

Newcastle Village and District Historical Society Newsletter

October ~ November ~ December 2002 - Issue # 78

2002 Executive Officers

Past President - *Ron Locke*
President - *Myno Van Dyke*
Secretary - *Joan Anderson*
Treasurer - *Francis Jose*
Directors - *Susan Brown,*
Helen Schmid, Ken Stephenson,
Wayne Blackburn, Mabel Good,
& Sanford Haskill
Membership & Newsletter- *Ron*
Locke
Social Convener -
Florence Taylor
Curator - *Pat Macdonnell with*
help from Helen Schmid

Coming Events

The Annual Meeting of the Newcastle Village & District Historical Society will be held in the Historical Room at the Newcastle Community Hall on February Feb. 3, 2003 starting at 7:30 pm. This will also be our popular Show & Tell event. Make sure you bring in some historical items for us to discuss. Also Susan Brown is Chair of the Nominations Committee so she will be contacting members to see if they will stand for office. Also this is when many members re-new our membership.

Ed Burt will be our guest Speaker for April 8/03. Ed is the person who has found the wreck of The Speedy. He will have an interesting presentation for us.

The Massey Show will take place in June 2003. This should be a fantastic show. Our next Massey Show meeting is on Jan 13th 7pm at the Historical Room. All interested parties are welcome.

President's Message- Thanks to all of you who volunteered to help Ken Stephenson with the room on Tuesday mornings. This system seems to be working well and the next step will be for us all to become more familiar with how to access what we have in the room. So, on Dec. 10 at 10 am there will be a training session for all of the Tuesday morning volunteers (and any other member interested in coming) on how to find information in the Historical Room. Helen Schmid and Mabel Goode will show us how to find assist people who come in and ask about their ancestors; property or other information they may require for genealogy purposes. This should only take about an hour.

New Members

Welcome to new members, Dave Eastman and Sue White- they purchased the old "Scarlett" house at 323 Mill St. S. Newcastle.

President's Report

By Myno Van Dyke

Hope everyone had a great summer and fall. The "Room" was fairly quiet this summer due to the windows being removed and restored. Some of us are not sure why the pale yellow colour was chosen but the job is all done now. Because the room was insecure for a long period of time and dust all over, some of our artifacts were moved down into the storage room and we are slowly getting things back to order. We have had several clean-ups in there and it seems good now. Special thanks to Helen Schmid and Mabel Goode for getting things organized in there. We now have a number of members who have volunteered to help Ken Stephenson on Tuesday mornings. If you are interested in helping out let me know. Helen and Mabel are having a little "training session" for the Tuesday morning volunteers at the Historical Room on December 10th at 10 a.m. The purpose of this is to help familiarize us with where things are and how to find out information for the folks that come in. Everyone is welcome to attend!

This summer Pat MacDonnell has resigned as our Curator. Pat has done a great job over the years keeping everything organized and we thank her for her hard work and dedication. We will miss you Pat! So, this means we need someone to take over from Pat. If you are interested please contact me.. Mabel Goode has started a little project organizing all of our previous newsletters into one binder. She may be looking for some help to ensure that the newsletter collection is complete.

Also, it looks as if Denis and Pippa Schmiegelow are moving to the Port Perry area. They have both

been very active in our Society and will be missed. They have done a remarkable job of looking after their spectacular historical home and hopefully the next owners will have the same interest in maintaining it.

As many of you already know, our big project for 2003 is the Massey Show. We have already had two meetings to start the wagon and tractor wheels turning. We will again be looking for plenty of helpers. This promises to be another great event and should be easier the second time around.

On Sunday, October 7th, our member, Rollie Coombes spoke about his father's experiences as a Bernardo Boy. The original plan was to have his father there too but sadly, Les passed away recently. It was an incredible, heartwarming story by Rollie. Also several others with similar experiences shared their stories with us.

The Board of Directors has approved the purchase of a computer and we have set up a committee to look into getting this system shortly. Farny LeGresley, along with Ron Locke and Don Brown are presently looking at the options.

Susan Brown is Chairing our Nominating Committee. She will be looking to fill a number of vacancies before our annual meeting in February.

On behalf of our Board of Directors, I would like to wish you all a Merry Christmas and a happy, healthy 2003. All the Best, Myno.

Rambling Comments From the Editor

I have chosen three items for this issue with a Bond Head theme. For those of you who have missed Herb Taylor's compositions, after some coaxing and the discovery of an old anchor, Herb has submitted an interesting article. Leslie Wilson has come across some interesting information on the

Newcastle Woolen Mills and Myno Van Dyke has been doing research on Sir Francis Bond Head, which he shares with us.

I must apologize for the lateness of this issue. Just as I was about to finalize it in September I was hospitalized, which lasted a month, but it seems to have been worth the stay as I am feeling much better now.

I wish to thank all the present and past members who have submitted their stories and encourage those who still have stories to tell to give me a call or e-mail at rlocke@speedline.ca 905-987-4406.

The Anchor

by Herb Taylor

An anchor was found earlier this summer, a "big anchor" at the shore in Bond Head, near the old Port of Newcastle - both part of what is now the Municipality of Clarington. The anchor has a thirteen foot shank- with the cross bar missing - that is the "rod" known to sailors as the "stock," near the ring for the cable, the rod that tipped the anchor so it would dig into the river or lake bottom. The anchor is also missing a fluke - the part that would enter the ground and "anchor" the ship in place.

Those responsible for finding the anchor and digging it out of the Lake include Sam Wedlock, Brian Mountford, Erskine "Dunk" Duncan, his son and grandson - all of Bond Head. Bill Lake, also of Bond Head, lifted the anchor up the bank onto Sam Wedlock and Brian Mountford using a chain around the anchor and a fork lift vehicle.

The Wedlock and Mountford property - now call No.5 Park Crescent - is found on the Hanning Plan as Lot 10 in block "U" on the south side of Boulton Street, and the West side of Park Street. The Hanning plan is dated 11 January 1868 and appears to be an amalgamation of several earlier plans of the Village of Bond Head and Newcastle

The anchor was found close to the property once occupied by Capt Frank Gibson so we assume the anchor was off one of his ships - maybe the Ariadne.

ARIADNE: daughter of Minos of Crete by Pasiphae who loved Theseus and gave him a thread so he could escape from the labyrinth after killing the Minotaur. He married her - then deserted her in Naxos - then Dionysus carried Ariadne off to Zennos and set the crown he gave her among the stars.

Like so many things in connection with the harbour, it is great to have found the anchor, but there are more unanswered questions about ships and Captains and things shipped at Bond Head - that answers.

Unanswered questions include:

When was the first cargo shipped from Bond Head?

How many ships were ever involved with Bond Head cargos?

How many Captains were there working from Bond Head?

Why are properties said to be in Township Lot 28 when we think they should be listed as in Township Lot 27?

Who was Edward Clark, of Wolverhampton, who fell into the lake at the harbour & drowned in early 1852 - aged 55 years - was missing for 3 weeks and is buried in Saint George's Cemetery?

Why did Edward Clark have a son called "Bond Head Clark"?

Who was "John" who sailed across Lake Ontario

And suchlike.....

The "harbour people" from the 1865 Village of Newcastle Assessment Roll:

John James Robson - age 41 - gentleman - owner - 5 properties - including Broken Front 26, 27, 28 - 3/5 acre - value \$650 - called "Harbour House" at one time - property now owned by Florence and Herb Taylor

Frank Gibson - age 30 - Captain - owner - BF 28 - 1/5 acre - value \$350 - hard to read but may be B14 20 & 25. The Hanning Plan for the village is dated 11 January 1868 - Assessment Roll is 1865 - it is not known what plan was used thus B 14 is unknown block of land in Newcastle. "Township Lot 28" was land on west side of Mill Street.

William Strowger - age 47 - Inn Keeper - 5 properties - it is not indicated as to whether he was owner or renter - 3 at least were Broken Front - that is "BF" - all apparently in Twp Lot 28, meaning on the west side of Mill Street - this may be in error because we know that Strowger owned the first place north of Boulton on east side of Mill street - now a house but then an Inn - this Inn was the "Ariadne Inn."

Robert Strowger - age 40 - sailor - BF 28 - 2/5th of acre - value \$250. This man is buried with all the other Strowgers in the Bond Head Cemetery, with no details. Because he was age 40 and William was age 47 we assume that they were probably brothers.

Frederick Farncomb - age 39 - Collector of Customs - owner - BF 28 - 2/5 acres - value \$600. Also renter of 1 & 3/5 acre property valued at \$64 - no place indicated but assumed to be also BF 28.

John Gillespie - age 29 - teamster - renter - B9 1 & 1/2 acres - value \$60. Also 5 acres elsewhere in Newcastle - probably rented - value \$335.

F. Nicholson - age 35 - wharfinger - renter - BF 28 - value \$550.

BOND HEAD HARBOUR COMPANY

The general story is that Edward Clark was maybe the first president of the Harbour Company - the Wed July 24 1839 edition of the Cobourg Star announcing that he was unanimously elected to the position - at the last company meeting. Edward Clark was not related to Benjamin or Charles Clark - two men who were shop keepers in Cobourg but were also connected to Bond Head.

Edward Clark wrote his will in Liverpool on April 8th 1840 and left his estate in part to Julia his wife - also to trustees of his son "Bond Head Clark" who were Wm. Wright and mother Julia. Sir Francis Bond Head's wife was also Julia - that is "Julia Valenza Somerville" - a sister to Kenelm Lord Somerville.

Edward Clark owned the Clark Tavern on Lot 22 in conc.2, which is the north side of highway no.2 just east of Newcastle. At a meeting at Clark's Tavern on June 15 1840 - again according to the Cobourg Star Newspaper - Robert W. Robson was elected president of Bond Head Harbour Company. Later his son John James Robson became President and lived in the house where Florence and Herb Taylor live today.

When the railway came through and offered freight service that reduced the value of the harbour, John James Robson owned the Harbour and owned or leased one or two ships that operated out of what became known as Port Newcastle.

What Brian and Sam call No.5 Park is found on the Hanning Plan as Lot 10 in block "U" on the south side of Boulton Street, and the West side of Park Street. The Hanning plan is dated 11 January 1868 and appears to be an amalgamation of several earlier plans of the Village of Bond Head and Newcastle

Bond Head Harbour was first surveyed into village lots by N. H. Baird who was supervised by George Manners who owned the land - on March 6th 1838.

Baird was an engineer, and the survey included Lots 27 and 28 - meaning that it included the lots on both side of Mill Street - 27 to the east of Mill Street - as well as 28 which was west of Mill Street - but was still a Clergy reserve in 1838. The Company that was formed as a result of the survey was formalized with the help of George Strange Boulton who ushered the charter through parliament in Toronto. That was March 6th 1838.

Smith's Canada Gazetteer - concerning "Canada West" and published in Toronto by William H Smith in 1846 - tells us that various goods were shipped in 1844 through Bond Head - "the Village and Shipping Place on Lake Ontario, one and a half miles from the village of Newcastle." The items shipped in 1844 included 24,000 bushels of wheat, 950 bushels of oats and 2065 bushels of flour. Also 70,000 board feet of Lumber.

There is a stone for Captain Frank Gibson (1833-1910) in the Bond Head Cemetery. His wife was Sarah Harnden (1838-1919).

John James Robson (1822-1892) was born in Leeds, England, and was married to Phebe Harnden (1824-1907) who was born in Clarke Twp.

The two Harnden women were sisters - the Robson couple are buried in St George's Cemetery.

John James Robson and Capt Frank Gibson were in the shipping business in Newcastle along with one other man. In 1870 the third man was Robert Williams. In those days the cargo on a ship was said to contain 64 parts, which could be owned by several people. In 1870 there were apparently 2 ships owned or rented - leased - by the three men - Williams owned 21 and 1/3 shares - Captain Frank Gibson owned 42 & 2/3 shares and J.J. Robson owned the rest which was 64 shares. This meant that when they shipped wheat - Robson was credited with ownership of half the cargo.

The Historical Society has a number of papers that relate to shipping at Port Newcastle including a "Logbook" thought to have been used by Captain Frank Gibson - captain of the schooner "Ariadne" for the years 1872 and 1873.

(1)The log starts on May 3 1872 which was probably the start of the shipping season;

May 3 - Simpson cash 3.00

Meat - potatoes - Gillespie 5.25

Shoveling rye 6.25

May 5 custom house .10

May 6 towing 12.00

blacksmith work .45

May 11 towing from Lake Erie to Lake Huron by tug Thos Quayle Am 45.00

pilot from Bay City to East Saqunau 6.00

May 15 R. Athinson gold .50

towing from Saginau to Bay City 20.00

Not all the entries from May 3rd to May 15th have been included above.

Several pages in the log list wages for 5 or 6 men under "Sch Ariadne Wages."

The men were George Bennett, Frank Agan or Egan - Rick Hobbs, John Kirre and George Garden. Bennett for example was paid \$2.00 in Kingston - \$1.50 in Whitby and \$5.00 and \$4.00 on two occasions in Oswego. The men were probably hired as needed.

The following are parts of other papers in the Newcastle Historical collection:

(3) Port Newcastle - Feb 22 1854

Msrrs Tusier & Johnstone

Gentlemen

I write to you to see if you can find out what you could get for ---- oak staves for flour barrels & headings

---Times are very dull here. Yours respectfully

Frank Gibson

Schooner Mary of Oakville

(4) Newcastle Ontario 25 November 1861 (or 1867)

H. A. Massey - 1866 Terms Cash

April 4 1860 - To repair anchor 5.61

Feb 28 1860 - to repair Boiler .50

Feb 27 1860 - to 35 castings @ 6c each 2.10

8.21

This matter requires your direct attention as it has now been standing a long time

H.A.M.

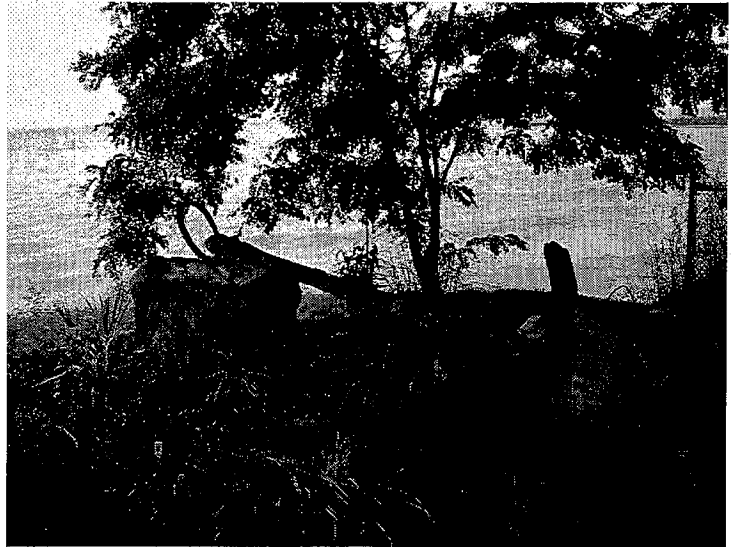
(5) Oswego May 10 1866

Rec'd of Capt Gibson

Twenty-six 18/100 dollars for line (?)
of a schooner Pioneer

Lyons & Trimy

(6) Newcastle 8 October 1868



Dear Frank

We received both your letters but John left here on Tuesday morning for Rochester to see about Hopples and has not returned. We were expecting them this morning but as the wind was so high in the night I expect the boat would not cross the lake. ----

---- Phebe thinks he may be round by Cape Vincent & Kingston

---- All well here except Phebe has been confined to bed since Sunday with swollen face

Yours truly in haste

Fred Farncomb

(HT) John Gillespie was a butcher mentioned in (1) above.

Oswego was in New York State at the east end of Lake Ontario and a common port of call - mentioned a number of times in the logbook.

(2) Richard Bennett, age 44 in 1870 was a teamster in Bond Head and George Bennett was his 17 year old son in the 1871 census.

Bay City, Michigan is at the south end of Saginaw Bay on Lake Huron and a pilot mentioned "to the East Saginaw" may have guided the ship up the Shiawassee River.

Gold mentioned in several places suggests the use of gold coins

(5) "Hopples" were fetters - "hobbles" - but the word may have meant something else in this case - "John" in (5) appears to be another Captain of a ship - and "Frederick Farncomb" was grandfather to Farncomb and Balfour Le Gresley. Phebe was sister-in-law to Frederick, wife of J. J. Robson and Frederick's next door neighbour.

In 1870, Lewis Strowger owned the Inn on Mill Street, near the lake, that bore the name "Ariadne Hotel" the same name as the schooner. How come you may well ask?

The Inn stood where Dianna Grandfield lived at one time. In 1870, Robt Strowger was a "sailor" in the 1870 Assessment Roll and the 1871 Census and the Strowger family is buried at Bond Head.

htay@rogers.com

The Durham Woolen Manufacturing Company

by Leslie Wilson

May 25 1866 a "request" made set up a joint stock venture to be called the Durham Woolen Mfg Co
Dec 7th 1869 letter of JP Lovekin re insurance says the Durham Woolen Mfg Co was by this date
..... "as it were defunct"

Feb-Mar 1870 letters from JP Lovekin and Andrew McNaughton discuss the sale of the Durham Woolen Mfg Co machinery with interested parties, one of which says a set of cards (purchased new) had been used only for three months and that a loom (presumably purchased used) had a total usage of only fifteen months. Therefore it would seem, that from the date of setting up the joint stock venture in May 25 of 1866 to some

point prior to Dec 7th 1869, the Durham Woolen Mfg Co was in operation for probably only three months and certainly no more than fifteen.

Jul 15 1870 the Durham Woolen Mfg Co mill buildings to be sold, but this did not take place on the 15th, but rather on or about July 29th 1870.

Oct 13 1870 JP Lovekin requested \$4400.00 worth of insurance on the contents (among the many hats JP wore as a business man, he was also an insurance agent) of the Durham Woolen Mfg Co mill, and \$2000.00 on the property. He did not mention the buildings per se in the request, but presumably that was what he meant by "property". As the Company had been sold by this time but he still referred to it as the Durham Woolen Mfg Co, presumably the Newcastle Woolen Mills had not yet been incorporated as such.

By November, early December of 1870 the Newcastle Woolen Mills, under the management of a Mr Brodie of Peterborough, was referred to by that name in correspondence of Andrew McNaughton.

Sir Francis Bond 'Galloping' Head

By Myno Van Dyke

At least four Ontario communities were named after Sir Francis Bond Head. There are two Bond Heads, one north of Toronto and one south of Newcastle. Franktown (formerly Francistown), is in the Ottawa Valley and Frankford, north of Trenton were also named after this man. He was apparently knighted because of his expertise with the lasso. His appointment to Canada as the Lieutenant Governor in 1836 was said to be a "bureaucratic blunder". He was blamed for inciting the 1837 Rebellion. He caused a riot of blacks in Niagara and tried, with limited success, to move all the natives in southern Ontario onto Manitoulin Island. He even insulted the Dutch by allegedly stating- "Compared with Greece and Italy, Holland is but a platter-faced, cold-gin-and-water country, after all, and a heavy, barge-built, web-footed race are its inhabitants". There was certainly nothing dull about him. Francis Bond Head (Bond was his middle name) was born in Higham, Kent, England on January 1, 1793. His father was James Roper Hea'd. Francis was educated at Rochester Grammar School and the Royal Military Academy. In 1811 he was commissioned to the Royal Engineers. For some years he was stationed in the Mediterranean, and he served in the campaign of

1815, being present at the Battle of Waterloo. In 1825, he went to work for a private mining company (gold and silver) in Rio de La Plata, South America. He made several rapid trips across South American and obtained the nickname "Galloping Head." He was known to ride a horse for 60 hours at a time. When he returned to England in 1827, he apparently became involved in some sort of controversy with the directors of the mining company and published a lengthy report outlining his defense. He was soon restored to the active list of the army as a Major unattached. He fought beside the Duke of Wellington at the Battle of Waterloo. He got to know the Duke quite well and later arranged a demonstration on the art of lassoing. He tried to get the British Service to use lasso as a weapon but was not successful. However his efforts did not go unnoticed and in 1835 he was knighted. Shortly after, he was made a Baronet. (I had to look this up "hereditary title ranking below a baron and above a knight but without privilege of peerage")

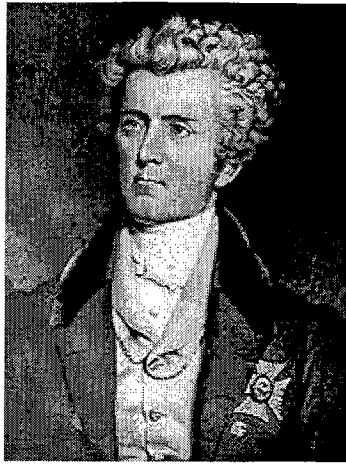
In 1836, Sir Francis Bond Head was appointed Lieutenant-Governor of Upper Canada, replacing Sir John Colborne. Apparently no one was more

surprised to get this post than Head himself. He boasted that he had no political experience and no political views. Despite this, he was chosen to repair the mess left by Colborne and bring about a conciliatory tone between reformers and conservatives. Head's first move was to select reformers to join the Executive Council. However, the reformers immediately protested the fact that Head refused to consult them on government matters. Head responded that under the Constitutional Act he only had to consult on certain matters and if the reformers did not like Head's point of view they could resign. The reformers did resign and relations between Bond and the assembly deteriorated to the point that Head called for new elections in 1836. These elections resulted in severe defeat for the forces opposed to the government. Even though MacKenzie King was re-elected. Head had him removed from office. King continued his attacks on the Lieutenant-Governor to the point where they organized a large armed group of men to try to overthrow Head's government in Toronto. King marched to Toronto with about three hundred armed men but Sir Francis found out about the plan and completely overpowered MacKenzie and his reformers. King escaped to the United States and eventually returned to Toronto in 1849 after being pardoned by Queen Victoria.

Just after Head arrived in Canada, he visited a large number of Indian bands and came to the conclusion that there was no way they could ever be "civilized". He proposed that all native bands be moved to Manitoulin Island. This infuriated the many church groups that were working hard to slowly integrate the natives into their society. Head did manage to convince several tribes to trade their reserve land in Ontario for land in Manitoulin Island. It was obvious though, that Sir Francis loved an adventure. In 1836, he came to Manitowaning from Penetanguishing by canoe, taking five days to complete the journey. The Natives, however, were not ready to abandon their traditional ways so quickly. Head's approach faltered because Indians became increasingly

wary of surrendering their rights to their traditional lands. The removal policy had also aroused the opposition of philanthropic and humanitarian elements in British and colonial society, which were genuinely concerned about declining social conditions among the Indian people. Many felt that the true intention of the plan was to move the tribes from the good farmland in Ontario to make room for new settlers. Sir Francis even adopted a native boy, Henry Howard from Grape Island. Howard was apparently educated in the best schools of the day. A man named Moseby was a slave on a Kentucky plantation. He escaped in 1837 and was able to make it to Niagara. His owner had him charged, in a Kentucky court, with horse-stealing and absentia, also called "self-theft" or escaping from the slave owners. Moseby was found guilty on both charges and later arrested in Canada. Here they had an extradition trial to decide his fate. At this time, Sir Francis Bond Head decided to take the decision on himself. Head, citing mounting tensions between the United States and Canada, decided in favour of the extradition. Moseby supporters were enraged and staged a protest outside the Niagara-on-the-Lake courthouse where Moseby was being held. Led by a schoolteacher named Hubert Holmes, between two and three hundred people of colour surrounded the courthouse guarding against Moseby's removal. This went on for three weeks until the sheriff loaded Moseby into a wagon and tried to drive through the angry mob. Holmes physically stopped the horses and then a man named Jacob Green put a stake through the wagon wheels. Holmes was shot dead and Green was also killed after he was stabbed with a bayonet. During the chaos, Moseby took advantage of the situation and ran off. The following year, Sir Francis did make some amends for this situation by making it a policy of Upper Canada to not surrender a fugitive slave if there wasn't evidence that a crime had been committed that would warrant arrest in Canada. Consequently, it was also decided that since slavery did not exist in Canada, that the crime of "self-theft" did not exist so it did protect escaped slaves from extradition. In

1838, Sir Francis was sent back to England and Sir George Arthur was sent from England to replace him. Lord Durham was also dispatched to Upper Canada to find out what had happened during Head's reign as Lieutenant Governor. In his report, he mentioned that he spoke to Lord Melbourne. Melbourne's verdict on Head was simply "Such a damned odd fellow". Lord Durham's report held Sir Frances Bond Head responsible for the rebellion that broke out in 1837. When he returned to England, Head was no longer employable in the public service so he devoted himself to writing. He wrote non-fiction articles and essays, mostly for the Quarterly Review, focusing on travel and hunting.. He apparently was an amusing and clever writer. He completed a narrative of his Canadian administration (1839), one called The Emigrant (1846); Highways' and Dryways, Britannic and Conway Tubular Bridges (1849); Stokers and Pokers, a sketch of the working of a railway line (1849); The Defenceless State of Great Britain (1850); A Faggot of French Slicks (1852); A Fortnight in Ireland (1852); Descriptive Essays (1856); comments on Kinglake's Crimean War (1853); The Horse and his Rider (1860) The Royal Engineer (1870); and a sketch of the life of Sir John



Sir Francis Bond Head

Burgoyne (1872). He also completed a biography on the explorer James Bruce. He also wrote an essay called "The Air We Breath" demonstrating his concern for air pollution.

Head rode horses with his hounds until he was seventy-five. In 1865, Sir Francis chaired a large meeting to prevent the enclosure

of a large park near his home where he and his friends would freely ride their horses. He presented a petition with 3500 names on it to not have any iron fences around the park. One of his arguments was that the men riding horses in the park would "protect the women walking". Eventually, they came to a decision that everyone was comfortable with by not having fences and placing signs to keep the horses out.

He died on July 20, 1875. Although history may judge him only by his three controversial years in Canada, there is no question that he led an extraordinary life.

Society Information

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