

# HISTORY OF THE TOWNSHIP OF ROSS



Prepared by:

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## PREFACE

As I have been requested to compile a history of the Township of Ross, I hereby endeavour to comply with this request.

Having had some experience in council business in the Township, I still felt inadequate to take the responsibility of this undertaking. On the other hand, I felt it would be of interest to many of the people to have a history of their municipality and for this reason I have decided to make the attempt.

There are many municipalities of like nature in the County of Renfrew and we are all interested in the doings and activities of the other municipalities, their ups and downs, their differences and complexities from time to time. It has been my good fortune to have had the opportunity to read the written histories of two of the other municipalities in this county and, to say the least, I found them very interesting. The thought came to me that this record should be made for the people who were raised and lived here or even spent some of their lives here. To many it has been home and they will have fond remembrances for the rest of their lives, wherever they may be.

With this in mind, I herewith endeavour to make a history for the people of our own municipality and have tried to make it interesting and as accurate as possible.

I have received much help and information from many of the people in the Township and elsewhere for this history and, to those people, I give my most hearty thanks and appreciation.

I have also received many histories and accounts from various sources touching on the Township which were very helpful. I also thank them for their consideration and appreciate it very much.

This is my story and I trust I have made it interesting and informative and reasonably accurate. It has been a kind of a king size endeavour and I hope it has accomplished my purpose.

Herbert L. Ross  
Clerk-Treasurer, 1952-1972

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*Note: The History of Township of Ross was reprinted in 2023. At that time, the Whitewater Historical Society took the opportunity to incorporate information/corrections submitted by George Wallace in 1998 as well as updating and correcting some of the information. We tried not to have detracted from the authenticity of the book as written by Herbert Ross.*

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## HISTORY OF ROSS TOWNSHIP

The Township of Ross and adjoining Westmeath Township were established in the year 1830. Although this was when these townships were still in their infancy and were probably inhabited by some North American Indians and by the hardy and industrious pioneers of that period, yet most of the credit for the improvements of the present time had its beginnings due to the arduous task, sacrifices and endurance of these settlers.

Perth, Ontario in Lanark County was the County Town for the two districts of Lanark and Renfrew. Many of the property owners of the County of Renfrew had to have the deeds for their property and other municipal business done in Perth.

However, later on in 1846, the two districts were separated and the County Town for Renfrew was located at Pembroke, Ontario, which was much more convenient for the residents of this district. There was quite a controversy among the various towns and Villages at that time as to where the County buildings should be located and one of the possibilities was the Village of Douglas but the eventual choice was Pembroke, where they were located at 169 William Street, Pembroke, Ontario.<sup>1</sup>

At the time of its founding, the Township of Ross also included the Village of Cobden. This was the largest Village at the time, followed by the Villages of Forester's Falls and Haley Station. With Cobden included the following measurements and size of the Township were obtained. Due to the uneven shoreline these are only approximate measurements. The Township is bounded on the north by the Township of Westmeath, in the east by the Ottawa River, on the south by the Township of Horton and on the west by the Township of Bromley. Making a total distance for Ross Township of about ten miles or 52,647 acres.

At the founding of the Townships of Westmeath and Ross, the Cobden Road (the direct road between Villages of Cobden and Forester's Falls was to be the Townline between Ross and Westmeath Townships. However, this plan was never put into effect because on reviewing the maps, plans and other considerations of the Townships, it was discovered that Westmeath would be a very large Township and Ross in comparison small. In order to rectify this condition and make a better balance of the size of the two Townships, it was decided to add two miles to Ross Township and deduct two miles from Westmeath Township. As a result, the Townline was moved two miles further north of the Cobden Road. Although Westmeath is still larger than Ross it did help to make a better balance and more equal in size.

However, before the decision to move the Townline from Cobden-Forester's Falls Road and, in the laying out of the Townships, it was thought that this Forester's Falls Road would definitely be the Townline and with this in view, the survey of the land was made from the north and south sides of this Townline but the concessions did not meet in continuous lines by a jog or offset of about three or four acres occurred. This condition took place the entire distance of this road from the Muskrat Lake to the Ottawa River. In spite of the foregoing condition, there were three roads crossing the Cobden Road that are still continuous. What is known as the Lake Road parallel with Muskrat Lake, the road from Forester's Falls to Beachburg, a part of what is known as the original Government Road from Ottawa to Pembroke which follows through Kerr Line

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<sup>1</sup> Today, 2023, the County of Renfrew buildings are located at 9 International Drive, Pembroke, Ontario.

and Forester's Falls continuing to Beachburg. This road is still known as the Government Road and the third through the Grant's Settlement Road not far from the Ottawa River.

There are two travelled roads affected by this same offset or jog, which would have been more convenient, namely: Campbell McLaren's Road and Gibson's Road, Campground Road near Forester's Falls and Haley's Road near Cobden terminates at the Cobden Road and road starting at the Ross-Westmeath Townline, known as the Townline terminates in line with the Cobden Road being Forester's Falls.

Another situation developed in regard to this survey, in making the survey from the southern side of the Cobden Road, the survey did not come quite far enough to reach the existing road with the result that a gore was necessary to fill the vacancy and this gore, at least for the most part, is the full distance from the Muskrat Lake to the Ottawa River and could measure probably an average of one half acre in width. The road, not being perfectly straight, makes the width of the gore vary slightly in width. Most of the property owners, if not on the south side of Cobden Road, are assessed as Lots 6 and 7, Lot 6 being the narrow gore and the full lot behind it being lot seven.

## **THE CHAMPLAIN TRAIL**

The Muskrat Lake region was originally inhabited by the Algonquin people. The first European explorer to discover Muskrat Lake and its surrounding area was Samuel de Champlain on June 7, 1613. At the time, Champlain was exploring the possibility of an alternative route to the Northern Sea (Hudson Bay) that would bypass the treacherous rapids along the Ottawa River.

Although the Country at that time was a vast forest wilderness, the inhabitants were mostly North American Indians. Champlain and his French companions had a few of these Indians as guides. No doubt they were a great help to these explorers as they were born hunters and fishermen.

For this trip they left Montreal by canoes and boats and then came up the Ottawa River and were able to get as far as the fast water in the Chenaux Rapids. When they were unable to get any farther by water, they landed on the west (Ontario) side of the river. This landing may be opposite that later became MacKenzie's Hill where Storyland was situated.<sup>2</sup> It is about two or three miles south of the Horton-Ross Townline. In 1953 on this hill a large rock was found in the area bearing a chiselled inscription: "Champlain Juin 2, 1613". However, the authenticity of the inscription has been brought into question by the date format. If indeed the markings on the stone are genuine, they were completely obliterated by chisel marks made in later years. The inscription is roughly done and it is generally presumed to be a forgery.

There is some confusion as to the route that was taken to Muskrat Lake. One route suggested was from Brown's Bay a little farther down the river from what was later called Gould's Landing and included the southern side of Coldingham, Catherine, Garden or Town Lakes, mostly in Horton Township. It seems the Indians did not favour this route.

The other and more likely route, was more direct, being from the aforementioned Gould's Landing, through a portion of Horton Township to the northern side of Olmstead Lake and Green (Astrolabe) Lake in

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<sup>2</sup> *The Champlain Lookout was a part of the landscape long before Storyland was founded. The park closed in 2011 and sold in 2013.*

Ross Township, continuing on to the northern side of Muskrat Lake and through Westmeath Township to Morrison's Island, near to what at that time was only a small hamlet, but now is the City of Pembroke.

It was an arduous journey, the winds having blown trees crisscrossed one on top of the other which was a great inconvenience as they had to go over and under tangled trees. Besides this handicap they found the mosquitoes even more burdensome than their loads. They even made smudges to drive them away, but they seemed to have had continuous hardship throughout their journey.

An astrolabe was unearthed in 1857 by Edward George Lee in Ross Township near Green Lake and eventually came into the hands of Samuel V. Hoffman of New York City. When Mr. Hoffman died in 1943, the astrolabe was willed to the New York Historical Society of which he had been President. He had loaned the instrument to the museum some years before.

Samuel de Champlain employed an astrolabe, called a "Mariner's Astrolabe" in his exploration in this area. The astrolabe was used mainly for finding latitude at sea. To determine latitude the instrument is held in a vertical position by placing the ring on the thumb of the left hand while the right hand rotated the 'alidade' until the pole star is observed through the sighting slits. The reading on the disc is then the co-latitude of the observer and should be subtracted from 90 degrees to obtain the latitude.

A mariner's astrolabe is heavy in order that it may hang vertically, and as much as possible of the disc is cut away to prevent undue wind disturbance. Astrolabes of this type came into use about 1535 and remained in use until the early 17<sup>th</sup> Century when better instruments were available. The Mariner's Astrolabe is considered historically important as the first scientific instrument designed solely for navigational use.

The astrolabe proper is an instrument of greater complexity and antiquity than the simple mariner's variety and was used by astronomers to make a variety of astronomical computations. It was certainly known to Ptolemy (c90-168 A.D.) and possibly to Hipparchus (c160-125 B.C.) and received the lavish attention of instrument makers, artists and mathematicians of Europe and Islam until it became obsolete early in the 17<sup>th</sup> Century.

The above information filed in the Champlain Trail Museum, Pembroke, Ontario, in the section containing the replica of the astrolabe found at Green lake by George Edward Lee, aged 14 years, when clearing land with his father on the property of Captain Overman. The astrolabe in the Champlain Trail Museum was made by the Computers Devices in Ottawa for the Centennial Caravan on tour of Canada during Centennial Year 1967. The following year it was shown at Hemisfair, Texas, and viewed by 80,000 people. On November 11, 1968, it was presented to Mrs. Carl Price, Director of the Champlain Trail Museum. The following spring it was placed in a case as an exhibit in the museum, being a gift of Champlain High School and Staff.

## **THE COMING OF THE UNITED EMPIRE LOYALISTS**

There is not much history in connection with this Township from Champlain's time until the late 1700's, when the next event of importance was the coming of the United Empire Loyalists about the year 1776. During this time the country was still a vast wilderness of forest and was mostly inhabited by Indians, French and English settlers and there would be considerable change and improvements since the time of Champlain. During this time much hardship and privation was endured to subsist and a living was made mostly



by hunting and fishing at which the Indians were most adept. Whatever could be made from the forest would be used for heat and for crude houses made out of logs for dwellings.

Although there were Townships at this early date, it was around this time, 1776, that the Loyalists began to make their appearance in this community, coming from the United States. This is the story concerning this event: When the British people from the British Isles migrated to this continent, many of them settled and lived in the United States and bought up good farms and built up many other businesses and had good homes and comfortable living in the United States, with everything going along reasonably well and peaceful, but there was one drawback which developed and they received it from the United States in 1776.

After the Thirteen Colonies<sup>3</sup> won independence from England in 1776, many thousands of people who wished to remain under the British flag migrated northward to land under British domination. They settled on land in close proximity to the northerly shore of Lake Erie, Lake Ontario and the St. Lawrence River. In later years the descendants of these Loyalists spread over a wide area and by 1830 some were involved in lumbering and land clearing as far as the Ottawa Valley and Ross Township. They endured many hardships, inconveniences and loss to start new beginnings in many parts of Canada, which was only bush and wilderness, but they went right into the forests and with fortitude, sacrifice and faith built new homes and businesses. Many people living in this Township today are descendants of these United Empire Loyalists.

## **JASON GOULD**

When Pembroke was in its infancy and Ottawa was also in its beginnings and at the time was called Bytown, there was enough business required between the two places to warrant some form of transportation between them. There was already a natural route on the Ottawa River, starting from Bytown (Ottawa) by steamer but, owing to the swift water of the Chenux Falls above what later became Portage du Fort, it was impossible to continue any further by steamer and a land route was considered from there to Pembroke. Jason's Gould's dock or landing was on the Ontario side of the Ottawa River about two miles below the inter provincial bridge at Portage du Fort.

There were two choices that could have been made, one was to follow on by land in proximity and parallel to the Ottawa River but the terrain on this route and the longer distance required, presented almost unsurmountable difficulties to build a road there.

The other choice was to cross overland from the landing below Portage du Fort to a landing on the Muskrat Lake at Cobden, thence by steamer on the Muskrat Lake again by land to Pembroke. This may seem like a roundabout way to travel from Portage du Fort to Pembroke but it was much better route because it avoided the rapids and swift water above Portage du Fort and was a fair road over to Cobden. Jason Gould saw the advantage of the Muskrat Lake route, it being cheaper and more convenient and in 1848-1849 he opened a winter road from Portage du Fort to Cobden. This road was made only for winter travel and the

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<sup>3</sup> *The Thirteen Colonies, also known as the Thirteen British Colonies, the Thirteen American Colonies, were a group of British colonies on the Atlantic coast of North America. Founded in the 17th and 18th centuries, the American Enlightenment led these colonies to revolution, and declared full independence in July 1776.*

trees were cut down, the largest stones were removed and the worst swamps with corduroy<sup>4</sup>. This road could only be used for winter but there was a road of sorts before this, used by the lumbermen.

However, there were no roads built until 1851 which could be used for winter and summer. In winter, sleighs and cutters were used, wagons and buggies in summer were put into operation. Mr. Gould operated a regular service in each direction from Portage du Fort to Pembroke.

This transportation system of Gould's was a great boon and convenience in its day and served the country well for a time. At any rate, a land road between Ottawa (Bytown), and Pembroke was becoming a necessity and the government of the day began to make plans for a new road between these points.

## **THE GOVERNMENT ROAD**

At this point it is very confusing to get a record of the dates. However, in 1852, the Government Road from Pembroke (Mirimichi) to Ottawa (Bytown) was opened. Jason Gould's transportation between these points in his day was a wonderful achievement by land and water but in the name of progress, an all land road became apparent as an alternative means of transportation.

Plans were made in 1845 by the government to build this road. It was surveyed in 1846, and in 1848 bridges were built over the necessary rivers and waterways, Madawaska and Bonnechere Rivers. By 1852, the road was opened the entire distance from Ottawa to Pembroke and was much more convenient for summer and winter travel. It has been called the Government Road ever since, but in our modern times the road is nearly all paved or improved one way or another.

After this road was opened, the traffic was terrific and horse drawn vehicles were the main mode of travel which probably would take two or three days time from Pembroke to Ottawa and vice versa, and stopping places were built and opened all along the road at intervals for humans and horses as well as overnight facilities. A few hotels would likely be included as well as the stopping places on the list. We do not know how many of these stopping places and hotels might have been established on this road at the time but a guess of about 50 on the full length of the road might be close.

This road would be a beehive of industry for a few years when it was the main means of traffic but the coming of the railway and other roads being built in the various communities the traffic gradually decreased until it was reduced from a through road to an ordinary country road. The stopping places were generally torn down or discontinued.

## **COBDEN BEFORE 1901**

Having been included in Ross Township from the time of its founding, we feel it should be proper to give a little history of the Village of Cobden before it was incorporated into its own municipality in 1901. However, a fire on Main Street in 1913 destroyed the Cobden Sun plant and many valuable documents and early history of Cobden were destroyed which would be very helpful at this time, but we can only endeavor to do the best we can despite this handicap.

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<sup>4</sup> corduroy road is a road made of tree trunks laid across a swamp.

From the time of Champlain to about the 1800's there was very little activity in the community at and around Muskrat Lake and what was later Cobden. The few residents at the time would be situated near the Lakeshore before the district at the time was, for the most part, a vast wilderness of forest as yet practically untouched by man. There was an abundant growth of white pine but there was no market for them then. A market and demand for them came later.

Around the 1820's there began to be few settlers in the district attracted by the timber industry. A man by the name of John Parsons had been very prominent in the early history as well as John Sheriff, Spencer Allen, Robert Allen and others. Around 1836 there was a shanty<sup>5</sup> owned by a man named William McKee, a shoemaker, on the site of the house of the late Thomas Hoye, Sr.

Although the times and conditions were very hard, the parents and children were happy and contented. All were poor and depended on one another for everything they required. Neighborliness was a popular idea at the time. The men helped each other clear the land, gather what crops could be grown and provide for the long and cold winters and make them bearable. The women, on the other hand, made clothes, quilts and even soap. These were usually made at one home and the women of the neighborhood all turned up to help. When sickness came to anyone all the remedies they had were placed at the disposal of the patient. As long as everyone had enough food and clothing and good health, the people of the entire district were happy to degree that would be unbelievable today.

Although there were settlers along Muskrat Lake before Jason Gould began his transportation business from Portage du Fort in Quebec to the western side of Muskrat Lake, he was considered to be the real founder of the Village of Cobden. So great and successful was Mr. Gould's venture that he was given the privilege of naming the little settlement. Mr. Gould was a great admirer of Richard Cobden<sup>6</sup> from England and he named the little settlement Cobden after him.

Cobden began to grow and expand as a result of the success of Mr. Gould's transportation forwarding business but, along with this, the coming of the railway to Cobden also added to the boom. In 1871 the Canada Central Railway ran from Ottawa to Sandpoint by way of Carleton Place and the line was built as far as Renfrew in 1873 and in 1876 the railway opened its route from Renfrew to Pembroke. On October 2, 1876, Haleys and Cobden, being in line on this route, had their first railway. It was a great boost to these Villages and to Cobden especially because it was fairly well in the centre of a great farming area between Renfrew and Pembroke. Cobden Village expanded very swiftly from this beginning at the lake in the direction of railway station and load after load of hay and grain began to come in from all directions, especially the Townships of Bromley, Westmeath and Ross, and sometimes even as far as LaPasse in Westmeath Township. From the Ross and Westmeath direction a road was made for winter travel over the ice at the head of the Muskrat Lake directly into Cobden. This cut off about a mile of travel which meant quite a shortcut for the horses.

An elevator was built on each side of Main Street at the railroad track where grain was stored from time to time when it became necessary to store it for awhile. Prominent dealers in the hay and grain business were Delahey and Tuffy. Between the time of the coming of the railway to Cobden and the time they separated from Ross in 1901, a vast change had taken place in the Village. What became later to be Main Street and the business section began to open up and by the turn of the century it became a prosperous

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<sup>5</sup> *Shanty - a small crudely built dwelling or shelter.*

<sup>6</sup> *Richard Cobden born June 3, 1804, Dunford Farm, near Midhurst, Sussex, Eng.—died April 2, 1865, London, British politician best known for his successful fight for repeal (1846) of the Corn Laws and his defense of free trade.*  
*History of the Township of Ross*

Village. There were the Bank of Ottawa, which later became the Bank of Nova Scotia, a flour mill, planing mill<sup>7</sup>, hotels, weekly newspaper (The Cobden Sun), liveries, blacksmith shops, bakery, general stores, hardware, drug store, boot and shoe store, harness shops, jewelry store, butcher shop, barber shops, groceries, doctors, veterinary, surgeon and many other businesses too numerous to list.

In the list of names in the Ross Council before Cobden separated from Ross there were many Cobden names as Councillors and Reeves and the council meetings were mostly held in Cobden. However, on February 19, 1876, a motion was passed that the council meetings be held alternatively at Forester's Falls, the next meeting to be held in the Forester's Falls school. We do not know if this practice was continued until the Village of Cobden incorporated or not. It must have been a disappointment to the people of Ross when Cobden separated but in the name of progress at the time it must have been considered the best move.

## **COBDEN AFTER 1901**

Since we have given a little of the history of Cobden before 1901, perhaps we should follow it up as to some of the landmarks that existed after 1901 and still exist or are dismantled since or other changes have taken place.

There have been many fires in the Village of Cobden since, especially on Main Street. Most of the buildings on the business end of Main Street, with few exceptions, have been very unfortunate in having been burned in fires through the years which have changed the face of a lot of Main Street from its original picture. One of these fires burned the Cobden Sun<sup>8</sup> building on Main Street in 1913. It was rebuilt in a new location and carried on with different publishers ever since.

Before and after the separation of Cobden and Ross we are endeavouring to bring the past to the present of some of the buildings in the Village. To start with we might make mention of the churches. There was a Methodist Church built in 1882 of frame construction on Lot 82 in Cobden where the fire hall is now located. In 1905 it was bought by Mr. David Collins and dismantled and was rebuilt on Main Street for a residence. It was replaced by the present church at the corner of Main and Gould streets in 1905. This Methodist Church later became a United Church and known as the Grace United Church at the time of church union in 1925.

The present Presbyterian Church in Cobden is the second church on this location on Highway 17. The first church was built in 1890 and the present church in 1957 and is built on the same lot but further back from the highway due to the heavy traffic on the highway. The land was donated for these churches by Mr. Jason Gould. A Presbyterian Church was at one time located across the Lake Road about halfway down that road in Ross Township, before the churches were built in Cobden and the late Mr. Peter McCulloch was the preacher there at times. It was a log church and could have been a mission or meeting place at the time. We do not have too much information on this but we feel it could be correct as far as we have been able to go.

The Roman Catholic Church is located on the corner of Crawford and Meadow Streets. It was built in 1889 and a beautiful vestibule to the entrance of the church was started late in 1978 but, due to the lateness of the season, the balance was postponed until the next year 1979, when it was finished. It is a beautiful

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<sup>7</sup> A planing mill takes cut and seasoned boards from a sawmill and turns them into finished dimensional lumber.

<sup>8</sup> Cobden Sun was a community newspaper published every Wednesday since 1895. It officially closed in 2011.

addition to the church and adds much to its appearance. The Rectory and Parish priests for this church is located at nearby Osceola and serves the two charges.

The Cobden Anglican Church was built in 1897 and is located on the corner of Crawford and Bromley streets. A church hall was built in connection with this church about 1919. An Anglican Church was in use in Haley Village for a number of years when the Village was in its infancy and was discontinued about 1919. It was dismantled, moved to Cobden and rebuilt on the same lot and adjacent to the Anglican Church, as a Church Hall which is still in use today.

The Holiness Movement Church located on Gould Street was built about 1901 and is still in use. However, about 1964 it was taken over by the Free Methodist and is still in use under the new name. A nice gesture was made by the Presbyterian people to this congregation. When the Presbyterians dismantled their former church, they donated the porch of the church to the Free Methodists for a porch for their church and it was much appreciated by the latter.

Information of the Standard Church in Cobden is almost impossible to obtain. They purchased the old Danlin Hall, which was opposite the Cobden Sun office about the year 1920 after they separated from the former Holiness Movement Church about 1916-1917. They held their church services there for some years, then sold to a private ownership. We are sorry our information is so limited on this church and trust this at least is a kind of outline.

The Kingdom Hall of Jehovah's Witnesses congregation was the latest church to be built in the Village. It was built in 1958 and has a basement and a library. It had seating accommodation for about 75 persons and was located on Dickson Street. Renovations were made to the church in 1975 and in 1979, the church was enlarged. It was organized in Cobden about 1940 and meetings were held in various homes of the congregation until the church was built.

A Pentecostal Church was built in 1982.

The first public school was built in Cobden about 1880 and up to this time the pupils from Cobden attended S.S. No. 1 Ross across the lake which covered a large area. When Cobden built their first school it relieved some of the pressure from S.S. No. 1 Ross school which still covered a large area in the Township. In 1886 another classroom was added to accommodate the increasing school population in Cobden.

By 1903 the population increased to such an extent that a larger school was required and a large four room, two storey school was built, and the former school discontinued and dismantled. Then in 1960 in turn this large four room, two-story school was discontinued and replaced by the present public school. In the meantime, in 1938, the Cobden and District High School was built in Cobden and when the Opeongo High School was opened in 1968, the students were transferred to that school.

The high school in Cobden was converted to an elementary school, thus the whole school system in Cobden is elementary with the two schools in close proximity to each other. A passage underground is built between the two schools. This had the first all electric school heating system in Ontario.

A separate school was built in Cobden to the north of Main Street but with the coming of larger school areas and in the name of progress it was discontinued. It was built about 1959 and after sold to a private enterprise about 1969.

As there have been many changes at various times since its incorporation, we can only give a kind of summary. It was still a booming Village when it separated from the Township, especially due to the hay and grain business from the surrounding farming communities and being so fortunate as to have been a part of the main line of one of the transcontinental railroads which transported so much of these farm products.

However, like so many other smaller communities, with the coming of the motor cars, trucks, etc. taking the place of the horse drawn vehicles, Cobden was one of the Villages affected by this transition. Another adverse condition affecting was the coming of the Canadian National Railway through nearby Villages, Beachburg and Forester's Falls about 1913 which took away much of the former farmers business from Cobden. At any rate, Cobden survived these setbacks and is still a nice thriving Village.

It would be impossible to enumerate all the changes that have taken place in Cobden over the years, so we just give some of the old landmarks and some of the major changes. Practically all the old plank sidewalks were replaced by cement, the Bank of Ottawa became the Bank of Nova Scotia, the two elevators one on each side of the street beside the railroad tracks have been dismantled and torn down, the old Tuffy Prospect House at the top of the hill on Main Street from Hwy. 17 is still in existence having been turned into apartments. Highway 17 was built bordering the Village about 1922, but as this is a history of Ross Township and as a Village originally was a part of the Township, it is worthy of the mentioning some of the highlights which we have endeavored to do, but our knowledge of the numerous changes that have been taking place in Cobden and through the years is very limited and we feel it only fair to conclude Cobden's part in the Township's history at this point but the people in Ross are very fortunate to have been a part of the Village of Cobden for the few years when they were one municipality and also to have this same Village as an adjoining municipality since their separation.

## **JAMES ROSS**

James Ross, Sr. who became the founder of the Township of Ross and after whom the Township of Ross was named, was born in the Parish of Tarbat Arill Farm near the Town of Tain, Ross-shire, Scotland in 1798. In the company of his wife and four children he immigrated to Canada in 1831, to Renfrew County, in the Province of Ontario on Muskrat Lake bordering Cobden, which is now known as the Lake Road on Lot 5, Concession 1 on the farm once owned by Mr. John Code. He lived on this farm for 50 years. The story is told, but not actually verified, as to how the Township was named. Mr. Ross quickly paid off the price of his farm sooner than he was obligated to and he asked for a partial refund, was told it might be illegal to do so. He was offered the alternative of naming the Township, which he accepted and named it after himself.

Mr. Ross, who was tall, erect and muscular, a good type of the Celtic race, was blessed with comparatively good health and his death took place on November 7, 1887. David Ross senior was the eldest son of James Ross, and he was one of a family of 11 children. In 1851 he bought crown land on W1C2, Lot 5, Concession 4, comprising 100 acres extending from what was known as Henry Gibson's Road east along County Road 21 (Cobden Road) to the corner where the road turns towards Beachburg. This farm in turn was then divided into 250 acres on the eastern side being sold to his son Thomas and another 50 acres on the western side to his other son David, Jr. As this strip of land was only half of the width in depth, a man by the name of Ritchie owned the other half parcel to the Ross lots. Mr. Ritchie eventually sold his entire farm and Thomas Ross bought the 50 acres from Mr. Ritchie behind his own farm. David Ross bought the 50 behind his and they each had 100 acre farms.

David Ross, Jr. had a son James to whom he sold his 100 acres, and he is the great grandson of the original James Ross, after whom the Township was named. There were also other descendants of the founder of the community, one of these being Stewart Childerhose, who was Reeve of the Township for a number of years. He built and operated a successful tourist and trailer camp on part of his own property until he sold it in the late 1960's.

## **FORESTER'S FALLS**

Long years ago, and long before there was any Township of Ross, a creek ran across country from what is now called Gibson's Lake at Zion Line to the Ottawa River. It was fed by springs. On its course, it crossed what is now the Cobden Road at the intersection with the Queen's Line, continuing for about a mile or so further it crossed what is now the Grant Settlement Road, and then continued on its course where it flowed into the Ottawa River. This was later called McNaughton's Creek after Mr. McNaughton, a surveyor of that time.

The waterfall on this creek developed into what was the beginning of the Village of Forester's Falls. Mr. Oliver Forrester, a prominent pioneer of the time, became the founder of the Village, hence the name Forester's Falls. He was also the first postmaster. As to the exact time of the founding of the Village, we do not have any information, but it could have been sometime in the early 1840's. The first pioneers were mostly English, Irish and Scotch. A man named Amos Treadwell was a prominent surveyor and owner of the land, who sold it to Mr. Reynolds, who in turn sold some of it to a Mr. Devlin, who surveyed it into Village lots.

A Mr. Smith had the first store, and it was considered a great event as they must have had to travel some distance for groceries. A Mr. William Knight and Mr. Thomas Elliott also had a store later.

Mr. Forrester owned the farm directly south of the creek and sold it to Mr. William McLeese, who was a millwright, and he built a dam and a road over the waterfall. He also built a grist mill and sawmill in connection with the dam.

A fire swept through part of the Township in 1870 and burned out most of the Village. The three stores mentioned beforehand were burned in the fire, also the grist mill and sawmill of Mr. McLeese. The dam and road were left intact. The Village was just in its infancy at that time but there is no doubt other buildings must have been burned as well. The road Mr. McLeese built over the dam also became the entrance from the Village to the Kerr Line Road.

The first school meeting was held on January 13, 1870, and the first school built shortly after the fire. Mr. Forrester was one of the trustees along with James Devlin and John Howie. Mr. John Mordy was the teacher with a salary of \$250 a year.

A temperance hall was built with much free labour and willing donations of the people. Two young ladies, Jeanette Kerr and Lizzie Wark did the canvassing for the project. It was built where the Orange Hall stands. This hall was later replaced by a Town Hall or remodeled into one as there was a Town Hall on the same location between the time of the Temperance Hall and the present Orange Hall. The Anglicans and Presbyterians used the former Orange Hall for their services for a time, the Anglicans until they built their own Church in 1909 and the Presbyterians until other facilities were available. The first Methodist ministers were Mr. Hammond and Mr. Thomlin, the first Presbyterian minister Mr. Cameron, and the first Anglican minister Mr. Simpson.

A Creek beginning at the upper or northern end of the Village at the former Laughlin Curry residence ran on the eastern side of the street and full length of the Village and emptied into the McNaughton Creek at or near the dam and was fed by springs at Mr. Curry's.

A few of the pioneers of the Village were George Campbell, the first blacksmith, George Elliott, the first wagonmaker, Dan Holt and George Evans the first carpenters, John Doherty, the first shoemaker, later sold to John Bennett. In later years Robert Williams operated a hotel and livery stable. No liquor was sold in this hotel. Peter Danlin made suits for men and dress goods for ladies. On the other side of the street beside the creek a cheese factory was operated by Mr. William Grant. Also, on the same side of the street a metal shop was run by Mr. Robert Brougham.

Mr. Delorme Brown was a very enterprising man and he rebuilt and operated the gist and flour mill which Mr. McLeese had formerly owned, and he sold it to Robert Gardner who later sold it to Mr. Samuel in May 1903. Mr. Brown later built a sawmill further up the creek which he operated for some years until it too was destroyed by fire. He then started buying up eggs and made the first market for them. He also bought sheep, grain, hides, wool and yarn, and he was the means of getting the telegraph and telephone switchboard installed in the Village.

About this same era Mr. Peter Pounder and W. S. Coleman operated general stores. Mr. Pounder was also a teacher and was clerk of the Township for a time. Mr. Coleman ran the post office for some time after Mr. Forrester for a number of years. Mr. Forrester also owned a general store for a time until it burned sometime in the early 1900's.

A brick and tile business was built by a Mr. Curry, later sold to a Mr. Johnston and it was built at the corner of Mr. Reynolds farm near the road. It was then sold to Mr. John E. Waite who moved it over to his own farm over the hill on the west side of the Village. He had a long open shed in which he stored the brick and tile in the summer to dry and harden enough to put into the kilns to be burnt. In the winter he closed it in and had a closed-in skating rink and huge crowds skated in it throughout the winters, especially on Saturday nights, which was the big night of the week in those days. The roof finally collapsed one morning in the early 1920's and finished the indoor skating as it was not rebuilt. Hockey had also been played in the rink.

The railroad did not come to Foresters Falls until about the year 1930 and it did not come through the Village but was built on the eastern side of the Village beyond what was called the Elliott rocks. The station was built about a mile down the Kerr Line Road near the intersection of this road and the Grant Settlement Road and near the former Miller Store, that became Roscoe's Store. It was on the main line of the Canadian National Railway and, like its counterpart The Canadian Pacific at Haley Station, it was also a transcontinental railroad. A bridge was built over the cross-country McNaughton Creek, which was in its path.

We now come to present time and like many other small Villages it was hit by the transition from the horse and buggy days to the present days of the motor cars, trucks, tractors and other modern machinery which have caused a large percentage of the businesses being taken to larger centres. A lot of what now remains in the Village is greatly reduced and we endeavour to give a small summary of what is left.

The school was closed and sold. It is now an apartment building. The Anglican Church was discontinued, and the building donated to the Township for a library. The Bell Store was purchased by Mr. David Nelson Bell in 1915 from Mrs. Ephraim Little. At the first it was mostly a grocery store occupying the front part of the building, with the residence at the back of the store with a kitchen downstairs and bedrooms upstairs. In 1928, Mr. Bell bought a house across the street and remodeled his store and turned the entire



building into a store and storehouse. When Raymond Bell, his son, finished high school and business course, he became head clerk and finally bought it. In the later years the store also held the public library upstairs for a short time.

Mr. Henry Dittburner bought the former Henry McClure blacksmith shop in 1926, the early depression years, and carried on a blacksmith and machinery sales and service business. He took a course in acetylene and electric welding and was probably about the first welder in this district. While he was still in the business his son Roy Dittburner became a co-partner. More land was purchased for storing machinery and a new large storeroom and shop were built. After Henry Dittburner's death in 1976, his son, Roy took over the business. After 65 years in business, Henry Dittburner and Son Ltd. was closed in 1992. Sadly, Roy died tragically in an accident in 2004.

An auto repair garage business was opened up by Mr. Kay Coleman on July 1, 1950. Kay is a grandson of Mr. W.S. Coleman, owner of the former Coleman store, son of George Coleman, one time owner of the store for a few years. He built up a successful garage business through the years, starting with small beginnings. He found his garage was too small and crowded, so he built an addition to it and has a really up-to-date garage. His garage is still in operation today by his son Bob Coleman and his son Jamie. Kay Coleman passed away in 2018 at age 91.

Another garage business located about the centre of the Village was owned by Hughie Harper, then Bill Pettigrew who added a lunch counter. He sold to William McLaughlin who operated it for a number of years before ill health forced him to take a teaching position. The store portion was converted into a permanent residence. He sold it to Mr. Dale Black of Kerr Line, who opened up a motorcycle and snowmobile sales and service. Mr. Black acquired the former gasoline business and gas pumps from Kay Coleman.

Lester Jack was a lifelong resident of the Village and a barber. For a few years he was also an electrician for Chromasco, formerly Magnesium Ltd. at Haley's, still barbering at the same time when circumstances permitted. He retired from the plant at Haley's, and carried on the barbering business on a full-time scale.

Mr. J.C. (Jack) Murdock could be called a Jack of all trades. He could and did turn his hand to many business ventures when the occasion required. He was a carpenter and in the heating business in particular, also plumbing and electrical work at times. He rented the ground floor of the former grocery store operated by Mr. Robert Wilson for a workshop and storehouse. In any of his business ventures, in emergency Jack would go to all kinds of trouble to help people out. He was forced to retire on account of ill health and passed away in 1981.

There is still one church in the Village, the United Church. The Standard Church relocated across the lake from Cobden and is called the Whitewater Wesleyan Community Church. The Orange Hall was sold to an individual and a post office was built. The fire hall was built in 1954 and municipal hall was built in 1966.

A park was donated to the Athletic Association by Archie Hawthorne, and they built an anteroom and outdoor rink on it. A lighted ballpark was also on the northern outskirts of the Village on land obtained from Herb Bilson.

At one time in the Village a project was in effect in connection with the water situation. On the water in the wells being tested it was found that some of the wells were not up to standard for use and a solution was arrived at, where the government offered to pay 75% of the cost of drilling individual wells. This being the

cheaper way rather than building a large well and piping it to the various residences. Quite a few of the residents concerned took advantage of this offer and had wells drilled.

## HALEY STATION

The Village of Haley, or probably better known as Haley Station, after the railway came through, is a beautiful Village situated on the southerly end of the township in about 10 miles from the Town of Renfrew. It has two very distinct features having to do mostly from its location, as it was located in a very convenient position between Renfrew and Cobden to receive the advent of the coming of the railroad. It was called the Canadian Central Railway at that time and not too long after became part of the Canadian Pacific Railway. The railway was continued north through the Villages of Haley and Cobden in 1876, then to Pembroke and eventually to the West Coast when it became a Transcontinental Railway. The coming of the railway was a very important and distinctive event to the Village of Haley Station at that time.

The second important event in Haley was the building of the Trans Canada Highway alongside the Village about 1922. This was also a coast-to-coast project. In 1976 another highway started to be built on the east side of the Village, a short distance north as far as the Haley Cemetery. This highway is to connect with parts of the new highway already built and will become another Trans Canada Highway. It will bypass practically all the Villages, towns, and cities in Canada for mostly through traffic. It has bypassed now by 3 or 4 acres. Old Highway 17 will remain pretty much as it is through Haley to Renfrew and beyond.

To continue on with the history of Haley Village, we do not have much information to go on as to the time the Village had its beginnings, but it was between 1845-1850. The Main Street was first started on the lower or eastern side of the Village and another street built later on where the highway later went through.

A man named George Haley and another man named John Rose bought up quite a few acres of crown land on which Haley Village is now built, as well as several acres surrounding Haley Village. We believe the Village was named after this George Haley and he lived about a mile South what is now Main Street on the West side of the road. Mr. Rose owned property a little further north of Mr. Haley and the Rose families have been very prominent in and around Haley through the years and some of the Rose descendants are still living there.

The first store was built about 1850 by a Mr. Richardson who carried on for a number of years and was sold to two different people by the name of McLean and Crozier for some years. Mr. McLean move to Vancouver in 1920 and Mr. Crozier carried on alone for a number of years until he sold it to Mr. Herb Kallies in the early 1930s. It was burned a few years later and was rebuilt and sold to Mr. George L. Howard. The post office was located and operated in the store building for a number of years and the telephone exchange was also located in the store from the time it was inaugurated in 1913. Mr. Howard was the postmaster for 36 years and died in 1968. Mrs. Hazel Howard was the post mistress and exchange operator through many years until it was taken over by the Bell Telephone Company, who brought in the dial system and have operated it ever since.

A garage and service station was opened and operated for a number of years on the corner where the United Church Parsonage was originally located being the corner of the road in Haley leading to Portage to Fort. It was bought from the United Church by Bernard Downs and his father and operated by them for a number of years. It was then owned and operated by a number of people since that time including Reg and Sadie Humphries who operated a corner store until it was sold and turned into a body shop.

Another service station was owned and operated a few yards further South on the highway on the same side of the street and also been owned and operated by a number of different people for a number of years. Mr. Clifford McLaughlin owned this and operated a small grocery store in connection with this service station for some years. Clifford McLaughlin sold this store to Robert Ranger who operated it for some years. When it closed it became Mr. Ranger's residence.

A cheese factory operated in the Village for some time around the turn of the century and for a few years after. It was sold to the Haley Orange, L.O.L. No. 278 about 1925 and was located on the left side of the turn off to the Portage du Fort Road. It was a furniture store for some time owned by Clifford McLaughlin.

A Temperance Hall was built on the Main Street of the Village in the early years of its history and was burned in the early 1920's. A Methodist Church was then built on this same lot in 1923 and two years later at the time of the church union it became a United Church.

A Molybdenite mine was located just west of the Village about a mile on the north side of the road what was called the Mountain Road a few years ago from Haley Village over to Admaston. It was an open surface mine and apparently only used for a short time in the First World War years. The ore was transported by teams and wagons to Renfrew where it was processed.

The Village had open air skating rinks intermittently over the years mostly used by the younger people and children. In 1972 and up-to-date good size anteroom was built and then not too long after a good ice surface was made, and this adds up to a good serviceable outdoor rink for the Village.

We do not have too much information regarding their blacksmith shops in the Village through the years, but Haley is situated in a farming community and blacksmiths would definitely be one of the businesses very much needed, especially in the years of horse shoeing and repairing the farm implements. A blacksmith had been operated by Mr. Richard Wall until about 1930 and another blacksmith shop was in use across the street from the McLean-Crozier store. However, in more recent years a blacksmith shop was built and operated by Mr. Allan Gilmour until he was forced to retire through ill health.

It is very unfortunate while that there was never a public school located in Haley Village, proper. Whatever the circumstances or conditions were through the years, it happened that way and Haley Village seemed to have been shortchanged some way or another. There were schools built for the Haley pupils, but they were always built at least a mile from the Village. The first one, a log school was built on the lot where the Haley cemetery and the first Methodist, now United Church, were located and two schools were built since, south of the road below the Main Street of the Village probably about a mile from the Village. Even in later years when the Ross Mineview Public School was built, it was outside of the Village but of course, the territory, now enlarged made it more central.

The Haley post office was attached to Mr. Harry Osborn 's house and Mrs. Osborne was the post mistress. After that it was located in the home of Mr. Leo Rathwell and his wife Irene was the post mistress.

A fire engine and fire hall to house the engine was provided for their area as well as the township when needed. A fire hall and engine are also located at Foresters Falls.

The Haley Village has a close connection, past and present, with some of the industries and other items in the Township which are mentioned and described elsewhere in this narrative: The Dominion Magnesium, Ltd. (Chromasco Ltd.), The Light Alloys, Ltd. (Haley Industries Ltd,) and the entrance to the Garden of Eden Road just north on the hill, a few acres and turning to the right.

## **CHURCHES**

### **FORESTERS'S FALLS ANGLICAN CHURCH**

The Foresters Falls Anglican Church congregation held their services in the beginning in the old Town Hall at Forster's Falls which was located where the Orange Hall was located and they did not have a resident minister. However, at the first, the minister from Beachburg served the congregation for some years and then in later years and with different circumstances and changes a minister from Cobden served the congregation.

They did not have a church in the Village until the year 1909 and an Anglican church in Alice, which had been closed, was procured and torn down or dismantled and transported by teams and wagons, provided by some of the members of the congregation of Forester's Falls where it was rebuilt and bricked on the outside. Mr. W.S. Coleman, a prominent merchant of that time, was very instrumental in sponsoring the project along with the aid of the congregation and it was located on Mr. Coleman's property.

This church served the congregation of the Anglican people in Forester's Falls and surrounding district for a number of years until it was discontinued. It was then donated to the Township of Ross and used as a library for the residents of the township. The Council accepted the ownership of the church for a library on May 7, 1969

### **FORESTERS'S FALLS UNITED CHURCH**

It is regrettable that the early history of this church is very meager. However, we are fortunate in having some reliable information.

The first Methodist Church was built in connection with the Village of Forester's Falls, when the Village was in its infancy and in the late 1950's or early 1960's.

To begin with, the early history of this church was a branch of the former Methodist Church and this in turn originated from two branches of methodism and this was a branch of the Methodist Episcopal Church.

A log church was built on the hill north of the Village in what is now the Forester's Falls Howard Cemetery and the cemetery was opened up when the church was first begun and has been enlarged at least a couple of times since.

These two branches of the church originated in Canada when this county was opened up and carried on in the manner of separate churches until the year 1884 when these two branches and any other possible branches that might have existed at the time were united into one church and became known as the Methodist Church of Canada.

This original church was carried on until the year 1895, when a new brick church was built in the Village proper on the same location where the present United Church still stands. In 1895 it was decided that the Village would be a more suitable place for the church and also a larger church was needed.

The church and Methodist and later United Church in Beachburg were amalgamated as one charge, with the Beachburg church being the senior church and the location of the manse and residents of the minister. These two churches carried on together when it was a Methodist Church and also later when it became the United Church.

On February 8, 1912, the Trustee Board entered into an agreement with the congregation of the Ross Presbyterian Church whereby the people of the sister church who so desired were privileged to use the church for a Sunday evening and a weeknight service each week until church union.

In 1951 the basement was built under the church for a Sunday school and other activities. A gallery is built into the body of the church which would seat about 40 people when the occasion required and memorial windows were installed at the same time.

#### **FORESTERS'S FALLS STANDARD CHURCH**

The Standard Church at Foresters Falls was established in 1918. A veterinary surgeons office was bought and renovated and made into a church where it served its adherents for a number of years. The first pastor was Rev. G.L. Monshan. A parsonage was purchased from the adjoining property to serve the pastor of the church from Mr. William Howard.

In 1922 a Standard Church was built in Beachburg and the Pastor was Rev. J.B. Pring, from 1927 until 1971 and churches of Beachburg and Forester's Falls were served by the same minister.

However, in the meantime, in 1952 renovations were made to the church at Forester's Falls with repairs made to the foundation, new windows and new seats were installed and a few minor repairs were made.

In 1971, the church at Beachburg was closed and sold and a full merging of the two congregations was made with the services being held in the Forester's Falls Church. The increase made by the merging of the two congregations necessitated more space being required and an additional wing was added to the side of the church with further renovations made.

In 1975, the church was again remodeled and with an additional wing added to the rear and back end of the church. The front of the church was remodeled and a gallery installed.

#### **HALEY ANGLICAN CHURCHYARD**

An Anglican church was located just on the brow of the hill east of Haley Village and was discontinued some years ago. The information as to when this church was originally built is unavailable, but it would most likely be around the time Haley Village was organized, probably sometime around 1850 and it was discontinued a few years after the turn of the century.

However, about 1919 it was torn down and rebuilt in Cobden as a hall in connection with the Anglican Church there. The churchyard in connection with the church is still intact and was cleaned up and a new fence built around it by the Township. There were a few bodies buried there but they were disinterred and reburied elsewhere, but one woman's body could not be found.

#### **HALEY FREE METHODIST CHURCH**

The Haley Free Methodist Church was originally the Holiness Movement Church for the area of Haley's and this Holiest Movement Church was built on the old Highway 17 about 3 miles north of Haley Village on the farm owned at that time by Thomas Crozier on the west side of the highway and was built about the year 1896. It was a frame building and covered by clapboards of probably metal or tin or some kind.

In the late 1930's or early 1940's the Free Methodist Church was built at Haley's and in 1964 the Holiness Movement Church as a whole in Canada was taken over by the Free Methodist Church at which time the Local Holiness Movement Church on Hwy. 17 was discontinued and dismantled and the congregation amalgamated with the Free Methodist Church at Renfrew with their church located in the Haley Village.

While the Holiness Movement Church on Hwy. 17 was in operation, they had a Parsonage at Haley's and the congregation was joined with the Admaston charge. The Haley parsonage was sold to private ownership when the Holiness Movement Church was discontinued on Hwy. 17. The Free Methodist Church has their parsonage located at Renfrew.

The Free Methodist Church at Haley Village was discontinued and sold to private enterprise.

### **HALEY UNITED CHURCH**

The first church in connection with Haley United Church was a log church and it was located where the present Haley cemetery is still in use. At the time of its inception sometime about 1855 there were two branches of the Methodist Church in Canada: The Methodist Church Episcopal and the Wesleyan Methodist Church (not to be confused with the free Methodist Church nor Wesleyan Methodist churches of the present time, although they do preach a somewhat similar gospel).

It is not known which branch of the Methodist Church was at Haley at its inception, but in our day, it is probably not important because in the year 1884 these two churches were amalgamated to become the Methodist Church of Canada. It remained so until the time of union in 1925, at which time it was united with the congregational churches of Canada and part of the Presbyterian Church in Canada.

In 1923 the Methodist Church at the cemetery was dismantled and torn down and a new church built in the Village where the former Temperance Hall which had been burned down about this time, was located. A basement was built in the new church, and it continued as a Methodist Church for about two years until union in 1925, when it became the United Church. It was a framed church and brick clad.

This church has been in union for some years with the congregations of Admaston and Northcote with the parsonage of three churches located at Admaston. The former parsonage for the Haley Church, when it was needed for Haley was located on the north side of high above the highway at the entrance of the Portage du Fort Road. When it was no longer needed as a Parsonage, it was bought by Mr. Bernard Downs and his father who operated a service station there for a number of years.

This parsonage was built in the late 1880's or early 1890's and sold in the early 1930's.

### **QUEEN'S LINE UNITED CHURCH**

The Queen's line United Church has a long history. The Episcopal Methodist who had earlier held services in a barn on the farm owned by Stanley and Dalton Mordy in the Queen's Line, built a little log church on the Fourth Line at Bullies Acre hill. That congregation joined later with the Wesleyan Methodists, (who had a log church-school about  $\frac{3}{4}$  km east of where Haley Industries is. This was schoolhouse at S.S. No. 4 Ross and services were conducted by Rev. Edwin Pessant of Portage du Fort circuit of the Wesley and Methodist Church. An early history of the church says he was a saddle bag preacher and found it difficult to reach distances regularly on Sundays so the near location of the log schoolhouse at S.S. No. 4 Ross was used.

In 1884 Samuel Rankin, Sr. donated the lot at the corner of Queen's Line and Acres Road. While no money exchanged hands for the land, there was a \$6 fee to cover legal expenses. Preparations and

construction started under Rev. Thomas B. Conley who was the local minister from Portage du Fort circuit. The church was completed under Rev. Francis Lett and the dedication service was held in December 1885.

In 1888 Queen's Line United Church became affiliated with Cobden and since then was known as the Cobden-Queen's Line Pastoral Charge. On June 10, 1925, by the Union of the Methodist Congregational and Presbyterian churches, Queen's Line became a congregation of the United Church of Canada. There were about 40 families attending the church, which equalled about 200 people.

Miss Rebecca Rankin was the first organist. The other organists were Mrs. Hilliard Guest, Mrs. Wm. Moore, Mrs. Wm. Ferguson, Mrs. Wm. Campbell, Mrs. Clarence Gould, Mrs. Donald Ferguson and Mrs. Robert Bennett and Mrs. Henry (Eleanor) Tabbert held the position for over 50 years.

Ministers of the former Portage charge were Rev. Edward Pessant 1872-1874, Rev. John Howes 1874-1877, Rev. Hiram Fowler 1877-1879, Rev. Nathan Austin 1872-1882, Rev. Thomas Conley, 1882, Rev. Frances Lett 1885-1888. Later ministers included Rev. H.S. Osborne 1900-1903, Rev. P.G. Robinson, 1904-1905, Rev. H.W. Burnett 1906-1910, Rev. D.A. Lough 1911-1914, Rev. J.A. McNeil 1915-1918, Rev. Geo. H. Forde 1918-1919, Rev. H.R. James, 1919-1921, Rev. E.D. Mitchell, 1922-1923, Rev. A.S. Cleland, 1924-1932, Rev. R.F. Stillman 1933-1936, Rev. R.E. Spencer 1937-1943, Rev. D.M. Smith, 1944-1949, Rev. G. Huff 1950-1953, Rev. Allan Simmons 1953-1968, Rev. Peter Walford-Davis 1969-1974, Rev. Richard Cooke 1975-1980, Rev. Dr. Dean D. Frey 1981-1983, Rev. Katherine Cooper, Rev. A. Robinson 1987-1989, Rev. Paul McLenaghan 1989-2001, Rev. Aleace Davidson 2001-2002, Rev. Dr James Key Min 2003-2013. Rev. Min was the last minister to serve at the Queen's Line United Church.

The Queen's Line United Church celebrated its 128<sup>th</sup> anniversary in October 2013 and then closed. On October 28, 2013, the Queen's Line United Church amalgamated with the Grace United Church in Cobden. In June 2014 the Church was sold to a private individual.

### **ROSS ST. ANDREW'S PRESBYTERIAN CHURCH (KERR LINE)**

The Ross Presbyterian Church on Kerr Line is the second church to be built on this property.

On the 17th of October in 1855, a public meeting was held by the congregation of the Presbyterian Church in Canada in connection with the Church of Scotland, in the Township of Ross, and thought it necessary and proper to obtain land on which to build a church and manse and a burying ground. Trustees were appointed and later bought on the 8th of September 1857 from Alexander McNaughton and his wife, Anne McNaughton, one acre of land for the sum of 10 shillings of lawful money of Canada.

With a lot of hard work from the people and little money a frame church was erected on the site of the present church and opened for worship in 1858. At first it was designated as a mission station for the Church of Scotland but three years later in 1861 it was joined with Westmeath and Beachburg to become a congregation.

In 1873 Ross and Westmeath separated, making two distinct charges. Ross and Cobden became one charge. Westmeath and Beachburg the other.

On October 6, 1880, Rev. M.D. Blakely was inducted as minister. Under his guidance the church grew and prospered and in 1884 he was instrumental in the building of the present church and it was dedicated in December of that year. In 1893 Rev. Blakely's pastorate at Ross also included Cobden, Osceola and Scotland Church (above Cobden). In 1898 he accepted a call from Alice where he laboured until he died in 1928.

In March 1920, Rev. James Miller was inducted and shortly after his arrival a new manse was built at Forester's Falls. At the time of Church union in 1925 Rev. Miller resigned and became minister at Cobden. Services at Grant Settlement and Forester's Falls were withdrawn and Ross and Beachburg became one charge under the pastorate of Rev. Kalem who was considered a brilliant linguist having been born in Armenia. He could speak several languages as well as English.

In 1946 Ross and Cobden were once more joined as one charge. Rev. K.E. Earls became pastor of the Ross and Cobden charge in 1955 and continued until 1976 when he was replaced by Rev. Linda Bell. The present church as it now stands, was built in 1884, has not been changed too much from the point of view of the exterior of the church but major renovations were made in 1926 and 1973 mostly on the interior. Memorial windows were installed in 1958 which added much to the appearance of the church inside and out.

The first manse in connection with this church, instead of building a manse in proximity to the church as was first intended, a building was purchased in Forester's Falls. It was located on a lot next to where the present United Church was later built in 1895. This manse was built sometime in the 1860's. As stated before, this manse was torn down and a new manse built in 1920 and only used a few years as Rev. Kalem, a non-resident pastor, living in Ottawa became their minister and he came on weekends for services and when otherwise needed. The manse was not needed under these conditions and was sold to private ownership. The manse at Cobden was used for the Ross Cobden church. The cemetery was opened on a lot of the church when it was built.

### **ZION LINE METHODIST CHURCH**

A Methodist Church was built on land donated by William James Pettigrew, a resident of the time, on Lot 1 Concession 2 in the Township of Ross, bordering on the north side of the Townline between Ross and Westmeath Townships and on the west side of the road.

It was a log church and was built in 1885-1886. One of the first ministers was Reverend A.M. Delong, who resided in Beachburg. However, this was not the first minister to preach in the church. It is unfortunate that we cannot procure the name of the first minister, but he was also located in Beachburg, and his circuit consisted of four charges namely in the morning in the Grant Settlement School, Forester's Falls in the afternoon at 2:30 p.m., and Beachburg in the evening. The Presbyterian minister also preached alternately at the Grant Settlement School some of the time. Reverend Delong preached from 1896 to 1899, followed by Reverend J.M. Treadrea from 1899 to 1900 and Reverend William Know from 1900 to 1904.

The Church would have been in use from 1885-1886 to 1903-1904. It was closed not too long after, dismantled and sold to private ownership.

A cemetery was also opened on the lot in connection with the church and it is still being cared for.

### **MCLEESE CEMETERY**

A little cemetery is located in the settlement on the farm owned by James McLeese, Sr. and later by his son, James. Some of the early residents of the community have been buried there.



## **CAMPGROUNDS**

### **COBDEN HOLINESS MOVEMENT CAMPGROUND**

Cobden Holiness Movement Campground was located on a beautiful setting and grove overlooking the Muskrat Lake on what was called Tuffy's Hill about a mile and a half from Cobden. It was inaugurated and built about the turn of the century, between 1901 and 1902. A fairly large stable was built near the back of the grounds to house the horses during the meetings, it being at that time still the horse and buggy days.

Also, at the start and for a few years a large tent was used to hold the meetings. However, as the years went by and the horse and buggy days were replaced by the motor car there was no need for the stable any longer and they moved it closer to the road and remodeled it by separating it and widened it out and filled in the resulting space at the top of the roof, thereby making it wider and used it as a Tabernacle to hold the meetings in, replacing the former tent used.

They're carried on in this manner until about the year 1964 when the Free Methodist Church took over the Holiness Movement Church as a whole in Canada. It operated for a few years under its new name and was discontinued and sold a few years later to private ownership to Beatty Johnson.

### **FORESTER'S FALLS CAMPGROUNDS (STANDARD CHURCH)**

The Holiness Movement Church was organized around the turn of the century and became a part of this community about 1898 and carried on until about 1915-1918 when a disagreement over doctrine developed and some of the congregation pulled out under the leadership of Ralph C. Horner, but the property was retained by The Holiness Movement Branch of the church.

Ralph C. Horner became the leader of the newly formed church and it was named the Standard Church of America and they were under obligation to do any required building in connection with the new church.

Their first camp meeting after separation was held in 1918 in a tent on a blind line opposite the existing Holiness Movement Campground about 3/4 of a mile off the Cobden Road in a little grove. The second camp meeting was held on what was part of the Government Rd. running between Beachburg and Forester's Falls about halfway between the two Villages in a grove on the west side of the road. This was in 1919 but it had to be abandoned after the meetings were over that year because the gum on the trees dropped off in the hot weather and stuck to the people's clothes.

The next few years, from 1920 until 1930, they held their camp meetings on the south side of a grove on the Cobden Road owned by Mr. Mac Scott about midway between Cobden and Forester's Falls. The meetings were still held in tents.

About the year 1931, a permanent campground was bought. It was still on the Forester's Falls Cobden Road on the north side of the road and turned off the Cobden Road about 3/4 of a mile off the Cobden Rd. up to the campground.

The services were held in a tent on this campground until 1955 when a Tabernacle was built. A cookery was built shortly before this with sleeping accommodations upstairs. Hydro was installed and in 1963 a Children's Tabernacle was built. A bookstore was built and a few cottages were built from time to time by some of the congregation to be used during the camp meetings. A water supply was secured from a good well

and the whole project makes a beautiful campground with a grand view of the country and it is called Zion Hill Campground.

### **GALILEE BIBLE CAMP**

The Galilee Bible Camp is situated in Ross Township in the Haley area and was organized in 1956. At the start of this camp, they had bought 15 acres of land from Mr. Hubert Wright on the west side of the Garden of Eden Road and have purchased more land since from another source and now have about 100 acres.

The entrance to the camp up to the time of the building of the new highway about 1976-1977 was made from the Garden of Eden and the camp; the road from this end had to be cut off.

However, when this situation developed, the Department of Transportation and Communications of Ontario built them another road from the opposite side of the camp with the entrance made off the Portage du Fort Road (Highway 653).

This is a wonderful camp with furnishings and camping facilities for people coming from far away, some even from Toronto and distant points. At the beginning they had about 40 campers, now they have about 400. They are taken by age groups, sometimes boys of a certain age group for a week and girls of an age group for another week. Apart from boys and girls camp they have two weeks of family camping when a program is planned to include every member of the family.

The work is sponsored by The Brethren Assemblies in the Ottawa Valley but is open to people of any race, creed or denomination. A large church was built on the property about 1965 and is considered to be undenominational where any worshipper who wishes may take part. The church is built on a side hill with the front of the church facing the park. About half of the length of the church at the front is at ground level and the back half to the bottom of the hill, which is near the lake, has a basement and this leaves the floor level of the church above the same all the way through.

The little lake mentioned above at the bottom of the hill behind the church is only a few feet from the church and a sandy beach was built up and roped off to provide swimming and wading for younger children and non-swimmers. A raft is provided for the ones who can swim.

Tents were used for the camp for the first two years and then cabins were built for better accommodation and many other facilities through the help of voluntary labour and materials through the years and is now a camp full of buildings of every description these include the aforementioned church, a dining room, kitchen and a motel as well of several other buildings for the necessary routine of the camp.

It has so advanced until now they have some winterized buildings to be used for winter residents and accommodations. It is now possible to have a certain amount of winter facilities which makes year-round accommodation.

It is operated on Christian principles and, no smoking, is one of the requirements. They celebrated their 25th anniversary in 1980.

Ross Township is fortunate in having this camp located in their Township.

## MCLAREN SLIDES

On the Ottawa River in the McLaren settlement, about a mile or so north of where the present hydro dam is located and about the turn of the century was what was called the McLaren slides on the Ottawa River.

It is a little difficult to describe these slides<sup>9</sup> but we understand the McLaren slides were about 50 or 60 feet wide and about 200 feet long with a steep incline on the bottom. Bunches of square timber of 25 pieces were bound together and steered toward these slides and went through the slides with a steep incline at a tremendous speed.

James McLaren, great grandfather of George Olmstead, a resident of the McLaren settlement was slide master for a number of years. Mr. McLaren was eventually drowned crossing over the rapids at Portage Du Fort.

## SCHOOLS

It is very hard to get accurate history information on long ago events that took place, especially on the early schools of this Township and we hope we have a reasonably accurate account, while at the same time we understand that records carried over long years could vary somewhat, but we believe we have been very fortunate to procure the information we have and trust it to be a fairly overall account and are thankful for the sources they were available from.

### S.S. NO. 1 ROSS

Regarding the present S.S. No. 1<sup>10</sup> school building that is the third school in this section, and it was built in 1865. The first school was built by James Ross, Sr., the founder of the Township, who owned and lived on the farm once owned by Mr. John Code on the Lake Rd. on the east side of Muskrat Lake. We understand it was a log building built near the edge of the lake somewhere opposite Mr. Ross's own buildings and, also near what later became the Townline between Ross and Westmeath Townships. This school was built in the early 1830's.

The country was sparsely settled at this time and naturally would cover a large area of the country for a school and this area also took in the pupils in what later became the Village of Cobden. Pupils from across the lake attending the school from the future Cobden had a path or road of sorts at the southern end or what was later called the head of Muskrat Lake and their pupils travelled this road to school in summer and went across the ice in winter. The school served the area for a number of years but was later closed for reasons of changing circumstances.

The second school in this section was located on the same Lake Rd. but a mile or so up the lake and a little closer to Cobden and also close to the lakeshore. It was a one room log building. This would be closer to the larger area it served. It served the requirements of the pupils until the year 1865 when the existing school building was built.

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<sup>9</sup> To avoid the treacherous falls/rapids a timber slide would be built. This wooden bypass channel was wide enough for the passage of an entire "crib" of square timber, revolutionized the trade by preventing costly delays and reducing the dangers faced by the raftsmen.

<sup>10</sup> School Section (S.S.) from 3 to 5 miles square.

This third school served a larger area east and south of the school, including Cobden and also a larger school population which overpopulated the existing school facilities. However, a school was built at S.S. No. 1. Also, in 1880 Cobden is reported to have built their first school and this relieved the pressure at No. 1.

At one time during the overload of the S.S. No. 1 school a temporary room was built, which helped the situation for a few years. The school was sold to private enterprise (Wood'n Things).

### **S.S. NO. 2 ROSS, S.S. NO. 10 BROMLEY, UNION SCHOOL SECTION**

This School Section was a Union School with S.S. No. 10 Bromley. The school building itself was built in Ross Township about midway between Cobden and Haley Village on the east side of what became Highway 17 and a few rate payers on the Ross Bromley Townline belonged and attended the school.

This brick school on the highway was torn down and dismantled in 1965. Was this the first and only school built for S.S. No. 2 Ross. We have questioned several of the pupils who attended that school but have not been able to obtain any information in this regard.

In being the second school section in the Township, S.S. No. 3 Ross was built on the lot of the Haley cemetery about the year 1855 and if this school was built before that it would have been over 130 years old. One theory is that it could have been a frame building at the time it was built and around the turn of the century it could have been bricked on the outside. When it was torn down it was a very thick wall and there were several layers of lumber on the walls both inside and out of the school and also three layers of floor, which would give credence to the idea that it was the first and last and only school in that school section.

There was a log school built across the road when it was owned by Mr. Fred Foss and later by his son Ernest but we are unable to procure more information.

A rumor has just come to hand that a former school was located across the side road from Cross Canada Crafts and also across the highway from the brick school just recently torn down and it was burned in 1901, at which time the brick school was reported to have been built.

We were unable to get any confirmation of any other school having been built there in the office of the Renfrew County Board of Education at Pembroke or Registry Office at Pembroke.

### **S.S. NO. 3 ROSS, S.S. NO. 7 HORTON, UNION SCHOOL SECTION**

The school building of this school section, situated about a mile below Haley's is the third school of this school section.

Around the time the first Methodist Church was built for Haley's and where the cemetery on that same lot is still in use about a mile or so north of Haley's, a one room log schoolhouse was also built about the same time, which would account for the first school in the section and this school was closed about 1880. When it was talked about the closing of this new school that naturally necessitated the choosing of new school grounds for the new school and the choice was grounds about a mile south of Haley's, and also where the latest school was also built.

The second school was of frame construction and served the educational needs of the section until the present school building was built about 1914. A section of S.S. No. 7 Horton had been a union section with S.S. No. 3 Ross with the school located in Ross. From the time this last school was built until about 1963, when the

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Ross Mineview School was opened, pupils of this section were transported to Ross Mineview School. This latest school in this same location carried on until the opening of the above-mentioned school in 1963.

As mentioned beforehand, we repeat it was very fortunate that this school was not, at least for the part of the time, built in Haley's Village.

#### **S.S. NO. 4 ROSS**

The first school was built around 1866 and it was sort of combination of church and school. This little church/school was built by the Wesleyan Methodists on west ½ lot 20, concession 6. In the 1860's this land belonged to Mr. Livingstone and was on the route of a logging road which ran from Portage in the general direction of Muskrat Lake. The site is about ¾ km east of where Haley Industries is located. These were the days when the country was new and just opening up.

The second school was built in 1878 and was located across the road from what was later became Haley Industries Limited. It was a building of framed construction and was red in color. The combination school and church was discontinued as a school at that time.

The S.S. No. 4 Ross school building was purchased by Dominion Magnesium Ltd. (Chromasco and later known as Timminco) and used as a storage building until it was demolished sometime in the 1980's. This school was clad with cement brick and built in 1928 and was used until about 1963, when the Ross Mineview Public School was opened. The Ross Mineview Public School was located only a short distance west of the former S.S. No. 4 school. The pupils transferred to Ross Mineview Public School when it opened and shortly after the building was purchased by Dominion Magnesium Ltd. This school was located across the road from Haley Industries Limited.

#### **S.S. NO. 5 ROSS**

This school was a first a building of some kind on the farm of Mr. James McLeese Sr. and was not owned by the school section when the section was first organized but was used until a permanent school was built after which the building reverted back to Mr. McLeese. The section was organized about 1867.

The second school was built on the property of a man named Mr. Blair who later sold it to Mr. John C. McLaren and he later passed it on to his son Donald McLaren, who in turn sold it to Mr. Gerald Waite and who passed it on to his son Carl.

The school was built on the east side of the road and fairly well north of the lot. It was a frame building and served the section for a few years until about 1873 and it is somewhat hazy as to what steps were taken at this point.

It would serve a greater number of the residents if it were transferred to what was called Tripp's Side Road about halfway across the Queens's Line on the north side of the road. The property the owner of the property at the time was Mr. William McLaren. The school in its new location was used until about 1963 when it was closed and sold to private ownership and the pupils bused to Ross Mineview Public School.

#### **S.S. NO. 6 ROSS**

S.S. No. 6 Ross was located in Forester's Falls and is the third school in this section.

The first school was a one room log school and it was located at the back of the school lot, at or near the location of the present school building. It was built about 1871.

After a few years and owing to the increase in the number of pupils in the section, a larger school became necessary to accommodate the pupils and a two-story, two room school was built on the left side of the lot, near the street. The date of the building of this school was around 1888-1890. We have not a very good description of this school but it was a frame construction, covered with brick, and it served the requirements of the section until the present school building was built in 1910.

A few years later the school was inadequate to accommodate the pupils and, as a result, the pupils from grades 1 to 6 were taught in the former Orange Hall which was located behind the present Orange Hall, which was built in 1935 and the former hall was dismantled and torn down about the same year.

However, in 1935 a wing was added to the north side of the school and the pupils who had been educated in the Orange Hall were transferred to the newly enlarged school. The lower room housed grade 7 and 8 pupils and it accommodated the Continuation School Pupils from First Form to Fourth Form (Grade 12). In 1948 the Continuation School pupils were transferred to Cobden and in 1951 the pupils from Grant Settlement School were bused to the Forester's Falls School.

In December 1953, a fire partially destroyed the school building. Early in January 1954, the decision was made to rebuild the school large enough to accommodate the No. 12 Ross pupils (Kerr Line). Some pupils from Townline Union School were added to the enrollment in 1965 and in 1968 some pupils from S.S. No. 9 Ross were added.

When the Renfrew County School Board was formed in 1972 the agitation began when the small rural area schools were closed and in 1970 the pupils from grades 7 and 8 were bused to Cobden. Finally, with much opposition on the part of the local population, the entire school population was transferred to Cobden and in 1977 the school was closed.

The school building has since been sold to private ownership (Roy Dittburner and then a Mr. Corrigan) and made into apartments.

### **S.S. NO. 7 ROSS**

This school is the Grant Settlement School section is the second school in that section.

The date of the building of the first school is about 1873-1894. It was a log school, and at one time for a short period had nearly 60 pupils attending the Grant Settlement area was heavily populated for a few years.

The stone building still stands but about 1895 it had replaced the former first log school, which had been located across the road on the Mr. William Grant's farm, purchased by Mr. Grant and used by him as some kind of farm building when the stone school was built and opened.

It was a very old school and many pupils from that area received their education from these two schools. It is understandable how this school could stand the ravages of time, it having been built of stone.

Due to the passage of time and the changes in modern times, the school was closed in 1951 and the pupils were bused to other schools, but the school building still stands although somewhat dilapidated and bringing fond memories of days gone by.

### **S.S. NO. 8 ROSS**

S.S. No. 8 Ross was the Queen's Line school and had its beginnings in what is known as the Blind Line next road west of Queen's Line. In other words, the road between the Queen's Line and Fourth Line about a mile south of the entrance of the road and on the east side of the road on a farm formerly owned, in later years, by Gordon Gilmour, Albert Wasmund and John Bowes.

It served the full section on what later became two sections, S.S. No. 8 Ross and S.S. No. 13 Ross. In the early dates schools were scarce and the district sparsely populated, and a school section covered a large area, with the result that some of the pupils had to walk long distances to school. This school would have been built about 1873.

At any rate, when the population increased, the ratepayers residing on the eastern side of the section built a school on the Queen's Line on the property which was later owned by Dalton and Stanley Mordy. This school was a great convenience to the Queen's Line part of the former section.

The western side of the section still continued to use the former school, now reduced in population, until the S.S. No 13. school was built in 1907. The former school on the Bind Line was then discontinued and later torn down.

### **S.S. NO. 9 ROSS**

The school building located on the lot of S.S. No. 9 Ross, on the south side of the Cobden Road about two miles from Forester's Falls Village is the second school building on this property and the first school built about 1874-1876. This school was a frame, one storey building with clapboard covering and painted white. It was close to the road on the right side of the gate with the side of the school facing the road. The porch and front as well as the entrance were facing the direction of Forester's Falls

The brick school, now closed, was built in 1908 and the back of the school yard and the porch and front of the school was facing the road. It was a one room, one storey school room when it was used as a school. The contract for furnishing the material and labour for building it, exclusive of the necessary furniture, seats, etc. on the inside of the school was \$1,945.00 a far cry from today's prices.

It was a large section, extending up the Beachburg road to the Ross-Westmeath Townline, up the Zion Line to the Ross-Westmeath Townline, up the Queen's Line to the first side road and in each direction for about a mile and a quarter on the Cobden Road. However, in some of these situations where the distance to the schools in adjoining sections were closer, arrangements were made for the pupils to attend these closer schools.

About 1969 the school came under the jurisdiction of the Renfrew County Board of Education and the school was closed and a little later the school was sold to private ownership, Maple Lane Furniture owned by Steve Eckford and sold again and renovated into a home.

### **S.S. NO.10 ROSS, UNION SCHOOL SECTION WITH COBDEN**

The first Cobden Public School was built about 1880 and Ross Township S.S. No. 10 Ross became a part of the Cobden Public School, comprising only a small proportion of the Section with the rate payers located on what is now known as Highway 17 and extended north from Cobden to the Westmeath-Ross Townline and to the south about a mile or so and then attended the school located in Cobden.

The Cobden school started out as a one room school, but as time passed and the population increased, it was necessary to increase the school to four rooms and in 1903 a new storey, four room school was constructed. When the first school was built in Cobden the pupils attending the S.S. No. 1 Ross School from Cobden at the time were transferred to the Cobden school on account of distance as well as having their own resident school.

When Cobden separated from Ross Township the pupils on the highway continued to attend the school at Cobden which necessitated it become a Union School with Cobden.

#### **S.S. NO.11 ROSS, S.S. NO. 15 WESTMEATH, UNION SCHOOL SECTION**

This was a Union School with Westmeath Township and the two parts of the section were practically evenly divided by the Ross-Westmeath side of the road. It was built in 1892 and the assessment of each township in the section was very close to being on a 50-50 ratio. It served the area for a number of years and was known as the two Townships S.S. No. 15 Westmeath and S.S. No. 11 Ross.

The school itself was located about a mile and a half from the Beachburg-Forester's Falls road and continued east to the vicinity of the Ottawa River and was a brick clad one room school.

It was closed about 1965 when the section was taken over by the Renfrew County Board of Education and sold to private ownership. It was torn down and dismantled in 1966.

#### **S.S. NO.12 ROSS**

S.S. No. 12 Ross school was built on the Kerr Line on the former property owned by Mr. Robert May, in the west side of the road and was built in 1907, a one room school brick clad.

In 1945 this school section entered into an agreement with S.S. No, 6 Ross at Forester's Falls and the two sections became an area known as Ross Township School area No. 1. This did not mean that either school was closed at the time but merely that the business of the two schools was conducted under one authority instead of two separate boards as formerly operated.

In 1969 this school was closed and taken over by the Renfrew County Board of Education under which authorization it was conducted.

#### **S.S. NO.13 ROSS**

S.S. No. 13 Ross was first connected with the school built on the 5th concession, between 4th concession, (Fourth Line) and 6th concession (Queen's Line).

What later became S.S. No. 8 Ross and the above-mentioned S.S. No. 13 Ross School at the beginning became a kind of unorganized section with the school built on the concession 6 between the two roads. This school was built about 1875. They carried on in this manner until about the turn of the century, when the Queen's Line part built a school of their own and the 4th line part still carried on in this same school as before until 1907 when they built their own school on the 4th line, on the east side of the road about three miles from the Cobden road; one room and brick construction. It joined the S.S. No. 3 school area in 1960 and later was taken into the jurisdiction of the Renfrew County Board of Education when it was formed in 1969.

The school building still stands but was sold to private ownership, Horace Blackburn.



## **ROSS TOWNSHIP SCHOOL AREAS**

### **ROSS TOWNSHIP SCHOOL, AREA NO. 1**

Ross Township School Area No. 1 was formed in 1945 and was composed of S.S. No. 6 Ross (Forester's Falls) and S.S. No. 12 (Kerr Line) and was named Ross Township School Area No. 1 under Bylaw No. 571 dated July 7, 1945.

In December 1953, a fire partially destroyed the Forester's Falls school and on February 5, 1954, a request was made to Ross Council to raise by debentures the sum of \$20,000.00 for the rebuilding and renovation of the school. However, it was decided that the amount of \$20,000 would be insufficient for this purpose and the Board requested that the amount of the debentures be raised from \$20,000,00 to \$25,000,00. This further request was granted on April 3, 1954.

### **ROSS TOWNSHIP SCHOOL, AREA NO. 2**

Ross Township School Area No.2 was first formed by Bylaw No. 645 on the 24<sup>th</sup> day of March 1953 and included School Section No. 3 and 4 to be called Ross Township School Area No. 2.

However, late in the same year School Section No. 5 decided and requested to be included in the No. 2 School Area, and for this purpose, the Council passed Bylaw No, 648 thereby the school area was enlarged to include School Section No. 5. The Ross Township School Area accordingly was composed of School Sections 3, 4, and 5 then to be called Ross Township School Area No. 2.

### **ROSS MINEVIEW PUBLIC SCHOOL**

Until the late 1940's one room schools were the order of the day for the pupils attending the various schools in the Township.

About this time with the opening of the Dominion Magnesium Ltd., the schools in that area became overcrowded and the School Inspector, Mr. Loucks, suggested that several sections combine to make one school. There was much opposition and arguments with the result that School Sections 3, 4 and 5 in 1952-1953 agreed to form a school area which was called Ross Township School Area No 2. The first school Board took office in 1953 and Mr. G.A. McLeod became the School Inspector. With his help, a site was chosen close to the Dominion Magnesium plant and tenders were called for a four-room school.

Construction started in 1953 and in March 1954 pupils and teachers moved into three rooms. In September 1953, the fourth room was opened. Early in 1955 a survey indicated that a fifth room was needed and in 1956 this fifth room was built. In the meantime, School Area No. 3 was formed comprising S.S. No. 1, No. 2, No. 8 and No. 13 Ross.

In 1963 the two Township School Areas, No. 2 and No. 3 School Areas decided to amalgamate, and the two entire school areas were called Ross School Area No. 2 and the No. 3 School Area ceased to exist. In 1963 Mr. Garnet E. Timm was appointed Principal.

New legislation, effective on January 1, 1965, made it necessary for School Areas No, 1 and 2 to join together and a School Board was formed to administer all the schools in the Township. In 1967 the Board

sponsored a contest to select a name for the existing No. 2 Area School and one of the names submitted was Ross Mineview School and the name was selected.

On January 1, 1969, the school came under the jurisdiction of the Renfrew County Board of Education which approved the erection of two portable classrooms and the hiring of two additional teachers to permit organization of a Junior Opportunity Class and Kindergarten. Kindergarten pupils were admitted to the school for the first time in September 1969.

In September 1969, there were 244 pupils, 9 full-time teachers and 9 classrooms. By April 1969, the enrolment had increased to 254 pupils, the highest in the history of the school.

In April 1970, the Board of Education approved a re-organization plan for the school. Erection of an additional portable classroom and hiring of an addition teacher were approved. A fire in 1970 caused extensive damage to one classroom and the supply room.

In September 1970, the re-organization plan was approved by the Board. With fewer split classes, smaller classes and a Resource Teacher available for individual instruction a more individualized program for the 238 pupils in the school was more easily organized.

In October 1970, the Board of Education approved a regular program at the school, consisting of Kindergarten, library area, general purpose room and conversion of one classroom to office and health room, storage rooms, gym with change rooms with showers, new lighting, water, sewage and PA system. Construction started in the summer of 1971. Pupils moved into the new wing in March 1972. The official opening of the addition was on January 24, 1973. In September 1971 Grade 7 and 8 students were moved to Cobden Public School, Ross Mineview had Junior Kindergarten to Grade 6 classes.

In September 1977, Mrs. Inez Oattes became Principal after Mr. Garnet Timm was promoted to Principal of two schools in Renfrew County. Other teachers who taught at Ross Mineview included Mrs. Pierce, Mrs. Alice Ferguson, Miss Gillies, Mrs. Helen Black, Mrs. Ruby Bulmer, Mr. Oldenziel, Mrs. Florence Gilmore, Miss Marion Orr, Mrs. Bennett, et al.

In 2005, Ross Mineview School closed and its students were sent to the Cobden Public School. The school was sold to a private individual and later partially burned down in November 2018

### **COBDEN SEPARATE SCHOOL**

A Separate School was built in Cobden about 1959 and it included about seven ratepayers in close proximity to the Village of Cobden from the Township of Ross when it was inaugurated. However, though time, some changes in the educational system had taken place, favouring larger centres of education and some of these ratepayers had reverted back to the public school.

The school was finally discontinued in 1969 and the school was sold to private enterprise, Liquor Control Board of Ontario.

## **LODGES**

### **HALEY ORANGE LODGE L.O.L. 278**

Information concerning the beginning of the Haley Orange Lodge is somewhat scarce and a little conflicting, but it was named Haley L.O.L. 278 and it was among some of the first Orange Lodges in Renfrew County and was organized in the year 1851.

They did not have an Orange Hall of their own until the year 1925. The Orange Lodge rented the log school where the Haley cemetery is for their meetings until about 1880. This school was then dismantled.

A Temperance Hall had been built on the lot where the United Church stands, and it is also believed the Orange Order then rented that hall when required until 1922 when that hall was burned.

They then bought their first Orange Hall about 1925, which had been the former Haley Cheese Factory and was located on the north side of the turn-off from Haley's to the Portage Road. They held their meetings in this hall until the year 1973 when the Lodge was discontinued and was amalgamated with the Renfrew Lodge. The Haley Lodge was at one time "The Garden of Eden Lodge".

An event of importance in connection with the Order was a celebration held in Dale's Grove on August 12, 1925, by the Orange Young Britons and a large attendance was reported. A bean supper was served, the beans having been baked in sand.

### **FORESTER'S FALLS ORANGE LODGE L.O.L. 552**

Down the Kerr Line about 3/4 of a mile below the turn off to the Grant Settlement Rd. on February 6, 1856, the first Orangemen of this Lodge met in an Orange Hall made of logs on the farm later owned by Garfield Broome and this marked the beginning of this Lodge, which made great expansions in the years to follow.

The first 12th of July celebration was held in Beachburg in 1857 and the Orangement of Forester's Falls walked to Beachburg for this celebration and had dinner on their arrival there. The first Guy Fawkes Day (The Gunpowder Plot) on November 5th was held at Oliver Foresters. The first banner came from Belfast, Ireland in 1883 only costing the sum of \$40.00 plus \$11.80. At the present time it would cost many times that amount.

In August 1888, plans were made to build a new hall on a lot purchased from Mannie Maxam in Forester's Falls Village on the back of the same lot where the present Orange Hall now stands. This hall was a good building at that time with a large room upstairs and a community hall downstairs on the ground floor. There was no basement. At one period around the late 1920's or early 1930's when the school could not accommodate all the pupils the hall was used for one of the classrooms of the school, for a couple of years.

According to records the cost of this hall in actual cash was \$3,000, the balance made-up by free labor. As time passed, however, it became apparent that there was a need for a larger hall, it being a fast growing community and a new hall was erected in 1935 on the street on the same lot as the former hall. This hall was larger than the old hall with a basement underneath, community hall on the main level and a large room upstairs. Much free labor was also donated in the building of this hall. The Women's Institute was also instrumental in providing much financial assistance.

Many Orange celebrations were held in Forester's Falls during the years since its inauguration. A notable celebration was held in 1956 to commemorate the 100th anniversary of its founding in 1856. At one time there were sixty members on the roll.

The Orange Hall still stands but has been sold into private ownership.

#### **FORESTER'S FALLS LADIES' ORANGE BENEVOLENT ASSOCIATION NO. 1302**

On November 25, 1935, in conjunction and in harmony with L.O.L. No. 552, the ladies of the community organized the Ladies Orange Benevolent Association and, as its forming there were 33 charter members. They made a substantial addition to Orangeism in the community and in any Orange celebration in the district to which they belong, with the combined men's and ladies lodge, they make an outstanding contribution from Forester's Falls in any parade they take part in.

They had their regular monthly meetings in the Orange Hall with full access to its facilities.

#### **COBDEN ORANGE LODGE L.O.L. 480**

Although Cobden Village does not belong to Ross now, it organized an Orange Lodge when the Village belonged to the Township and also, it is still an active lodge and for this reason, we consider it only fair to include it in this history.

The Cobden Lodge, L.O.L. No. 480 received its Charter on May 26, 1853, with George Young as Master.

A Mr. Gould, probably Jason Gould, had donated the land for a hall and in 1897 the lodge made plans to build a new hall and decided to obtain a clear title for same and on May 3, 1898, Robert Delahey, Worthy Master, received the deed from the Gould heirs.

July 12<sup>th</sup>, celebration in 1898 was a big event in those days and on this occasion arrangements were made with the Canadian Pacific Railway to run a special train between Chalk River and Carleton Junction with the understanding that the lodge appoint persons to attend the flag station between these two points where there was no agent to sell tickets and the sum of \$83.50 was received by the lodge from the Canadian Pacific Railway as their percentage of the money received.

They received an offer from a Mrs. Peever of \$3.00 to provide ground to keep the horses and vehicles for the day.

In 1903 the Orange Hall was rented to the School Board for school purposes for a short time. In April 1904 the lodge decided to renovate the old hall instead of building a new one. The renovation included clapboarding, shingling and raising the ceiling. This work was completed July 3, 1904. After a few years, this hall became very cold to hold meetings in and the ladies L.O.B.A. No. 393 having been organized in 1921, the joint lodges of L.O.L. and L.O.B.A. began to make plans to build a new hall in 1963 and on April 8, 1964, a new hall was started and by autumn the new hall was in use.

This new hall has electric heating upstairs and electric heating and wood stove in the basement. Mr. Allan Eckford was Worshipful Master at the time of the opening of the new hall.

### **COBDEN LADIES' ORANGE BENEVOLENT ASSOCIATION NO. 393**

The Cobden Ladies Orange Association No, 393 in conjunction with Cobden L.O.L. No. 480 received their charter on July 4, 1921, and organized their lodge at that time with Mrs. Thomas Wilson as the Worthy Mistress.

As stated under the heading of Cobden L.O.L. No. 480, the ladies L.O.B.A. No, 393 and men's L.O.L. No. 480 joined forces to build a new hall in Cobden and it was completed in the autumn of 1964.

The official opening of the hall by L.O.B.A. Enterprise No. 393 was held in September 1965. Mrs. Allan Eckford was the Worthy Mistress at the time.

As a novelty, a ticket was on display in the hall, dated July 12, 1907, stating meals would be served for 25¢ for a full course meal.

### **WOMEN'S INSTITUTES**

The various Women's Institutes in the Township of Ross have been very prominent and have done much for this Township in the way of donations to charity, giving help in every possible way, not only to local services but to needful agencies, organizations and individual cases outside their own limits.

It appears that the first Women's Institute in this district was a branch from Beachburg and that Beachburg was the first Institute organized locally and the other branches grew from that beginning and the district annual meetings were held at Beachburg until 1918.

The first Institute to branch from this beginning locally was Forester's Falls in 1905, Queen's Line in 1907 and Zion Line in 1919. Cobden is also mentioned as organizing an Institute in 1911 and there could be a few members from Ross Township but their branch as its headquarters in Cobden Village and does not apply as an Institute in Ross Township.

#### **FORESTER'S FALLS WOMEN'S INSTITUTE**

The Forester's Falls Women's Institute was organized on September 15, 1905, with a membership of ten. Mrs. P.R Pounder was the first president,

In 1911, two street lights for the Village were bought and their upkeep paid for many years. Donations of money were given to the Canadian National Institute for the Blind, Central War Charities, Forester's Falls Library, Legion Club, and Cottage Hospital in Pembroke. They entered displays of knitting, sewing and remaking of old clothing into usable articles at the local fairs.

In the war effort much material was cut by members and made into pyjamas, hospital gowns, bed jackets and dressing gowns. Hundreds of pairs of socks were knit, as well as sweaters, scarves and sent to soldiers in the wars. After World War I, a marble tablet was placed in what was then the Methodist Church at Forester's Falls, bearing the names of local boys who made the supreme sacrifice in the first World War. A bushel of wheat was collected from several farmers in the district to help finance this project.

During both World Wars the Institute participated in Red Cross work, sending comforts for local boys and farewell parties for servicemen leaving for overseas. At the conclusion of World War II, they had a

banquet when they entertained the local lads who had been in the services. They looked after blood donors, soliciting people to donate their blood. At one time, they sponsored both hockey and baseball teams.

In 1935, the Orangemen of Forester's Falls built a new hall and the Women's Institute paid \$1,200.00 into this project. They were to have the use of the hall free of rent for 50 years.

The Branch celebrated their 50<sup>th</sup> anniversary in 1955 with a banquet and honoured guests in attendance, and plans were made for the 75<sup>th</sup> anniversary in 1980.

Since war years the Branch has assisted in sponsoring a foster child through the North Renfrew Women's Institute District and for many years presented two scholarships to students from the area attending high school.

The Branch remembers all sick and shut-ins in the community and gives gifts to new babies of the members. The convenors of standing committees make a definite contribution to the meeting by providing educational, entertaining and helpful programs.

The Branch is included in the Tweedsmuir History book.

### **QUEEN'S LINE WOMEN'S INSTITUTE**

On June 15, 1907, the Queen's Line Women's Institute was organized at a meeting held at the home of Mrs. William Pettigrew. Eight members joined the first meeting and Mrs. Sam Wallace was chosen as president and Mrs. James Rankin as secretary.

Back in the long-ago years, there were many Indian trails and in 1613 Samuel de Champlain travelled over one of these trails from a place now known as Portage du Fort across the river in Quebec to the Muskrat Lake at Cobden. An astrolabe was found many years later near Highway 17 between Haley and Cobden.

In the early years the country was pretty much a wilderness forest and sometimes a fire swept over a large area which cleared up much of the land.

One of the old Indian trails was straightened out and built into a road which was called the "Queen's Highway" and later became the Queen's Line in honour of the great Queen Victoria.

The Institute has helped many of the families, both in joy and sorrow, by giving wedding gifts to young couples and flowers and condolences to the sick and bereaved. During the two World Wars the Institute cooperated in every way they could to help the Red Cross and sent parcels to the boys in the armed forces.

An interest in our local schools has always been taken by the Institute and first aid kits were given to the schools. When the school fair was held at Ross S.S. No. 8, the Institute ladies made the day more pleasant for everyone by serving a cup of hot tea, sandwiches and cake. A library of good books has been a worthwhile project for many years.

Homemaking clubs and garden brigades were always carried out under the able leadership of an Institute member. The girls have always carried on their classes in a very capable manner. They have been a credit to the Institute when at Achievement Day their work won special mention. Some of the girls have been awarded trips to different fairs for their outstanding work.

This Institute has enjoyed a wide variety of short courses on clothing, nutrition, health education and home crafts, carried on so pleasantly and efficiently by members of the staff of the Women's Institute Department, Toronto.

Thus, up and down the five-mile length of the road between the 6<sup>th</sup> and 7<sup>th</sup> concessions of Ross, known for years as the Queen's Line, the Institute has formed a friendship link between our farm women. It has inspired its members to live in all true womanliness, to be helpful and an inspiration to all those whose lives are touched by the Women's Institute.

### **ZION LINE WOMEN'S INSTITUTE**

The Zion Line Women's Institute was formed at a meeting held in Zion Line School (S.S. No. 10 Westmeath) on July 7, 1919. Mrs. William E. Burns was the first President, Mrs. Louis Smith, Vice-President and Mrs. Walter Davidson was Secretary. The first meeting was held at the home of Mrs. John Cowie on August 1, 1919, and the membership was \$24.00.

Donations to many projects were carried on during the years and among the recipients mentioned were Beachburg Fair, Cottage Hospital in Pembroke, Renfrew Victoria Hospital, the Renfrew Children's Aid, Institute for the Blind and many other donations too numerous to classify, were made and kept up for years. Included in these donations were \$5.00 to the Children's Shelter in Renfrew, \$5.00 to the Children's Hospital in Toronto, \$10.00 Evangelistic meetings held on Zion Line, \$8.75 for a sanitary water pail for S.S. No. 10 school, \$18.50 to the Soldier's Comforts, Toronto for the purpose of buying a bench with name plate.

Two delegates were sent to the Ottawa convention in 1919. The teacher and the pupils presented the Institute with \$30.00 being part of the money made at the Christmas concert at the Zion Line School. A new stove was installed in the school in 1924 and new blackboard in 1925.

Many donations were made to the war effort in World War II. A short summary of these donations, by no means complete were: Red Cross donations \$95.00, donated to sugar fund for jam making \$40.00, 25 quilts made, 5 ditty bags filled, 3 navy sweaters knit and 24-night gowns made. Other sewing was also done, and a \$50.00 War Bond was bought.

One of the Institute members, Mrs. Bert Ross, attached her name and address to a quilt for the Red Cross and a few months later a letter came from the family in London, England, who received it. They had lost their home and all their possessions, so the Institute corresponded with her for some time and sent her food parcels.

The greatest sacrifice of all was made by the son of one of the members of this Institute, Mr. Steward Eckford of Zion Line made the supreme sacrifice in the second World War on December 13, 1943.

In 1947 the Institute petitioned the Historical Sites and Monuments Board of Canada to have a Cairn erected on Highway 17 to mark the site of the Champlain Trail and the finding of the Astrolabe a short distance away, and this was erected.

After the Zion Line School was closed and before it was sold to private ownership, the meetings were held in the school building and since that time they are held in the various homes.

### **COBDEN MASON HALL**

The Cobden Masonic Lodge, A.F. and A.M. (Ancient Free and Accepted Masons) No. 459 was organized in 1903 and the first meetings were held in Danlin's Hall on Crawford Street and they continued to meet there until the year 1919.

In 1919, the Cobden Memorial Hall was built as a memorial of the soldiers of the World War I, some of whom were fortunate enough to survive and return home and others paid the supreme sacrifice. The Masonic Order of Cobden contributed toward the building of this hall and lodge meetings were held and rented in this hall until it burned in February 1958.

Having their hall destroyed with the Memorial Hall fire, they decided to build a hall of their own and they built it on the farm of Mr. Percil Collins in the Township of Ross. It was built on the south side of the Boundary Road between Cobden Village and Ross Township about three or four hundred feet from Highway 17 and was used for their meetings until it was sold and dismantled. The first meeting for the new hall was held in January 1959.

Some of the Masonic members in Ross Township belonged to the Cobden Lodge, while others belonged to the lodge in Beachburg.

### **CHEESE AND CREAMERY FACTORIES**

Most of the cheese factories and creameries in this Township were built around the late 1880's or early 1890's and most were discontinued somewhere around the 1920's.

#### **KERR LINE AND FORESTER'S FALLS CHEESE FACTORY**

We are informed that there was a cheese factory at the junction of Kerr Line and Grant Settlement Road, near the former Millar Store operated by a Mr. Bill Byron for a time and later moved to Forester's Falls and operated by Mr. William Grant. It was located across from the Methodist Church (now United), and it has been closed for many years. A Mr. Jackson also operated it for a time.

#### **QUEEN'S LINE CHEESE FACTORY**

A cheese factory was located on the Queen's Line on the south corner of the road leading from the Queen's Line to, what is now Mineview Road. This factory was discontinued about 1920 and should not be confused with a cheese and butter factory built a few years later on the Queen's Line near the Cobden Road.

#### **HALEY STATION CHEESE FACTORY**

A cheese factory was located in the Village of Haley Station on what later became Highway 17, on the turn off to the road leading to Portage du Fort. This factory was closed in the early 1920's and sold to the Orange Lodge at Haley, who remodelled it and converted it to a hall for their meetings. It was then sold and use as a furniture store and since has been demolished.



### **COBDEN CREAMERY**

The Cobden Creamery was established in 1918 and owned by the United Cooperatives of Ontario. In 1929 it was enlarged to double its capacity. Annually it made upwards of half a million pounds of choice butter and tons of dried buttermilk, the latter used in making livestock feed. The dried milk machinery was installed about 1951. They employed 10 men and sent three trucks to collect cream from farmers within a radius of 50 miles of Cobden. "UCO" was the brand of butter and was popular with Cobden farmers and Villagers and much of it was sold under the label of a well-known chain grocery store. William A. Morris was the manager at the creamery for more than 25 years. The creamery was located at the corner of Meadow Street and Creamery Rd.

### **QUEEN'S LINE (NORTH) CHEESE FACTORY AND CREAMERY**

A modern Cheese Factory and Creamery was built on the northern end of the Queen's Line near the Cobden Road on the eastern side of the road.

There was an up-to-date cheese factory and creamery and was built by Mr. Thomas Sauvé in 1925. It was constructed of cinder blocks and consisted of a large room where the cheese was processed, a curing room, a boiler room and an office. There were four vats, each holding 8,000 lbs of milk. The milk was hauled from distant farms at first by horse drawn wagons. Some years later the plant was extended to manufacture butter as well as whey butter. Cream was self delivered by farmers or hauled by truck. New equipment had been purchased and the owner was falling behind on payments.

The Chas. Richardson Company, St. Mary's Ontario, had installed the new machinery and held the mortgage on the plant in 1933. In 1934 the Richardson Company took over full possession of the factory and in 1935 sold it to a Mr. Gagnon. After one year of operating the plant, ownership reverted back to the Richardson Company, who operated it for two years then sold it to William Christie who built a house adjacent to the factory.

During these years bottled milk was scarce and the Pleasant View Dairy in Pembroke, who supplied the military camp at Petawawa often had to purchase milk from Queen's Line Dairy to supply their contract.

In 1945, Mr. Christie sold the factory to the Pleasant View Dairy. After operating it for two years, Pleasant View Dairy closed the Queen's Line plant and trucked all their cream to their plant in Pembroke where the milk was manufactured into skim milk powder and butter. The Queen's Line plant was later torn down and dismantled. Clarence Eckford purchased the land.

### **DISPOSAL AREAS (DUMPS)**

There have been a few disposal areas in the Township in later years when oil and electric heat began to replace wood and coal stoves and furnaces. Up to this time waste disposal areas were not as necessary as most of the burnable refuse was thrown into the stoves and furnaces and burned mostly as it accumulated.

However, with the advent of heat by oil and electricity taking the place of wood and coal there was actually no place to destroy the refuse and the various councils became responsible to provide waste disposal areas (dumps) for this purpose.

In the Forester's Falls area, the first dump was situated on the east side of the street, down on the side of the hill on the north side of the bridge where the old grist mill was located, but this was condemned shortly after because of its close proximity to the Village and the odour it produced.

A piece of land was then bought on Lot 10, Concession 10 from William Bulmer, Sr., on the side of a creek running from Forester's Falls to the Ottawa River in the Grant Settlement area. This served the Forester's Falls section until a central disposal area was opened later on to serve the whole Township on Lot 10, Concession 7, own by Mr. Hubert Gilmour.

About the same time as the first Forester's Falls disposal area was opened, a disposal area was also opened up on the west side of the Portage Road, about a mile or two from Halley Village, but as this road was heavily travelled and due to the close proximity of this disposal area to the road, it was condemned and a site was chosen for another disposal area on the road directly south of Halley Village at the very end of the road on the west side at Ross-Horton Townline. This served the Haley area for a time until the central disposal area was opened.

About the same time the first disposal area was opened in Ross Township, the Village of Cobden either bought or rented a piece of land on the east side of Highway 17 about a mile from Cobden Village, but this disposal area was only in use a short time until it was condemned, owing to its proximity to Highway 17.

The Village of Cobden then procured another piece of land from Ross Township about a mile or so further down Highway 17, near the Champlain Air Field on the same side of the highway but about a quarter of a mile off the road.

All Ross Township ratepayers now use the central waste disposal site.

## **COBDEN FAIR**

The Cobden Fair Board held a Centennial year for the fair in 1959.

Of course, Cobden belonged to Ross Township at that time and until 1901. In the beginning of its inception it seems the fairs took the name of the Township in which they were located and it is reported that a year or so before 1859, there were two fairs, one known as Ross Township Fair held in Forester's Falls and the other known as Bromley Township Fair held somewhere in the vicinity of Eganville.

These two societies united in 1859 and held their fair in Cobden. In pioneer days Jason Gould had a large warehouse near where the Presbyterian Church now stands and this was used for an exhibition hall for a few years. Mr. Robert Reilley, Sr. of Ross Township was the first President of the united fairs.

A little further south, between where Highway 17 now stands and Muskrat Lake, an exhibition hall was built in 1865 where homemade cooking and other articles of homemade materials were exhibited, but no buildings were used for horses, cattle and other livestock, they were tied in various places on the grounds.

In April 1886, the Ross and Bromley Society purchased four acres of land from J. Donald McDonald and in September 1886 one more acre was bought and this was the beginning of the present fair grounds.

The fair progressed steadily from then on to be very successful. Various buildings were built and many improvements made, but until 1901, when Cobden separated from Ross, it was located in Ross Township but at the time of their separation, an agreement was made whereby Cobden retained the Cobden Fair grounds from

Ross, and, after this time, in 1920 two more acres of land were purchased from Mr. A. Collins. With the resulting extra land the race track was made larger and a grandstand was built with a dining hall. A foundation was built under the main hall.

In 1947, the horse, sheep and swine barns were built. In the fall of 1954, Hurricane Hazel passed through the district and blew down the new horse sheds and took the roof off the grandstand.

For the Centenary in 1959, a gateway of granite faced blocks was built and a new cement block building was built which contained a ticket office, President's office, Secretary's office and booth.

In 1960, a Curling Rink was built at the front of the grounds adjacent to the street and was equipped with artificial ice. Games were carried on in this rink for a considerable length of time in the winter months and in competition with various district teams and others. The curling rink on the grounds also serves as an exhibition hall during the fair.

An outdoor skating rink was in operation on the fair grounds for a number of years and a new dining hall and recreation building were built. This recreation hall has also been used for an anteroom in conjunction with the rink for skating, hockey games, etc. A new cattle shed was also built.

At the beginning of 1980 a new enclosed indoor ice arena officially opened. This project reached the stage of being in use with natural ice, and artificial ice was added later.

## **OTTAWA CONSUMER'S GAS**

Ross Township appears to have been fortunate to have been in the path of the Consumer's Gas Company when it passed through the area in the 1970's. Beginning at Cobden it follows old Highway 17 through Haley Village continuing on to the Horton-Ross boundary.

A branch line also runs out from Haley Village to the Haley Industries and Chromasco (Timminco) plants, where some of their heating requirements are acquired from this source.

It also runs on the boundary line between Ross Township and Cobden Village to the Ross-Bromley Townline, thence following the Ross-Bromley Townline to the Ross-Westmeath border.

Haley Fire Hall acquires its heat from this source.

## **THE MCLAREN SETTLEMENT**

The history of the McLaren's dates back to 1840, when members of the McLaren Clan began emigrating to Canada. Of a large family, three settled in the Settlement, James was post master and slide master on the Ottawa River. His eldest son bought a farm from Robert Blair. This farm passed to a son Donald McLaren, who sold it to Gerald Waite in 1949.

Another brother, John McLaren had the farm owned by John Jack, who in turn sold it to Stewart Campbell. A large family grew up. A son, Alex McLaren and his family lived here until 1913, when they sold it to John Jack, Sr. and moved to Edmonton. Next to this farm is the property owned by Gerald Waite. This was first owned by Mary MacDonald of Lanark County. It passed in succession to Robert Blair, then to John

McLaren, eldest son of James McLaren and then to his son Donald James McLaren, who then sold it to Gerald Waite.

Another of the historic farms is that on which George Olmstead farmed. This was cleared and farmed by his great grandfather, William McLaren, then to a nephew A.C. (Bert) Olmstead and his son George Olmstead. His son, Bert the second is the fifth generation on the farm. Beattie Olmstead now operates the farm.

The school in which the Settlement children received their public school education was first built on the Blair farm and later moved up the side road on the west section of the William McLaren farm. Adjoining this property is the Ferguson farm. It was cleared by a man named Robinson and then owned by William Butler, who sold it to Donald Ferguson, Sr. It in turn passed to a son Robert, then to his son Donald Ferguson, who is a grandson of the above-mentioned Donald Ferguson Sr.

Another property owner in the Settlement was James Gagin, who came from Ireland and later lived on the farm adjoining the Gerald Waite farm. The Gagin Farm was then owned by William McLaughlin and then George Olmstead.

Across the road from the Olmstead farm is the farm of Garland McMay. This old home was first owned by a Scotsman named Peter Gilchrist, whose mother was a sister of Mrs. John McLaren, Sr. Mr. Gilchrist sold the farm to William McMay who passed it on to his son Garland McMay.

Other prominent pioneer families in the Settlement were James McLeese, Sr. and William McLeese, Sr. two brothers also Mr. William Bennett and John Jack, Sr.

A little cemetery is located in the Settlement on the farm of James McLeese, Sr. and later by his son James. Some of the residents of the community have been buried there.

## **RAILWAYS**

Two railways were in operation in Ross Township for a number of years, The Canadian Pacific through Haley Village and the Canadian National through Foresters Falls, north to Beachburg in Westmeath Township.

What was at first called the Canada Central Railway came as far as Sand Point, about five miles north of Arnprior in 1866. It was extended to Pembroke by 1876 and further up the valley about 1880 and it became part of the Canadian Pacific Railway in 1881.

The Canadian National Railway was built in this section in 1913 and went through Forester's Falls at that time towards Beachburg and beyond. Both these railroads were Transcontinental railways extending the full length of Canada from coast to coast and from the Atlantic to the Pacific Oceans.

In this area, they ran from Ottawa to Pembroke and both ran the full length of the Township, probably about an average of 8 miles apart and were an important essential part of this Township.

Both Rail Lines have been torn up, with the Canadian Pacific being torn up in 2011. The era of the railway came to an end.

## **THE QUEEN'S LINE MARBLE AND GRANITE WORKS**

A few years after the turn of the century a huge factory was built on the Queen's Line about a half mile north of the turnoff from Queen's Line to the Dominion Magnesium (Chromasco) and Haley Industry plants.

This plant was called the "The Renfrew White Granite Co. Ltd." A lot of the old foundation is still there and, from measurements taken, it would appear as though it might have been about 60 feet wide and about 100 feet long period, it was two stories in height with a row of windows on the upper story and on the lower story a row of windows, interspersed with doors of different sizes especially on the front of the building.

The Canadian Pacific Railway built a spur from their main line of the railroad at Haley Station to the plant, a distance of somewhat about 5 miles.

However, the quarry stone did not measure up to their expectations as there seemed to be some flaw or element in the marble which caused it to discolor and it became unusable. Whatever the cause, there was only one carload of the finished product taken out and consequently it had to close down.

This was a big disappointment for the community at the time as it seemed to hold the promise of a big boost in employment in its day and also many other benefits a plant of that magnitude could provide.

Sometime after the plant was closed the rails on the spur of the Canadian Pacific were taken up. About 20 years later when the Dominion Magnesium plant (Chromasco) was built, the old road bed of the spur from Haley industries, still having been practically undisturbed, the rails were again laid as far as the new plant which it then served and also served the plant of Light Alloys (Haley Industries) when it was built a few years later.

The plant was a magnificent and imposing structure in its day and the very latest in design at the time and it was very unfortunate, that due to unforeseen circumstances, it had to be closed. Many of the foundations of the sleeping quarters, eating facilities and office building and building itself were in that location from about 1913 to 1923. The largest structure was torn down in the early 1920's and moved to the Fraser farm at the east end of Pembroke.

## **DOMINION MAGNESIUM LTD. (CHROMASCO/TIMMINCO)**

One of the Township's greatest industries had its real beginning in 1941. In 1941 the Dominion Magnesium Limited was incorporated under Ontario Charter.

In 1942, a plant was built at Haley, Ontario on properties owned by Dominion Magnesium Limited. Mining of dolomite for magnesium production was done from 1942 to 1945 and from 1950 to 2004.

The processing of magnesium is very complicated and the description of this processing would not be very well understood by the ordinary layman but, suffice to say, that the dolomite, mined Haley, is crushed calcined and ground and the Haley ore is dolomite, a double carbonate of calcium and magnesium. It has been reported that the Haley ore was the richest and purest or of its kind in the world and experiments were done continually.

On the farm formerly owned by Ernest Gould, Lot 21, Concession 6, were rock deposits. It had been known for some time at Ottawa that these rocks were rich in magnesium. After much testing and working, it was decided that it warranted the building of the magnesium plant and land was purchased from Mr. Gould in 1941 and the actual building of the plant was commenced by the Foundation Company of Canada in 1942.

Not too much was known about this metal at its beginning and they were very cautious about the whole process until much research and testing was done and step by step it became a highly successful enterprise and was a great boon to this community.

The plant was at first owned and built by the government, but at the end of the second World War in 1945 the demand for magnesium was reduced and in August of that year it was practically closed at least temporarily. However, sometime later by the means of a contract having been received from England to supply high priority calcium, the plant was reopened and by reason of further research in the meantime, magnesium production was resumed in 1950 and by 1957 production had reached 8,000 tons and was increased to 10,000 tons by the early 1960's.

In 1967, the plant was sold to Falconbridge and then in 1971, sold to Chromasco which then changed the name to Timminco.

Production was stopped in 2004. Once the company closed they proceeded to demolish the buildings on the entire property.

#### **THE EXTRUSION PLANT**

The Extrusion Plant was built by Dominion Magnesium Limited in 1947-1948 to make magnesium extrusions. This plant was built on solid rock to prevent any vibration as much as possible which would be detrimental in the manufacturing of their products. It is located just a few acres northeast of the Chromasco plant. A very large variety of shapes are extruded but the greatest poundage probably consists of airplane parts, conduit pipes and noids for hot water tanks and frames for Samsonite luggage. Contracts for almost any article which can be built from magnesium extrusion are accepted.

The magnesium metal which is produced at the Magnesium Plant arrives at the Extrusion Plant in the form of round pellets, weighing approximately 35 pounds. These are heated to within 200 degrees Fahrenheit of their melting point and squeeze through a dye of the right shape to produce the required sections. Two huge presses are used, one which exerts 500 tons pressure and the other a pressure of 1,500 tons.

#### **TELEPHONES AND TELEGRAPH**

The first telephone line in the Township was built on the Queen's Line in 1910 and was built to Cobden, with the central switchboard, as it was called at the time, being located in Cobden. A bylaw for this purpose was passed on April 2, 1910, by Ross Municipal Council, authorizing the Queen's Line Telephone Company to erect the necessary poles and line for this purpose. Subsequent lines were built later to connect with Cobden.

About 1912-1913, the first telephone line in the municipality to be built to connect with Forester's Falls was authorized by the council to erect telephone poles and the necessary line on the Kerr Line in Forester's Falls where a switchboard was established in the home owned by Mr. Delorma Brown and was operated by his daughter Annie Brown and was later operated by Mr. Chester Danlin.

It was later moved to the home of Mrs. Beryl Henbry and operated by her for a number of years, when it was taken over by the Bell Telephone Company of Canada and dial telephones replaced the former rural line telephones. After the first lines were built, subsequent lines followed with about 100 subscribers when Bell Telephone took over.

The Haley Station Rural Telephone Association was organized about the year 1913 and consisted of about 20 members. There was only one line connected from the switchboard to the outside world and was installed in what was known as McLean and Crozier General Store. The store changed hands and a few years later burned. It was rebuilt and eventually purchased by Mr. and Mrs. Gordon Howard of Fort Coulonge, Quebec, and Mrs. Howard operated the switchboard until the Bell Telephone Company brought in the dial system and the telephone company connected with Renfrew. Mrs. Howard was acclaimed as a very obliging operator.

Mr. Delorma Brown of Forester's Falls was credited as being instrumental in having the Telegraph brought into Forester's Falls and had it installed in his home. It was installed before the telephones and was the first connection with the outside world for the Village by wire and was installed about the turn of the century.

## **COBDEN LIVESTOCK SALES**

Mr. David Johnston bought a farm in 1885 about a mile from Cobden on the east side of Hwy. 17 and extending to Muskrat Lake. Being one of the earlier settlers in the district, he cleared the land and built it up through the years. It is located in Ross Township in close proximity to the Ross-Westmeath Townline.

In the year 1836, he sold it to his son Allister, who worked it for a number of years and in 1953 Allister erected a sale barn, built by Ira and Kenneth McLaughlin. The first sale was held on June 24, 1953.

Meals and refreshments were served in connection with the project and various organizations catered. For the first six years the caterers were The Crusaders of Cobden Presbyterian Church, followed by the Anglican Church Women and in turn by the United Church Women and then the Catholic Women's League. After that Mrs. Bruce Johnston, assisted by Mrs. Rita Sheedy and Mrs. Isobel Dunlop were the caterers.

A number of auctioneers have carried on the management of the sales, among whom was a resident auctioneer from Queen's Line, Mr. Kenneth Eckford, who carried on for a number of years until he was forced to give up auctioneering through ill health.

In 1956, additional office space and a new cafeteria was added. In 1958, a second barn was required and built for the heavy stocker sales both spring and fall.

In 1959, Mr. Arthur Eggleston of Peterborough purchased the sales barn and farm and sold to Harold Leikin of Ottawa in 1960. By 1961, Allister Johnston was persuaded by the buyers to take over, which he did, selling it to Stewart and Anne Hiles (nee Johnston).

In 1974, Morris and Lillian Barr and sons purchased the house and barns. They also owned the Galetta Sales Barns and Jim Dick of Douglas was the auctioneer for both sales barns.

One remarkable fact concerning the Cobden Livestock Sales was that Mrs. Lois (Graham) McLeod worked in the office since its beginning in 1953.

## HALEY POST OFFICE

The post office in Haley's was inaugurated on May 3, 1878. We are not certain at this time where the first post office was located but it could have been in part of the first store, built and operated by a Mr. Richardson, for some years then about 1912-1913, sold it to two men Mr. McLean and Mr. Crozier. It was also located in their store during their term of ownership, under the name of McLaren and Crozier. Mr. McLean moved to Vancouver about 1920 and Mr. Crozier carried on alone for a number of years, when he sold it to Mr. Herb Kallies. It was burned a few years later and rebuilt and sold to Mr. G.L. Howard, who died in 1969.

While the post office was in the store, some assistant post mistresses were hired at times and one of these assistants was Mrs. Harry Osborne. Later, Mrs. Osborne became postmistress herself and the post office was moved to her house, and later again, Mrs. Leo (Irene) Rathwell became postmistress and the post office was moved to her house. One rural route ran from Haley Station through the years.

The story of this post office seems to indicate that when the railroad was first built as far as Sand Point in 1871, the mail was taken to Portage du Fort from Sand Point by water, probably daily where it was delivered by stage over to Haley post office.

Later, when the railway was extended from Sand Point through Haley and further in 1876, it is presumed that the situation was reversed and the mail taken off the train at Haley and delivered to Portage du Fort by stage and later by car in the opposite direction. The first post mistress at Haley in 1876 was reported to have been Mr. Dudley Moore.

## COBDEN POWER HOUSE

Cobden's first venture in electric power took place about 1917. A dam was built at what was called the Power House just a quarter of a mile south of Cobden on Hwy. 17 at the junction of County Road 21 and was located in Ross Township. This dam was fed by water from what is called the chain of lakes about four miles distant in the Haley area. A creek from these lakes to the site of the dam and a flume<sup>11</sup> was built from the dam down the house below where a Dynamo<sup>12</sup> was installed being powered by the force of the water from the dam.

In the early days Cobden was pretty proud of their electrical project as it was very successful for a time but, occasionally the water supply would run low and the electrical supply was somewhat haphazard.

However, on April the 12th 1934, in the spring of the year the spring flood increased the pressure on the dam so much that it burst and water and great chunks of ice came down and one of the chunks of ice hit the side of the house at one corner and broke a large hole in the corner of the house, leaving a small corner of the house remaining. This hole in the wall was right in the room where the Dynamo had been installed.

Let's just say that this disrupted Cobden Power Service at the time and there was still a few years of debenture still owing on the project. Ontario Hydro was just beginning to expand about this time so the residents of Cobden were faced with the decision to repair the dam on the one hand or, on the other hand, see what the possibility of making a deal with Ontario Hydro might be. The decision was to endeavor to make

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<sup>11</sup> A flume is a human-made channel for water.

<sup>12</sup> dynamo driven by a water turbine was used to provide arc lighting —a technique where an electric spark in the air between two conductors produces a light.



a deal with hydro. An agreement was made whereby Hydro absorbed the balance of the debenture debt and carried on from there.

Mr. William Wall was the manager of the Cobden project and he could neither read nor write but he was a wizard at electricity.

## **ONTARIO HYDRO AT PORTAGE DU FORT**

Although the Chenaux Dam at Portage du Fort is not actually situated in Ontario, nor even in Ross Township, yet it affects several residents of this Township for the reason that the water level on the bank of the Ottawa River and, for a distance of probably three or four miles in Ross Township has been flooded, occasioned by the building of the hydro dam and much of the land along the river has been flooded to a greater or lesser degree, due to the uneven coastline of the river.

For several of the cottages on the flooded part of the river, the water would rise or lower as much as five feet overnight owing to the opening or closing of the dam a few miles further up at Des Joachims which also affects the water levels here.

If they have occasion to open their dams up unusually high, it can make quite a rush of water here.

## **CHAMPLAIN TRAIL LAKES**

The Champlain Trail Lakes are a group of lakes on the southern point of Ross Township. They lie in more or less a straight line and are named for the fact that explorer Samuel de Champlain used them to portage around the Chenaux Rapids while exploring the Ottawa River. Coldingham, Catharine and Garden Lake all drain into Browns Bay. The rest of the lakes drain into the Muskrat River which flows through each successively.

The Champlain Trail Lakes include: Coldingham Lake, Catharine Lake, Garden Lake, Edmunds Lake, Blanchard's Lake, Smiths Lake, Lake Galilee, Dump Lake, Eady's Lake, Pumphouse Lake, Olmstead-Jeffrey Lake.

The chain of lakes in Ross Township starts from Green Lake (Astrolabe) Lake following to Olmstead-Jeffrey Lake, continuing south to the north end of Garden Lake (Town Lake). This brings us to the Township of Horton, where the Townline between Horton and Ross Townships run through the north end of this lake and this portion at the north end of the lakes belongs to Ross, the larger or southern part belonging to Horton.

It continues on through Horton to Catherine Lake and Coldingham Lakes. The above chain of lakes are the lakes that furnished the water for the original power house and dam near Cobden that supplied Cobden with electricity for a few years until Hydro took over.

## **COTTAGES**

There are many summer cottages in the Township of Ross. First, on the Ontario side of the Ottawa River in Ross Township. Second, on both sides of the Muskrat Lake, on that portion of the lake situated in Ross Township at the head, or south end of the lake over to Westmeath-Ross Townline and thirdly, there are cottages situated intermittently around the Champlain Trail Lakes in the Ross section of these lakes and not far from the Village of Haley Station.

Referring to the above-mentioned cottages, first on the Ottawa River and, where the shore was suitable for cottages, many are located. However, the control of the water level necessitated by the Hydro at the Portage du Fort dam about a mile or two further south on the river, also, the varying conditions requiring the opening and close of the gates at the dam caused by seasons of high or low water, can raise or lower the water level in the cottage areas on the river as much as five feet over night. Also, the opening or closing of the dam several miles north on the river at Des Joachims (near Rolphton), can have a very great effect even here, especially with an unusually heavy flow of water at one time.

The second location of cottages the east and west shores of Muskrat Lake to the Ross-Westmeath Townline. There are quite a number of cottages on these shores in close proximity to the Village of Cobden. Also, Highway 17 runs parallel and very close to the west side of the lake.

The third location of cottages in the Township is situated intermittently around Olmstead-Jeffrey Lake, to the north end of Garden (Towns) Lake, through which part of the Horton-Ross Townline runs. A small portion of Garden Lake is in Ross Township and a few of the Ross cottages are round the Ross portion of this lake where it continues to Ross-Horton Townline and continues ahead to cottages on the west side of Horton Township.

The cottages on the lakes are a wonderful boon to the Township's business, especially in the summer months and are owned by several outside residents as well as those in the Township and could almost be termed a second home to some of them in suitable weather in the summer.

On January 1, 2001 the municipalities of Beachburg, Cobden, Ross and Westmeath amalgamated and are now known as the Whitewater Region. It is named after the stretch of world-famous Whitewater on the Ottawa River.

## **GRANT SETTLEMENT CARDING MILL**

Henry Byce was born near Brockville, at Lynn. After the death of his first wife, he married Malena Coleman and moved to Westmeath. Sometime after the birth of their child, Norman (November 17, 1849), they moved to Ross Township and took up 160 acres of land. He dammed a small stream and flooded 60 acres to make a pond to create water power which he generated by causing the water to flow over a smaller dam onto a 30 foot waterfall which powered machinery in his mill.

The ruins of this old mill and the giant water wheel which powered it, all handmade, even to the wooden screws and gears used in the mill, remained in existence for many years even after the builder had gone.

Farmers brought their wool, which they clipped from sheep, to be carded and made into small rolls to be spun with the old fashioned spinning wheels into yarn from which they made all kinds of clothing.

Often wool was brought back to the mill for dyeing and home woven flannel was brought back for fulling. It was put through great vats of suds, and then dried hanging on hooks, then pressed into folds with sheets of hot iron and finally folded into webs of sixty yards.

Farmers came great distances, even from across the Ottawa River, for fifty miles or more, with loads of wool to be processed. Of course, this was in the horse and buggy days and they did not have the modern facilities we have these days.

Henry Byce was widely known because of his mill business and he was also a very skillful doctor. He made medicine from herbs and he was sent for in cases of illness and patients were also brought to him. He set many bones, sewed up cuts, lanced infected sores and never lost a patient. On one occasion, a man had a bullet lodged in his leg with a piece of leather and their bedroom became a hospital for five weeks. Mr. Byce also had a small potash manufacturing business.

## **RINKS AND BALL FIELDS**

Back around 1912 or earlier, Mr. John E. Waite (or Dad Waite as he was affectionately known), owned a Brick and Tile business just over the hill on the west side of Forester's Falls. He had a fairly long shed or shelter used in the summer as a drying place for the brick and tile to prepare it for burning in the kilns. In the winter he closed it in and made a closed-in skating and hockey rink out of it and it attracted very large crowds because it was comfortable to skate in, being sheltered from the wind. Hockey games were also played in the rink. However, after it had run for a few years, on a spring morning, the roof collapsed with the weight of snow and was not rebuilt.

After this, open air rinks were operated in the Village for a time, until they finally built a permanent open air rink in the park with the anteroom in connection. This rink is still in operation.

Ball games in Forester's Falls, baseball and softball mostly in various places through the years, were played until they bought a field at the south of the Village and later they installed lights and it is now a lighted ball field. Ball games can now be played a night under the lights when the situation warrants.

Haley Village had a permanent open air skating and hockey rink with a lot of hard work, help and donations of money by the residents and others of the community. They started off with a good sized anteroom and a couple of years or so later got the ice surface, lights and enclosure built and had a very up-to-date rink to serve the community, mostly for skating. Over the years there were skating rinks intermittently and in the early 1970's a rink was in operation on the property of Allan Gilmour for some years. Hockey and ball games were not a high point in the Village, but were more or less popular at times when required.

When Clarence Gould operated the store on the Queen's Line, he built an open air rink on his property and it was well patronized. An anteroom was procured for the rink and they had a very up-to-date open air rink. Also hockey was played.

In the ball department, the Queen's Line had a ball team for a number of years, and used the Forester's Falls lighted ball field for their home games.

The Haley community had a considerable number of hockey and ball players on the Forester's Falls and Queen's Line teams.

## **GARDEN OF EDEN ROAD**

The Garden of Eden Road is situated not very far from the Village of Haley's. By driving east out of Haley Village, and only about a quarter of a mile on the very first road turning right before coming to the new provincial highway, you come to the entrance to this Garden of Eden Road.

Back before the turn of the century, a man by the name of Mr. Garden lived on this road and they called it the Garden Road, but some time later as the story goes, as there had been some very beautiful orchards on the farms along the road especially in the spring when the orchards were in bloom it made a very beautiful setting, in so much that they carried the name a little further and called it the Garden of Eden Road.

As stated beforehand, this road begins just a short distance from Haley Village and turns southward through the Township of Ross to the Horton-Ross Townline, thence through Horton Township, continuing on to Renfrew. No doubt, Horton Township will also share with Ross the honour of being at least a part of this road and in close proximity to this Garden of Eden Road, probably about seven or eight miles.

The Haley Orange Lodge was also called the Garden of Eden Orange Lodge at one time.

## **CHAMPLAIN AIR FIELD**

About 1962 R.C.A.F. Association No. 433 Wing, Renfrew purchased 85 acres of and from Mrs. Robert Logan for the purpose of building an air field. It is located on the east side of Highway 17, about 2½ miles south of Cobden. Mr. Donald Bingham at that time, was one of the main instigators in promoting the Air Field.

Champlain Flying Club leases the airport from Wing No, 433 and operates it. They started out with one airplane and in 1972 had about 15, with several individual hangars built and a Flight building.

It has two runways, one running east and west 2,350 feet long and one running north and south 1,800 feet long. From its location, it would probably be in the direct path Samuel de Champlain took in his world trip in 1613, because Champlain's astrolabe was reportedly found about one mile distance, hence the name Champlain Air Field.

## **BULLY'S ACRE**

What is still known as Bully's Acre is located on a cross road which passes by the Queen's Line United Church running west about 1 ½ miles further until the point where it crosses the Fourth Line. At this point there is a little hill or mound and, by a strange coincidence, the centre of this hill is just about the centre point of the two crosses. There is a little hill on each of the four roads running up to about the centre of this hill and this is called Bully's Acre.

The story as to how it got the name of Bully's Acre was given as, going back about the turn of the century or a little earlier than that, if two men had a dispute over something, they would set a date for a fight on a certain evening at Bully's Acre and the winner of this fight won the argument.

These fights were advertised one way or another sometime ahead and they said it was amazing the number of people who turned up to see the fight.

In 1978, this hill was cut down a little to make the road in all directions not quite so steep, thus making a better road. In 1979, the road including the hill was paved.

It is a long time now since they had a fight there as they have a more sensible way to settle their disputes now, however, this was Bully's Acre then and now.

## **NEW HIGHWAY 17**

A new paved highway, intended to be built across Canada, will bypass practically all the larger Villages, towns and cities in its path. It is being built in sections and one of these sections beginning at Arnprior, bypasses Renfrew and reaches beyond Haley, bypassing Haley Village and will eventually bypass the Village of Cobden.

This section of the road was completed about 1977 and, then reverted back to hold Highway 17 a short distance north of Haley. Eventually, it continued from where it left off to connect with parts of the highway already built and being built further north where it bypasses Pembroke and continues beyond.

## **HORTON AND ROSS AND BROMLEY AND ROSS TOWNSHIPS**

For some reason, in the year 1850, the townships of Horton and Ross were united, but just for that one year. It could be suggested that owing to the townships being in a state of becoming organized in those earlier years, that this was one of the circumstances occurring at that time in the process of settling the overall picture. It must have been a tremendous task in those days to lay out the boundaries by which the townships would likely be set up for several years to come.

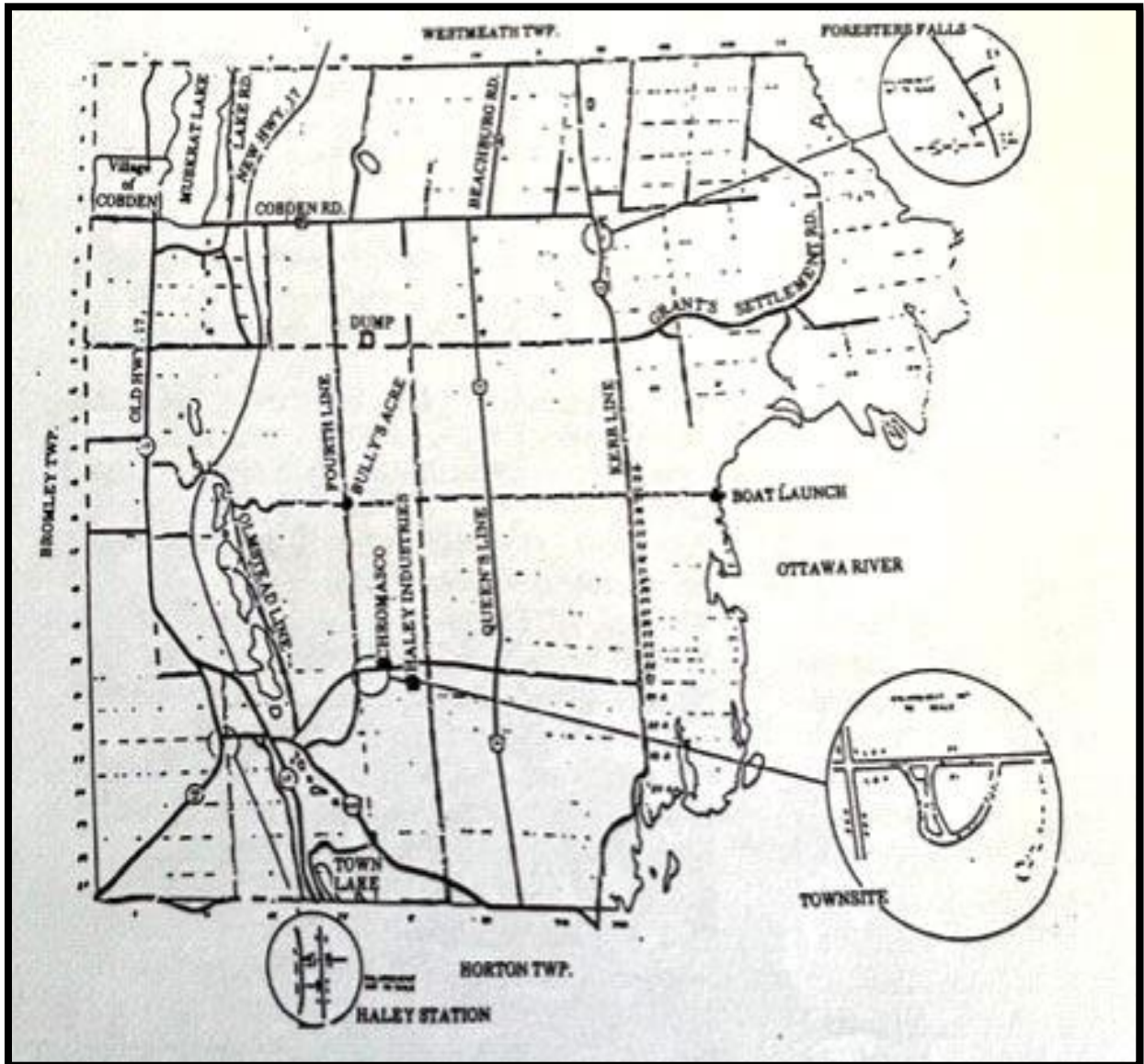
However, whatever the reason or situation developed, these two townships were united for that one year in 1850. The first meeting of the combined municipalities of Horton and Ross was held on January 7, 1850 and it was dissolved on the 28th day of December 1850. All that took place in this one year and which of the townships the meetings were held in, we do not have any record.

At any rate the following names of the council that year were John Burwell, Reeve and Councillors Ed Ferrell, Richard Ross, John McDougall and John McNab. Most likely these councillors would be made-up from both townships.

Just as Horton and Ross townships were reunited for a short time, the Bromley and Ross townships were at first also united just for a short time. However, we do not have any confirmation of this information, but it's quite possible that they could have been joined for a short period, until the townships in the county were officially formed, when they could have been separated and formed as they are now.

## ROSS TOWNSHIP ROADS

There is mention made of the names of the many of the roads in the Township and a lot of the people are not familiar with the location of these roads. We admit that a description of roads is very hard to make, so we have included a map to identify them.



## COUNCIL MEMBERS

The following is a list of Council Members of the Township of Ross in three parts. First by Mr. E.B. Bulmer, former Clerk of Ross Township. It covers 80 years from 1852 to 1932. The second list compiled by Mr. Herbert L. Ross, former Clerk and covers 40 years from 1932 to 1972. The third list was compiled by Mrs. H.E. Wood, covering 10 years from 1972 to 1982. The Village of Cobden separated from Ross Township in 1901 and it will be noted that, up to that time Cobden names were included in the list.

<b>YEAR</b>	<b>REEVE</b>	<b>COUNCILLORS</b>
1852	John McLaren	Jason Gould, William McLaren, E. Olmstead, John Graff
1853	John McLaren	Jason Gould, John Graff, William Blair, D. McMartin
1854	E. Olmstead	John McLaren, D. Martin. S. Tooley, Alex McLaren
1855	D. Martin	A. McLaren, E. Olmstead, William Knight, John McLaren
1856	J. McLaren	Jason Gould, E. Olmstead, John Wilson, Jas. D. Wark
1857	Jas. Wark	Jas. Grant, John Marshall, William Blair, John Martin
1858	William S. Gould	William McLaren, Jas. D. Wark, R. Reilley, William Wallace
1859	James Grant	William Wallace, R. Reilley, Jason Gould, Jas. Black Sr.
1860	William Wallace	Jason Gould, John W. Gould, John Reynolds, Robert Murdock
1861	Jason Gould	John Reynolds, William Knight, John Marshall, Jas. Black Sr.
1862	John Rankin	John Reynolds, Jas. Wark, John Hill, Robert Reilley
1863-64	John Rankin	John Reynolds, Robert Reilley, John McLaren, John W. Squires
1865	John Rankin	Robert Reilley, William Wallace, John Squires, John Marshall
1866		Information not available
1867	John Rankin	John Marshall, John W. Squires, D. Campbell, John Hill
1868	Chas. Overman	Robert Reilley, John Hill, John Marshall, William Wallace
1869-70	John Marshall	William Ross, William Wilson, John Hill, Dawson Elliott
1871-72	John Marshall	William Ross, R. Reilley, John Hill, Dawson Elliott
1873	John Marshall	Dawson Elliott, Robert Reilley, John Hill, John Graff
1874	John Marshall	Robert Reilley, John Cartman, Jas. B. Marshall, Jas. Wark
1875	William S. Coleman	John Cartman, John Hill, John Graff, Robert Reilley
1876	William S. Coleman	George Black, John Cartman, John Graff, Thomas Elliott
1877	George Black	Thomas Wallace, Thomas Hill, George McCaskill, Thomas Elliott
1878	George Black	John Graff, George McCaskill, Robert Murdock, Thomas Hill
1879	George McCaskill	John Graff, Robert Murdock, David Cooke, John Cartman
1880-83	George McCaskill	William Jamieson, R. Humphries, David Cooke, John Cartman
1884-86	George McCaskill	William Jamieson, R. Humphries, John Delahey, J. McAllister
1887-88	George McCaskill	William Jamieson, John Rose, John Delahey, J. McAllister
1889	George McAllister	Ed Bulmer, John Rose, John Delahey, J. McAllister
1890	John Delahey	Ed Bulmer, John Rose, J. McAlister, Gibson
1891	John Delahey	Ed Bulmer, John Rose, Alex Bell, J. McAllister
1892-94	John Delahey	Ed Bulmer, John Rose, Alex Bell, John McLaren
1895-96	William Jamieson	Ed Bulmer, J.H. Reynolds, Francis Crozier, John McLaren
1897	William Jamieson	Jas. Humphries, J.H. Reynolds, Francis Crozier, C.Y. Coulter
1898	William Jamieson	Jas. Humphries, J.H. Reynolds, Francis Crozier, Archie Ross
1899	William Jamieson	Jas. A. Delahey, Jas. Childerhose, Francis Crozier, J.J. Elliott
1900	Jas. A. Delahey	John D. McLaren, Jas. Childerhose, C.Y. Coulter, J.J. Elliott
1901	Jas. Childerhose	L. Curry, John D McLaren, Jos. Bennett, John Jeffrey

Cobden separated from Ross at this time and Cobden council members are eliminated from this list.

YEAR	REEVE	COUNCILLORS
1902	Jas. Childerhose	Jos. Bennett, John Jeffrey, William Black, George Haley
1903	L. Curry	Jos. Bennett, E.J. Bulmer, William Black, George Haley
1904	L. Curry	Robert Reilley, E.J. Bulmer, W.E. Ross, R. Hoffman
1905	Jas. Childerhose	Robert Haley, William Black, W.E. Ross, R. Hoffman
1906	George McCaskill	Robert Haley, R. Elliott, H. McClurg, William McLellan
1907	David Cooke	W.J. Oattes, R. Elliott, Duncan McEwen, William McLellan
1908	David Cooke	W.J. Oattes, A. Rathwell, Duncan McEwen, J.M. Jamieson
1909-10	W.R. Kirk	W.J. Oattes, A. Rathwell, Duncan McEwen, J.M. Jamieson
1911	W.R. Kirk	William Payne, Ed Barber, Duncan McEwen, William Murdock
1912	W.R. Kirk	William Payne, Ed Barber, Duncan McEwen, William Murdock
1913-15	W.R. Kirk	D. McEwen, Ed Barber, J.M. Jamieson, Andrew Rathwell
1916-17	W.R. Kirk	Andrew Rathwell, John Ireton, Duncan McEwen, J.M. Jamieson
1918-21	Duncan McEwen	Andrew Rathwell, J.H. Barr, Herbert Millar, J.M. Jamieson
1922	Duncan McEwen	Andrew Rathwell, J.H. Barr, R.A. Fraser, J.M. Jamieson
1923	J.M. Jamieson	Tom Moxam, J.H. Barr, R.A. Fraser, Albert Wallace
1924-25	J.M. Jamieson	Tom Moxam, John Wilson, Dan McDonald, Albert Wallace
1929-30	J.M. Jamieson	Tom Moxam John Wilson, Thomas Jeffrey, Albert Wallace
1931	Albert Wallace	John Ireton, John Wilson, Thomas Jeffrey, Jas. Shea
1932	Albert Wallace	John Ireton, John Wilson, Thomas Jeffrey, Laughlin Curry, Sr.

The following is a continuance of Council Members compiled by Mr. Herb Ross, former Clerk of the Township of Ross. This list covers the years 1933 to 1972.

YEAR	REEVE	COUNCILLORS
1933	Albert Wallace	John Ireton T. Jeffrey, L. Curry, Sr., R.A. Fraser
1934-41	Albert Wallace	John Ireton T. Jeffrey, R.A. Fraser, James Bruce
1942-44	Albert Wallace	John Ireton T. Jeffrey, J. Bruce, Joseph Bennett
1945-46	Albert Wallace	J. Bennett, W. Hagarty, Ira Byce, Fred Ross
1947	Albert Wallace	J. Bennett, Ira Byce, Fred Ross, Stewart Childerhose
1948	Stewart Childerhose	J. Bennett, Ira Byce, Reuben Oattes, William Ferguson William Ferguson was councillor to July when he was deceased. John J. Gould was the appointed to his place to finish out the year.
1949	Stewart Childerhose	J. Bennett, R. Oattes, John J. Gould, Norman Gillan
1950	Stewart Childerhose	J. Bennett, R. Oattes, John J. Gould, William Pettigrew
1951-53	Stewart Childerhose	J. Bennett, R. Oattes, John J. Gould, Harvey Pilgrim Sr.
1954	Stewart Childerhose	J. Bennett, R. Oattes, William Stone, Harvey Pilgrim Sr.
1955-64	Stewart Childerhose	George Olmstead, R. Oattes, Wm. Stone, Harvey Pilgrim Sr.
1965	Stewart Childerhose	George Olmstead, Alden May, William Stone, Harvey Pilgrim Sr.
1966	Stewart Childerhose was Reeve until May 31st when he resigned to take a position with the County of Renfrew. William Stone was then appointed Reeve to finish the year but was deceased about 2 months later. Alden May was then appointed Reeve to finish the year. Remaining Councillors were George Olmstead, Harvey Pilgrim Sr., Clarence Bilson was appointed to replace Alden May and Leo Rathwell appointed to replace William Stone	
1967-72	Alden May	George Olmstead, Harvey Pilgrim Sr., C. Bilson, Leo Rathwell



The following is a continuance of the list of Council members compiled by Mrs. H.E. Wood, Clerk of the Township of Ross for 1973-1984. A Deputy Reeve was added with only 3 Councillors.

YEAR	REEVE	DEPUTY-REEVE	COUNCILLORS
1973-74	Alden May	Leo Rathwell	John Bell, Barrie Ross, Ray Bennett
1975-78	Alden May	John Bell	Alvin Stone, Barrie Ross, Ray Bennett
1979-82	Alden May	John Bell	Alvin Stone, Jack Ferguson, Ray Bennett
1983	Alden May	John Bell	Alvin Stone, Jack Ferguson, Stanley Black

## TOWNSHIP OF ROSS, FORESTER'S FALLS AND DISTRICT, WORLD WAR I AND II

### WORLD WAR I, 1914-1918

An effort has been made to compile a list of the personnel of the various services of the Armed Forces in the two World Wars. A very conscientious effort has been made to make the lists as nearly correct as possible and I ask the public to bear with me if I have not been able to make that goal. My concern is not to include any names that are not eligible, and on the other hand, not to overlook any who are eligible.

Those who served in World War I and returned:

Brown, Errol	Herron, Ambrose	McLaren, Mac	Thrasher, Thomas
Coffee, William	Herron, Duncan	Reilley, Ed	Warren, Brighton
Eady, Harvey	Herron, J.L.	Reilley, James	Williams, James
Eady, Russell	Hill, Edward D.	Reilley, Robert	Wilson, Hugh
Elliott, Laughlin	Jack, Harry	Reynolds, William	Wilson, Robert
Gordon, Roy	Le Fergy, Harvey	Ritchie, Hugh	
Haley, Harvey	Lovesay, Fred	Thrasher, John	

A large plaque was installed in the United Church at Foresters Falls in memory of those who made the supreme sacrifice in World War I. The community appreciates this gesture in their honour. Their names are as follows:

NAME AND RANK	DATE OF DEATH
Coffee, Private Donald	August 15, 1917
Coleman, Private Archie	August 15, 1917
Curry, Private Roy	June 3, 1917
Eady, Sergeant Calvin	September 17, 1918
Gilmour, Private Hugh	August 9, 1918
Moran, Private Edward	October 28, 1916
Murdock, Lance Corporal George	June 28, 1917
Roberts, Private Charles	August 11, 1918
Thrasher, Private C. Allan	August 9, 1918

### WORLD WAR II, 1939-1945

Armstrong, Kenneth	Eady, Archie	Pettigrew, Clayton
Bell, Alex	Eady, George	Pettigrew, Andrew
Bell, Anna, Women's Army Corps	Fletcher, Gordon	Pettigrew, Carl
Bell, Dorothy, Women's Army Corps	Freeland, Tommy	Pettigrew, John
Bennett, Delmer	Gordon, C.J.	Porter, Rev. Dr.
Bennett, Earl	Gordon, Mac	Reynolds, Clarence
Bennett, Osborn	Gordon, Neil	Reynolds, Kenneth
Bingham, Donald	Gordon, Ross	Riddell, Campbell
Black, Hugh	Haley, Harvey	Scobie, Allan
Black, Owen	Hawthorne, Lloyd	Scobie, Calvin
Black, Willard	Headrick, Craig	Severin, Charles
Boyd, Stanley	Headrick, James	Severin, George
Bresee, John	Herron, Alvin	Severin, Orville
Broome, Melbourne	Herron, Duncan	Sly, William
Brown Kyle	Hill, Edward	Thompson, Rev. Earl
Brown, Lennis	Jamieson, Alex	Valliant, Clayton
Bulmer, Clarence	Jamieson, Mac	Valliant, Irwin
Bulmer, Harold	Jamieson, William	Valliant, James Hadford
Bulmer, Willard	Johnston, Rev. John	Waite, Delmar
Calder, Douglas	Lindsay, Gordon	Waite, Verlie, Women's Army Corps
Calder, Garnet	Lovesay, Fred	Waite, Vibert
Calder, Kenneth	Lovesay, Harry	Wilcox, Stella, Women's Army Corps
Colder, Elden	Lovesay, John	Wilson, Allan
Coleman, Dick	Magill, Dr. Hugh	Wilson, Earl
Coleman, Kay	McKay, Donald	Wilson, Gordon
Coleman, Reggie	McKay, Russell	Wilson, Harold
Collins, Stanley	McLaren, Mima, Matron	Wilson, Hugh
Collins, Wendel	Millar, Stafford	Wilson, Norman
Curry, Laughlin	Murdock, Duncan	Wilson, Reuben
Curry, Melvin	Murdock, Herbert	
Danlin, Chester	Murdock, Jack	

#### Those who made the supreme Sacrifice in World War II

NAME AND YEAR OF DEATH	NAME AND YEAR OF DEATH
Black, Private William	Eckford, Steward, Dec. 13, 1943
Davidson, Private Wesley	Patterson, Sergeant Jack, 1944
Eady, Sergeant Pilot Irwin, 1942	Wilson, Trooper Maurice 1944

Four of the churches in the Township have kept Honour Rolls of the personnel of the services of the Armed Forces in one or both wars as the case might be. Herewith, we print these lists, for which we are very thankful.

## HALEY UNITED CHURCH, WORLD WAR I AND II

WORLD WAR I	WORLD WAR II
Barber, Private Gordon	Barber, Roy
Bennett, Private Frank	Bennett, Peter
Eady, Gunner Walter	Dale, Raybourne
Edmunds Private Lorenzo	Delarge, Allan
Edmunds, Private William	Eady, Ira (Killed)
Elliott, Private Fred	Edmunds, Alex
Hamilton, Private Samuel (Killed)	Edmunds, Sterling
Heeley Private Duncan J.	Gibson, Clifford (Killed)
Lowe, Private J. Oliver	Gibson, Henry
Phillips, Private John	Gibson, Stanley
Pitts, Dr. David	John, Carmen
Ruskin, Private Walter	Mullins, Harold (Wounded)
Scobie, Private Samuel	Rose, Delbert
Smith Private Warner	Ross, Marvin
Smith, Private W.A.	Scobie, Clifford
	Scobie, Garnet (Killed)
	Scobie, Melville
	Scobie, Merville
	Smith, Clifford

## FORESTER'S FALLS UNITED CHURCH, WORLD WAR II

Armstrong, Private Kenneth	Hawthorne, Private Lloyd
Bell, Alex N., Leading Boom Defence Vessel (Wounded)	McLaren, Mima, Women's Army Corps
Bell, Anne, A.W.	Murdock, Duncan, Leading Aircraftman
Bell, Dorothy, A.W.	Murdock, Private John C.
Black, Private Owen	Patterson, John, Aircraftsman (Killed)
Broome, Private Melbourne (Wounded)	Pettigrew, Carl, Aircraftsman
Calder, Private Douglas	Scobie Private Calvin
Calder, Private Eldon	Scobie, Allan, Aircraftsman
Calder, Private Garnet	Severin, Charles, Leading Aircraftman
Calder, Private Kenneth	Severin, Private Orville
Collins, Private Wendell	Severin, Sergeant George
Collins, Sergeant Stanley	Waite, Delmar, L.C.P.L.
Curry, Laughlin, Sergeant Major (Wounded)	Waite, Verlie, A.W.
Curry, Melvin, Leading aircraftman	Waite, Vibert, Leading Aircraftsman
Eady, Aircraftsman Archie	Wilson, Private Maurice (Killed)
Eady, Sergeant Calvin	Wilson, Private Norman
Eady, Sergeant Irwin J. (Killed)	Wilson, Private Robert
Gordon, Ross, A.B.S.	Wilson, Sergeant Hugh S.
Gordon, Sergeant Pilot J. Mac	

**ROSS PRESBYTERIAN CHURCH, WORLD WAR II**

Bell, A.N,	Herbison, Rev. J.
Bell, Anna M., Women's Army Corp.	Jamieson, H.A.
Bell, Dorothy, Women's Army Corp.	Jamieson, W.J.
Black, Hugh	Millar, S.M.
Black, W.	Valliant, H.J.
Black, W.J. (Killed)	Valliant, I.S.
Brown, E.K.	Valliant, J.C.
Brown, E.L.	Wilson, G.
Currie, M.V.	Wilson, W.E.

**QUEEN'S LINE CHURCH, WORLD WAR II**

Bresee, John	McLaughlin, James Gordon
Bulmer, Willard Black	Oattes, Lloyd John
Campbell, Beatty Elwood (Killed)	Roberts, Arnold Wellington
Dawson, John	Roberts, Charles Milton
Gilmour, Andrew	Robinson, Melville James (Wounded)
Gilmour, William Edward	Soulsby, Charles Alexander
Ireton, Charles John	Wallace, Ernest Albert
Laverty, William	Wallace, Lieutenant Alberts Irene
McLaughlin, Glen	Wallace, Lieutenant George Arnold
McLaughlin, Ira	McLaughlin, James Gordon

## ROSS TOWNSHIP SONG

(Composed by a local resident)

I was born in the Ottawa Valley  
And from North Renfrew County I hail  
From a little old farm up the Queen's Line  
The heart of the old Champlain Trail  
Now they call it the Garden of Eden  
It's the greenest you'll ever come across  
God gives all good things we need  
In our beautiful Township of Ross.

### CHORUS

Oh, lovely Ross Township  
Your beauty and friendship  
Is known this fair land to all  
You're welcome there daily  
Muskrat and Haley  
And beautiful Forester's Falls.

From the hills and the highlands of Scotland  
The sturdy Ross Highlanders came  
Settled here in the year 1830  
To give our Township its name  
The produced Renfrew County's first Warden

John Rankin a man true and fine  
And today he'd be proud of our progress  
And Haley's magnesium mine.

In the old logging days when big timber  
Down the Ottawa River did go  
James McLaren ran the slides at the Portage  
Where now stands the dam called Chenaux  
Jason Gould ran this County's first stage line  
O'er the historic trail of Champlain  
And George Lee at Green Lake made the find of  
His astrolabe which we now claim.

Came the Grants and they settled a section  
Came a Forester, who named the Falls  
Came the good folks who christened the Kerr Line  
And hundreds more history recalls  
The Lord Blessed us all with his giving  
And we're thankful to Him here on earth  
For this beautiful land that we live in  
Ross Township, our Township of birth.

## A FARMER'S LAMENT (1977)

(By Robert Church, Haley Station)

Oh Canada,  
Our big unhappy Nation,  
Forty below  
Under piles of snow  
On top of that  
Inflation

While Rene and Pierre  
Pollute the air  
All the growth does wither  
Anglo this and Franco that  
They keep us in a dither.

The consumer spins his tales of  
woe  
The market boards must go  
The air waves fairly quiver  
He can't afford a new auto

Unless he eats  
Just liver.  
Business multiplies  
Its take  
And farmers face disaster  
Unions strike  
For the right  
To prove who is Lord  
And Master.

Now after all  
As I recall  
The years of the great  
Depression  
It was endurance  
Not insurance  
That saved us from regression

Suppose we relate  
And meditate  
The history of our Nation  
The answer must be  
For you and me  
Simply  
Confrontation.

Now, I think I'll quit  
When I get this writ  
As you see I'm plum disgusted  
I'll sell my cow  
And shed by plow  
Until it's real well rusted.

