



Canadian Span of The Thousand Islands Bridge

Photo by Doug Donevan

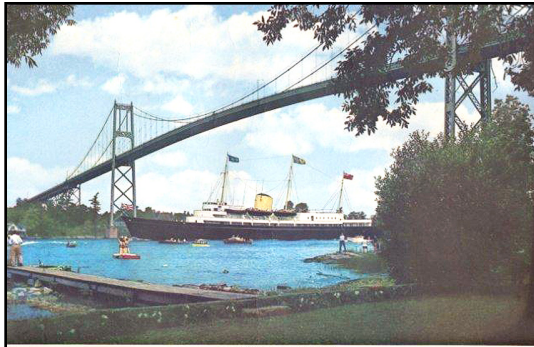
CONTENTS

1000 Islands Bridge 75th. Anniversary Programs	Pg. #3.
Mary Alore	Pg. #4.
The Thousand Islands Bridge Company	Pg. #5.
The Thousand Islands Bridge	Pg. #7.
Thousand Islands Bridge Statics	Pg. #10.
The Beatty diaries	Pg. #11.
Walter Beatty Family	Pg. #13.
Rockport "Rum Runners" Challenge	Pg. #14.
Prohibition Questions	Pg. #15.



THE BRITANNIA and the ROYAL VISIT OF 1959

By Bill Boulton



I worked for the 1000 Islands Bridge Authority for two summers. In 1956 I worked in the tourist information booth at the foot of the American span. I got to know a lady, Nadine, who operated a gift and souvenir store right at the foot of the bridge. In the summer of 1959 I worked on the Canadian toll.

On Sunday morning, June 28th., the Britannia, with Queen Elizabeth on board, was on it's way up the Seaway on it's way to Kingston. I was not working that morning, and having free access to the bridge, I went to the American shore and asked Nadine if I could take pictures from her dock. I snapped a half dozen pictures of the yacht.

No one was more surprised than I, to discover the photograph on the Bridge calendar for 1960, captured me (in white shirt) on the end of the dock, taking my pictures.

It took me considerable time to sort through 1,000's of slides to find the originals. (See photo on page #3).



Thousand Islands Bridge 1960 Calendar
Photo courtesy Brian R. Phillips

CONDOLENCES

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

Ruth Grier, Nancy Campbell and Eleanor M. Morey

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. 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 38 - Cost \$57.00 - Binders with all copies 1-38 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.



The Britannia June 28th. 1959 - Photo by Bill Boulton

THOUSAND ISLAND BRIDGE 75TH. ANNIVERSARY PROGRAMS

On Friday August 2nd a large fireworks display will take place from Boldt Castle beginning the commemoration of the **75th Anniversary of the Thousand Islands Bridge**. It has been said to be the largest show ever in this area.

The public/social event will take place on **Saturday August 17th. from 10:00 a.m. - 4:00 p.m.** at the Thousand Islands Bridge Authority's properties adjacent to the U.S. Toll Plaza at Collins Landing, N.Y. The setting will incorporate a 120' x 40' tent with seating.

- ▶ A large vintage car show will take place with over 100 cars expected to be present.
- ▶ The Brockville Pipe Band will perform.
- ▶ Brian Phillips historical lecture/presentation on the building of the Thousand Islands Bridge under the tent with a 20' diagonal screen, stage and P.A. system.
- ▶ The 10th Mountain Division Band will perform.
- ▶ T.I.Bridge equipment and maintenance programs will be displayed and explained.
- ▶ Our 75th Anniversary video will be presented.
- ▶ Complimentary ice-cream, water and soda will be served all day long to the public.
- ▶ Memorabilia and anniversary coins will be handed out, prizes will be raffled and more.



MARY ALORE

Mary Alore makes the claim she is the oldest lady in Lansdowne, and there is no one who can argue against her. She celebrated her 95th birthday on May 1.

Mary's parents were Fred and Johanna (Shea) McDonald. She was born on what was known as "The Gavin Farm", located where the 1000 Island Casino is now. When she was two years old, her family moved to the large stone house on County Road 2 at the Lansdowne corner. Her family consisted of two brothers, Wilfred and Clarence, and three sisters Nora, Annie and Doris.

Mary attended Victoria School and Lansdowne Continuation School for 12 years. The one mile trip to school each day was by foot. She received her Grade 13 at Gananoque High School.

Mary was married in 1947, and she and her husband Charles purchased the property on Grand Trunk Avenue from the J.D.W. Darling estate. 66 years later, Mary is still living in the same house. This is the last remaining house in the village which was moved from the original location at County Road 2 and Lansdowne turn.

There were six children in the Alore family, Shirley, Betty, Carol, Paul, Janice and Elaine

Mary reminisced about some things from her early life. She can remember the watchman who came out of his little building at the railway crossing and held up a stop sign when a train was coming. The weigh scales, where farmers weighed their goods before shipping it on the railway, were still located on the corner of Grand Trunk Avenue and Prince Street, beside the tracks.

During the building of the bridge, Mary's mother boarded bridge workmen. From the board money, she bought her first electric washing machine. It had a place of honour in the kitchen, and was proudly shown to all visitors.

Mary remembers a large tree where Rapid Valley Restaurant now stands. People used to walk out from the village on Sunday to sit under the tree and watch cars pass on the highway. Don Giffen built the first service station there. It was enlarged by Fred McMullen, then sold to his brother Alec.

When Mary moved to Lansdowne there were two barbershops, Hughie O'Mally and Wilmer Danby, and Tom McMunn. Haffies had a meat market, and next door was Angelo Tomasini's shoe repair. The old green post office on the corner was in use with Ray Landon as postmaster.

All of the houses on the west side of the road from the O.P.P. Station to the railway are built on lots sold from her father's farm.



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.



THE THOUSAND ISLANDS BRIDGE COMPANY

by Alan Lindsay

Probably the most outstanding landmark among the islands is The Thousand Islands Bridge. Operated since its construction by The Thousands Islands Bridge Authority it is not widely known that in the early days of its conception a little known company, The Thousand Islands Bridge Company, played an important role in its creation.

A bridge spanning the St. Lawrence in the islands had been a dream for many years. A rail link planned in the early 1900's did not materialize. Interest increased during the 1920's. In 1927 the Brockville Recorder and Times reported an application would be made to build a bridge across Hill and Wellesley Islands and in 1928 reported it would be built at Brockville. Also in Feb. 1928 a motion was presented in the New York legislature to form a bridge corporation. A private member's bill in Canada failed after the first reading likely because it did not include a Canadian partner.

John (Jack) Mitchell, a Lansdowne native and private secretary to Sir Robert Borden, took an interest in promoting a bridge locally. In 1930 a meeting was organized in Lansdowne Village which selected a committee to look into the possibility of building a bridge and a similar meeting was held in Watertown in 1931. He received support from various organizations from Kingston to Brockville to Watertown. Despite this the Canadian government failed to support the resulting proposal to build the bridge as a public work.

Mr. Mitchell then approached his fellow committee members, Senator Harold Code, Ottawa lawyers Arthur Boyce and George Acheson, and Lansdowne businessman David Haig, to form an organization which would become the Thousand Islands Bridge Company. They held their initial meeting in Ottawa in Sept. 1932 and signed an agreement on Feb.1, 1933 to apply for provincial incorporation of their company.

Acheson and Code's law partner agreed to provide the funds for the provincial incorporation. Federal incorporation proved to be more difficult. At first Mitchell and Haig agreed to each contribute \$180 which proved too insufficient. Eventually Connelly-Stuart agreed to fund the incorporation.

Provincial incorporation was granted in April 1933 and Dominion incorporation in May 1934. There were 5000 authorized shares at a value of \$10 each. One share was subscribed to each of the five committee members being the principal and only shareholders as well as all being directors. No other shares were subscribed. The Company's head office was located at 48 Sparks Street Ottawa which was the office of shareholder Arthur Boyce. It appears that the shareholders left all negotiations, lobbying, financial arrangements, publicity and negotiations with the Thousand Islands Bridge Authority to Mr. Mitchell who later reported that from 1930 on he spent half his time on bridge related activities for which he had requested a priority claim on profits of \$23,500. This was not agreed upon by the other shareholders and later it created a problem.

Assurance was received through George T. Fulford MLA that road construction by the Department of Highways would take place. Robinson and Steinman of New York were engaged on May 22, 1933 for the project in cooperation with their American partner.

(Continued on Page #6)



(Continued from Page #5) **THE THOUSAND ISLANDS BRIDGE COMPANY**

In order to meet financial restrictions imposed by governments on both sides of the river the company sold its franchise to construct the bridge to The Thousand Islands Bridge Authority before construction began. In 1936 all powers of the Bridge Company were vested and transferred to the Authority and the terms of sale were agreed upon on Jan. 27, 1937 for the sum of \$65,000. The first payment of one half of the price was made on May 11, 1937 and a dividend of \$3000 was paid to each of the five shareholders.

Robinson and Steinman were still reporting to the Bridge Company in April 1938 on the progress of the bridge construction. They noted that the Rift Bridge was practically completed and the abutments and 28 of the 74 cables were in place on the American side. On the Canadian side 14 of the 74 cables were in place as well as all the steel for the viaduct approaches except for the curve at the north end of the bridge. Perhaps this was left until last in hopes it would be changed to a straight descent. One story says this curve was a result of Jack Mitchell's dream of having the end of the bridge connect to a highway to Ottawa that would pass through the Mitchell farm.

In his diary J.D.W. Darling, who owned the Canadian mainland site, was informed on May 8, 1937 that the bridge would be built on his land not at Ivy Lea. He noted he sold the land for \$3000 and that the contractor Cameron and Phin entered his land on August 20, 1937.

On April 30, 1937 a sod turning took place at Collins Landing NY and the dedication of the bridge took place on the Rift Bridge August 15, 1938 with President Roosevelt and Prime Minister MacKenzie King in attendance.

On June 11, 1937 an appreciation dinner was held at the Gananoque Inn in recognition of Jack Mitchell's efforts in making the bridge a reality. Dr. Lohead was the toastmaster and was to give a speech. He met Jack on the street the day before and said he had been so busy that he didn't have his speech written. Jack offered to write the speech himself which he did.

This was not however the end of the Thousand Islands Bridge Company. A disagreement arose among the shareholders as to the amount of remuneration Mr. Mitchell should receive for his additional efforts in making the bridge possible. A hearing was held in Brockville in March 1939 and Mr. Mitchell lost his case. On July 14, 1939 a further dividend of \$3000 was paid to each shareholder.

On February 22, 1940 the final report of the liquidator to wind up the company was filed in the Office of the Registrar in Ottawa. The final disbursement of funds indicates a total return of \$7767.98 to each shareholder for their \$10 investment. Not bad for the Depression years.

Thus the business dealings of The Thousand Islands Bridge Company came to an end and it became part of the history of the Thousand Islands Bridge and the era in which it was built.

The source material for this story was contained in a bundle of documents Edwin Warren retrieved when Jack Mitchell's feed store was torn down. They had originally belonged to Dave Haig and how they came to be in the store is interesting because the two men were never on a friendly basis following their partnership. The documents are now in the Society's collection at the Archives at Escott.





The Thousand Islands Bridge

Through out 2013, The Thousand Islands Bridge Authority will celebrate the 75th Anniversary of the bridge's opening with special ceremonies and less formal occasions.

The 1000 Islands Bridge crossing is one of the busiest international crossings between Canada and the United States. The 565 mile route, known as the Capital Corridor, is a key link between the capitals of the two countries.

The story of the construction of this bridge had a long history of attempts to link the two countries, and involved many people on both sides.

If you lived in Kingston, Ontario, or Watertown, N.Y., before 1838, it was not easy to visit each other. You either took a ferry, or drove to Niagara Falls or Cornwall. Before 1934 the Cornwall crossing was railway only. A newspaper article in 1925 announced J. Herbert Hutchison had a new 20 car, 150 passenger, ferry to operate between Rockport and Alexandria Bay. Ferries also operated between Prescott and Ogdensburg, Brockville and Morristown, and Gananoque and Clayton.

Many attempts had been made, dating back to 1895, to build a bridge linking the two countries. (See The St. Lawrence River Bridge and Alan Lindsay's article).

A serious attempt to build a bridge in the 1000 Islands began in 1926. W. Gilbert Freeman, who was the proprietor of a hotel in the 1000 Islands, organized a company and successfully had a bill passed in the New York Legislature. However it was vetoed by the Governor. 1000 northern New York citizens boarded a train to Albany to protest, but their pressure failed. Mr. Freeman finally gave up his attempts in 1931.

In the summer of 1932 a citizens committee was formed led by William T. Field, a Watertown engineer and Russel Wright, a Watertown lawyer. Mr. Wright was the mastermind and guide behind the committee. With the depression deepening, they approached the "Federal Reconstruction Finance Corporation" to build a bridge as an unemployment relief measure. The application was refused.



In 1933 **The Thousand Islands Bridge Authority** was created. This body, along with 1000 Island bridge company of Ontario were given power to build a bridge. The idea of public funds was abandoned in favour of raising a \$2,800,000 bond issue. Legislation in both countries named the Thousand Islands International Bridge authority as the controlling body. The 1000 Island Bridge Company sold their interest to the Authority.

In February 1937 the bond issue was underwritten. Bids for construction were opened on March 20th, and ground was broken on April 4th. The official ground breaking ceremony was held at Collins Landing N.Y. on April 30th. W. Grant Mitchell, the volunteer

executive secretary, succeeded in arousing interest in the project, and 5,000 people turned out to watch.

The engineering firm for the bridge was Robinson and Steinman of New York city. Associated with them was Monsarrat and Pratley of Montreal. Steel on the American side was fabricated and erected by United States Steel, and on the Canadian side by The Canadian Bridge Co. Ltd. Of Walkerville, Ontario.



(Continued from Page #7)

The Thousand Islands Bridge

Steel work, especially the high work, was done by Mohawks from the Caughnawaga reserve south of Montreal. Many local men worked as labourers on the bridge. Others, especially with skills in special areas, moved here to work, and many stayed to make their home here. There was only one death during construction. A beam being lifted into place tipped and two men slipped off. Jack Stratford managed to grip one and save him.

Wages varied according to the job. Common labourers received 40 cents an hour, boat operator and truck drivers 45, painter 60, machinist 65, stone cutters 75, and shovel operators 90 cents. Divers received \$14.00 a day, full pay whether working full or part time. While these wages sound incredible to-day, one must remember that this was in the midst of the depression when any job was good news. The late Ralph Smith left his 25 cent an hour job in a quarry to work as a labourer at 40 cents.

In an interview several years ago, Ralph told the story of working as a diver tender. He and another worker were responsible to supply air with a hand operated pump to a diver working on the river bottom at the first pier. He told of the diver's suit "with more patches than suit" as he put it. The diver liked to relax after work with a liquid diet. The crew and the diver were to be in contact at least every half hour. After a prolonged period of silence they were getting concerned until they heard loud snoring from below. The diver was sound asleep on the bottom of the river.

The bridge is made up of five spans connected by roads. The American span, from Collins Landing to Wellesley Island, is an 800' long suspension bridge, 150' above the river. Crossing the International Border is the International Rift Bridge, a 90' reinforced concrete structure. Connecting Hill Island to Constance Island is a 600' Warren TRUSS SPAN. Constance and Georgina Islands are connected by a 348' steel arch. The final Canadian span from Georgina Island to the Canadian mainland is a 750' suspension span, 120' above the river.

Construction took 15-1/2 months, finishing 10 weeks ahead of schedule, and at a cost of \$2,200,000 which was below the estimated cost.

On August 18, 1938 the bridge was officially opened. 25,000 gathered at the International border to see President Roosevelt and Prime Minister Mackenzie King cut the ribbon. Before the opening, President Roosevelt received an honorary Doctor of Laws Degree from Queens University in Kingston. 85,000 people lined the route along Highway 2 to the Canadian end of the bridge at Ivy Lea.

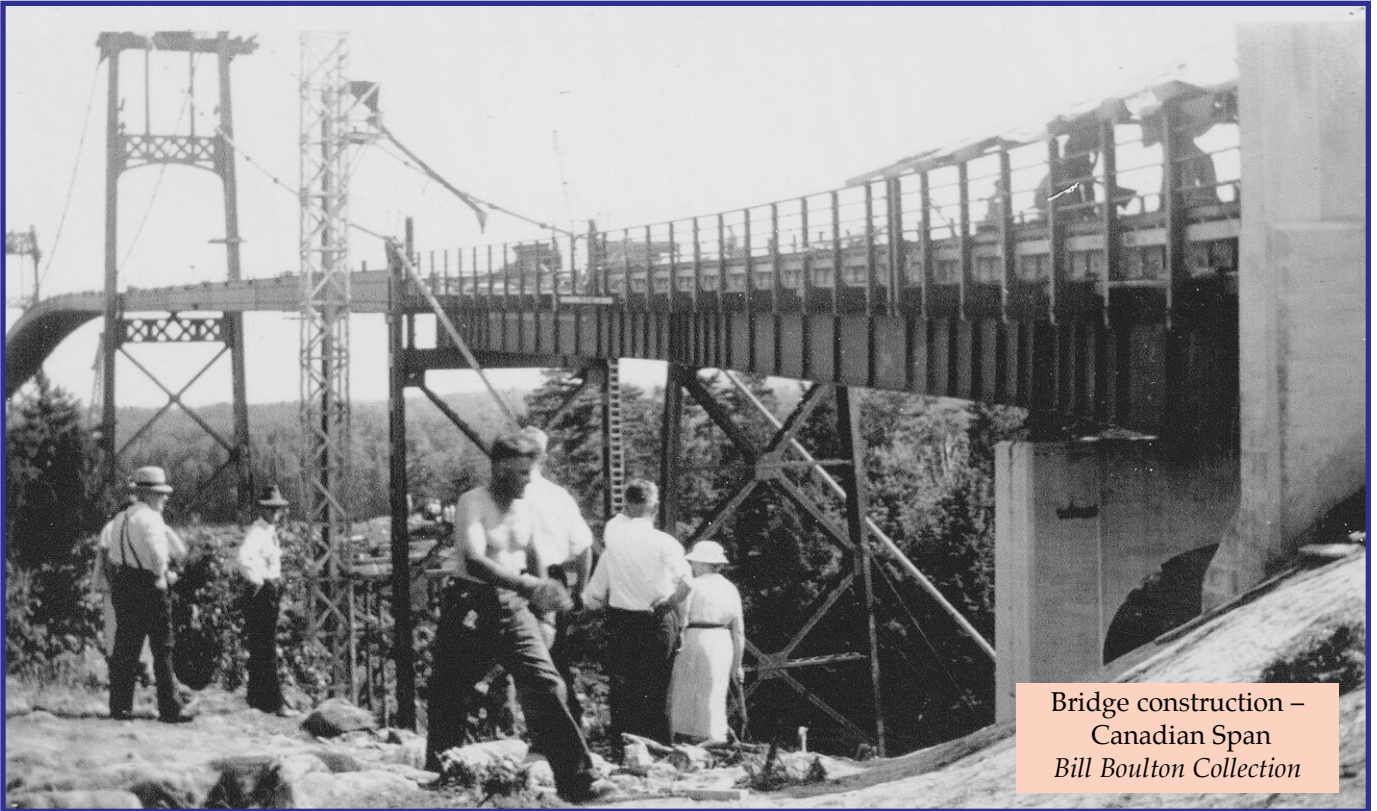
Travellers on the bridge are in awe at the spectacular view and grandeur of the area. By using islands as stepping stones, and the use of suspension spans offering maximum grace, these bridges were engineered to harmonize with the natural beauty of the region. As much as possible obstruction of the view has been avoided so that the panoramic scenery may be enjoyed by the traveller. 200 islands can be seen from the bridge. To blend with the colour harmony of the scenic background, the steelwork is painted in a patina green.

The fantastic growth over the years has made necessary many changes. New buildings, added traffic lanes, rebuilt highways, but one thing remains, the sound construction and constant maintenance have kept this bridge in good condition far beyond most similar structures. The bridge deck was not replaced until 1985, having lasted almost 50 years. All structures have been found well maintained and in good condition.

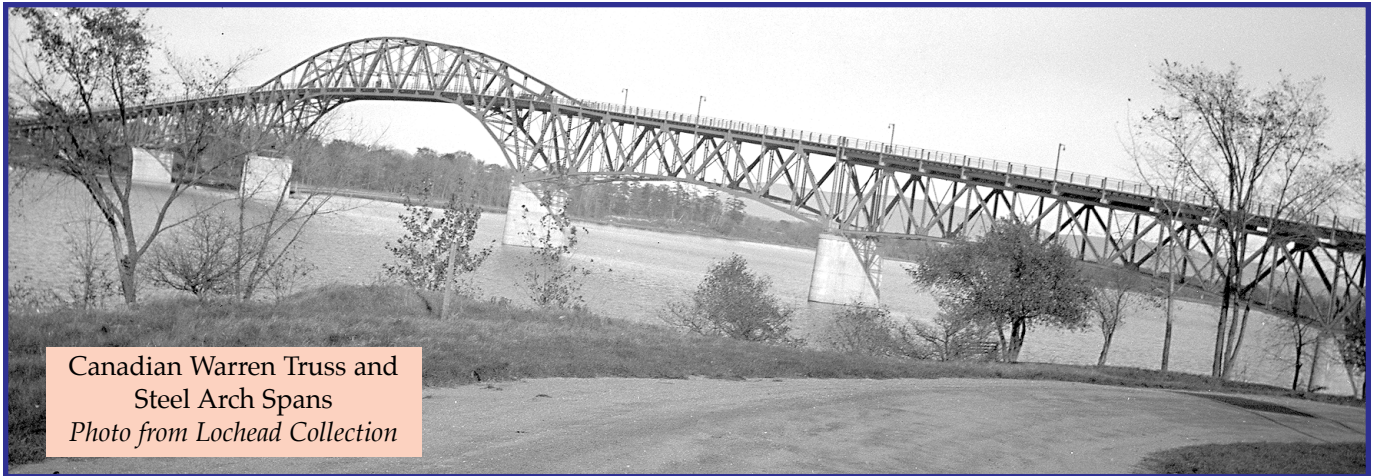
The bridge this year celebrates its 75th Anniversary, a monument to those who were considered dreamers, but never gave up. With annual crossings of over 2,000,000, this bridge, once described as going "from nowhere to nowhere" has certainly been a success story almost beyond belief.

Sources

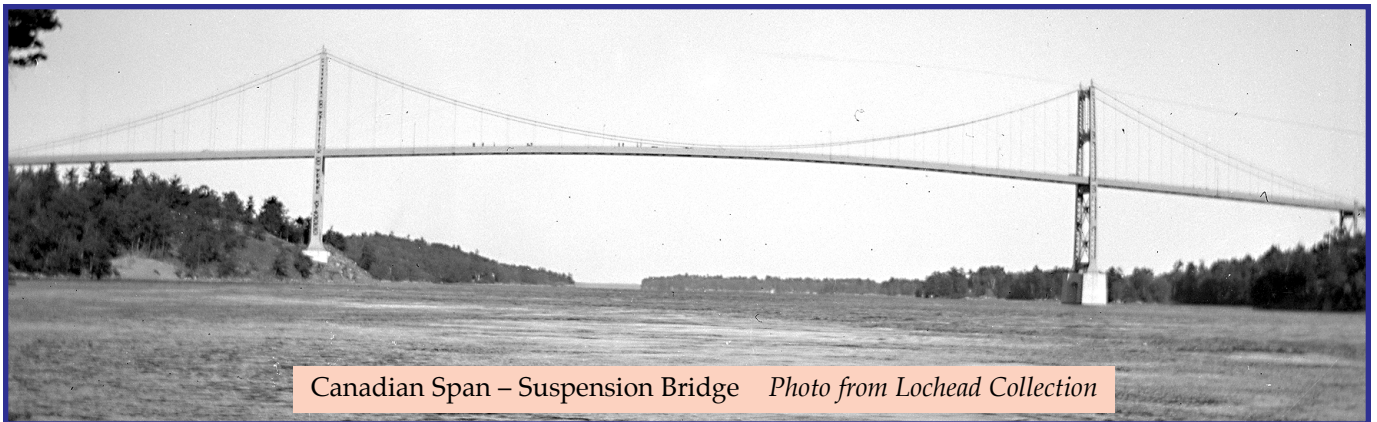
The Thousand Island Bridge D.B. Steinman
Ontario Department of Tourism and Information
Kingston Whig Standard and Gananoque Reporter 50th Anniversary Supplements 1963
1000 Islands and St. Lawrence Seaway
Official Souvenir Program Thousand Islands International Bridge 1938
Thousand Island Bridge Authority web site



Bridge construction –
Canadian Span
Bill Boulton Collection



Canadian Warren Truss and
Steel Arch Spans
Photo from Lohead Collection



Canadian Span – Suspension Bridge *Photo from Lohead Collection*



THOUSAND ISLANDS BRIDGE STATISTICS

- ▶ 7 miles shore to shore 1-1/2 miles bridge, 6 miles of road
- ▶ 5 spans
- ▶ U.S. mainland to Wellesley Island, 800' suspension, 150' clearance
- ▶ International Rift, 90' rigid frame arch, reinforced concrete
- ▶ Hill Island to Constance Island, 300' continuous truss
- ▶ Constance Island to Georgina Island, 348' steel arch
- ▶ Georgina Island to Canadian mainland, 750' suspension , 120' clearance
- ▶ Each suspension cable consists of 37 - 1-1/4 " - cables twisted together
- ▶ The bridge has two traffic lanes and two sidewalks
- ▶ Ground was broken at Collins Landing N.Y. April 30, 1937
- ▶ Bridge opened August 18, 1938
- ▶ President Roosevelt received an Honorary Doctorate Degree from Queens University
- ▶ 85,000 people lined the route from Kingston to welcome President Roosevelt (see photo on Page #12)
- ▶ Bridge opened by President Roosevelt and Prime Minister MacKenzie King
- ▶ 16 months to build, finished 10 weeks ahead of schedule
- ▶ Cost \$2,200,000., financed by public revenue bonds, repaid by tolls
- ▶ 200 islands can be seen from the bridge
- ▶ Early years saw 100,000 crossings per year, now over 2 million



President Roosevelt
and Prime Minister
Mackenzie King
Cut the Ribbon to
Open the Bridge

*Photo Courtesy
TIBA Archives*



T H E B E A T T Y D I A R I E S

Some years ago, the Historical Society bought a photo copy of the Beatty Diaries. Because it had been photo copied several times, much of the copy is poor quality, some unreadable. I have since learned, through an article in The Ottawa Citizen, that the originals are at Upper Canada Village. Several pages refer to it being the diary of Wallace Beatty. This does not fit any of the facts as we know them. It has to be the diaries of William Beatty from 1844 to 1892. As usual he talks about daily life, the weather, deaths and church. Mr. Beatty was very involved in the community, surveying and marking roads, school, the Agricultural Society, politics and his Church. He attended Church at least once every Sunday, recording the minister and his sermon topic.

The Beatty family settled in the Front of Young Township, Concession 4, Lot 14. This would be at the South-West tip of Graham Lake, north side of the present Lake Street. The family is buried in Young Mills Cemetery, on the south side of the railway.

In the 1844–1860 period, they were living what we have come to consider a typical pioneer life. They are working “New Land”, clearing, burning brush and selling the ashes for potash. Oxen are still in use, especially for ploughing. Settlers help each other. Going to “bees” is common. They are trying new crops and planting and grafting apple and other fruit trees. Beatty’s have built a new barn, and are building a new house “Nov. 22, 1855. Finished building the oven.” There were several mills in the area which they used. MacIntosh Mills for lumber and grain, Vanston’s Mill (Trickey’s at Escott) for flour, Colman’s Mill (Lyn) for grist, Furnace Falls (Lyndhurst) for grist and flour, and McKinnon’s Mill for corn and wheat flour.

Even with all of their hard work, they took some time for pleasure, “May 24, 1855 – The Boys went to Brockville to see the performance of the Queen’s Birthday.”

In November 1861, William Beatty bought 100 acres, east of Prince Street, from the King Street corner to Tower Road. The original house and barns stood on the site of the present 1251 Outlet Road. What brought them to Lansdowne is not clear. They were friends, and perhaps related to, the Young Family. They lived on the west side of Tower Road just below the hill. Their brick house was demolished just a few years ago.....
(Continued on Page #13)



Line of Cars at Bridge Opening - Photo Courtesy Glendine Landon



(Continued from Pg. #12)

THE BEATTY DIARIES

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

Mar. 3 Granpa went to Lansdowne to look about Richards farm. They wanted \$4,000. , the most for the **1858** house.

Oct. 11 John Young came here and I went to Lansdowne with him in our buggy to Ernest's.

Nov. 23 Dave took Walt to Lansdowne to survey.

Nov. 30 Dave went with Wat to Lansdowne to. Snowed about 4 inches.

Oct. 6, Rob went to Lansdowne with Elizabeth Young.

1861

Oct 18 Went to Lansdowne to look at farm near Ben Young. Roads very bad.

Oct. 19 Came home from Lansdowne.

Nov. 1 Went with Jock, Rob and Thomas Scott to Lansdowne to examine a farm belonging to James C. Foster. Came back to Thomas Scotts and slept all night.

Nov. 2 Wrote to Foster that I would give him \$900 for the place, him to give me \$100. worth of lumber and 2000 rails that Ackland is to put on, and to meet him on Friday next in Brockville.

Nov. 8 Went to Brockville to meet Mr. Foster. Made a bargain with him to give me \$100. Worth of lumber and 2000 rails.and \$30. That is due on a lot he has sold. To meet him on Monday to get the deeds.

Nov. 11 Went to Brockville with Rob and Ellen to meet Mr. Foster. He did not come. Got word that he has a child dead and that he will meet me on Wednesday.

Nov. 12 I went to Mallorytown and met Wat. He went to Lansdowne and then is to go to Brockville to meet Foster.

Nov. 13 Went to Mallorytown to meet Wat. He met Foster and settled with him for the farm.

Nov. 16 Went to Brockville with Ellen. Met Foster and signed the writings about the farm. Franlin is sick and could not get them finished till Saturday.

Nov. 18 Went to Lansdowne in the cars. Agreed with him to stop when I am working on place.

Nov. 23 Went to Brockville to meet Foster. He brought my deed and all is finished regarding my deed. I have to get Wat and Rob to go as witnesses to Brockville.

Dec. 9 Went to Lansdowne with James Cox to ditch. Worked all week at it. Fine Weather.

Dec. 14 Came home. Walked along the tracks to Mallorytown. Adam met us at T. Tennants.

Dec. 16 Adam went to Mallorytown with James Cox and me. We took the cars to Lansdowne and worked at the ditch north of the house and finished it.

Dec. 17 Commenced another ditch 17 chains north of the first one and finished it on the 20th at noon. James picked up some rails and chunks around the barn. I went to see Mr. Grame about some lumber.

Dec. 21 Came home from Lansdowne last night.

Dec. 28 Went to the swamp and drew out some logs for a woodshed or building that I intend to put up in Lansdowne.

Dec. 30 Got more timber and logs out of swamp

Dec. 31 Finished getting out for the building.





Walter Beatty Family

by Alan Lindsay

Walter Beatty 1776 - Oct. 8, 1860 and his wife Isabel Rabb 1775 - Dec. 22, 1852 came from Scotland in 1821 with their family and settled north of Caintown near Graham Lake. Their children were **William, Elizabeth** mar. William Hazelwood, **John** mar. Margaret Armstrong, **James and Walter**. William and John farmed with their father until he passed away. John remained on the farm and William moved to Lansdowne and purchased the farm on the east side of Prince St. from King to the Tower Road. Most of the family members are buried in Yonge Mills Cemetery.

William Beatty was born in Glasgow Sept. 16, 1806 and was 15 when they came to Canada. He married Ellen Armstrong Oct. 4, 1815 - Jan. 18, 1893 daughter of John Armstrong and Helen Robson. They were married by Rev. Smart on Feb. 12, 1835. She was a sister of John's wife Margaret.

FAMILY OF WILLIAM AND ELLEN BEATTY

Children:

Walter: 1836-1911 mar. Elizabeth Curtis 1836 -1920 - 4 children - he was MPP for Leeds and a land surveyor.
Lived in Delta.

John: 1837 -1864 - Parry Sound

Adam: 1844 -1925 mar. Abigail McNeil 1845 - 1923 - owned the present Presbyterian Church property.

Isabella: 1846 - 1875 mar. Sylvester Hicock - lived in Nebraska - at her death her 2 children came to live with their grandparents and died young of TB.

Janet: 1849-1934 unmarried

William Rabb: 1851 - 1905 - died in Revelstoke B.C. - MPP for Parry Sound.

George: 1853 - mar. Annette Bannerman - 3 children - lived in Calgary

Dr. Elizabeth Rabb MD: - 1856 - 1939.

Mary Braden: - 1858 - 1859.

Mary Jane: 1862 - mar. James Dickson - 6 children.

Sources:

Cecily Campbell Smith (granddaughter of Mary Jane),
Yonge Mills Cemetery Records, William Beatty Diary, census data.

*To continue work like this more pictures of the past are needed.
If you have old pictures of the area, consider donating them to the Historical Society,
or directly to the LTI Archives
If you wish to keep possession of the pictures, consider allowing them to be digitized.
Pictures are returned to you immediately.*



From “Under the Flapper’s Fringe”: Rockport Rum-Runner’s Challenge

When something is prohibited, we want it more.

When something is prohibited, some will find a way...

Prohibition came into being with the Eighteenth Amendment to the United States Constitution enacted as law in 1920. It outlawed the manufacture, sale, and transportation of alcoholic beverages as well as prohibiting the import and export of these beverages. On 17th. January 1920 the US Congress passed the Volstead Act. This law burdened the Coast Guard with combating rum-runners. For 14 years the Coast Guard tried to stop illicit liquor from reaching the shores of the United States. One of the largest factors in favour of smuggling activities was that the United States prohibited the manufacture of beverage alcohols and Ontario did not.

Tales of daring and adventuresome river folk quietly rowing from Rockport to Alexandria Bay in the darkness of night with a “ham” (a burlap bag used to smuggle alcohol) of whiskey are almost gone. For various reasons, rum- running stories were kept as quiet as the dipping of the paddle into the still waters of the moonlit St. Lawrence River. Rum-running in the Rockport area was advantageous to some because of its close proximity to the American shores and also because of the many islands and small channels that offered protective hideaways from revenue agents.

Various creative methods were used to transport the alcohol from the shores of Rockport across to American soil. “Hams” were sometimes fixed securely underneath the boats so if stopped they could feign innocence. Some boats were painted one colour on one side for the voyage over to the U.S. with the contraband and a different colour on the other side for the return trip. Captain’s hearing was honed to know exactly when to cut the engines so as not to be heard. Careful planning and an expert knowledge of the river were definite assets to ensuring a successful mission. An unsuccessful mission was unthinkable. There was a lot at stake.

“This August 17, 2013 as part of the **“Rockport Prohibition Days”** those looking for an adventure are invited to participate in a **“Rum-Runner’s Challenge”** taking place at **Ed Huck Marine**. *It will be rum-runners versus federal revenue agents.* Participants acting as rum-runners will be given a “ham” (burlap with contents simulating “bootleg liquor”) and some details on shoals, islands, etc that they must “see” on their exploit which will be verified through collected proof. Bootleggers may take any course they wish as their challenge will be to not get stopped by a federal agent and thus lose their “ham” but instead to return to Ed Huck Marine still in possession of the original contraband. Any type of boat is considered worthy to accept the challenge and any safe number of people may be in the boat enjoying the adventure. Great prizes will be awarded to the first three successful teams. This is not a race. Although not necessary to don clothing of the times, prizes will be given for best period attire.

No registration is necessary. Participants need to be at Ed Huck Marine, Rockport by 10:30 a.m. on Saturday, August 17, 2013 to receive the “Rum-Runner’s Challenge” instructions.

Follow “Rockport Prohibition Days”
August 16, 17 &18 at www.rockportthousandislands.com



Hi: we're aware that there's a lot of non-documented oral tradition out there on various research topics we're pondering at your Archives. We're asking your help in collecting some, at least, of this information. For example, we're sure **many of you can contribute some anecdotes or even detailed information regarding many of the questions regarding Prohibition listed below.**

You can contribute in any number of ways: return email, a note dropped off at the Library or the Archives, interview, etc. Your contribution can be attributed to you in our records or can remain anonymous, whatever you're comfortable with.

Just please do get back to us.

By the way, in modern Internet lingo this process is called "Crowdsourcing", so aren't we the hip, up-to-date historical society? Future research topics include: myths, legends, ghosts, buried treasure, poets and poetry, painters and painting, novelists and fiction, and any other topics you might suggest.

Prohibition Questions...

1. Names of major players on both sides of the Border and of the law.
2. Major departure and delivery points – destinations.
3. Make up of shipments – beer, rum, rye, ???
4. Major brands alcohol that were smuggled.
5. Supply systems and routes.
6. Noteworthy incidents.
7. What was law enforcement activity like?
8. What islands were used as rendezvous points or party locations?
9. What routes were used through the islands?
10. Were there noteworthy smuggling strategies used?
11. Where were the storage places?
12. Do you know of any written documentation such as diaries, newspaper reports?
13. Do you know of anyone in particular that would be willing to talk to us about this?

You can get in touch with us by email at: archivist@ltiarchives.ca

by mail at: Leeds & Thousand Islands Archives,
P.O. Box 332, Lansdowne, ON K0E 1L0

or by phone at: 613-659-3800 and leave a message.



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