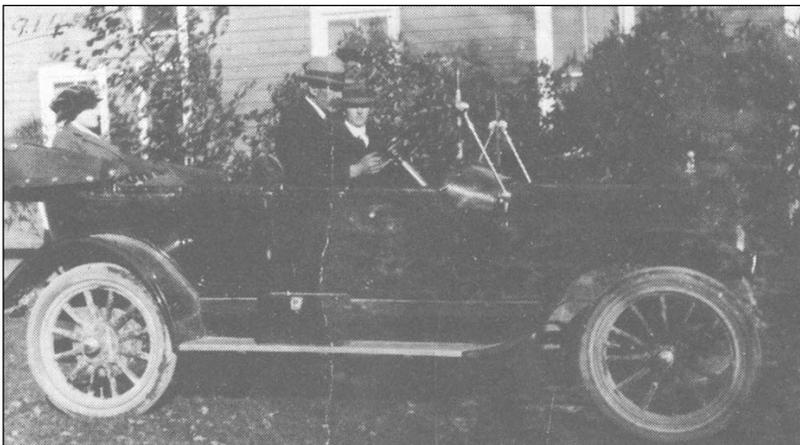
Uncle Jonnie named his only child, June Lansdowne, after the thriving village where most of his brothers lived.

Effie, the youngest of my father's brothers and sisters was a deaf mute. None of us really understood her handicap in those days because we had not heard of Helen Keller. Often, I think of her now and feel sadness for one so loved and yet so alone with her problem.

In the winter time, skating was one of my favorite pastimes. We had two outdoor skating rinks in town. Uncle Fred owned one, and so I always had two season tickets to skate anytime I wanted, because all water required for them came from my father's well at the mill. Water was never plentiful in Lansdowne, but its prosperity derived from the Grand Trunk Railway (now the Canadian National) which was built on its edge, and the enterprising people who lived in those days.

When I was about sixteen, we young people formed a club and held dances once a month. My beau, who later became my husband, was a good dancer. He learned to tango from American friends, so we decided to impress everyone at the dance with a demonstration, for no one in Lansdowne had ever seen it done. Everyone stopped dancing to watch us and so we felt they were properly impressed, but afterwards, the chaperones scolded us and said if we ever did it again they would throw us out of the club. They thought it was a sinful dance. I often think of that when I see the dances they do now. The only thing sinful about the tango was that it was new to Lansdowne.

I went to business college in Brockville, Ontario. Girls who could type and do shorthand and keep books were considered very clever in my day, but I would have had to leave home to take a job, and so I stayed at home and worked for a Mr. Earl who owned an old fashioned store where you could buy anything from groceries, yard goods, shoes or dishes. I started work at \$3.00



a week which included two open nights til 12 midnight. I worked up to \$7.00 a week before I quit to get married in 1919. By this time, I had saved \$100.00 and bought furniture for my new home. I thought I was well-to-do.

My Father's Brockville Atlas was made by the Atlas Carriage Co., of Brockville, Ontario, a town 28 miles from Lansdowne. It cost \$2,800.00, a large sum for those days - 1914.

(Continued on Pg. #10)



(Continued from Pg. #9)

## **CANADA 1900**

One day a farmer's wife came in and asked me to show her an evening dress. I was perplexed because evening dresses were usually an uncalled-for item in our store. Upon inquiry, I found it was a night dress she wanted.

Another time I was asked for a jug of molasses. It was kept in the storeroom in a big barrel. It was January and very cold, so that the molasses ran very slowly. I found waiting for a gallon to run into the jug very tiresome, so I left and went to wait on more customers. When I remembered it, it had run all over the floor. What a mess I had to clean up.

A lady who lived across the street used to come in and buy a pound of bacon. Then I could see her through the window, sitting on her porch in a rocking chair, eating the bacon raw. It was a repulsive thought to me.

I am glad that I lived during those 'good old days'. I feel they were the best of times and may never be as good again. I have deep sympathy for the youth of today whose destiny is filled with so many problems. It seems to be their lot to try to solve all the mistakes of the centuries.

I am glad I am on my way out. I have solved all the problems I want to. In my day, our country was new and not so many errors had yet been made. Life was hard, but not complex. There were not many luxuries, but never having them, we did not miss them.

May God bless us all and bring us home safely.

This article was taken from GOOD OLD DAYS Jan. 1983 issue, published by Tower Press Inc., Seabrook N.H., U.S.A.

Thanks to Audrey Newell for finding it, and allowing us to use it.

## **THE BEATTY DIARIES**

As these diaries take up two large three ring binders,  
I will be picking items with particular relevance to Lansdowne.

- Jan. 7, 1862** Went to Christies and cut up part of a large cedar and cut down a large pine for joist.  
**Jan. 8** Drew 9 hemlock and ash logs. Helped Rob kill a steer. Snowed and blowed all night.  
**Jan. 9** Drew 5 -16 feet and 1 — 12 feet long pine logs.  
**Jan. 10** Drew 2 — 15 feet ash logs, and went to Mallorytown to the annual meeting of the Agricultural Society. Was put in as President again.  
**Jan. 11** Thrashed oats. Wm. Davis helped with his horses.  
**Jan. 15** Snowed all day. Drew a load of wood.  
**Jan. 16** Helped Rob to score. (*Mark timber for mortises and tenons*).  
**Jan. 17** Finished scoring timber.  
**Jan. 18** Very stormy. Rev. Mr. Armstrong preached in morning.  
**Jan. 20** Drew 2 ash logs to Mc Mill, one 12 and one 15 feet.  
**Jan. 21** Went to Brockville with Rob. He took me to meet Wat so that him and Wat might make oath to my deed with Foster. Got them completed. Paid Sinkler for the registration of my deed 7 - 2 - 6 pounds.  
**Jan. 22** Finished cleaning oats. Had 105 bushels.  
**Jan. 23** Henry Purvis began to hue the timber for building that I am going to take to Lansdowne.  
**Jan. 24** Worked at timber.  
**Jan. 25** Stormy day. Snowed about 15 - 18 inches.  
**Jan. 26** No activities to-day, roads blocked up.  
**Jan. 27** Thrashed the wheat.

(Continued on Pg. #11)



(Continued from Pg.#10)

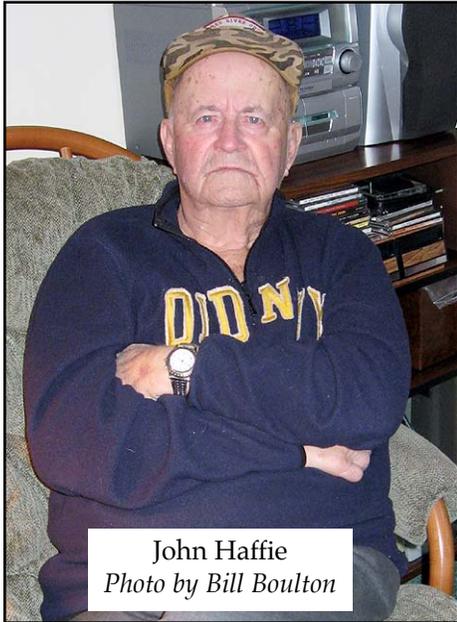
## **THE BEATTY DIARIES**

- Jan. 28** Cleaned 10 bushels of wheat.  
**Jan. 29** Drew wood. Snow very deep.  
**Feb. 1** Worked at the frame.  
**Feb. 3** Ad went to Lansdowne with lumber. Henry and me worked at frame.  
**Feb. 4** Ad took 1000 feet of boards to Adam Armstrong that I could use for the barn.  
**Feb. 6** Ad went to Lansdowne with lumber. I worked at frame.  
**Feb. 7** Ad went to Lansdowne with lumber. I worked at frame. Henry laid out the ports and mortises.  
**Feb. 8** Ad went to Lansdowne with frame lumber.  
**Feb. 10** Worked at the frame. Ad got 41 - 10 inch and 46 - 6 inch pieces of clapboard, making 686 feet.  
**Feb. 11** Ad went to Lansdowne with frame lumber. Little snow.  
**Feb.12** Ad went to Lansdowne, I chopped wood.  
**Feb. 13** Went to Lansdowne with Ad. Went to Albert Clows to see him about rails. Could not get any. Stayed there all night.  
**Feb. 14** Ad and Jack brought 2 loads of frame lumber to Lansdowne. I came home with them. Very stormy.  
**Feb. 17** Henry finished the frame timber. Ad and Rob went to Lansdowne with loads.  
**Feb. 18** Ad went to Lansdowne with a load of frame.  
**Feb. 20** Snowed about 8 inches last night.  
**Feb. 22** Drew some shingle logs from the swamp. Had a hard time getting them, the snow is so deep.  
**Feb. 23** Rev. Mr. McKenzie preached in Caintown. Fine day.  
**Feb. 24** Split and hued a cedar log for a hay rack. Wind and snow and tremendous drifts.  
**Feb. 25** Heavy wind all night. Drifts at barn 6 feet deep.  
**Feb. 26** Roads completely blocked.  
**Mar. 3** Ad went to Lansdowne with load.  
**Mar. 11** Ad and Jack went to Lansdowne with loads.  
**Mar. 20** Ad went to Lansdowne with load.  
**Mar. 24** Went to Lansdowne with load of wood. Roads so bad in Escott we had to come back by Dulcemaine.  
**Mar. 25** Packing up to move. Expect a number of teams to help me to-morrow.  
**Mar. 26** Robert Armstrong, Jack Edgley, Ackland and Hazelwood, Wm. Hazelwood, Th. Covy and our own team went to Lansdowne with loads.  
**Mar. 28** Adam Armstrong, G. Lains, R. Hogan, Samuel Hogan, Wm. Kerr and S. Young came after women all gone and took a load. Fine day.  
**Mar. 31** Preparing to go to Lansdowne about noon with a load. The road good.  
**Apr. 2** I came home with the team at night so as to be ready to go to Lansdowne to-morrow.  
**Apr. 3** Went to Lansdowne with the children. Wm. Hazelwood took them. I brought a load of other things. Fine day. Ad went back with horses.





## **JOHN HAFFIE**



John Haffie  
Photo by Bill Boulton

Last Newsletter we honoured Mary Allore as Lansdowne's oldest lady. This issue I am naming John Haffie as Lansdowne's oldest gentleman. John does not lay claim to this title. He prefers to quote the Chinese adage that the oldest gentleman in the village is considered "The Wise Man".

John was born, the third in a family of six, to Stanley and Edna Haffie on December 5, 1924, in the house next door to where he now lives.

John attended Victoria School in Lansdowne. Later he worked in his father's butcher shop, and worked as a general labourer. The following story tells of his sailing career. After the war, he took over his father's meat route, before being employed as a stationary engineer at the Brockville Psychiatric Hospital. He retired from there in 1985.

John and Doreen moved into their present home in 1950, his father's store converted into a comfortable home. John has not ventured far in Lansdowne in comparison to his world travels John tells of in the following story. In Lansdowne he has only moved one door away from the house he was born in 89 years ago.

*John collaborated with Audrey Newell in 2012 to write the following article about John's memories of his time in The Canadian Merchant Navy.*

### **THE CANADIAN MERCHANT NAVY - WW 11**

When John and his brother, Ai, went to enlist in 1943, they tried the army first. Because of near-sightedness, they failed the eye test. They tried the navy next. Ai had memorized the eye chart, but the recruiting officer fixes that by changing charts. He suggested they try the Merchant Navy. At the time it was not considered part of the Armed Forces, as it was composed of civilians.

The brothers were accepted and sent to the Marine Instructional School in Prescott. There they stayed in barracks and completed a six-week "black gang" course where John became a stoker. They spent another month at Place Vigar Manning Pool in Montreal waiting to sign onto a ship.

Vancouver was their next stop where John boarded the Nemiskam Park, a new coal-burning ship that was on its maiden voyage to Australia. It was 10,000 tons, 500 feet long by 80 feet wide. They were carrying a general cargo which consisted of munitions, flour, grain and other supplies. When all below deck was filled, they loaded lumber, piled to a height of ten feet on the upper deck.

On the way over they sighted six ships and one aircraft in thirty-two days. There was no convoy, they were on their own. There were torpedo nets on both sides of the ship, four inch guns on the aft, plus rockets. Two double machine guns were mounted at mid-ship, one on each side. On the bridge single Oerlikon guns were located which were used to shoot down aircraft and also surface craft.

Finally they crossed the equator and continued to Sydney and then to Melbourne. They returned to Sydney where they picked up cargo.

The return trip to Vancouver took thirty-nine days. On the way they encountered a fierce storm. John remembers some clear sailing after that when the ocean was very calm with moon-lit nights. A couple of lads played accordions and others had guitars. They would sing for hours while the M.C. used a tin can for a microphone. Cards were also a popular pastime. They finally arrived in Vancouver and John boarded the 6:45 east-bound train on Wednesday night. The train rolled into Brockville on Sunday night for \$52.00 return. John never did use the return portion of the ticket. His father picked him up the next day.

After being home for a short time, he returned to Montreal and then went on to St. John, New Brunswick where he signed on the La Fontaine Park. These ships were all named for federal, provincial or municipal parks in Canada.

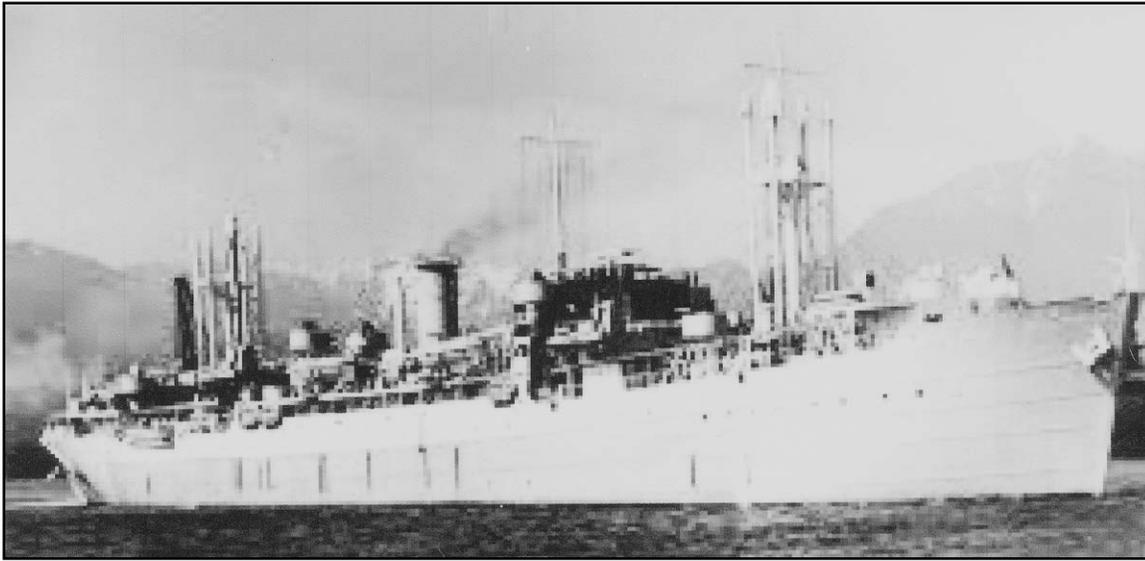
From St. John they sailed to Norfolk, Virginia where they fueled up and joined a convoy of 100 ships. They crossed the Atlantic to Gibraltar and on into the Mediterranean Sea. On D Day, they were three days from Egypt. They had to wait for further orders. Finally they were allowed to continue on to India.

*(Continued on Pg. #13)*



(Continued from Pg. #12)

## **THE CANADIAN MERCHANT NAVY - WW 11**



La Fontaine  
Park

Photo from  
internet

Entering the Suez Canal, they came upon six ships that had been sunk. On their return trip in August, three of the sunken ships had been raised. During this trip John heard that a good friend, Pilot Roydon Bradley, had been shot down and killed.

They travelled through the Red Sea, stopping at Aden for further orders. They were to continue across the Arabian Sea to Bombay, India, where they discharged general cargo. After leaving Bombay they sailed to the port of Chohin (Ko-chin) and on to Ceylon, now Sri Lanka. Here they were to discharge more cargo, but they had to come out of the harbour and wait before unloading. The Richelieu, a very large French battle ship was scheduled to enter. There were four cruisers shadowing the Richelieu. Aircraft carriers, submarines and other naval vessels were already in the harbour.

Coming from there, accompanied by a convoy of five or six ships, they continued on to the Indian Ocean to Calcutta, which took five days. They proceeded up the Hooghly (Oo-g-ly) River to dock at Kitapore to discharge cargo. They were in the area of the Black Hole of Calcutta where they saw many bodies floating in the river. This was the burial ritual of the region. The dead were lowered into the river and allowed to float away.

While walking along the street one day John came up behind four Canadian Air Force pilots. Upon talking to them, it was discovered that one was Bill Bracken, a Spitfire pilot from Seeley's bay.

They left Calcutta for Canada on September 1, 1944. They docked at Columbo in Ceylon where they remained for five days. John was very sick. There were no medical personnel aboard, so they thumbed through their medical book. They diagnosed John as having dengue fever symptoms. Years later, a local doctor thought that John must have had polio.

Once back in the Mediterranean an American destroyer escorted them into Algiers, North Africa. In many of the ports at which they called, the men were offered money for their clothing. One old sailor imbibed too much and sold all his clothing. He returned to the ship wearing only his cap and tie.

Days from Egypt they were put on alert. They had to wait for further orders. Finally they were allowed to continue on to India. There they refueled, which was done by hand at Port Said. There were barges on each side of the ship and men carried the coal up in baskets, dumped it and returned for another load. This continued until the holds were filled.

Once out in the Atlantic a ferocious storm struck. For a whole week waves of forty or fifty feet battered them. They fully expected collisions amongst the ships as they could no longer communicate with one another. John and his fellow stokers were kept busy fueling the boilers.

There were three huge boilers with three fires in each. Nine fires were kept going full blast at one time. The stokers worked four hours on and eight hours off. It was 100 degrees Fahrenheit and the coal dust was thick and overwhelming. The men were never provided with any kind of protection. They worked for \$2.00 per day and their board, which was not always the greatest. The men had to supply their own clothes. Doing laundry sometimes entailed tying their clothing in pant legs and swishing them around overboard.

There were generally thirty-five personnel on board. This included the Captain, cooks, seamen, mates, stokers, a chippie (carpenter) and dockymun (handyman).

Finally, after thirty-nine days, they arrived in St. John's, where they boarded smaller ships to Halifax. On shore John encountered his cousin who was at the train station waiting to ship out to England.

John had intended to sign on for the Russian run, but the war was declared over, so he caught a train home. ☐☐☐



(Continued on Pg. #14)

DO YOU REMEMBER?

SEELEY'S BAY 1954



Sweet's Red &  
White Store

*Photo from  
Community Heritage  
Album*

**Sweet's Super Market:** Frozen Food Centre - Phone 12  
**Dean's Rideau View:** Housekeeping Cabins - Borden Dean Prop. - Phone 32-11  
**Pleasant Lodge:** George & Edith Pace - Phone 48-11  
**Ken Bolton:** Everything in Real Estate, General Insurance - Phone 52  
**W.J. Steacy:** Plumbing, Tinsmithing, Hardware - Phone 11  
**H.D. Clark & Son:** Custom Built Homes - Phone 15-3  
**H.H. Eaton:** Carpentry and Fine Woodworking - Phone 21-4  
**Ern. Blackman:** Builder - Phone 37-2  
**E.R. Murphy:** Trucking - Phone 30-12  
**The Canadian Legion of the British Empire Service League:** Branch No. 491  
**K.S. Johnston & Sons:** Builders of Fine Homes - Phone 800  
**C.W. Hartley & Sons:** Builder Supplies - Phone 44-3  
**Johnston's Food Market:** Phone 68  
**T.A. Gray & Son:** Johnson Motors, Fishing Tackle  
**Caird's Garage:** Imperial Esso Dealer, P.R. Caird, Prop. - Phone 10-2  
**Cameron's Your Friendly Store:** British Woolens - Phone 8-2  
**Perry's Garage:** Texaco Products - Phone 59-3  
**Swain's Hardware:** English China, Souvenirs - Phone 34-2  
**Draper's Service Station:** Supertest Products - Phone 53  
**Sunny Acres Lodge "On The Rideau":** E.E. Wells, Prop. - Phone 65  
**Botting's Service Station:** Phone 10-23

(Continued on Pg. #15)



(Continued from Pg. #13)

DO YOU REMEMBER?

SEELEY'S BAY 1954

**C.O. Johnson:** Patent Medicines, Cosmetics

**The Maples Lodge:** Guides & Boats, Herbert Mallen

**Bob Simpson:** Blue Flame L.P. Gas - Phone 27-11

**Rideau Breeze Cottages On The Rideau:** Harold and Rene Wheeler

**Leadholm Farm:** A.L. Leadbeater & Son

**Mutual Life of Canada:** E.S. Leadbeater

**Burnt Hills Tourist Lodge:** Russel Thompson, Prop. - Phone 42-11

**Hayden Stanton & Son:** Rideau Acres Jerseys

**Gild Edge Cheese Factory:** Ken Elliott, Prop.

**W.A. Munns:** Representative Craft Foods

**M.E. Holmes:** Electric Wiring and Appliance Repairs - Phone 29-31

**Pat Simes Barber Shop:** For a "Better" Hair Cut

**Alfred Kenny Shell Service Station:** Township Clerk-Treasurer, Marriage Licenses -  
Phone 51

**Elm Lodge:** Good Fishing, C. Peter Taillon, Prop. - Phone 42-22

**Rus Thompson:** Electrical Contractor - Phone 42-11

**Ralph Hartley:** Carpenter, Woodworker

**Wesley Moon:** Life Insurance, Sickness and Accident Insurance - Phone 25-3

**C.W. Hartley & Sons:** Blatchford's Feeds and Concentrates - Phone 44-3

**Rideau Lake Inn:** G.C. Down Prop. - Phone 56

*Information from Souvenir Program, C.F.B. Regatta,  
Sponsored by Seeley's Bay Fire Department, September 4, 1954*

W.P. Earl General  
Store

Photo from Society  
Files





**Paid up MEMBERSHIPS as of JANUARY 15, 2014**

| <u>LAST NAME</u> <u>FIRST NAME</u> |
|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| AALDERS, WINNIE                    | GILL, JULIA                        | MOIR, RONALD                       | WEBSTER, DAVID & KAY               |
| ABRAMS, GAIL                       | GRAHAM, ANDREW & KATHERINE         | MONTGOMERY, CHARLES                | WEBSTER, DAWN                      |
| ADAMS, WINSTON & WILMA             | GRAY, CHARLES & ANN                | MONTGOMERY, LEON                   | WEBSTER, ERIC & NANCY              |
| ARBUCKLE, DON & GLORIA             | GREBBY, JOHN & MARIE               | MOORHEAD, LORNE & MARGARET         | WEBSTER, GEORGE & REBECCA          |
| BARR, DAVID & PENNY                | GRIER, JAMIE & TRACIE              | MOUG, NORMA                        | WEBSTER, JEAN                      |
| BELL, HOWARD & EMILY               | GRIER, ROSS & IRENE                | MURRAY, PETER                      | WHITE, FRED A                      |
| BICKERTON, DOUG & ANN              | GRILLS, DIANA                      | NALON, JOHN & BARBARA              | WHITE, LARRY & CHERYL              |
| BOUCAUD, JOAN                      | HAFFIE, JOHN & DOREEN              | NEWELL, AUDREY                     | WILLIAMS, HOWARD                   |
| BOULTON, WM.                       | HAIG, HAROLD                       | NUTTALL, BEN & HILDA               | WILLOUGHBY, JACK                   |
| BRADLEY, BETTY                     | HALL, MYRTLE                       | NUTTALL, JAY                       | WRIGHT, MILLARD & JUNE             |
| BROWN, JACK                        | HEART, LINDA                       | NUTTALL, LINDA & CHOJNACKI, MARK   |                                    |
| BURNS, DON & PAT                   | HEATON, STEPHEN                    | OFFORD, HOSS & SANDI               |                                    |
| BURNS, GEORGE & CONNIE             | HEWITT, TED & PAT                  | O'GRADY, CHRIS                     |                                    |
| BURNS, JOAN                        | HOUSTON, WILLIAM                   | OLIVIER, BOB & GLENDA              |                                    |
| BURNS, KEITH                       | HUNT, DOREEN                       | PAGE, STEVE & JOANNE               |                                    |
| BURNS, TOM                         | JACKSON, PATRICIA                  | PECK, GARY                         |                                    |
| BURTCH, KATHLEEN                   | JOHNSTON, THANE & JEAN             | PHILLIPS, BRIAN                    |                                    |
| BURTCH, ROBERT                     | JONES, THELMA                      | PILON, TELESPHORE                  |                                    |
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| CLARK, JUDY                        | KORPONAY, EILEEN                   | ROGERS, PATRICIA Q.                |                                    |
| CLARK, MPP STEVEN                  | KYES, BOB & DEBBY                  | ROMBOUGH, DOUG                     |                                    |
| CORNISH, JOHN                      | LACELLE, WILHELMINA                | ROMBOUGH, JOAN                     |                                    |
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| CRAWFORD, FLORENCE                 | LAMONT, RON & DIANE                | RUNNING, MURRAY, & DIANE           |                                    |
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| deKROON, HENRY                     | LONDON, YVONNE                     | SHARF, RICHARD & MYRNA             |                                    |
| DEMPSEY, CLARK & DONNA             | LANGTON, JIM & NANCY               | SHAVER, CAROL                      |                                    |
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| DICKSON, GERI                      | LATIMER, ILA                       | SHEFFIELD, SHARYN                  |                                    |
| DILLMAN, DUANE & CAROL             | LINDSAY, ALAN & CAROLE             | SHERREN, MONA                      |                                    |
| DOAK, ROBERT                       | LYNCH, ED & PATTI                  | SIMPSON, DERROL                    |                                    |
| DONEVAN, LOUISE                    | LYNCH, PETER & CAROL               | SLY, KEITH                         |                                    |
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| DOREY, MARK                        | MACKINTOSH, DOUGLAS & BLU          | SMITH, SUSAN                       |                                    |
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| GEMMELL, JOHN                      | McDOUGAL, MARILYN                  | TEDFORD, ROGER & CONNIE            |                                    |
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| GIBBINS, CHRIS & GINNY             | McKAY, MARION                      | TURNER, DOUGLAS                    |                                    |
| GIBSON-LANGILLE, SHIRLEY           | McNAMEE, JACK                      | WARREN, GEORGE & BETTE             |                                    |
| GILBERT, DAVID                     | MERCIER, PIERRE                    | WARREN, GLENN & TRUDY              |                                    |
| GILBERT, DOUG & JUNE               | MICHIE, BOB & ROSE                 | WEBSTER, BEATRICE                  |                                    |

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