

**The Construction Camp at Newboro: Land Use Study
of Lot 1, Concession 5, North Crosby**

By Karen Carter-Edwards

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Abstract

This report will provide a land use study of Lot 1, Concession 5, North Crosby, Leeds County. Part of this lot from 1829 to 1831 was the site of a construction camp for canal labourers and their families and for the 7th Company of the Royal Sappers and Miners. Approximately 60 buildings occupied the site during that period. Some of these structures remained on the property up until the 1860's and were used by the owners of the property for storage or to shelter their animals. Lot 1, Concession 5 was occupied from approximately 1828 to 1902 by members of the William Bilton family. Bilton sold a section of the property that had formerly been occupied by the construction camp to Robert Barker in 1887. Barker, his daughter Elizabeth Bell and her family resided on this section up until her death in 1973.

During its history, Lot 1, Concession 5 was also occupied by a railway line and a roadway. An embankment leading to a railway bridge over the Rideau Canal significantly altered the terrain and land use of part of this lot. The replacement of the road bridge on several occasions and the construction, in 1952, of a new highway bridge and road diversion also altered the landscape.

This two month study was prepared to provide Environment Canada, Parks with structural and thematic information on the use of this particular property. It will assist archaeologists and interpretive planners in their assessment, exploration and interpretation of this significant piece of real estate.

Introduction

This study was prepared to assist archaeologists and interpretive planners in their future plans for the site of the construction camp, built to house canal labourers, their families and the 7th Company of Royal Sappers and Miners in 1829. An earlier study by Katherine McKenna, Working Life at the Isthmus, Rideau Canal, looked at the camp from 1829 to 1831 but it did not follow the history of the lot beyond this period. Sandra Gillis et al, in their study on the Newboro Lock, (No. 6, Preliminary Site Study Series) mentioned briefly that approximately 60 buildings occupied Lot 1, Concession 5 and that a railway bridge and embankment were constructed through the property in 1886. They also briefly outlined the history of the road bridges that spanned the Rideau Canal at Newboro. Neither report looks in detail at the land use of Lot 1, Concession 5 as a whole.

Using these previous reports as a starting point, this study will look in detail at the ownership and use of the land that forms Lot 1, Concession 5, North Crosby. Land registry records, census and assessment records, local histories such as the Lady Tweedsmuir Book and government records of the various departments in charge of the lands were studied. As well, interviews with local residents, in particular with former owners of the property, Elswood G. Thompson and George Harry Bell, provided the author with personal recollections of the property and its use. Mr. Bell was also able to provide a number of photographs of the 'Bell home' in earlier years. Through the use of these various sources, a history of Lot 1, Concession 5 and its cultural resources was prepared. Although the site of a farm, this property experienced a wide range of activities over the last one hundred and fifty years. Homes, four

cemeteries, a brickyard and the construction of a railway embankment and a highway with connecting bridges to span the Rideau Canal all significantly affected the land use of the property. Divisions, sub-divisions, leases and expropriations, plus the use of the land by the Ordnance Department, all played a role in determining what cultural resources from the construction camp period still remained on the site.

History of Lot 1, Concession 5, North Crosby

Newboro is a small village situated at the "Isthmus" separating the Upper Rideau and Mud (or Newboro) Lakes. With a population of approximately 300, Newboro comes alive only during the summer months when tourists flock to the area to use the Rideau Canal and relax at cottages and lodges along the many lakes dotting the area. To the west of the village proper, though still a part of the small community and across a modern bridge which spans the Rideau Canal, lies Lot 1, Concession 5, North Crosby Township, County of Leeds.

Between 1829 and late 1831, the section of this property nearest the bridge was occupied by a large construction camp consisting of some 60 buildings which housed the labourers who constructed the canal and their families (Figures 11 and 12). On 17 September 1827 legislation was passed in Great Britain which permitted the Crown and its representative, Lieutenant-Colonel John By, to expropriate land along the proposed Rideau Canal from Bytown (Ottawa) to Kingston (Figure 9). Plans of the lands taken were duly signed by By, as Royal Engineer Commanding the Rideau Canal project, on 28 January 1830 and by E. W. Durnford, Colonel, Commanding Royal Engineer on 11 August 1829. They were then deposited with the Surveyor-General of the Crown's Land Department, Upper Canada. On 11 May 1839 an Act, 2 Victoria, Chapter 19, was passed and on 7 September 1839 a Royal Proclamation was made providing authority for the settlement of any claims for compensation for the lands appropriated or drowned during the construction of the canal. The Royal Proclamation was published in the Upper Canada Gazette of 19 September 1839. Residents had approximately two years to submit their claims

for compensation.¹

Before the construction of the canal began, the area at the Isthmus remained relatively unsettled. Land patents had been granted in the area but few settlers had moved there. John Burrows, in his survey of the canal route in August 1827, noted only one settler at the Isthmus. He recorded in his journal:

The deep cut proposed by Mr. Clowes passes on the west side of Mr. Hastings house, who with a wife & 5 Children seem to feel the pressure of the times, - the delapidated state of his house, unhealthiness of his family and appearance of their clothing, bespeaks that Misfortune has marked them for her own.²

George W. Hastings, who had settled to the west of present day Newboro, came to North Crosby in 1819, and was one of only four settlers in the area. The others were William Robinson, Isaac McCardney and --Moore.³ In the following years more settlers joined them, and a saw mill, the Stoddard Mill, was established on Lot 12, Concession 7, near present day Westport. A road or pathway was built across the Isthmus to allow the settlers access to this mill. Settlers were assessed several days of statute labour they owed on public roads according to the value of their property. There must have been a fair number of settlers scattered through North Crosby prior to the construction of the canal since path masters were appointed to ensure that each section of the road was maintained. In 1824 Philo Bleakman was path master, and in 1825 Samuel Merriman reported that he had completed his share of statute labour.⁴

According to the Centennial Committee of Newboro's historical booklet, The Isthmus, the first settler in the immediate vicinity of the village to be was William Buck Stevens in 1824.⁵ During the following years, a number of other families came to the area but no settlement was formed until the contractor for the Isthmus section, William Hartwell, established a camp in 1827 near the present village. Problems arose and Hartwell was unable to complete the contract successfully. In late 1829 the 7th Company of Royal Sappers and Miners was sent to the Isthmus to supervise the work of the civilians, mostly Irish labourers, working on the canal.

The area along the cut was cleared in an effort to provide a healthier working environment, one that did not help the breeding mosquitos which spread malaria and other diseases.⁶ A new construction camp was also built, on Lot 1, Concession 5. This camp was composed of a government store, several barracks, a carpenter's shop, magazine, kitchen, an engineer's office, a number of shanties and other buildings. The camp was centered around two fairly substantial buildings, marked on an 1831 map as the "Bilton house and stable" (Figures 12 and 17).

1828 - 1876: The Bilton Farmsteads and the Consolidation of Lot 1

William Bilton was born in Glasgow, Scotland and emigrated to Canada around 1825 where he settled in Brockville. Soon afterwards, he moved to Drummond Township where he had obtained a number of land grants: on the east half of Lot Number 8 in the 11th Concession, broken Lot Number 12 and the south west part of Lot Number 13 in the 12th Concession.⁷ He did not remain there long. According to

The Lady Tweedsmuir Book, he moved to Newboro in 1828 and built a log house on Lot 1, Concession 5, North Crosby.⁸ This is confirmed by Lieutenant Colonel By's 1828 plan of the Isthmus which shows two buildings in the hilly area on the site of Lot 1, Concession 5 (Figure 10).

When plans were made for a new construction camp at the Isthmus in 1829-1830, a new, higher location was chosen in the hope that the number of cases of malaria could be decreased. This camp was constructed around William Bilton's homestead. This land had been expropriated by Lieutenant-Colonel By for the construction of the canal but no compensation had been paid for the land. Bilton and his family remained in their home and opened a store to serve the canal workers and their families.⁹

William Bilton did not own Lot 1, Concession 5 in 1828. The original land patent had been granted by the Crown on 1 February 1808 to Lois Stephens (Figure 9). It appears that Mrs. Stephens, who was estranged from her husband, James, never actually lived on the property. In 1828, after her death, the land passed to George Hastings. Her heirs, her nephew (son of her sister, Patience), Reuben Wiltse, her eldest sister, Elizabeth Billings and her estranged husband, James Stevens of Whitby, relinquished their claims to the property for various amounts of money.¹⁰ Hastings, in turn, within a few months sold the property to Hiram Spafford, a Brockville merchant. Spafford may have rented the land to Bilton. He may even have sponsored his opening of a store for the canal workers. After the camp closed, there was no further mention of Bilton as a storekeeper. He was listed in 1840 as a customer of Benjamin Tett, the village's principal merchant at the time.¹¹

After the canal was completed and the labourers and the Royal Sappers and Miners left the Isthmus, Spafford lost

interest in his property. In 1832 he sold the land to Charles Jones, a prominent Brockville resident who was instrumental in the development of Jones Falls. Charles Jones relinquished his claim to Lot 1, Concession 5 and several other pieces of property for 5 shillings to Jonas Jones in November 1833.¹² Jonas Jones then sold the property to Henry Sherwood on 27 November 1833. Henry Sherwood, like Charles and Jonas Jones, was a prominent member of the Family Compact and held extensive land holdings in Upper Canada. For him, the purchase of Lot 1, Concession 5 was pure speculation. He did not intend to use the property himself. The William Bilton family continued to occupy the property throughout this period, and probably rented it from Sherwood.

Although the Isthmus did not become a thriving community immediately following the construction of the canal, a nucleus had been formed for the development of a village. A number of canal workers remained at the Isthmus and purchased nearby farmlands. On 25 May 1830, during the construction period, a meeting of canal workers was held at which it was decided to form a village. The name Newborough was selected.¹³ With its location along the canal, other settlers were attracted to the area including Benjamin Tett, a merchant with a sawmill nearby at Buttermilk Falls, now called Bedford Mills.

James De Jonge, in his history of The Tetts: Rideau Entrepreneurs, 1833 - 1890, wrote:

Tett was drawn to Newboro by the attractive prospect of opening a general store there in advance of the arrival of settlers... Benjamin's intention was to diversify his business pursuits and profit from the opening up of the Rideau corridor, both as a lumberman and as one of the area's few general merchants.¹⁴

The Bilton family were among those settlers who decided to remain at Newboro (Figure 8). William Bilton Senior, his wife, Magdalene, his three sons, James, William and Robert Gilmour and his five daughters, Janet Austin, Mary, Catharine, Ann Stewart and Helen all remained in the vicinity. Members of the family and their descendents continued to occupy the homestead at the site of the construction camp on Lot 1, Concession 5 into the twentieth century. William Senior and James, the eldest son, bought a nearby property, Lot 4, Concession 5, from the Canada Land Company sometime after 1831.¹⁵ James married and by 1839 had moved to Lot 4, Concession 5 with his wife and small son.¹⁶ William Junior appears to have left the family homestead by 1839 as well, for the assessment roll of that year indicates he was living separately. William Senior and the rest of the family continued to live in the homestead on Lot 1, Concession 5. After the death of William Senior in 1840, William Junior moved back into the family home. William Junior purchased Lot 1, Concession 5 from Henry Sherwood in 1841.¹⁷

When William Bilton Junior purchased Lot 1, Concession 5 from Henry Sherwood and his wife on 20 April 1841, the sale was listed as including all 200 acres. This was not strictly correct. The Ordnance Department had expropriated 44½ acres in 1827 for the construction of the canal.¹⁸ This expropriated land included the property on which the Bilton farmstead was located (Figure 1). The owners had not been compensated for the loss of this land. That did not occur until after the passage of an Act, 2 Victoria, and the subsequent Royal Proclamation of 7 September 1839. When Sherwood sold the land, he also passed on the right to compensation to William Bilton. On 26 June 1841 Bilton received £46 for the loss of the 44½ acres plus the

buildings on the property.¹⁹ The survey, completed by John Blakely in 1841 for the Ordnance Department, shows two buildings, a house and a shed on the property (Figure 13). However, a plan of the ground set apart at the Isthmus and showing who the Ordnance Department leased the land to, dated 24 October 1842, (Figure 14) shows more buildings on the property. These buildings are also shown on the 1851 Ordnance map and on a map dated 1860. It can be presumed that the surveyer in 1842 marked only those structures not owned by the Ordnance Department. Magdalene claimed that since the house and shed were built by her husband, they remained private property when the Ordnance Department expropriated the land. Although owned by the Ordnance Department, these buildings were used by Magdalene for her own purpose.²⁰ From 1841 on, Magdalene Bilton leased the Ordnance land she lived on for £3 a year. Thirty acres of this land were listed as arable in 1841. The rest was uncleared.²¹ Mrs. Bilton continued to rent this land until her death on 21 November 1861.²²

Although William Bilton Junior purchased Lot 1, Concession 5 in 1841, he did not build a home for himself immediately. He lived with his mother or step-mother, Magdalene, from 1840 to sometime between 1848 and 1851.²³ In the 1840 assessment records, there were only two households listed under the name of Bilton -- James and Mrs. William Bilton. Mrs. Bilton's household was composed of one male under 16 (Robert Gilmour), 1 male over 16 (William), 2 females under 16 (2 daughters) and 2 females over 16 (Magdalene herself and one daughter). Two of the five daughters were probably married.²⁴ In 1841 the same number of residents was listed for the household, but one more daughter had turned 16.²⁵ In 1842 a census was taken so more details were provided about the household.

William Bilton was listed as an innkeeper, though he also operated a farm. His residence was occupied by one female over 45 (Magdalene), 1 male 21-30 (William himself), 1 male 18-21, 2 males 14-18 and 1 male 5-14.²⁶ The numbers, though not the sexes, correspond to the Bilton family. An error may have been made in recording the data.

As part of the agricultural census, a detailed summary is provided of William Bilton's holdings. For some reason, in 1842 he is listed as owning only 80 acres, 20 acres of which had been improved. In 1848 his holdings were listed as 108 acres, though he had purchased no additional land during the intervening years. This discrepancy was probably the result of an error made in taking the 1842 census. In the 1851 and 1861 census, Bilton is listed as owning 108 acres. In 1842 William owned 10 head of cattle, 3 horses, 19 sheep and 7 hogs. He also produced 200 bushels of potatoes, 80 bushels of oats, 20 bushels of peas and 12 bushels of Indian corn. The women in the household produced 20 yards of fulled cloth and 60 yards of flannel or woollen cloth. Sixty pounds of raw wool were also produced (see Figure 7 for summary of agricultural census over the years). With a household of this size, Bilton's farm probably had a variety of outbuildings. These would include a barn for the animals, a shed for storing grain, a root cellar and a privy. The 1851 Ordnance map shows a small building to the west of the house and a second small structure behind the house. One of these may have been the privy. The animals may have been housed in one of three nearby buildings, labelled shed, government store and old barracks (Figure 15).

In the 1848 census, William was listed as the proprietor of Lot 1, Concession 5 but he did not have a house on the land he owned. Magdalene Bilton was listed as

a tenant on the lot. Her household was comprised of one female over 45 (Magdalene), one female 14-45, one female 5-14, one male 18-21 (Robert Gilmour) and one male 30-40 (William). One person was listed as a non-family member. This probably referred to William since he had a separate listing as the owner of Lot 1, Concession 5. Both William and Magdalene's listings contained details about farm animals owned and wool produced. This would seem to indicate two separate farms were being operated. Although he lived with his step-mother, William probably had his own barn and outbuildings on the property he owned. Magdalene used the outbuildings on the Ordnance land she leased for her own animals. The youngest son, Robert Gilmour, probably took care of the farm animals and planted a large garden to feed the family. Since William employed no hired hands, Robert probably assisted his brother as well. Magdalene owned 3 meat cattle, 2 horses, 4 sheep and 4 hogs. She produced 15 pounds of wool and 50 pounds of butter for sale. This meant that a root cellar and barn probably occupied the land near the house. Since a number of Ordnance buildings still remained on the property, Magdalene undoubtedly used them for storage or to house her animals (Figure 16). William owned 2 meat cattle, 2 horses, 9 sheep and 5 hogs. He also had 24 acres planted with crops; 8 acres - wheat, 11 acres - oats, 2 acres - Indian corn and 3 acres - potatoes. He had 16 acres of pasture. William required at least a barn and root cellar if not a shed to store his grain. He may have used one of the buildings left from the construction camp or he may have built a new barn by this time. Since he had probably built a home north of the old cemetery by 1851, it would seem likely that his barn would be near his future home (Figure 18).

This new home was established by William between 1848 and 1851 for his new wife, Sarah Cavanagh. It was located north of the old cemetery though still on Lot 1, Concession 5, North Crosby. In the 1851 census he was listed as owning a one storey house. Since his household consisted solely of himself, his wife, Sarah, 29 and two year old daughter, Mary, he may have built the new home for his wife. Magdalene Bilton and the rest of her family were not mentioned in the census although they continued to live in the house on the Ordnance land on Lot 1, Concession 5.²⁷ In the 1861 census, William's house was listed as having 1½ storeys. He probably enlarged the house to fit his ever growing family. William employed two servants in 1861, Victoria Pruett, 17 and Autain Hobau, 18.²⁸ By then, his brother, Robert, had died and his own sons were still too young to help in the fields. William's sisters had also married or moved away, so his wife required assistance in the farm house. This situation had changed by the 1871 census. Then only the immediate family were listed on Lot 1, Concession 5.²⁹

William's new home was probably the Bilton farmhouse that is still located north of the old Presbyterian Cemetery. This house consists of two 1½ storey houses attached together. The front section consists of a log cabin of fairly early construction, according to a previous owner, Elswood G. Thompson.³⁰ It was later covered with stucco (Figure 22, lower photo).

Magdalene Bilton lived on the original farmstead on the Ordnance Reserve into the 1850's, and continued to rent the property from the department on a yearly basis. During the winter of 1857-1858, her son, Robert, died and this seems to have prompted her to leave the farmstead soon thereafter. In 1860 she moved to Centreville, near Napanee where she

lived with one of her sisters until her death in November 1861.³¹ After Magdalene left, the house and property were administered by her son-in-law, William Fredenburgh, who continued to pay the yearly rental to the Ordnance Department. The house was rented out to a Michael Murphy and his family, and the property to Owen Kennedy, a hotel keeper in Newboro who appears to have raised crops there until 1864. In 1865 Fredenburgh began to rent the property to Murphy, the tenant of the House.³²

In 1866 William Bilton succeeded in purchasing back the reserve land from the Ordnance Department, with the exception of a 200 foot strip of land along the canal. Bilton, however, was able to lease this strip from the Department. He paid for the property in installments and was granted the patent in 1872. In this manner he regained ownership over most of Lot 1, Concession 5 (Figure 2). Although Bilton was able to purchase the Ordnance Reserve in 1866, he did so only after a protracted dispute with other parties who were also desirous of obtaining title to the property, or taking out a long term lease on it. The details of this dispute are outlined later in this study.

Having obtained ownership of the Ordnance Reserve in 1866, Bilton decided to stop renting out the property on a yearly basis to Michael Murphy. At some point between 1866 and 1871, Murphy and his family also ceased renting Magdalene Bilton's former home. By that time, the buildings were becoming delapidated and Bilton may have torn them down and used the lumber elsewhere on his farm. It is not clear what the land was used for but it probably became pasture. In the assessment record of 1890, no buildings are listed on this section of the land which was owned at that time by William Bilton's daughter, Mary Russell.³³ Presumably, then, all buildings had been removed prior to 1890.

In addition to Bilton's acquisition of most of the Ordnance Reserve, there were two other land transactions on Lot 1, Concession 5 prior to 1876. One of these involved Bilton's property, and the other transaction involved the land owned by the Ordnance Department. While he was applying to purchase Ordnance Land closer to the canal, William Bilton was in the process of selling part of his land to Oliver McAnally. McAnally, from New York State, purchased 1 acre, 2 rods and 24 poles of land on the rear part of the north west half of Lot 1, Concession 5.³⁴ He also purchased the rear $\frac{1}{2}$ of Lot 2, Concession 5 and started a farm. The McAnally's, or as they later became the McNally's, still own this piece of property, now called village lot 45 (Figure 18). McAnally gained access to his property by means of a roadway along the west side of the canal cut, through the remaining 200 foot wide strip of Ordnance Reserve in Lot 1, Concession 5.

In 1860 the Church Wardens of St. Mary's Church in Newboro sent a petition to Sir Edmund Walker Head, Governor General of the Province of Canada requesting part of the Ordnance Lands in Lot 1, Concession 5 as a burial ground. Benjamin Tett, a prominent local resident, wrote several letters on behalf of the Reverend John Davidson and his congregation. This request was favourably received and on 3 June 1862 a patent for one acre of land was granted to The Church Society of the Diocese of Ontario, in trust for a burial ground for St. Mary's Church, Newboro. Unfortunately, the name the patent was given to was incorrect. It was withdrawn. On 14 April 1864 a new patent was granted to the Incorporated Synod of the Diocese of Ontario.³⁵ (Figures 2, 18, 28)

1857-1866: The Dispute Over the Ordnance Reserve

This section provides more detail regarding the attempts made by various individuals to purchase or lease the Ordnance reserve on Lot 1, Concession 5 between 1857 and 1866. In 1857, upon learning that the Ordnance Department might be selling some of its property holdings along the Rideau Canal, Magdalene Bilton wrote a series of letters to Colonel Coffin, Commissioner of Ordnance Lands, requesting the department to sell or lease the reserve on Lot 1, Concession 5 where the original Bilton farmhouse was located. She indicated that she had paid a yearly rent of £3 per year for nearly two decades, and emphasized: "I should wish to purchase it - as I am the sole and only one who has occupied or taken possession of the land so far and shall feel thankful for you to give me the right of purchase."³⁶

The following year, 1858, two other individuals also applied for the reserve land. In January Michael Kelly wrote that he was at present occupying 40 or 50 acres of the Ordnance Reserve and wished to purchase them. This indicates that Mrs. Bilton might in turn have sub-leased the land or part of it to Michael Kelly.³⁷ Another applicant, James McDonald, was also interested in purchasing or leasing the farm and property. He referred to the property as having been occupied by the late Robert Bilton, who had died the previous winter, perhaps implying that Magdalene Bilton had no strong claims to the property.³⁸

The Ordnance Department made no immediate decision on the matter and Magdalene continued to pay rent on the property on a yearly basis. Then, on 20 December 1859 William Bilton, either with or without the approval of

Magdalene Bilton, wrote Colonel Coffin that as former owner of all Lot 1, Concession 5, he should have the first opportunity to purchase the property if the Ordnance Department was considering selling it.

When I Gave the Department a Deed of the Land the officer to whom it was given told me that if ever the Department sold any part of the Land So Deeded that I Would have the First offer if I Wished to re purtich [sic] the same as I am very willing to pay what would be considered a fair price for the Land I hope that you Will Give my case a favourable consideration.³⁹

Colonel Coffin stated he would visit the area in the spring and consider the application at that time.⁴⁰ William Bilton's request for Ordnance Land did not receive such a quick response. By 1862 he still had not received an answer from the Ordnance Department. In April of that year, Owen Kennedy, who had rented the land from Mrs. Bilton, applied to the Ordnance Department to purchase or lease the property. As both Robert Gilmour Bilton and Magdalene Bilton were now deceased, Kennedy felt he had a strong claim, as he was now the tenant of the property.

I have had the same rented these two years past from Mrs. Pelton [sic] (deceased) and has [sic] paid the Rent & Taxes for it during Said time. As now being in possession of the Said piece of land I would wish to have from your Honor the first preferance of either purchasing it or leasing it for a term of years.⁴¹

The following month William H. Fredenburgh, husband of Mrs. Bilton's daughter, Catharine, also wrote Colonel Coffin about leasing the property. He stated that the land leased to Mrs. Bilton by the department had been under his control for the past three years. He expressed his desire,

to continue her lease untill [sic] the property is disposed off, and will pay the yearly rent here to for paid by her. I have been informed that one Owen Kennedy has applied to lease the plain, and stated to you that he was in possession of it. I have rented the plain for the last three years, and last year I rented it to him.⁴²

He then went on to say that it had been Mrs. Bilton's wish that "any benefits that could be got from the plain go to her Surviving Daughter."⁴³

Owen Kennedy was extremely anxious to obtain this section of Ordnance Land in Lot 1, Concession 5. He already was a hotel keeper who owned a two storey frame building in the village.⁴⁴ He wrote to Colonel Coffin on 16 May 1862 emphasizing that he had planted a crop on the land that spring. He seemed determined to utilize the property.

I understand there are several Applicants sent to your Honour About it. There are some of them that would not be Able to pay five pounds for it if they get it this day it would be worth more to me than Any other man In this part of the country & if it was now for sale or when it will. I will pay more for it than Any other man will pay my tender would be five pounds more than other persons.⁴⁵

Kennedy contacted Benjamin Tett, the M.P.P., to obtain his support in applying for the Ordnance land.⁴⁶ He also travelled to Ottawa to meet personally with Colonel Coffin. Wm. H. Fredenburgh continued to press Colonel Coffin for a decision in his favour. In October 1862, in November 1863 and December 1864 Fredenburgh submitted \$12 for rent owed on the Ordnance land in Lot 1, Concession 5.⁴⁷ Colonel Coffin was reluctant to make a decision until Mrs. Bilton's heirs could be determined. In a letter responding to Colonel Coffin, D. Ford Jones, M.P. reiterated Coffin's words:

Your letter regarding Lot No. 1 in Con 5 North Crosby received stating that it would be inconvenient to decide about it until the Heirs of Mrs. Bilton are found out.⁴⁸

He left the decision up to the Crown Lands Department.⁴⁹

To further complicate the issue, in 1865 Michael Murphy, the tenant of the house, wrote Colonel Coffin:

I have lived in the House erected on that part of lot No 1 in the 5th Con North Crosby belonging to the Ordnance Department for about seven years past, and for the present year I rent the same with the Land thereto attached for \$25 a year from Mr. W. H. Fredenburgh - As I understand the Land is to be sold and am desirous of obtaining the same I beg you will be pleased to allow me to become the purchaser.⁵⁰

William H. Fredenburgh, as agent for the estate of the late Magdalene Bilton, continued to pay rent for the Ordnance land in 1865.⁵¹ He wished to be relieved of this duty, however. He approached William Bilton and asked him if he would take over the lease of the land. William agreed. He wrote Colonel Coffin:

Wm Fredenburgh Wishes you to Authorize him to put me in possession under the Bilton Lease. I Will pay the Same yearly Rent as has been paid under that Lease until I can Purchase from the Department.⁵²

Owen Kennedy's interest in Lot 1, Concession 5 seemed to have disappeared by the mid 1860's. His ambitions had now shifted to the east side of the canal. He purchased a small warehouse from the lockmaster, Mr. McDonald. Benjamin Tett claimed that he had a perennial lease on this property and demanded rent from Kennedy. Rideau Canal authorities informed Kennedy he was compelled to pay an annual rent to Tett.⁵³

On 14 April 1866 William Coffin wrote the Ordnance Lands Branch in Ottawa approving William Bilton's request to purchase back from the Ordnance Department that part of the Ordnance lands no longer needed for the canal. This land, consisting of approximately 30 acres, stretched from a line just above the St. Mary's Cemetery and the old Presbyterian Cemetery to the road allowance between Concession 4 & Concession 5.⁵⁴

He had advised his superiors the previous September:

It (Lot 1 Concession 5) was purchased originally from William Bilton, the present proprietor of the

remainder of the Lot. He is desirous if the land is sold to be allowed to buy it again. There are other applicants but I think that on the principle laid down by the Department that a preference should be given to the owner of the lot in the rear, more specifically if access is secured thereby to the water. William Bilton is entitled to pre emptive consideration. The price paid for this piece of land by the Ordnance was twenty shillings per acre. I think that five dollars per acre would be a fair price to put upon it to Mr. William Bilton.⁵⁵

Coffin's superiors agreed to sell the land back to Bilton but they raised the price to \$6 an acre and requested that a survey be made by the Provincial Land Surveyor, W. Beaty, to determine the boundary lines. William Bilton was pleased to accept this offer. Over the next few years he paid for the land in \$20.00 installments.⁵⁶ When he had completed the payments, a patent for the land was granted on 10 August 1872.⁵⁷ William Bilton had regained ownership over most of Lot 1, Concession 5 (Figure 2).

Although he had regained much of his former land, William Bilton was not satisfied. In his letter accepting to buy the Ordnance lands at \$6 an acre, Bilton asked Colonel Coffin if he could rent the 200 feet of land between his new property and the canal. He wished to use the land as pasture for his animals and to allow them access to water. He then went on to ask if he could fence this land. It "Would be of no Benefit to me if the tow path or road on the Banks Must be kept open."⁵⁸

This request stirred up controversy. Oliver McAnally (or McNally as it later became) owned the rear part of

Lot 2, Concession 5. He wrote Honourable J. C. Chapais, Commissioner of Public Works in Ottawa:

the land on the west side of the Canal and east of the con. line is but a small rocky piece and of little use to anyone, and has already been used by me with the con. line as a Road to my House Barn and Premises - in fact it is the only way I can have access to my premises.⁵⁹

He requested that Bilton not be allowed to fence the 200 feet from the west bank of the canal. McAnally also wrote the Honourable A. Campbell, Court of Crown Lands, and Viscount Monck, the Governor General of British North America, expressing his concern about this possible injustice.⁶⁰

When William Bilton wrote James Slater of the Public Works Department applying to lease the 200 feet provided he could "have the same privilege as B. Tett ergo of fencing to the Watter,"⁶¹ he received the reply that the lease would only be granted if the public had access through it.⁶² Bilton agreed to this condition. His application to lease the 200 feet of Ordnance land west of the canal was approved on 3 September 1866.⁶³ Thus, the roadway that ran parallel with the canal cut through the Ordnance reserve remained open.

1876 - 1980: The Lot Divided

Once William Bilton had obtained the patent for the Ordnance lands on Lot 1, Concession 5, he began to sell parts of the lot. On 10 February 1876 Newboro was incorporated as a village. Lot 1, Concession 5 was one of a number of pieces

of farmland incorporated within the village. The land divisions were now changed. The lot was divided in four sections, labelled M, N, O and P. (Figure 46) Several village lots would also be laid out in the future. In December 1876 Bilton agreed to sell Benjamin Tett, a prominent local businessman, one half acre of land next to the St. Mary's Cemetery for a family plot.⁶⁴ (Figure 2)

A similar grant was made in 1893 to another local family who would come to have close ties to Lot 1, Concession 5. On 20 May 1893 Herbert and John Hutchings, for \$100, purchased a small plot east of the St. Mary's Cemetery for a family burial plot (Figure 2). These plots are listed as 'cemeteries' even today.

Mary Russell, Bilton's eldest child, married Truman H. Russell and went to live in Seeley's Bay. In 1885 she asked her father for a piece of land near the bridge over the canal. No indication was given why she wanted this land. The property included the site of the original Bilton homestead but whether the house remained intact is unknown. (The land is listed as vacant in the 1891 village of Newboro Assessment Records.) She obtained a triangular piece of land described as being on

the northern margin of the Brockville and Westport macadamized road 160 feet west from the point of intersection of the road with concession line in front of the said lot then east along Northern margin of road 160 feet to concession line in front of the lot then NW along the concession line 371 feet then south to the beginning 350 feet.⁶⁵

Mary Russell paid \$1.00 plus love and affection for this piece of land (Figure 2). It is not clear what the section of the Bilton farm that occupied the former construction camp was used for during this period. No existing letters refer to it being actively farmed. Since William was willing to sell part of this land to his daughter, this indicates that it did not play a prominent role in the development of his own farm. It probably was used as pasture, if at all.

By 1881 William Bilton was getting on in years. He was now 66 years old. His eldest son, John, had drowned at age eleven. His next son, George, was a farmer and a store keeper at various points in his life. George had rented land on the east side of the canal cut from the executors of the Tett estate in 1878 for three years, but gave up the lease after two years. He may have helped his father on the farm but his interest does not appear to have been great. When William wrote his will on 29 December 1894, he left the bulk of the farm, after his wife's death, to his youngest son Samuel William Bilton. It is unfortunate that both the 1881 census and the 1891 census do not mention William, Samuel William or their families, so we do not know who lived on the farm during that period. A. W. S. Bilton is listed on Lot 11, Concession 7, near Westport in 1888. This may be the same person, Samuel William Bilton, or it may be a cousin since William's brother James named one of his sons, William. S. W. Bilton signed his letters S.W. but was most often referred to by others as W. S. Bilton.⁶⁶ The village assessment records for 1890 state that S. W. Bilton was a farmer and tenant of his father in that year. His brother, George, is listed as a farmer's son even though he was in his mid 30's. W.S., although younger, determined the future of the farm, which crops would be planted, etc. We

also know that S. W. Bilton was elected as a village councillor on 29 December 1890. From then on he was very active in municipal politics, serving as a councillor for a number of years, then as Reeve in 1904 and becoming village clerk in 1911. He held this position until 1933.⁶⁷

Between 1857 and 1866 various parties had disputed the right to purchase the Ordnance Reserve on Lot 1, Concession 5. In 1885 another dispute began centering on who should be entitled to lease the remaining 200 foot strip of Ordnance reserve along the canal. S. W. Bilton appears to have lived on Lot 1, Concession 5 in 1887 for he wrote to the Department of Railways and Canals to ask if he could lease the Ordnance Lands between the Rideau Canal and his father's property. William had leased this land in 1866 and had used it to allow his cattle to reach water but presumably he had given up this lease sometime thereafter. In December 1885 William H. Whealey had written to the Minister of Railways and Canals requesting a strip of land 400' x 200' for a brickyard.⁶⁸ The possibility that this request might be granted inspired S. W. Bilton to apply on his own behalf for a lease to the stretch of Ordnance Land lying between the canal and his father's farm. During the next four years, a series of letters were written by W. H. Whealey and S. W. Bilton to the Minister of Railways and Canals requesting that a positive decision be made in their favour. S.W. Bilton wrote on 22 March 1887: "The possession of this ordnance land would save me about $\frac{1}{4}$ mile of fencing and also permit my cattle to run to the water."⁶⁹ J. P. Tett, like his father before him, wrote to the Minister objecting to S. W. Bilton's lease.

We are informed that William Bilton is leasing from the Govt a small strip of land between Lot 1

C. 5 N Crosby and the Rideau Canal, this small strip of land has always been unoccupied and through it there has always been a Road to enable the owners of Lot 2 in 5 Concession and a part of Lot 2 in 4 Concession to get out on the Main Road, and being the only way of getting out from the first and rear ends of said lot 2 in 5 Conc & "2 in 4 Conc" Our Estate "Estate of B. Tett" owns Lot 2 in 4 Conc North Crosby about 20 or 30 acres of which land is situated on the west side of the Rideau Canal, and the only way we have of getting out is by the old Road situated between or on lot 1 in 5 Conc and being part of land William Bilton is leasing from the Government. If the Govt lease this land to Mr. Bilton we wish they would insert in said Lease, a proviso enabling the owners of Lot 2 in 5 Conc and 2 in 4 Conc to get to and from their land, and the right of using said Road free of charge.⁷⁰

When informed of this stipulation, S. W. Bilton in July 1887 amended his application for Ordnance land to allow for a roadway through the property for certain parties.⁷¹ However, the government did not act immediately on the matter.

In February 1889 Mary Russell, S. W. Bilton's sister, not realizing that her brother had applied for the Ordnance land along the canal, applied to lease the same piece of land between her property and the canal. Her actions were prompted by a railway project. In 1883 a group of men had formed the Brockville, Westport and Sault Ste. Marie Railway Company with the intention of constructing a railway line connecting these communities. The line would run through

Newboro. In February 1889 this railway company purchased 15 hundredths of an acre from Mary Russell for \$40.⁷² They also purchased a right of way from William Bilton through his property.⁷³ Since she was losing part of her property, Mary Russell wished to lease the canal lands fronting on her remaining land. S. W. Bilton, frustrated by the long delay of the Department of Railways and Canals in granting him a lease, wrote his sister requesting that she relinquish her application for land. He informed her that he had already had the required survey made by Bryce Randell and had prepared a map outlining the land he was applying for. He wrote:

if you get Mr. Taylor to drop your application and follow up mine I am sure I will be much obliged to both of you, for I had almost given up in despair of our getting anything further done about it. I am, as you are well aware, quite willing you should have the land joining your lot, even though the lease be given in my name.⁷⁴

S. W. Bilton did not obtain a quick response to his application. In 1892 the Department of Railways and Canals still had not made a decision. A letter dated 12 April 1892 from F. A. Wise stated that he wanted a coloured plan outlining the property Bilton was applying for. Wise referred back to the many applications for the Ordnance land on Lot 1, Concession 5. The Brockville, Westport and Sault Ste. Marie Railway, William H. Whealey, Mrs. Russell, John Hazlett (there is no available record of his application) and Bilton himself had all applied for land. Bilton wrote his M.P., George Taylor, for assistance in settling the matter, but with little success.⁷⁵ Upon

receiving F. A. Wise's letter, Bilton quickly returned a new map to the Department of Railways and Canals to meet his specifications.⁷⁶ A decision still was not made. In May 1894 we still find S. W. Bilton writing to George Taylor asking that the matter be finalized.

I would again respectfully call your attention in respect to the leasing that part of the canal land lying on the west side of the canal and fronting on lot No. one in the 5 Concession North Crosby - as shown on map which I left at Department of Railways and Canals some time ago. You will doubtless remember having undertaken to get me this before.

Now, so far as I can understand the trouble seems to be on account of lockman & others having right of way over that portion of the land in question lying South of stone road (Newboro & Westport) there would be some technicality about taking out a lease.

Now I am perfectly satisfied with that portion as it is now as we have all the privileges there we require.

On the North side we have not possession of the land ie North of the B.W. & S.S.M.R.R.

I am now pasturing the land on lot no. one 5 concession which lies north of the RR and have to pump water for the stock and keep up nearly $\frac{1}{4}$ mile of fence for the sole purpose of shutting us off

from water. When less than 400 feet of fence would give us a watering place and would enclose us perhaps two acres of canal lands.

Mr. Wise went with me last summer to see land and was to have done something about it suppose he has forgotten.

Could you get me some document through the department authorizing me to enclose said land and hold until further notice or until required for Gov't purposes.

I might say the land does not amount to much for farming purpose being mostly a waste bank of stone from excavation of canal. The water is the privilege I am seeking and can see no reason why I should not get it as it would interfere with nothing that I am aware of.

Hoping you will be able to do something towards getting this pushed through and that I am not troubling you too much.⁷⁷

No indication of a final settlement was found so it is unclear if Bilton obtained the right to use the Ordnance land or not.

In contrast to Bilton, William H. Whealey was successful in obtaining a lease to a portion of the canal reserve in 1889 (Figure 2). Whealey wished to establish a brickyard and take advantage of a deposit of blue clay that had been discovered on the west bank of the canal between 1827 and 1832 when the channel at Newboro had been

excavated. In 1874 a previous attempt to establish a brickyard by two enterprising villagers, Thomas and Michael O'Neil, had proven unsuccessful. In turning down their application, Rideau Superintending Engineer Fred Wise had noted:

all applications for such lands have hitherto been refused. The owners of the lands fronting on the reserve would also have cause to complain if parties should come between them and the canal. I therefore do not consider it would be expedient to grant a lease.⁷⁸

By 1889, however, the canal's administrators had become more receptive to the enterprise. Whealey's request to establish a brickyard at the same location was granted by an Order in Council, dated 4 April 1889. Nonetheless, he did have to agree not to build a permanent structure and to promise to maintain a roadway 20 feet wide through the Ordnance lands to the Farmersville and Westport Road. The excavation of the clay was to be carried on in such a manner that no material would be washed into the canal.⁷⁹

While S. W. Bilton was trying desperately to obtain a lease for the Ordnance land between Lot 1, Concession 5 and the canal, his father, William Bilton, sold a section of his property in 1887 to Robert Barker, a millwright.⁸⁰ The land was north of the Westport and Farmersville Road and immediately west of Mary Russell's property (Figure 2). Barker wished to move to Newboro from the township of Bedford. He worked as a carpenter in Newboro and became active in village affairs, serving as a road overseer in 1903 and becoming a councillor in 1904.⁸¹ Barker built a two storey frame house on a stone foundation with an

attached wood shed, and at the rear of the property he built a small barn to house his animals and protect his buggy. The buildings erected by Barker circa 1887, later became known as the Bell farmstead and survived until 1973 when they were demolished (Figure 6). A detailed discussion on the occupation of the farmstead by Barker and his descendents is provided later in this study on account of its proximity to the original construction camp.

On 2 April 1899 William Bilton died. At that time the farmhouse north of the old Presbyterian Cemetery was occupied by his widow, Sarah, his son, Samuel William, and Samuel William's wife, Carrie. They had no children. George probably also lived in the farmhouse. With William's death, little changed in the direction of the farm for the next three years. By the terms of the will, his wife, Sarah, became the owner of the land until her death, at which time Samuel William would inherit all the farm except for certain village lots which Sarah or, after her death, S. W. could sell. S. W. would be required to give \$200 to each of his sisters, Mary Russell and Amelia Bilton (later Mills), and to his brother, George, after the death of his father and mother.⁸²

With his father's death, George, as the older brother, may have found it difficult to work under his younger brother's direction. In 1901 Samuel William and his mother agreed to turn over to him a two acre plot of land lying north of the Westport and Farmersville Road, south of the right of way of the Brockville, Westport and Sault Ste. Marie Railway and between Robert Barker's land and the old cemetery.⁸³ At the same time, Mary Russell and her husband, Truman, sold their section of Lot 1, Concession 5 to George for \$180 (Figure 2). The Russells had been renting this land to Robert Barker since 1897 for use as

pasture for his cow and three horses. George intended to plant crops and develop his own small farm. He also intended to build a house on the former Russell property. He changed his mind, however, and in 1904 sold this land to Robert Barker for \$250.⁸⁴ He did stipulate that he maintained the right to remove the lumber, stone, sand and gravel piles on the lot for building purposes.

George then moved into the village of Newboro and rented a house from Ann Cameron on Carleton Street. Here he settled with his new wife, Euphemia Church. George turned to a new profession and opened a small grocery store. He did, however, maintain ownership of his two acre plot on Lot 1, Concession 5. The village assessment records contain no mention of a tenant so presumably George planted a crop in these fields. As Elswood G. Thompson, whose father bought the remaining farmland in 1919 from S. W. Bilton, stated in an interview, it does not take land long to return to nature if it is not taken care of. Those 2 acres were kept in good condition.

Samuel William Bilton continued to farm Lot 1, Concession 5 for three years after his father's death. Sometime during 1901-1902, he was involved in a farm related accident and injured his leg. This compelled him to give up farming. He rented the land to Montague Hull from 1902-1904, to James Knellar from 1905 to 1910, to Samuel Pritchard from 1911-1914 and to Howard Thompson from 1915-1919 at the end of which period Thompson arranged to purchase the land for \$11,500.⁸⁵

That same year, 1919, Bilton also granted for \$15.00 a piece of land for use as a cemetery to St. John's Presbyterian Church.⁸⁶ This land lay north of the Farmersville and Westport Road and between the Bilton farmhouse and the land owned by George Bilton. It had been

the site of a cemetery as early as 1830 when the canal was under construction (Figure 3). In 1823 he sold a small piece of land to John Nelson Knowlton on the south side of the Farmersville and Westport, though Knowlton did not build a residence on the property.⁸⁷ (Figure 4)

Upon George Bilton's death in 1920, the two acres he owned (see Figure 4, section F) were transferred to his youngest sister, Amelia Mills. Because she lived in Ottawa, she rented the land to neighbouring farmers including Howard Thompson and James Arthur Gibson. In 1949 she sold the land to James Arthur Gibson for \$100.⁸⁸ In September 1970 Margaret Gibson, his widow, sold the land for \$1 to the Minister of Highways.⁸⁹ (Figure 4)

Howard L. Thompson continued to own the bulk of Lot 1, Concession 5. When he died on 1 March 1968, he left the land and buildings in his will to his wife, Ella Mae Thompson, and his son, Elswood Gerald Thompson.⁹⁰ Elswood G. Thompson and his wife, Muriel, assisted by their two sons, had lived and worked on the farm all their married life. When his sons declared they did not want to become farmers, Thompson in 1980 became a joint tenant on the land with Donald H. and Joan A. Hutchings, farmers. Under this agreement the Hutchings purchased the farm except for a plot below the St. Mary's Cemetery where Thompson built a retirement home.⁹¹ (Figure 4)

The cemetery, established by St. John's Presbyterian Church of Newboro in 1919, also changed ownership during the twentieth century. The church faced a number of problems during its lifetime. In 1912 it was badly damaged by fire. It was rebuilt on a smaller scale but the size of its congregation continued to decline. By 1963 the church was closed and its land holdings in the village and on Lot 1, Concession 5 were sold. The Corporation of the Village of

Newboro purchased the cemetery plot for \$2.00.⁹² (Figure 28, lower photo) This land, like that owned by the Minister of Highways and the Ministry of Transportation and Communications, was left in a state of neglect.

1887-1973: The Barker-Bell Farmstead on the Site of the Original Construction Camp

Robert Barker and his descendents continued to occupy the farmstead on the site of the original construction camp until the 1970's. As will be recalled, Barker had purchased a portion of this property from William Bilton in 1887 and erected a two storey frame house and outbuildings. The land was located between the parcel to the west purchased by Mary Russell in 1884 and the parcel to the east later purchased by George Bilton in 1901 (Figure 3 and page 28). Barker enlarged his holdings in 1904 when he purchased the Russell property to the west (owned since 1901 by George Bilton). He had been renting this parcel as pasture since 1897.

Robert Barker continued to own and live on his section of the lot, designated N, Lot 1, Concession 5, until his death after 1934. The size of Barker's household increased in the early 1920s when his daughter, Elizabeth Bell, her husband, George, and their children came to live with Barker and his wife after their own home was destroyed by fire (Figure 22, 23, 24). This temporary arrangement became a permanent one when Mrs. Barker died.

We are fortunate that George Henry Bell, the son of Elizabeth Bell, is still alive and was able to provide some personal recollections of the farmstead for this study. According to Bell, the family maintained two gardens, one a small vegetable plot containing beans, lettuce and other similar crops, just beyond the well on the side of the house

facing the canal (Figures 6, 25, 26, 27), and the other a larger garden of root crops which could be stored for winter. Bell remembers these gardens during his youth in the 1920s, and they appear to have been maintained in some form probably until the late 1950s.⁹³

The larger garden was situated on the land purchased from George Bilton. A large raspberry patch could be found on the side of the house closest to the cemetery. Apple trees of many varieties occupied the perimeter of the property on the side closest to the cemetery and along the front of the property. Just beyond the property line on the canal side, at the rear of the property lay, a patch of wild raspberries. Mrs. Bell used to make jam and pies with these delicious berries. Although there was a small barn north of the house, in later years it was not occupied by many animals (Figure 6). The assessment records indicate that Robert Barker usually owned a cow and a horse. Some years the family also raised a few pigs and chickens. They maintained only enough animals to meet their own needs. Elizabeth Bell was not interested in a commercial operation. George, her husband, worked on the repair crew for the railway for many years and was home irregularly, so much of the work around the house fell to her. In later life, George also worked as a fishing and hunting guide in the Newboro area.

In November 1934 Robert Barker sold his land to his daughter for \$400. Elizabeth Bell continued to live on the property while she raised her family. In November 1962 she passed the ownership of the land by grant to her son, George Henry Bell, a salesman in Toronto for \$1.00, plus love and affection.⁹⁴ She continued to occupy the house on her own until her death on 10 January 1973.⁹⁵ (Figure 19) After her death, George H. Bell gave the land by grant for

for \$1.00 to the Ministry of Transportation and Communications for Ontario.⁹⁶

When the provincial highway was built and a new bridge constructed in 1952, the roadbed directly in front of the Bell property was first raised six feet and, later, an additional three feet above the nearby land (Figures 5, 6, 29). This had put the Bell property at a distinct disadvantage by cutting off access to the roadway. Hemmed in between the railway and the road embankments, the property became virtually inaccessible by car. This made it difficult to sell the land to anyone since access could not be guaranteed. Bell, therefore, let the Ministry of Transportation and Communications take responsibility for the land. They tore down the Bell house and let the land return to nature. The once cherished farmland became neglected fields covered with scrub brush (Figures 20 and 21).

From a bustling construction camp housing hundreds of workers and their families in about 60 buildings in 1830, Lot 1, Concession 5 reverted to a sleepy existence. Today the property houses four small cemetery plots, one modern home and a small farm. The most prominent remnants indicating the activity the land enjoyed over a hundred and fifty years are the railway and road embankments and the stone abutments showing the former location of the Brockville, Westport and Sault Ste. Marie Railway and the Farmersville to Westport Toll Road.

Roads and Bridges

The first known settlers to North Crosby Township moved there in 1819. In that year four families appear to have settled in various parts of the township. They were soon joined by others, and by 1824 a roadway had been built through present day Newboro to connect the settlers with the Stoddard Mill on Lot 11, Concession 7 (near present day Westport). In order to maintain the road, settlers were assigned several days of statute labour on the road according to their assessment. Path masters were chosen to supervise the work and ensure every settler lived up to his responsibility. On an 1831 map (Figure 12) this roadway is shown passing through the construction camp and on through Lot 1, Concession 5, North Crosby.

When the canal was constructed through the Isthmus to connect Upper Rideau Lake and Newboro Lake, it severed this roadway and necessitated the erection of a bridge (Figure 40). A temporary low level log bridge was built over the cut in 1829 to facilitate the movement of men and materials employed at the Isthmus.⁹⁷ It was proposed to replace it later that year by a draw bridge. No information exists to verify if it was actually built.⁹⁸ When the canal was completed, the existing bridge was removed and replaced with a high level bridge constructed of heavy timbers. Erected by 1835, it was a king post truss bridge 193 feet long and 13 feet wide that cleared the canal by 28 feet. A description of it is provided in the Newboro Lock Site Study:

The substructure consisted of 6 timber bents, four on the east side of the canal and two on the west side, each of which consisted of 3 piles and a

transverse cap beam upon which the stringers rested. The superstructure comprised three horizontal spans, including a 60 foot center span, and inclined approach spans, one on the west end and three on the east end of the horizontal spans... the deck was pine plank, 6" x 12", and the railings along each side of the bridge consisted of a 5"x4" top rail and a 4" x 3" lower rail fixed to 5" x 5" posts 4' -6" high.⁹⁹

When it was first proposed that this bridge be built by including it in the annual expenses for the Rideau Canal for 1834, the Board of Ordnance queried whether this was a legitimate expense. The Commanding Royal Engineer in Canada wrote the Inspector General of Fortifications:

The four accompanying affidavits sufficiently show that there was a Cart road leading to a Mill across the Isthmus, previous to the commencement of the Rideau Canal; and with such evidence it appears to me it would be throwing away money to litigate the point.¹⁰⁰

The four affidavits, written by settlers who lived in North Crosby, stressed the importance of this road to the inhabitants. Philo Bleakman had been path master in 1824; Samuel Merriman had performed his share of statute labour on the road in 1825. Truman Stoddard stated that it was the only road to the mill, while Reuben Sparks, who had lived near the Isthmus for 18 years, affirmed:

That the Public Road leading across the Isthmus to the rear part of the Township of North Crosby was

travelled upon with Teams & for a period of Several years before the Rideau Canal commenced - and that Stoddard Mill in said Township was in operation and that the Inhabitants travelled with waggons teams & in going to and returning from said Mill prior to the commencement of said Canal.¹⁰¹

With this conclusive evidence, the Board of Ordnance in Quebec approved the construction of the bridge:

The Board having received a communication from the Respective Officers at Quebec referring to their orders of 2 May 1834 E/183 & 9 December 1835 E/1037; and those officers having reported that after due enquiry they have satisfied themselves that the Government is liable under the Rideau Act to keep up the Communication across the Rideau Canal at the Isthmus; and that they have therefore authorized the construction of a Bridge across the same, according to Item 18 of the approved annual estimate of 1834-35.¹⁰²

This set a precedent for the future. Subsequent departments in charge of the canal would also be responsible for the repair, upkeep and replacement of the road bridge across the Rideau Canal at Newboro.

The road passing through Lot 1, Concession 5, North Crosby was upgraded in 1851. In March of that year a meeting, chaired by Benjamin Tett, was held in Newboro at which it was decided to build a toll road from Westport to Farmersville. Thomas Hume, the county surveyor, surveyed

the road, and tenders were let for each mile.¹⁰³ No tenders were received to plank the road but 22 individuals expressed interest in macadamizing it. James Elliott of Newboro obtained the tender for 9 miles of road in the Haley's corner area, which probably was near Newboro. The road would be 50 feet wide and was laid out to follow fairly closely the existing road which passed through Lot 1, Concession 5. It took Elliott two years to complete his section and in the process he went bankrupt. He had not realized the difficulties he would experience in constructing the road through swamp, which sometimes required building bridges and excavating through hills.¹⁰⁴ This toll road remained the major access route through North Crosby for many years. Road repairs were the responsibility of the county road committee until Newboro was incorporated as a village in 1876. Afterwards the village took responsibility for the roads. Residents were responsible for 2 days labour on the roads if they were assessed at more than \$200, 3 days labour if they were assessed between \$200 and \$600, 4 days labour if assessed between \$600-\$1200, 6 days labour if assessed between \$2000-\$3000 and an additional day for each \$100 more of their assessment.¹⁰⁵ The village also kept the road in repair where it met the bridge abutments. Since this was a major access route through the area, the road and bridge experienced heavy traffic.

By 1858 the Ordnance bridge was in a very advanced state of deterioration. Many of the bridge timbers were rotten. The steamboats passing beneath the bridge had caused a number of small fires as the sparks hit the decaying wood. The dangerous condition of the bridge caused a number of local residents to send letters and petitions to the Department of Public Works. Benjamin Tett wrote in

January 1860:

The northern string pieces are burnt to a cinder, the middle timbers are much burnt and damaged, rendering even the Southerly track quite dangerous to cross, while about ten feet square burnt in the northerly track remain open, into which strangers travelling in a dark night are liable to be hurled down a precipice upwards of 20 feet into deep water.¹⁰⁶

The new bridge was built in 1860, the plans for its construction having been prepared in 1859. James D. Slater, Superintending Engineer for the Rideau Canal, wrote to his superiors on 21 June 1859 describing the initial preparations. He wanted to alter the plans he had previously submitted for the bridge by adding stone masonry abutments.

I have found that there is an excellent Quarry in the neighbourhood of sandstone in smooth beds of 6" to 12" and stones 10 feet long if required can be got from it, the beds will need no dressing. A. McDonald a Store Keeper at Newboro who was formerly a Lock Master and jibber on the canals will undertake to build a wall of coursed rubble work with vertical joints and bond not less then 9" both in face work and course,... masonry abutments and the approaches made with stone which is in abundance on the spot, being material excavated from the Rock cut.¹⁰⁷

Slater also stressed the importance of building the new bridge quickly. He outlined the present dangerous, decayed condition of the bridge and concluded by saying: "This work should be commenced immediately as an accident might occur by the falling of the present bridge."¹⁰⁸

In 1860 tenders were called for and William Porter was given the contract to construct a new high level Queen post truss bridge. The old bridge was removed and dry stone abutments were constructed with long approaches consisting of earth and stone. This reduced the length of the bridge to 90 feet. The abutment on the west bank (on Lot 1, Concession 5) was $25\frac{1}{2}$ feet wide, 5 feet - 9 inches thick and 21 feet high with wing walls 11 feet - 9 inches long. The embankment forming the approach to the bridge on the west side was 72 feet long and required 1517 cubic yards of fill.¹⁰⁹ (Figure 33) While the bridge was being built, horses, waggons and pedestrians were ferried across the canal by means of a float.¹¹⁰ This took the place of a temporary bridge.

By 1870, despite frequent repairs, this bridge had deteriorated to the point where it, too, needed replacing. The question was raised whether a fixed bridge or a swing bridge would be more appropriate. A swing bridge would be more expensive initially but its lifespan was 20-22 years while a fixed wooden bridge would last only 10-11 years. Also, a swing bridge would require that a man be hired to operate it. Fred A. Wise, Superintending Engineer, wrote W. H. Fredenburgh, the exponent for the swing bridge proposal, and explained the difference in cost. He also stated that the timber and iron to replace the fixed bridge had already been ordered.¹¹¹ However, if the village would contribute \$1000 towards the additional cost of a swing bridge, the department would agree to the change. The

Newboro fixed high level bridge was one of only two such bridges along the Rideau, the Sappers Bridge in Ottawa being the other. Fredenburgh responded negatively:

the people do not think that the Government should ask any assistance to construct a Bridge on the High Way when every crossing on the Rideau Canal from Ottawa to Kingston has been constructed at the Public expense and at every other crossing Swing Bridges are used.¹¹²

The department decided to replace the bridge with another fixed Queen post truss bridge. In 1874 the timbers were removed and the bridge was completely rebuilt.

This bridge lasted until 1888 when it was replaced by a wooden Howe truss bridge. The west stone abutment was rebuilt, probably with stone dredged from the canal, and the span was shortened in length. The approaches on both sides were also raised to reduce the grade.¹¹³ In 1897 this bridge, in turn, was replaced by yet another high level fixed bridge.

Before construction began on the new bridge in 1897, a temporary structure was built on the site by the contractor. Then the old bridge, including the Howe truss span and the stone abutments, was removed. New abutments of dry stone, 21 feet wide and 10 feet deep, were constructed and the embankments leading to the bridge were raised so the grade would not be as steep. The sides of the embankments were fenced. The Central Bridge and Engineering Company of Peterborough, which had obtained the contract, then constructed a steel Pratt truss bridge over the canal with a 28 foot - 5 inch clearance. This bridge was 84 feet long, 16 feet wide, with no sidewalk and a load capacity of

8 tons. This bridge would continue to be used up until September 1952 when a new bridge was built (Figure 41). Although the bridge was not replaced in the interval, it was replanked on a number of occasions (1903-04, 1912).¹¹⁴ In 1914 the stone abutments were repaired. They were filled with cement which converted "the loose stone wings into concrete monoliths."¹¹⁵

That same year, 1914, the village council passed a by-law to raise \$2000 for the purpose of completing the road through Newboro. Leeds County had previously decided to upgrade all major roads in the county, and the village councillors wanted to complete their share of the Farmersville and Westport Road.¹¹⁶ A resolution was passed to pile stone on the Bilton farm just west of the bridge and crush it for use on the roads and sidewalks of the village. W. S. Bilton and Samuel Pritchard received 10 cents per cord per year for this privilege.¹¹⁷ In 1915 Howard L. Thompson, the tenant on the Bilton farm took over the job of piling and crushing stone.¹¹⁸

The gravel or macadamized road required frequent repairs over the following years. No major repairs were made to the road, however, until it became a provincial highway in the 1930's. From that point on, discussions arose concerning upgrading of the road as well as the bridge over the Rideau Canal. The 1897 bridge had been designed to hold loads of 8 tons but by 1936 the bridge had deteriorated to the point where only 5 ton loads were authorized to use it. This was considerably below the current standards for provincial highways. A. Sedgewick, Bridge Engineer of the Provincial Department of Highways, requested in 1935 that the bridge be upgraded. The Chief Engineer of the Department of Railways and Canals replied:

the Department of Justice has given the opinion that such responsibility is limited to the standards required for highway traffic that existed at the time the bridges were first constructed. Notwithstanding this opinion, the department in all recent replacement of bridges that had become obsolete has always reconstructed them to modern standards.¹¹⁹

The inability to reach a decision on whether to rebuild a bridge similar to the 1897 bridge or to replace it with a modern structure and who would bear the cost, extended the life of the old bridge for almost twenty years.

Area residents wrote the Department of Highways and the Department of Railways and Canals with increasing frequency expressing their displeasure over the state of the bridge. The provincial snow plow was too heavy to use the bridge. Consequently, in winter the highway between Newboro and Westport remained unploughed. This closed the road and prevented mail delivery and bus service for days at a time.¹²⁰

C. D. Howe, Federal Minister of Transportation, responding to a letter from D. E. Lewis, argued that since the Department of Justice had limited the responsibility of the federal department to replacing the bridge with one which met the requirements when the bridge was originally built, it was up to the province to contribute the amount required to upgrade the bridge to modern standards.¹²¹ The provincial government could not seemingly come to an agreement with the Federal Department of Transportation on what amount this would be. Meanwhile local residents suffered. W. P. R. Holdcroft, president and general manager of the Holdcroft Construction Company Limited of Kingston,

expressed the frustration of many who wished to use the provincial highway through Newboro.

I had to move a shovel to Westport from Kingston. It should have taken three hours but due to the bridge at Newboro I had to move it out Highway 38 to Godfrey and then across country over a road with so many curves and hills on it that it takes a car an hour to drive twenty miles from Godfrey to Westport. The net result is that we broke an axle on the float and the shovel is now sitting on the road half way between Godfrey and Westport and will remain there until such time as we can get a new axle.¹²²

The federal Ministry of Transportation and the provincial Department of Highways had decided by 1949 that the bridge at Newboro must be replaced within the next few years (Figure 32, upper photo). A number of decisions had to be made first. It was proposed by Arthur Sedgewick, chief bridge engineer for the Department of Highways, in 1950 that the road across the bridge be widened to 24 feet. The Ministry of Transportation favoured an 18 foot roadway.¹²³ The location of the new bridge also had to be decided. One proposal was to construct temporary timber abutments next to the old bridge and shift the present span over while a modern structure was built by widening the existing stone abutments. A second proposal was to move the roadway closer to Newboro Lake and build the new bridge to connect Lot 1, Concession 5 with Drummond Street, rather than Canal Street. Drawings were prepared for both proposals. In the end it was decided to build the new bridge to connect to Drummond Street.

The selection of a new location for a bridge across the canal required a number of changes in the property holdings on Lot 1, Concession 5. It was proposed not only to alter the roadway to the bridge but to widen the road as it approached the bridge. In 1951 notices of expropriation were served to Amelia Mills, who was listed as the 'actual' owner of the two acres lying between the old Presbyterian Cemetery and the Bell property on Lot N (A. J. Gibson was listed as 'reputed owner'), and to Howard L. Thompson, who owned most of Lot 1, Concession 5, as well as to the Trustees of St. John's Church.¹²⁴ These expropriations were required to widen the shoulders of the road in preparation for asphaltting it. The Department of Highways also expropriated from Howard L. Thompson a section of land in lot O between the Ordnance lands owned by the Canal and a point below village lot 43 at the most northerly corner of lot O (just past the Bell home but on the south side of the road). (Figure 5) This land would be used for the approach to the new bridge.

During 1951 the base for the bridge abutments was constructed and the approach fill at the east end of the bridge was put in place (Figures 29 and 30). On the west side of the canal on Lot 1, Concession 5, some land was cleared in preparation for the approach fill. The Holdcroft Construction Company, which held the contract for the bridge, had received permission from the Rideau Canal authorities to remove 2,800 cubic yards of fill from a borrow pit on the west side of the canal.¹²⁵ This considerably altered the contours of the section of the western bank lying in lot O (Figures 39 and 42). Additional land was expropriated in 1953 belonging to Howard L. Thompson in lot O. This permitted the Department of Highways to widen the road even more at the western approach

to the bridge. The roadway directly in front of the Bell property was also raised from 6 feet to 9 feet.¹²⁶

The construction of the bridge and widening of the highway had a drastic effect on the Elizabeth Bell and Amelia Mills' (or J. A. Gibson) properties. Access to these properties was now very difficult. The Bell homestead, which had not been on particularly low ground originally, (in fact it was listed on Lieutenant Colonel By's 1828 map as being on a hill that the canal was routed around) now became buried below the highway (Figures 29 and 30). With the railway embankment behind the property and the highway embankment in front, level with the second storey of the house, the value of this land declined rapidly. Upon Elizabeth Bell's death her son, George Harry Bell, rented the property for a few months while he tried to sell it. With no prospects likely then, or in the future, he sold the land for \$1.00 to the Ontario Ministry of Transportation and Communications.¹²⁷

Since 1953 the highway passing through Lot 1, Concession 5, North Crosby and the bridge over the Rideau Canal at Newboro have not been changed (see Figure 32, lower photo). Though the road has been re-paved, no major structural changes occurred which had an impact on the land. The farm belonging to the Thompsons, and later to the Hutchings, has been worked successfully up to the present. Meanwhile the land formerly owned by Amelia Mills and Elizabeth Bell reverted to bush. On 1 August 1963 the 1897 highway bridge, abandoned and fenced off since 1952, was removed. It had become dangerous and residents feared an accident would occur since children were tempted to play on it (Figure 31).¹²⁸

Railway

In 1884 the Brockville, Westport and Sault Ste. Marie Railway Company was incorporated and approved by the Government in Council. W. B. Smellie, chief engineer, and company executives proposed building a railway from Brockville through Newboro and Westport to Sault Ste. Marie (Figure 35). They planned to connect their railway with the Grand Trunk at Brockville and with the Northern Pacific Railway at Sault Ste. Marie. The owners believed that this section of the country would be opening up and they wanted to benefit from the traffic to and from northwestern Ontario. They approached village and town councils along the proposed route in 1883 for grants to help obtain a charter for the railway and began a preliminary survey. Newboro village council gave a \$50 grant to the railway committee.¹²⁹ The following year, with a survey underway, the village was again approached for money. On 27 March 1885 By-law No. 80 was passed granting the railway a bonus of \$4000.¹³⁰ This was a very large sum for a village of only 300 people. The village councillors were anxious to have the railway built. They believed that it would open up the area and attract people to Newboro which needed new industry to grow and develop.

The Brockville to Westport section of the railway was built first. In fact the railway never was built beyond Westport. The first sod to be turned was at Newboro on 11 January 1886. The village council planned a celebration for the sod turning and treated the surveyors and engineers to a dinner at the corporation's expense.¹³¹

At Newboro the railway engineers in 1886 proposed to construct a bridge 80 feet long across the canal with a headway of 29 feet over the water. To construct the

railway, it was necessary to purchase land for a right of way along the route. In July 1886 the company secretary, W. B. Smellie (who was also chief engineer), wrote A. P. Bradley, Secretary of the Department of Railways and Canals, to ask for permission to cross the Ordnance Land at Newboro from Lot 1, Concession 4 to Lot 1, Concession 5. He stated that the railway needed a 132 foot wide strip of land totalling 2.17 acres. He also asked if the company could use material from the spoil banks along the canal.¹³²

Fred A. Wise wrote his superior, A. P. Bradley, on 24 July 1886 indicating that he had no objection to the use by the railway of material from the spoil banks. He did request that the railway submit a cross sectional drawing showing the level of the ground on both sides of the canal at the proposed cut.¹³³ This was submitted (Figure 38).

The original railway bridge lay 170 feet north of the road bridge over the canal. It was a high level fixed bridge consisting of a single span, rivetted steel, Pratt through truss (Figure 43). The bridge was supported on two masonry abutments, placed slightly askew (Figure 37). The abutments were 28 feet wide, 6 feet 6 inches thick and 20 feet long, measured along the face of the abutment. A high embankment would be required on both sides of the canal to allow for the 29 foot clearance necessary for boats to pass beneath it. On the west bank a solid earth and rock embankment was proposed, while on the east bank a wooden trestle was to be built (Figure 36). It is unclear whether the trestle was built and later filled in or whether a solid embankment was initially constructed.

The railway was hindered by financial constraints and difficulties along the route. On 29 February 1888 Newboro, like other communities along the route, passed a bill (Bill No. 22) authorizing the village council to sell \$2500 of

debentures to assist the railway company. Finally, on 3 March 1888 the railway was completed from Brockville to Westport and the initial run made.¹³⁴ Although the railway became operational in 1888, the owners of property along the route were not compensated for their land until 1889. At that time Mary Russell received \$40 for the loss of 15 hundredths of an acre.¹³⁵ William Bilton received \$200 for the 3.74 acres that he lost through the centre of his property.¹³⁶ For William, the railway embankment was a great inconvenience since he did not have access from one part of his property to another. This explains why he was willing to sell the land near the bridge on the north side of the Westport and Farmersville Road to Robert Barker. Further west of the canal where the land was higher, an embankment was not necessary so it became less of an inconvenience.

In 1902 the Brockville, Westport and Sault Ste. Marie Railway declared bankruptcy and went into receivership. Its assets were sold at an auction in January 1903 to a New York syndicate for \$160,000. They formed the Brockville, Westport and North Western Railway. Shares, both preferred and common, were issued. In 1914 this railway formally became part of the Canadian Northern Railway Company. The line provided a vital link connecting Westport and Newboro to Brockville, where connections could be made with the Grand Trunk.

By 1919 the Canadian Northern Railway Company had amalgamated with other small lines to form the Canadian National Railway Company. Once it took over, the C.N.R. decided to replace the Pratt through truss bridge with a through plate girder span. This new bridge was erected on the original bridge abutments. It had the same approximate clearance of 29 feet 6 inches over the canal.¹³⁸

According to the 1919 drawings prepared by the company for the Department of Railways and Canals, it appears that the abutments were raised about 11 inches. This meant raising the grade of the corresponding approaches on each side of the canal a similar amount (Figure 34).

By 1952 the Brockville to Westport section of the Canadian National Railway had suffered the loss of over a half million dollars.¹³⁹ The automobile had replaced the train as the principal mode of transportation. On 30 August 1952 the last train travelled along the railway line. The glorious age of steam was over. The C.N.R. removed the bridge across the canal during the winter of 1952-1953.¹⁴⁰ The abutments and embankments were left untouched.

In November 1967 Wendell Browne of Portland offered to purchase the stone from the abutments and to grade the approaches. He wished to build a private museum with the stone. The Department of Railways and Canals agreed to his request.¹⁴¹ However, nothing was done. The cost may have proved exorbitant. Today the abutments stand as a monument to a time when the railway passed daily along the route from Brockville to Westport.

The Canal Cut

The cut through the Isthmus between Upper Rideau and Newboro Lakes meanders through approximately one mile of land. It follows the contours of the soil skirting around the hilly section found on Lot 1, Concession 5. The cut passes through rocky sections and through a bed of blue clay. The cut was designed to permit the passage of small vessels. Later, as larger steamboats began to use the canal, suggestions were made to widen and deepen it.

As early as 1846, a military report argued that the cut through the Isthmus was too narrow and the turns too sharp to allow larger vessels to navigate it safely. This report suggested that the slopes of the bank be made steeper, or that the banks be revetted with stone to prevent the wake from steamboats washing away the soil. Similar criticisms appeared in the 1852 Ordnance Inspection Report.¹⁴³ Although periodic dredging did occur, little else was done.

In 1864 James Slater, Superintending Engineer for the Rideau, recommended that the cut at Newboro be cleared and deepened.¹⁴⁴ The work was placed in the estimates for several years, but was not undertaken until the winter of 1867/68 when a coffer dam was built at the head of the cut, and the stones and earth deposits removed.¹⁴⁵

By the 1880's canal officials became worried about water levels during the dry season. In 1887 the levels fell so low that the navigation season had to be shortened.¹⁴⁶ In 1895 a permanent stoplog bulkhead was built at the head of the cut on Rideau Lake to enable it to be drained. During the winter of 1895/96 the bottom was blasted to a depth of 18 to 24 inches for a distance of 2,200 feet. The remainder of the cut which passed through a blue clay bed was deepened in 1896.¹⁴⁷

In 1924 and 1925 the dredge Rideau, the tugs Agnes P. and Loretta and several dump scows spent part of the season at the Isthmus dredging the canal cut.¹⁴⁸ Dredging was also done in 1939-40 and 1943-44.¹⁴⁹ The debris from dredging generally was piled on the canal banks. Several of these piles still remain. Dredging did not necessarily occur along the length of the canal. It may have been needed at specific sections along the cut. Thus the piles of rock found on Lot 1, Concession 5 may date from only a few dredgings, rather than every time it occurred.

On Lot 1, Concession 5 the presence of piles of loose rock facilitated the construction of the bridge on the Westport and Farmersville Toll Road in 1860, the railway bridge in 1886 and the modern highway bridge in 1952. In each case the rock and debris from the cut was used to build approaches to the high level fixed bridges across the Rideau Canal. The village of Newboro also used this rock. They crushed it for use on roads and sidewalks in the village.¹⁵⁰

The construction of the Rideau Canal has had a longstanding influence on Lot 1, Concession 5. It divided the rectangular lot and, then, the Ordnance Department maintained part of the land along the canal for its own use. The upkeep of the canal also affected its development. The presence of piles of rock facilitated the construction of road and railway bridges since these could be used to build the approaches.

**Chronological Summary of Land Use
and Ownership in Vicinity of
Construction Camp, Lot 1,
Concession 5, North Crosby**

- 1808 - Land Patent for Lot 1, Concession 5 granted to
 Lois Stephens (she does not live on the
 property).
- By 1824 - A roadway existed, connecting present day
 Newboro and present day Westport, that passed
 through Lot 1, Concession 5.
- 1827 - Ordnance Department expropriates 44½ acres of
 Lot 1, Concession 5 for the construction of
 the Rideau Canal. The property includes the
 site where Bilton house and outbuildings would
 be built the following year.
 - William Hartwell, contractor, begins work at
 the Isthmus.
- 1828 - William Bilton Sr. and family settle on Lot 1,
 Concession 5, and erect house and
 outbuildings. They rent the property from the
 owner of Lot 1, Concession 5.
 - Heirs of Lois Stephens sell Lot 1,
 Concession 5 to George Hastings after her
 death.
 Hastings sells the lot within a few months to
 Hiram Spafford, a Brockville Merchant.

- 1829
 - Hartwell's contract at the Isthmus is terminated.
 - Ordnance Department sends 7th Company of Royal Sappers and Miners to the Isthmus.
 - A new work camp is established, on Lot 1, Concession 5, in vicinity of Bilton farmstead.
 - Temporary log bridge erected over the canal cut, Lot 1, Concession 5 for roadway.
- 1831
 - Construction work at Newboro completed.
 - Work camp abandoned.
- 1832
 - Hiram Spafford sells Lot 1, Concession 5 to Jonas Jones, a prominent Brockville resident.
- 1833
 - Jonas Jones sells Lot 1, Concession 5 to Henry Sherwood.
- 1835
 - Permanent fixed high level timber bridge erected across canal cut, and earthen approaches built for roadway.
- 1840
 - William Bilton Sr. dies.
- 1841
 - William Bilton Jr. purchases Lot 1, Concession 5 from Henry Sherwood.
 - Bilton receives £46 compensation for the loss of the 44½ acres expropriated by the Ordnance Department in 1827.
 - The Bilton family rents the Ordnance land they occupy for £3 a year.

- 1848 - 1851 - William Bilton Jr. marries and establishes his own household north of cemetery on Lot 1, Concession 5.
- Magdalene Bilton and the rest of the family continue to occupy the original farmstead on Lot 1, Concession 5.
- 1851 - Road through Lot 1, Concession 5 is upgraded.
- 1860 - Magdalene Bilton leaves the original farmstead in the vicinity of the construction camp. She moves to Centreville, near Napanee, and dies the following year.
- The house and property are administered by W. C. Fredenburgh of Westport, her son-in-law.
 - The house is rented to Michael Murphy.
 - The property is rented to Owen Kennedy.
 - High level fixed road bridge across canal cut is reconstructed in timber.
 - Dry stone abutments constructed.
 - Approaches on both sides are raised.
- 1865 - Michael Murphy, the tenant of the original Bilton farmstead, begins to rent the property associated with the farmstead as well.
- 1866 - William Bilton Jr. succeeds in purchasing back the 44½ acres of Ordnance Reserve Land on Lot 1, Concession 5, except for a 200 ft. wide strip along the canal.
- Property is paid for in installments.
 - Patent granted in 1872.

- Bilton also leases the remaining 200 foot strip of Ordnance Reserve along the canal on Lot 1, Concession 5.
 - Bilton gives up lease some time after 1866.
- 1866 - 1867 - The canal cut is cleaned of stones and earth deposits.
- 1866 - 1871 - Michael Murphy ceases to rent the original Bilton farmstead and property.
- 1866 - 1890 - Original Bilton farmstead is demolished.
- 1874 - High level fixed road bridge across canal cut is rebuilt in timber.
- 1885 - Mary Russell purchases part of Lot 1, Concession 5 from her father, William Bilton.
- The property (Figure 3, Part A) includes the site of the original Bilton farmstead.
- 1886 - 1887 - Railway bridge erected across canal cut by Brockville, Westport and Sault Ste. Marie Railway.
- Railway embankment built across Lot 1, Concession 5.
- 1887 - Robert Barker purchases part of Lot 1, Concession 5 from William Bilton.
- The property (Figure 3, Part B) adjoins Mary Russell's property.
 - Barker erects house and stable on property.

- 1888
 - High level fixed road bridge across canal cut is rebuilt in timber.
 - West stone abutment rebuilt.
 - The approaches on both sides are raised.
- 1895 - 1896
 - The bottom of the canal cut is blasted to a depth of 18-24 inches for a distance of 2,200 feet.
- 1897
 - Robert Barker begins to rent Mary Russell's property for use as a pasture.
 - High level fixed road bridge across canal cut is replaced with a steel Pratt truss bridge.
 - New stone abutments built.
 - The approaches on both sides are raised.
- 1899
 - William Bilton dies.
 - Lot 1, Concession 5 is administered by his wife, Sarah, and his son, Samuel William Bilton.
- 1901
 - George Bilton (the brother of S. W. Bilton) purchases the property from Mary Russell.
 - George Bilton also purchases from S. W. Bilton a parcel of property west of Barker's property (Figure 3, Part F).
- 1904
 - Robert Barker purchases the parcel of property from George Bilton (Figure 3, Part A) formerly owned by Mary Russell.
- 1914 - 1915
 - Stone is piled and crushed on the Bilton farm just west of the fixed road bridge, for the purpose of upgrading roads in the vicinity.

- 1919
 - Railway bridge across the canal cut is rebuilt.
 - Abutments and approaches on each side are raised.
- 1920 - 1930 - Robert Barker's daughter, Elizabeth Bell, and her family move into the Barker farmstead.
- 1934
 - Robert Barker dies.
 - Elizabeth Bell and her family continue to occupy the farmstead.
 - Elizabeth Bell purchases farmstead from her father.
- 1939 - 1940 - Portion of the canal cut dredged.
- 1943 - 1944 - Portion of the canal cut dredged.
- 1951 - 1953
 - New roadway and high level fixed concrete bridge are built across Lot 1, Concession 5.
 - Land expropriated from adjacent land owners.
 - Approaches built on both sides of the bridge.
 - Old bridge and roadway are closed.
- 1952
 - The railway passing through Lot 1, Concession 5 ceases operation.
 - Railway bridge across canal cut is removed (during winter of 1952-53).
- 1962
 - Elizabeth Bell sells the farmstead to her son, George Henry Bell.
 - She continues to live in the house.

- 1963 - The old high level fixed road bridge (built 1897) is removed from the abutments.

- 1973 - Elizabeth Bell dies.
 - George Bell sells property to Ministry of Transportation and Communications for Ontario.
 - Bell farmstead is demolished.

Endnotes

1. Environment Canada - Parks, Headquarters, Realty File No. 751-14-2-4-1.
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3. Thad W. H. Leavitt, History of Leeds and Grenville, originally published 1876 (Belleville: Mika Press, 1972), pp. 179-180.
4. Public Archives of Canada (PAC), W055, Vol. 871, 4 September 1834.
5. Centennial Committee of Newboro, The Isthmus (May, 1967), p. 1.
6. PAC, W055, Vol. 864, p. 288.
7. Land Registry Office, Brockville, Q-322, Will of William Bilton, 21 May 1840.
8. The Lady Tweedsmuir Book, Village Clerk's Office, Newboro, p. 180.
9. Ibid.

10. Land Registry Office , Brockville, L-85, Quit Claim, 29 February 1828, Reuben Wiltse to George Hastings, £100; L-596, Quiet Claim, 26 May 1830, Elizabeth Billings to Hiram Spafford, £50; N-249, Quit Claim, 21 December 1833, Eltana Billings and wife to Henry Sherwood, \$100.00; N-334, Quit Claim, 1 March 1834, James Stevens to Henry Sherwood, £75.
11. Architectural History of Newboro, file in Village Clerk's Office, building No. 63.
12. Land Registry Office, Brockville, N-307, Quit Claim, 5 February 1834, Hon. Charles Jones to Jonas Jones.
13. Historical Atlas of Leeds and Grenville, edited by Mika Publishing, (Belleville, Mika Publishing, 1973), p. 52.
14. James A. DeJonge, The Tetts: Rideau Entrepreneurs, 1833-1890, unpublished MA thesis (1982), p. 26.
15. Ontario Archives (OA), Index to Canada Land Act Petitions.
16. OA, Municipal Records, Section A, Census and Assessment Records for North Crosby, 1839.
17. Ibid.
18. Environment Canada - Parks, Headquarters, Realty File No. 751-14-2, Deed No. 201, A199, 26 June 1841.

19. Ibid.
20. Ibid., Ordnance Lands in the Townships of North and South Crosby, 24 July 1850.
21. Ibid.
22. Ibid., File 751-14-2-4-1, August 1861 receipt.
23. Ibid., File 751-14-5-1, In a letter to Colonel Coffin, Ordnance Department 20 December 1859, William refers to Magdalene as "my Father's Widdow". Also, after her death, William H. Fredenburgh became the agent for her estate and he stated that Magdalene wanted any profit from the Ordnance lands to go to her surviving daughter, Catherine. No mention was made of James and William, and their families. This may indicate an element of estrangement.
24. OA, RG21, Municipal Records, Section A, Census and Assessment Records for North Crosby for 1840.
25. Ibid., Assessment Records 1841.
26. Ibid., Census for 1842.
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28. Ibid., Census for North Crosby for 1861.

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35. Ibid., Patent, 14 April 1864, Crown to Incorporated Synod of the Diocese of Ontario.
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73. Ibid., 6-1268, Grant, 19 February 1889, William Bilton and wife to Brockville, Westport and Sault Ste. Marie Railway.
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75. PAC, RG43, Vol. 1008, 30 March 1892, S. W. Bilton to George Taylor; 5 April 1892, George Taylor to F. A. Wise.
76. PAC, RG43, Vol. 1009, 14 June 1892, S. W. Bilton to T. Trudeau.
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81. OA, Municipal Records for the village of Newboro, MS 494, reel 1.
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84. Ibid., 1-483, Grant, 3 June 1904, George Bilton to Robert Barker.
85. Ibid., 1-727, Grant, 28 May 1919, W. S. Bilton and wife to Howard L. Thompson.
86. Ibid., 1-725, Grant, 15 May 1919, W. S. Bilton and wife to Trustees of St. John's Church.
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89. Ibid., Grant, 27 November 1970, Margaret Gibson to Crown represented by Minister of Highways for Ontario.

90. Ibid., 117637, Grant, 2 July 1980, Elswood G. Thompson and wife to Donald H. Hutchings and wife.
91. Ibid.
92. Ibid., 1510, Grant, 27 November 1963, The Trustee Board of the Presbyterian Church in Canada to the Corporation of the Village of Newboro.
93. The following information is based largely upon an interview the author had with George Henry Bell, February 1987.
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98. PAC, MG13, WO44, Vol. 20, p. 472.
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114. ORO, Historical Research Section, Research Notes on bridges: Robert Passfield, p. 200.
115. Ibid., p. 202
116. OA, RG21, MS494, Reel 1, Municipal Records of the Village of Newboro, 6 July 1915.
117. Ibid., 2 February 1914.
118. Ibid., 6 July 1915.
119. ORO, File 4652/R85-224, Bridges and Tunnels, Newboro Highway - Rideau Canal, Vol. 1, 2 October 1936. Memorandum, E. B. Jost to Deputy Minister.
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123. Ibid., 10 August 1949, Arthur Sedgwick, Chief Bridge Engineer of Ontario Department of Highways to C. W. West, Director of Canal Services.
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125. ORO, File 4652/R85-224, Bridges and Tunnels, Vol. 2, Whittier to West, 30 July 1952.
126. Brockville, Land Registry Office, 3-1272, Notice of Expropriation, 23 January 1953.
127. Brockville, Land Registry Office, 59936, 24 October 1973, George H. Bell to Crown, represented by Minister of Transportation and Communications for Ontario.
128. ORO, File 4652/R85-224, Bridges and Tunnels, Vol. 2, 10 April 1963, Reta M. Taylor, Clerk, Village of Newboro to Department of Transport; Ibid., Clark to Ballinger, 1 August 1963.
129. OA, RG21, MS494, reel 1, Municipal Records, Village of Newboro, 30 July 1883, 31 August 1883.
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131. Ibid., 8 January 1886.
132. ORO, File 4652/R85-228, Bridges and Tunnels, Construction and Proposed, C.N.R. High Level Bridge - Rideau Canal - Newboro, 15 July 1886, W. B. Smellie to A. P. Bradley.
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147. Department of Railways and Canals, Annual Report, 1896
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148. Department of Railways and Canals, Annual Report,
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File.

File 751-14-2-4-1, Newboro Pt. Lots 1 and E $\frac{1}{2}$ Lot 2,
Concessions 4 and 5, North Crosby Township, Ontario
Hydro Electric Power Commission of Ontario, Benjamin
Tett.

File 751-14-2-4W-2W $\frac{1}{2}$, Newboro, Pt W $\frac{1}{2}$ Lot 2, Concession
4, North Crosby.

File 761-14-2-5-1, Part Lot 1, Concession 5, North
Crosby Township, Incorporated Synod of Diocese of
Ontario.

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ARE Maps

Research notes: Caroline Phillips on construction
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Rideau Canal Research Notes relating to Newboro:

S. Gillis, J.-C. Parent, J. Tulloch.

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File labelled Newboro

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Rolls, 1820-1850

MS451 Cemetery Records Collection, Reel 15 and
Reel 32

MU3278 Tett Papers

RG1 Crown Lands Department

RG1 CB-1 Box 7 Survey, North Crosby 1858

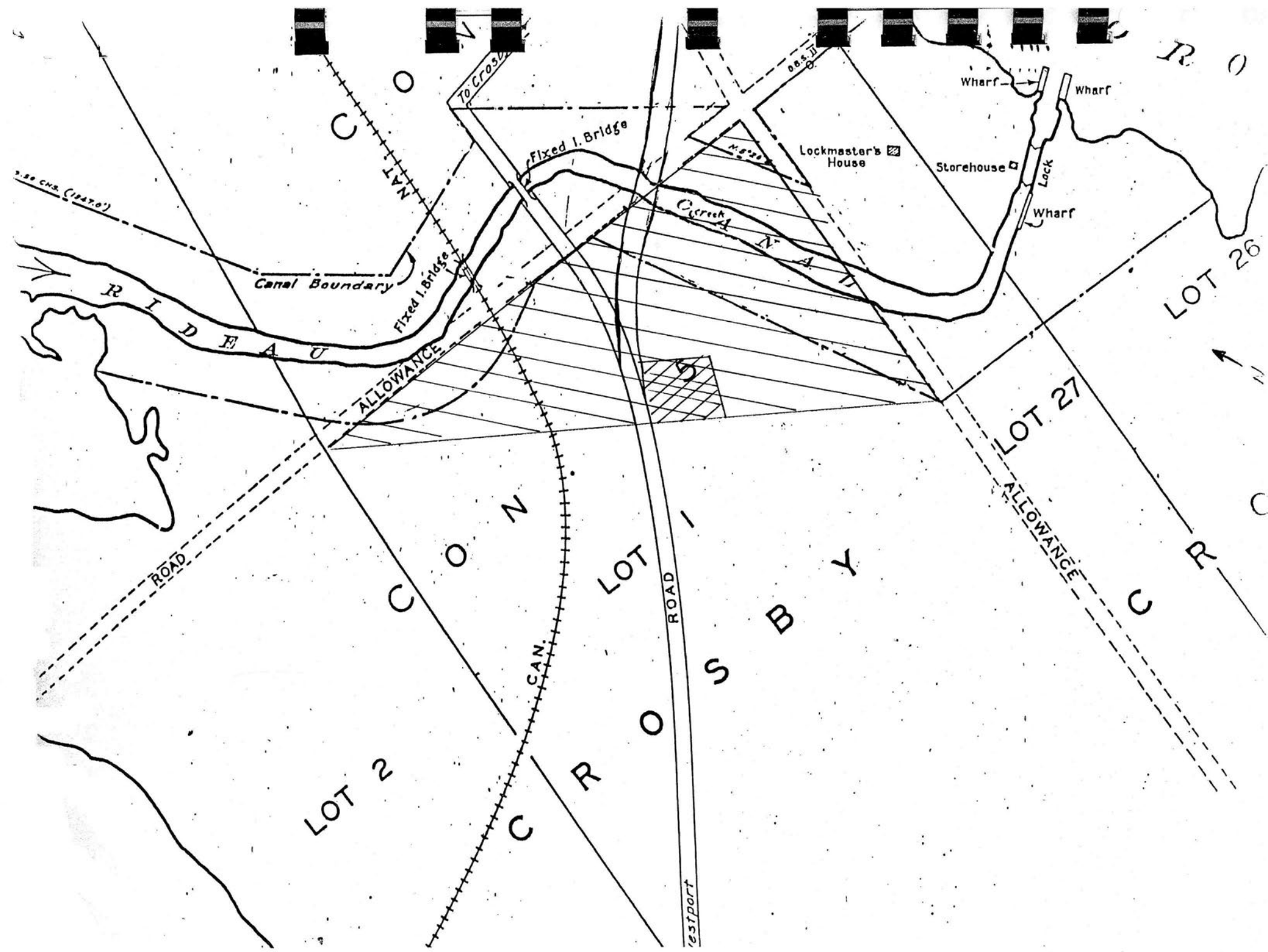
RG1 CI8 Patents for Johnstown District

RG21 Municipal Records, Village of Newboro; Johnstown
District, Road Commissioner's Reports, petitions;
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property, bridges

Tulloch, Judith

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1. Land Formerly owned by William Bilton expropriated 1827, Bilton compensated June 26, 1841 - paid £46 for 44 acres + buildings on property (hatched) excluding St. Mary's Cemetery (cross hatched).

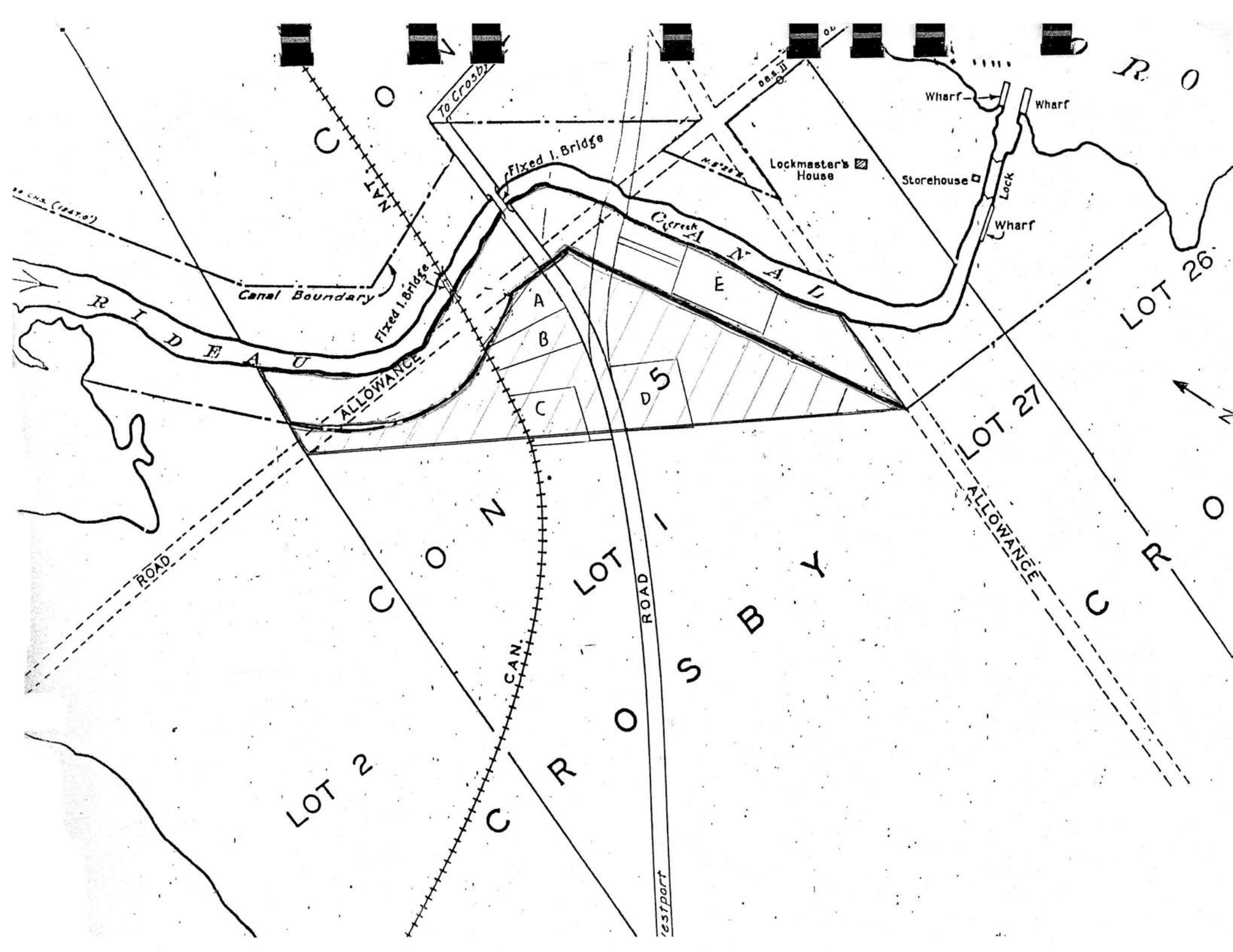


2. Property Ownership, Lot 1, Concession 5,
pre-1900.

Property parcels sold or separated
from Lot 1, Concession 5 up to 1900

- A - Mary Russell, 1884
- B - Robert Barker, 1887
- C - Old cemetery left from
construction camp
- D - St. Mary's Cemetery, 1864
Benjamin Tett, 1876
H & J Hutchings, 1893
- E - William Whealey brickyard
on Ordnance Land, 1886

Ordnance land is outlined in red
Ordnance land sold back to William
Bilton on 3 Sept. 1866 is outlined
in blue and hatched
Land taken for road 1850's
Land taken for railway right of way, 1889

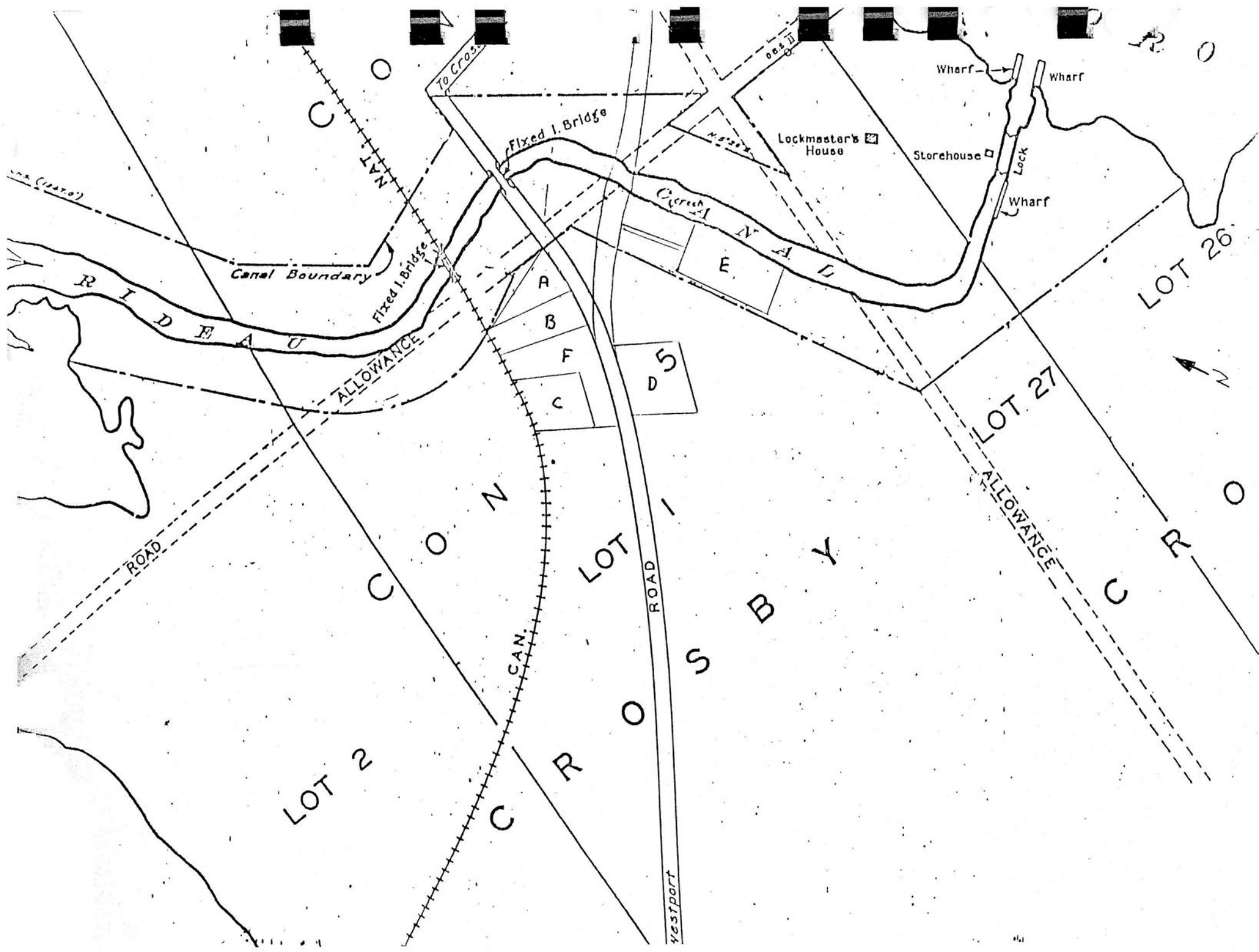


3. Property Ownership, Lot 1, Concession 5,
1901-1919.

Property parcels sold 1901-1919

- A - George Bilton, 1901
Robert Barker, 1904
- B - Robert Barker, 1887
- C - Old cemetery left from
construction camp becomes
St. John's Presbyterian
Church Cemetery, 1919
- D - St. Mary's Cemetery, 1864
Benjamin Tett, 1876
H & J Hutchings, 1893
- E - William Whealey's brickyard,
1886
- F - George Bilton, 1901

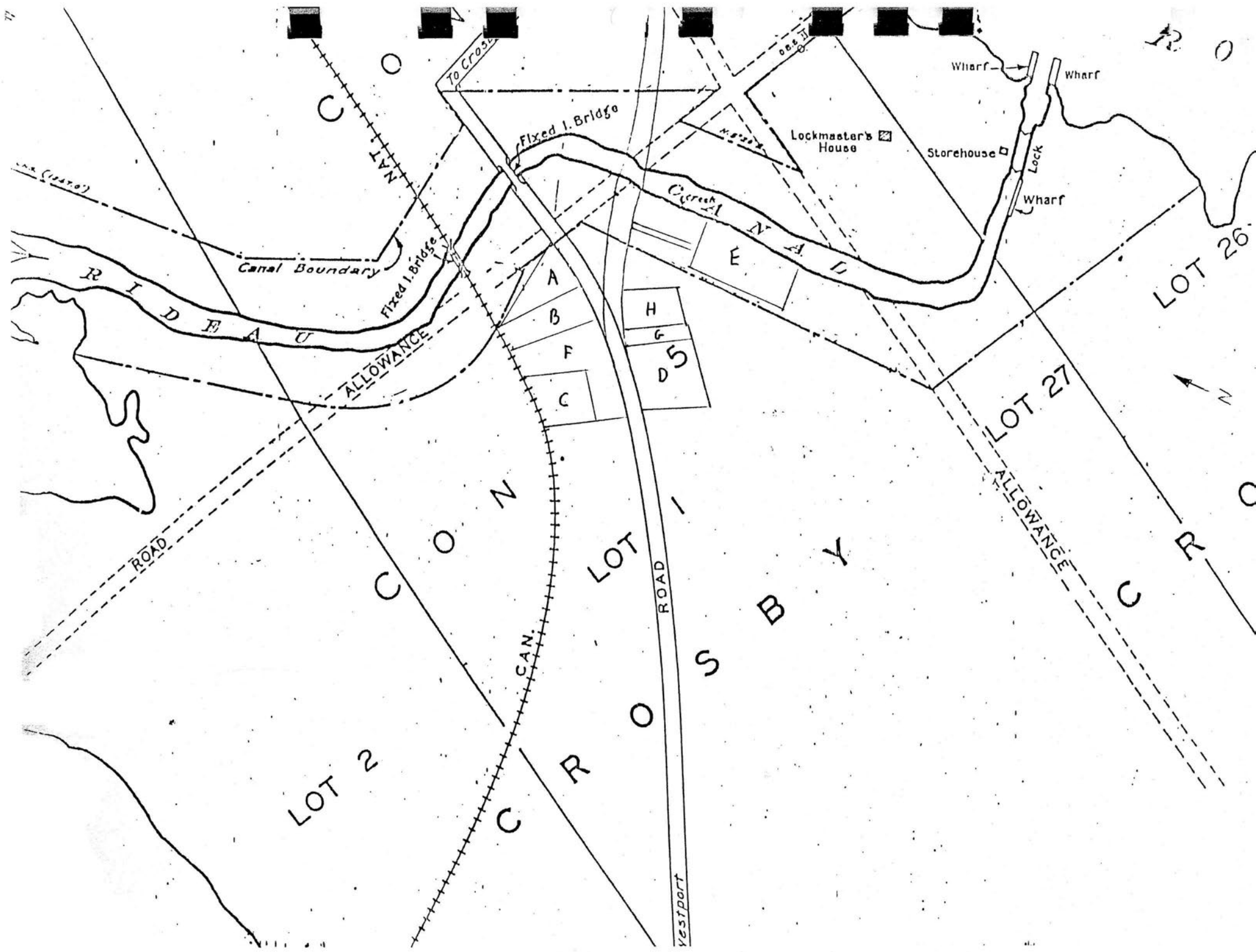
Rest of Lot 1 sold to Howard L.
Thompson, 1919



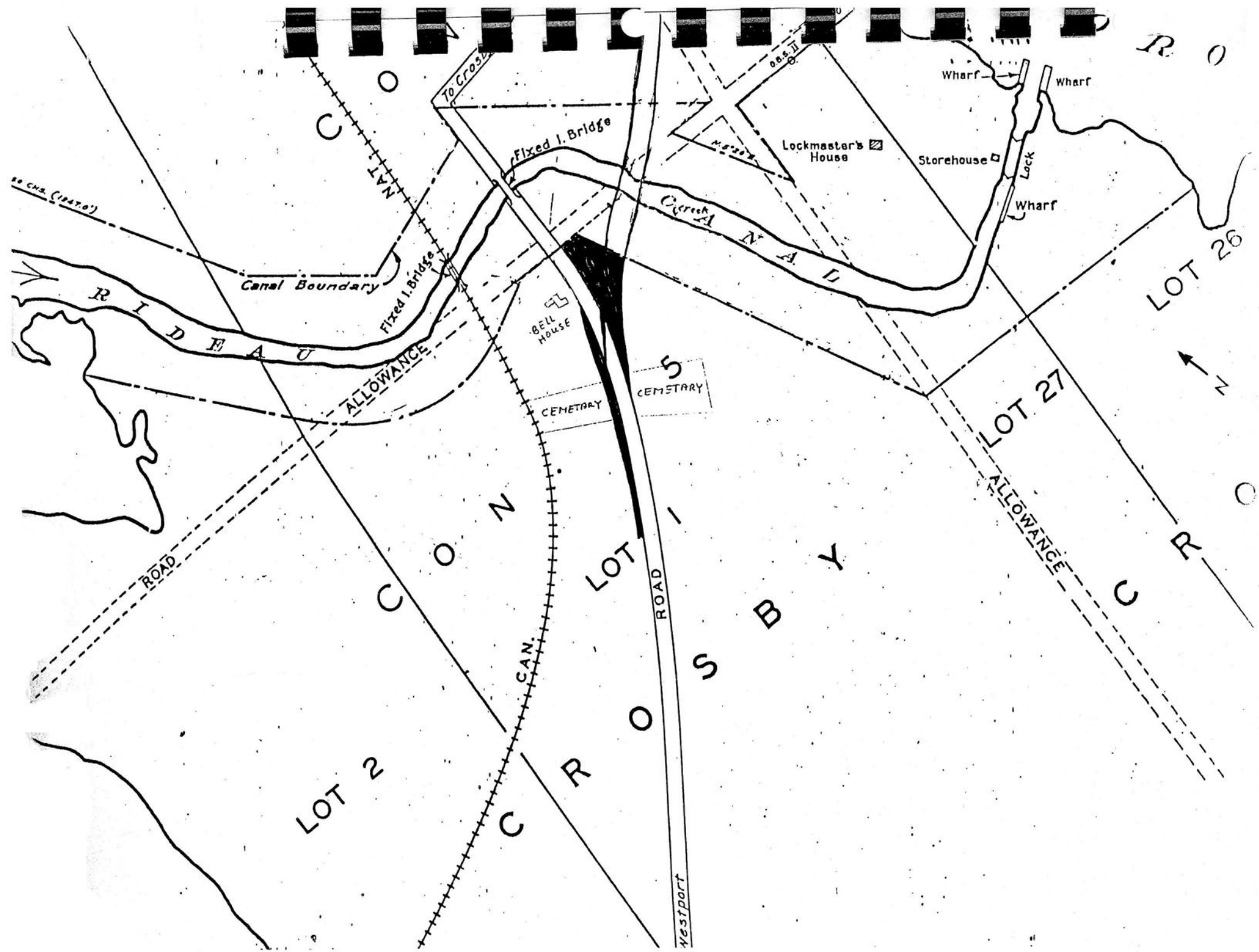
4. Property Ownership of Lot 1, Concession 5,
1920 to present.

Property sold or separated from Lot 1,
Concession 5, 1920 to present

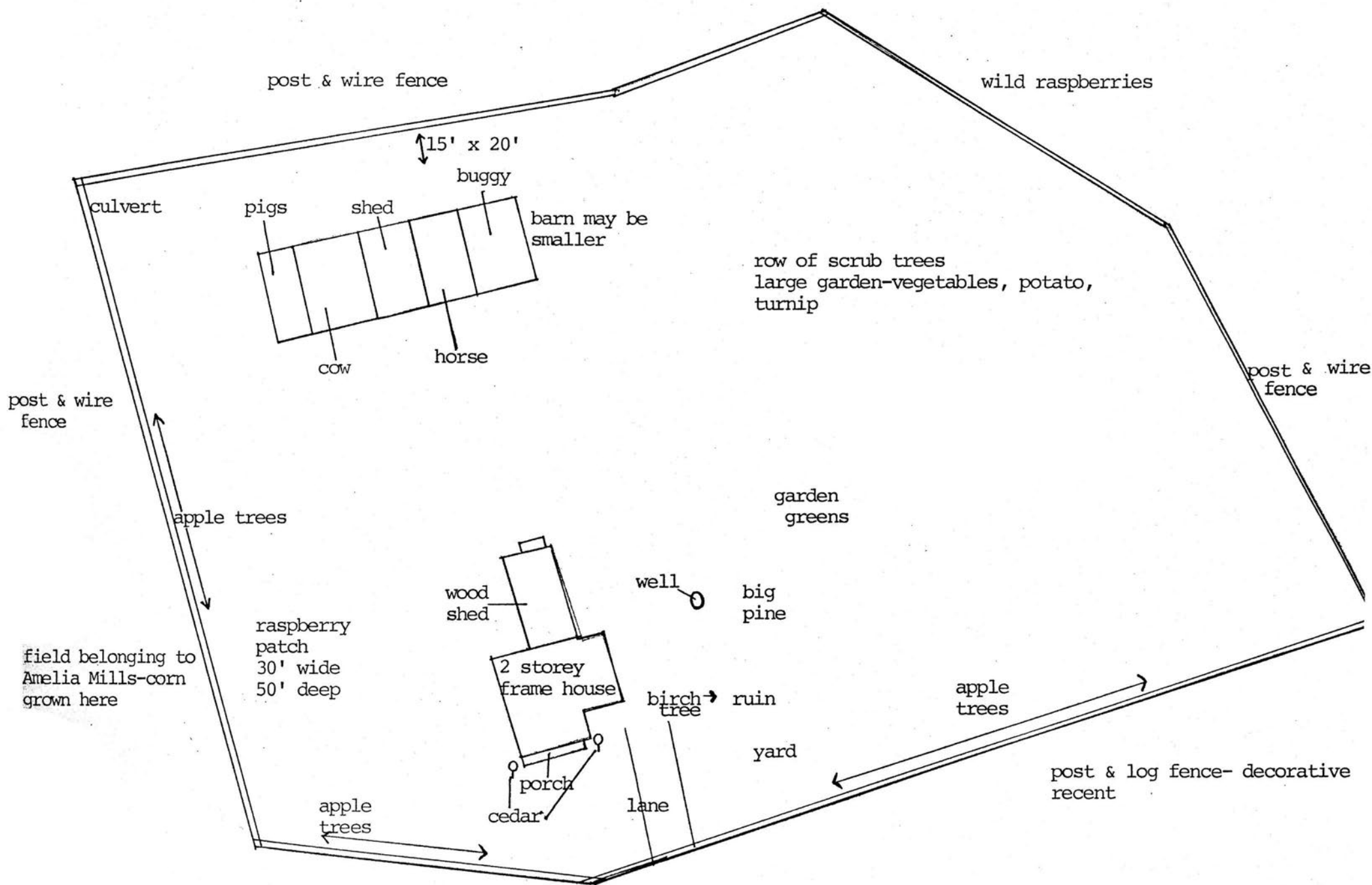
- A, B - Elizabeth Bell, 1924
 - George Harry Bell, 1962
 - Minister of Transportation and
Communications, Ontario, 1973
- C - Corporation of Village of
Newboro, 1963
- D - St. Mary's Cemetery, 1864
 - Benjamin Tett, 1876
 - H & J Hutchings, 1893
- E - empty
- F - Amelia Mills, 1920
 - J. A. Gibson, 1951
 - Minister of Highways, Ontario,
1970
- G - John Knowlton, 1923
- H - Elswood G. Thompson, 1980



5. Land expropriated in 1951 for provincial highway on part of Lot 1, Concession 5. Land was expropriated from Amelia Mills, St. John's Presbyterian Church and Howard L. Thompson.



6. Author's re-creation of Bell house and property from interview with George Harry Bell and a visit to the site to pinpoint landmarks. Also based partly on Registry Office, Brockville, Reference Plan 28R490, 3 October 1973.



7. Summary of Census and Assessment Records -
Agricultural Information for Lot 1,
Concession 5.

SUMMARY OF CENSUS & ASSESSMENT RECORDS - AGRICULTURAL DETAIL, LOT '1', CONCESSION 5

Year	No. of Acres	Acres cultivated	Pasture	Unfit for Cultivation	Woods or Wild	Horses	Cattle	Sheep	Hogs	Wool	Butter	Wheat	Oats	Indian Corn	Potatoes	Peas	Hay	Filled cloth	Flannel or Wool	Pork	No. of Dogs	Other Crops
1842	80	20				3	10	19	7	60 LBS.			80 BU.	12 BU.	200 BU.			20 YD.	60 YD.			
1848	108	24	16	3	68	2	2	9	5	30 LB.		8 AC.	11 AC.	2 AC.	3 AC.							
1848						2	3	4	4	50 LB.	15 LB.											
1851	108	45	19		63		6 MILCH 3 BULS 5 CALVES	9	1 PIG	23 LB.	350 LB.	8 AC.	3 AC.		1 AC.	2 AC.	4 TONS	14 YD.		6 BARRELS		9 AC. LISTED AS FALLOW
1861	108	50	20		58	3	8 STEERS OR HEIFERS 8 MILCH COWS	7	3 PIGS	80 LB.	600 LB.	4 AC. FALL WHEAT 12 AC SPRING WHEAT	7 AC.		1 AC.	4 AC.	10 TONS			4 BARRELS		1 AC. TURNIPS 4 BU. CARROTS
1871	130	70	50			4	10 MILCH 6 HORNER CATTLE		8	80 LB.	600 LB.	4 AC SPRING WHEAT	140 BU.		1 1/2 AC.	50 BU.	22 AC.	90 YD.		4 SWINE SUGAR FOR SLAUGHTER		250 LB. MAPLE SUGAR
1890	1/2 AC.	1/2 AC.					1															
1890	125 AC.					4	18	6														
1891	1/2 AC.	1/2 AC.					1															
1891	125 AC.					4	19	7	4													
1892	1/2 AC.	1/2 AC.																				
NO DETAILS LISTED																						
1892	1/2 AC.	1/2 AC.																				

Year	No. of Acres	Acres Cultivated	Pasture	Unfit for Cultivation	Woods or Wild	Horses	Cattle	Sheep	Hogs	Wool	Butter	Wheat	Oats	Indian Corn	Potatoes	Peas	Hay	Felled cloth	Flannel or Wool	Pork	No. of Dogs	Other Crops
1892	125 AC					4	22	7	2													
1894						3	25	9	3													
1895	120 AC.					3	27	10	16													
1896	120 AC.					4	21	11	11													
1897	120 AC.					5	29															
1897	$\frac{1}{3}$ AC.					3	1		1													
1898	120 AC.					6	24	13	7													
1898	$\frac{1}{3}$ AC.					1	1															
1899	120 AC.					6	24	13	17													
1899	$\frac{1}{3}$ AC.					1	1															
1900	119 AC.					5	24	13	17													

WILLIAM BILTON

S.W. BILTON

S.W. BILTON

S.W. BILTON

WILLIAM BILTON

ROBERT BARKER

WILLIAM BILTON

ROBERT BARKER

S.W. BILTON

ROBERT BARKER

S.W. BILTON

Year	No. of Acres	Acres Cultivated	Pasture	Unfit for Cultivation	Woods or Wild	Horses	Cattle	Sheep	Hogs	Wool	Butter	Wheat	Oats	Indian Corn	Potatoes	Peas	Hay	Fulled Cloth	Flannel or Wool	Pork	No. of Dogs	Other Crops
1900	1/3 AC.					1															1	
1900	1 AC + RENT 1/2 AC. FROM TENANT AVARILL	no house				1															1	
1901						5	24	19	10												1	
1901						1	2														1	
1902						1															1	
1903						1	1														1	
1903						3	24		11												1	
1904						3	24		5												1	

AFTER 1904 ASSESSMENT RECORDS DO NOT CONTAIN AGRICULTURAL DETAILS

8. Summary of names and ages of families who occupied Lot 1, Concession 5, taken from Census, wills, cemetery, records.

PRINCIPLE FAMILIES OCCUPYING LOT 1 CONCESSION 5

NAME	OCCUPATION	PLACE OF BIRTH	RELIGION	AGE	SEX	MARRIED OR SINGLE	
WILLIAM BILTON	FARMER STOREKEEPER	SCOTLAND	KIRK OF SCOTLAND		M	M	8 children
Magdaline	wife	Scotland	Kirk of Scotland		F	M	
James		Scotland	Same		M		
William Jr.		Glasgow Scotland	Same, later called presbyterian	May 31 1915	M	married Sarah Cavanagh	
Robert Gilman					M		
Janet Austin					F		
Mary					F		
Catharine					F	married William Frieden	
Ann Stewart					F		
Helen					F		
William Bilton Jr.	farmer, intkeeper	Glasgow, Scotland	presbyterian	May 31 1915	M	M	
Sarah	wife	Canada	presbyterian	1823 or 1824	F	M	
Mary		Canada	Pres.	@ 1850	F	married Truman R	
John		Canada	pres.	1853	M	died by drowning April 2, 1	
George		Canada	Pres.	1855	M	married Euphemia	
William Samuel		Canada	Pres.	1860	M	married Carrie H Marshall	
Amelia		Canada	Pres.	1867	F	married Edwin M	
William Samuel Bilton	farmer, coal dealer	Canada	Pres.	1860	M		
Carrie Bilton	wife	Canada	Pres.	1860	F		
no children							

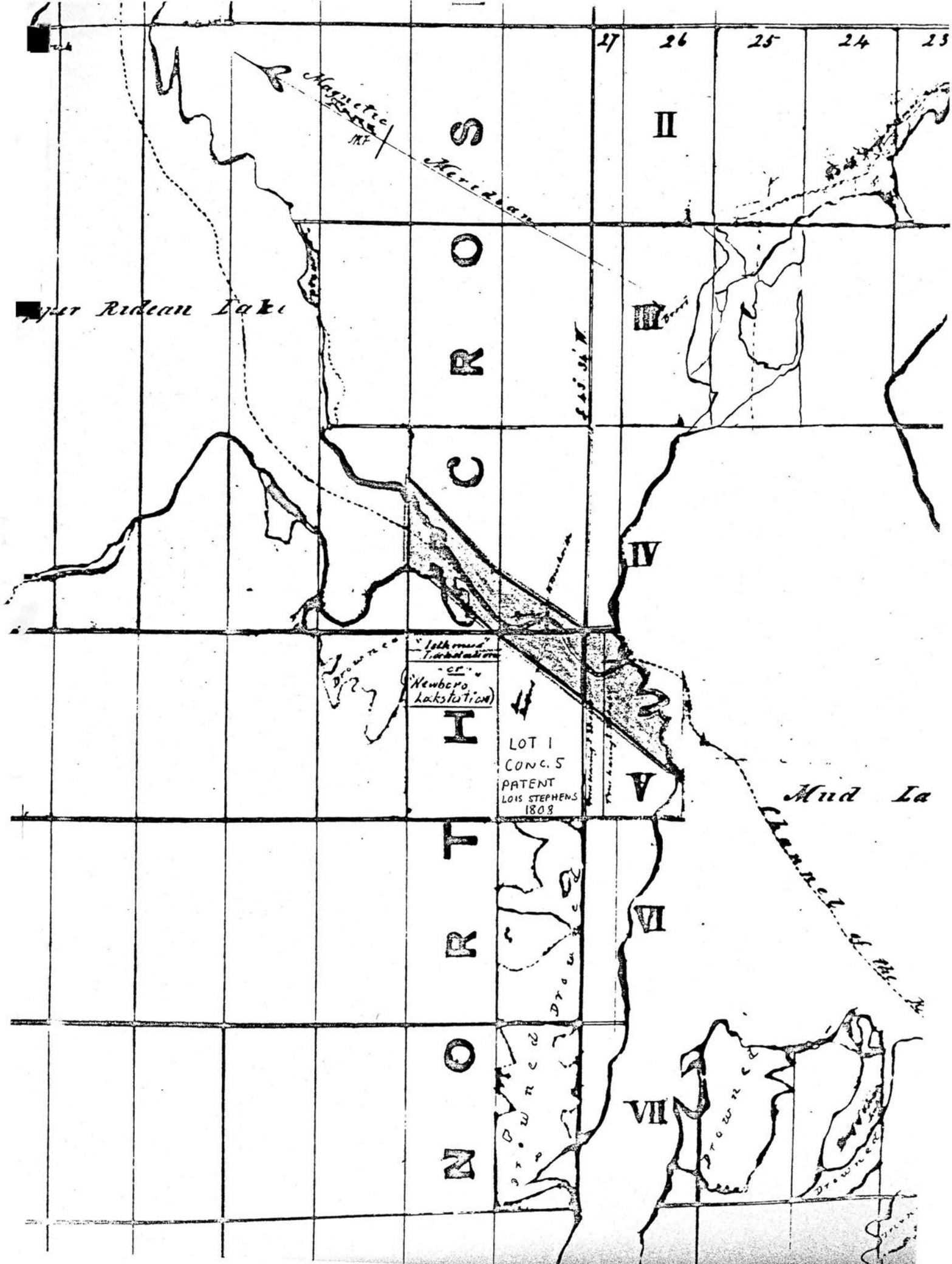
PRINCIPAL FAMILIES OCCUPYING LOT 1 CONCESSION 5

NAME	OCCUPATION	PLACE OF BIRTH	RELIGION	AGE	SEX	MARRIED OR SINGLE	
Robert Barker Eliza Elizabeth	carpenter wife	Canada			M F F	M M married George	
George Bell Elizabeth George Harry son (John?)	works in CNR hunter, fisherman wife	Canada Canada Canada			M F M		
Howard L. Thompson Ella Mae Elswood Gerald	farmer wife	Canada Canada Canada			M F M	M M married Murie	
Elswood Gerald Muriel John Arthur	farmer wife artist	Canada Canada Canada Canada			M F M M	M M married single	
Donald H. Hutchings Joan A.	farmer wife	Canada Canada			M F	M M	

PRINCIPAL FAMILIES OCCUPYING LOT 1 CONCESSION 5

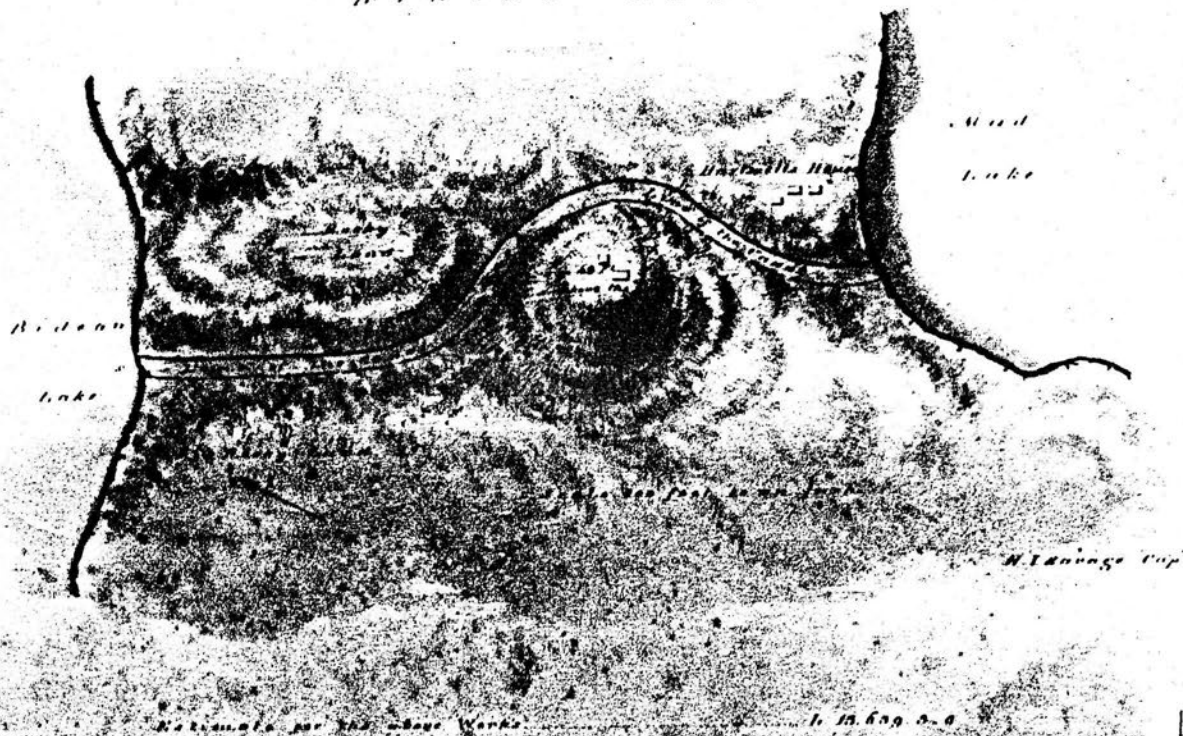
NAME	OCCUPATION	PLACE OF BIRTH	RELIGION	AGE	SEX	MARRIED OR SINGLE	
Robert Barker Eliza Elizabeth	carpenter wife	Canada			M F F	M M married George Bell	
George Bell Elizabeth George Harry son (John?)	works in CNR hunter, fisherman wife	Canada Canada Canada			M F M		
Howard L. Thompson Ella Mae Elswood Gerald	farmer wife	Canada Canada Canada			M F M	M M married Muriel	
Elswood Gerald Muriel John Arthur	farmer wife artist	Canada Canada Canada Canada			M F M M	M M married single	
Donald H. Hutchings Joan A.	farmer wife	Canada Canada			M F	M M	

9. Ordnance Lands in the Townships of North and South Crosby, expropriated by Lieutenant-Colonel John By to build Rideau Canal, 19 July 1850, Parks Headquarters Realty File 751-14-2.



10. Lieutenant-Colonel John By's plan of Isthmus,
dated 5 May 1828, showing Hartwell's house and
two buildings on Lot 1, Concession 5.
Scottish Record Office.

Isthmus
Redan Lake



This Isthmus lies between the Redan Lake and Mud Lake, it is about 1/2 mile broad, and the cutting through will average 35 ft deep. There is a mountain on the Redan Lake side and a Venus mountain on the Mud Lake side. The Isthmus is a ridge of rock between. Mr. Claus' proposition is to cut direct through from one Lake to the other by cutting he would have to cut thro' the ridge where it is 15 ft above the bottom of the lakes. This however may be avoided in a great measure, and the cutting be but 35 ft. Mud Lake has high rocky shores, with a muddy bottom, it is full of islands and 5 ft beneath the level of the Redan Lake, it will be raised by the Works at Chaffey's Mills to the summit level and is about 12 miles long and 10 broad.

John B.
President & Proprietor
of the Redan Canal

11. Copy of "Plan of the Isthmus between Rideau and Mud Lakes", dated 22 January 1830, showing the work camp. National Map Collection, Public Archives of Canada.

PLAN OF THE Isthmus

BETWEEN

RIDEAU and MUD-LAKES.

Signed by Col
Capt. Wm. S. Cooper
22 July 1856.

Rideau Lake.

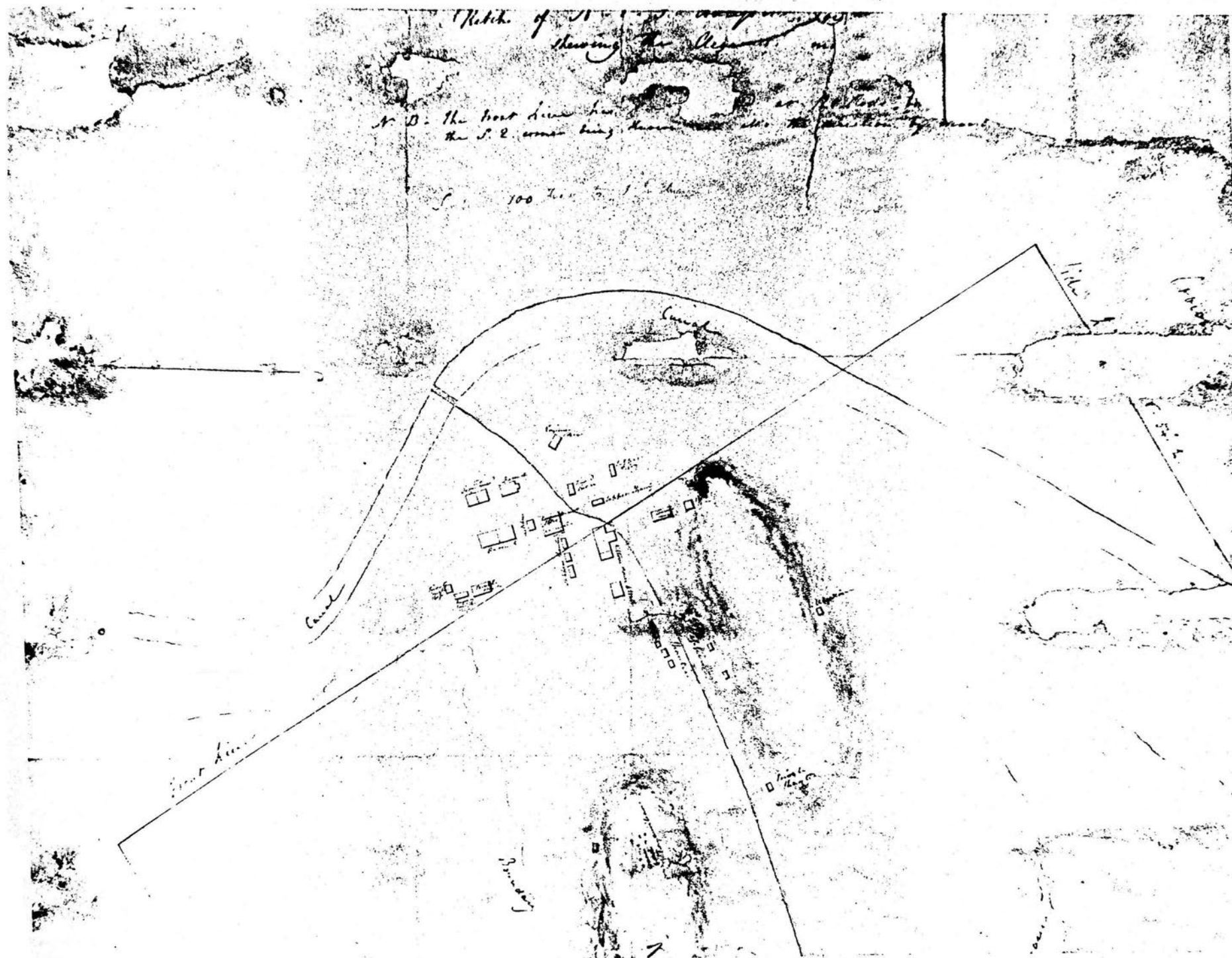
Part of Mud Lake.

- Isthmus
- AAA Barracks
 - B Civilian Barracks
 - C Store and Carpenter's Shop
 - D Guard-House
 - E Engineer's Office
 - F Cook-House
 - G Smith's Shop
 - HH House for Married Soldiers and Clerks
 - I Magazine
 - V Height above Banks of Canal 11 feet 9 in.
- Noted Black House is to used as a blacksmith house
the yellow lines within the land proposed for
taken for the erection of the Barracks

Scale of 5 Chains, or 330 Feet to one Inch.

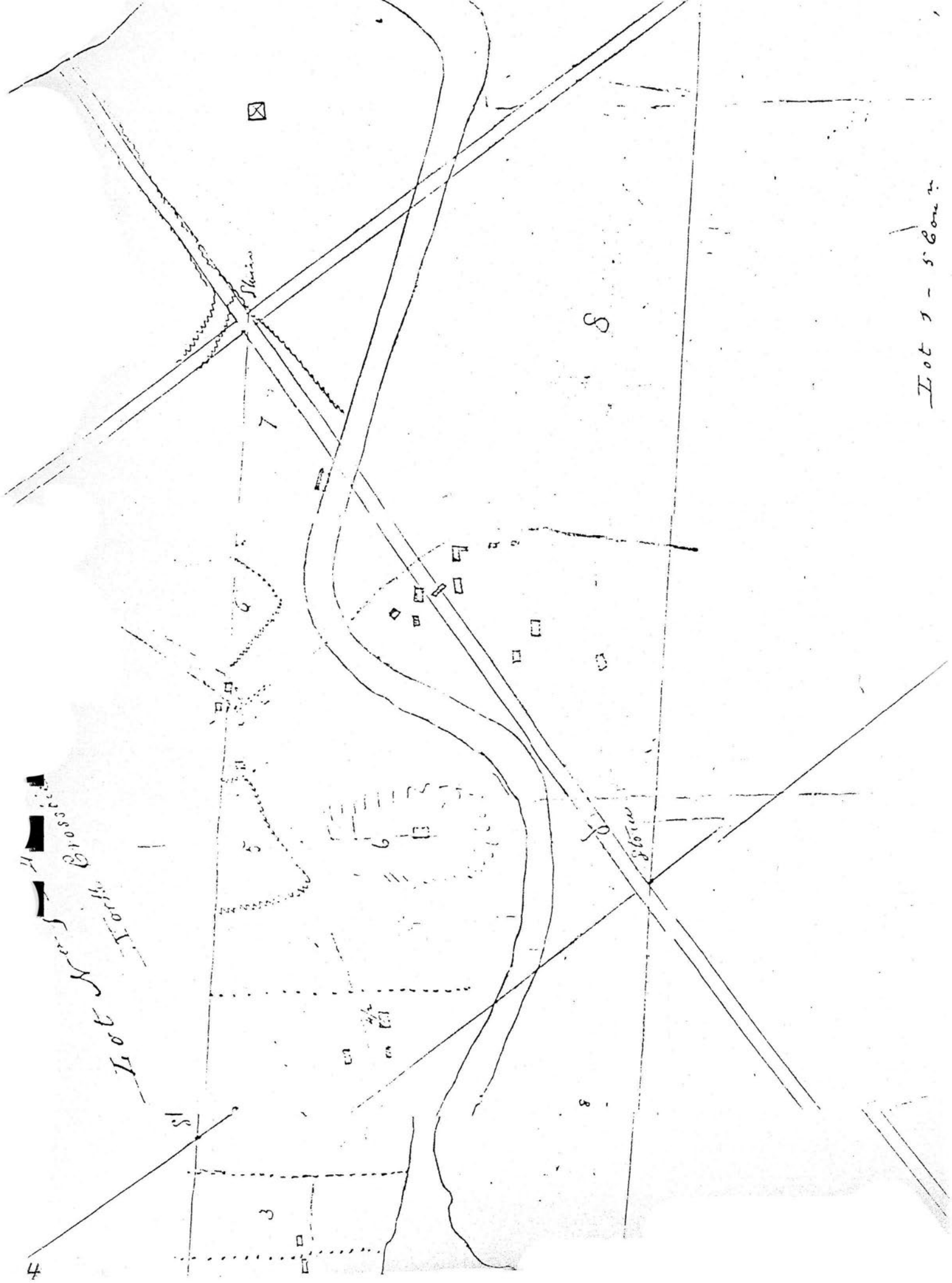
John H.
Lieut. Col. B.
Commandant
Vancouver

12. Details of a rough map of the Isthmus showing the work camp, dated 1831, National Map Collection, Public Archives of Canada.



13. Survey of Lot 1, Concession 5, 22 March 1841.
Survey was undertaken at time William Bilton
sold 44½ acres to Ordnance Department, Parks
Headquarters Realty File 751-14-2.

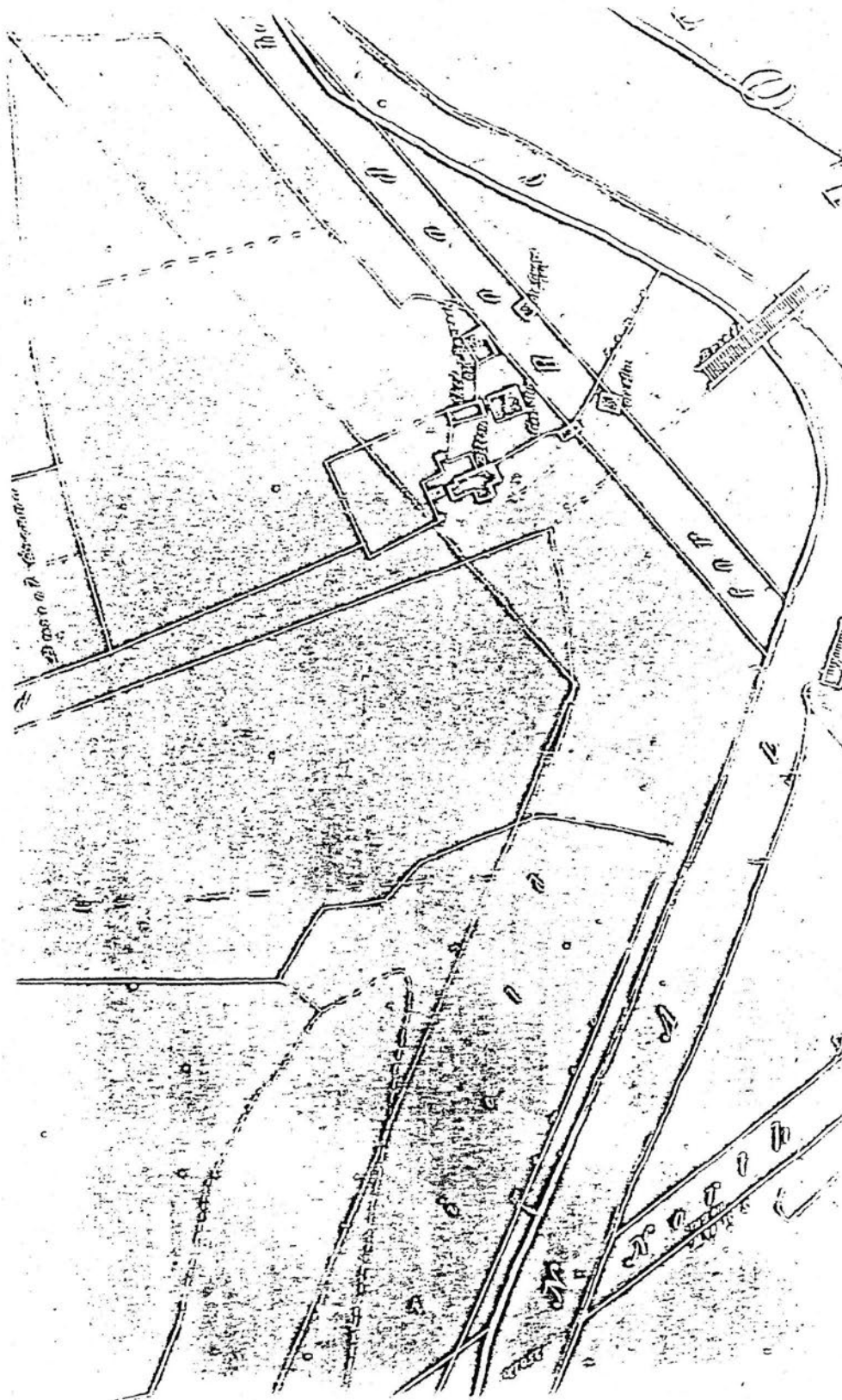
14. Part of a plan showing ground set aside at Isthmus. Sections numbered 8 were leased for £3 a year to Magdalene Bilton. Plan shows a number of buildings remaining on property from construction camp as well as house and shed of Mrs. Bilton, 24 October 1842, Parks Headquarters Realty File 751-14-2.



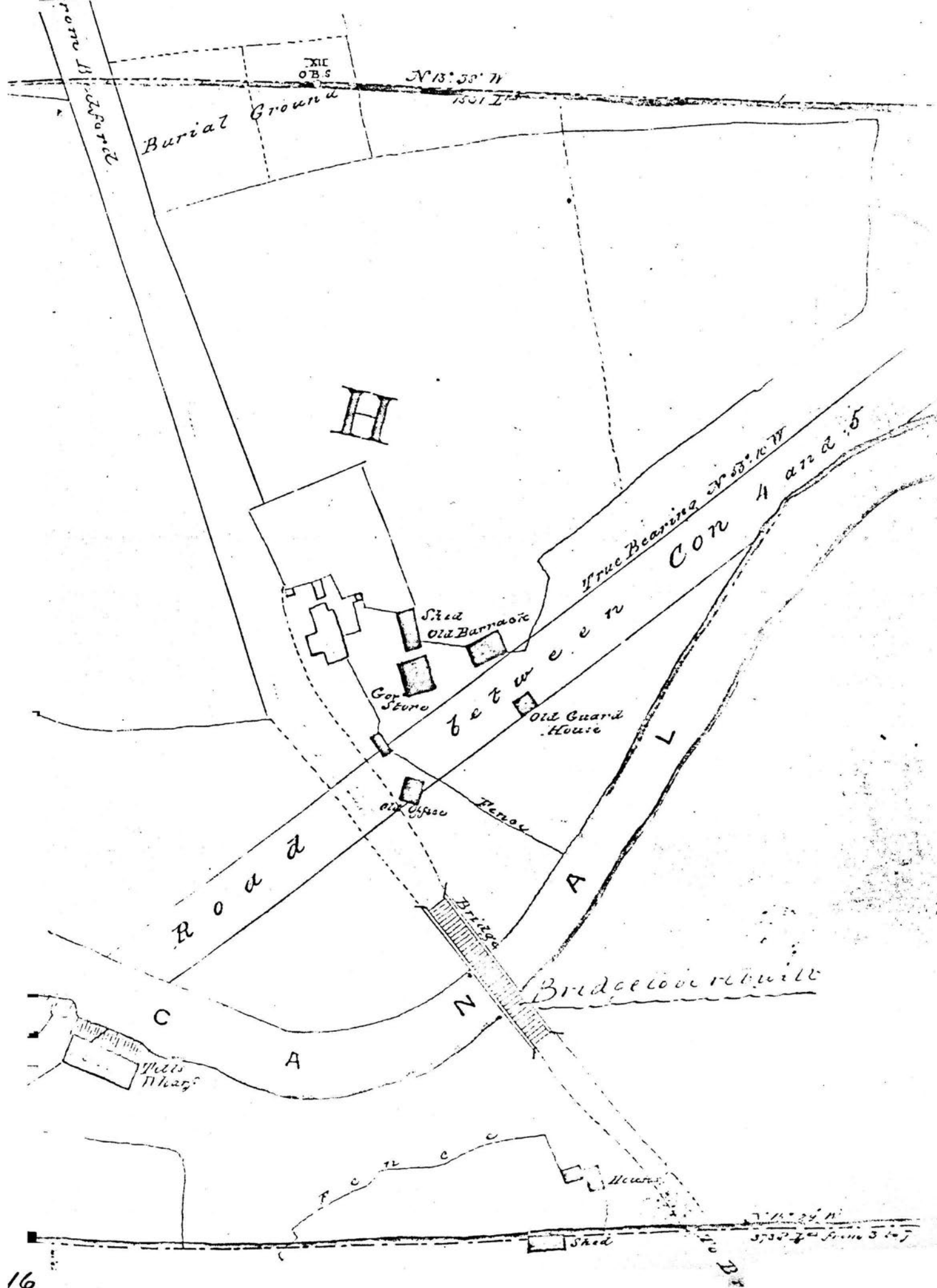
Tot 1 - 5

Tot 1 - 5
Crossed

15. Part of 1851 Map of Newboro Lockstation.
Ordnance Department Survey, ORO.



16. [Section] Rideau Canal Plan of Isthmus Lockstation showing Lot 1, Concession 5, Bilton house and outbuildings and the few remaining buildings from the construction camp. Road bridge would be rebuilt that year. National Map Collection, VI/410 Rideau Canal - 1860, Public Archives of Canada.



17. Composite Map of Newboro Lockstation and Lot 1, Concession 5, showing construction camp building locations as taken from a variety of maps, 1830-1981, Ontario Region - archaeology.



UNITED COUNTIES OF LEEDS & GRENVILLE

SOUTH CROSBY TOWNSHIP

NORTH CROSBY TOWNSHIP

LOT 26
CON 5

LOT 27
CON 5

LOT 1
CON 5

← RIDEAU CANAL

NEWBORO LAKE

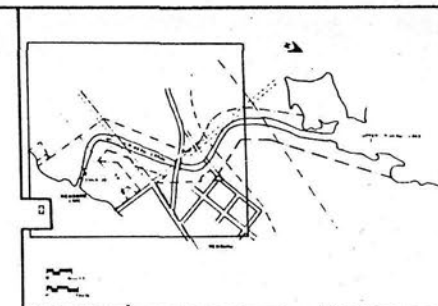
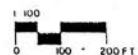
LOCK 36

LOT 1
CON 4

LOTS 26 & 27
CON 4

NEWBORO

**NEWBORO LOCK STATION
NEWBORO LAKE
COMPOSITE MAP 1830-1981
24H14**



Indian and
Metis
Algonquin
at the time

LEGEND

- LOCK WALLS
- CHANGING IN STAGE CANAL WALLS
- TOWNSHIP BOUNDARY
- 1st BOUNDARY
- WATER ALLOCATION
- ROAD
- LAND PROPERTY
- UNIDENTIFIED BUILDING
- EXISTING BUILDINGS
- UNIDENTIFIED BUILDINGS BY 1981
- RAILROAD
- OLD HIGHWAY

A. Detail no. B. Location map no. C. Drawing no.

Drawn by / tracé par L. McSS-CR Made / réalisé par G. S. G. G.

Designed by / conçu par

Checked by / vérifié par

Job number / numéro du projet

Responsible officer / officier responsable

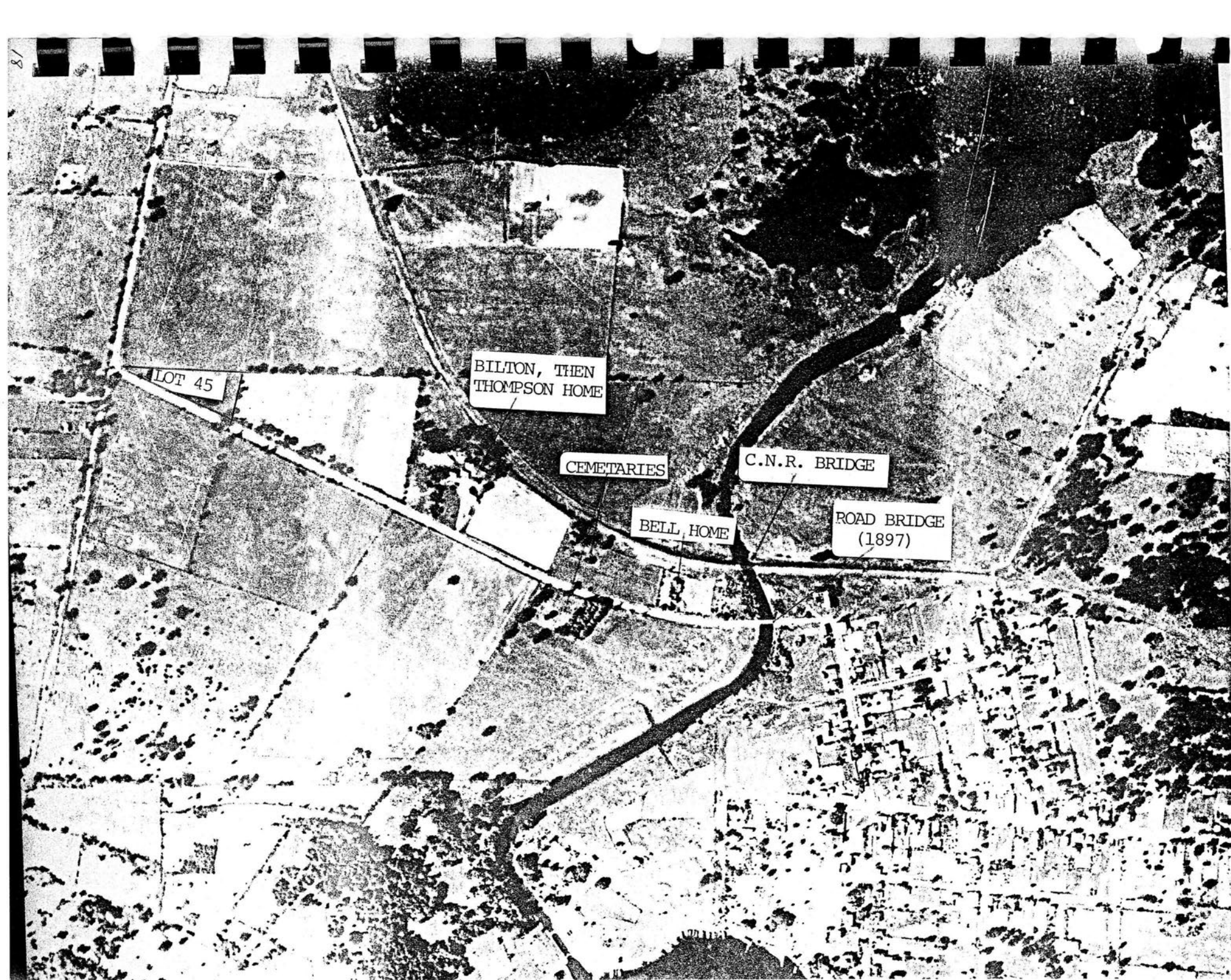
**RIDEAU CANAL
ARCHAEOLOGICAL
RESOURCE
EVALUATION**

**NEWBORO LOCK
STATION
NEWBORO LAKE
COMPOSITE MAP
1830-1981 24H14**

Reference no. / numéro de référence

Drawn by / tracé par

18. Aerial photo of Newboro, showing Lot 1,
Concession 5, North Crosby, HA 66-31, NAPL,
1925.



LOT 45

BILTON, THEN
THOMPSON HOME

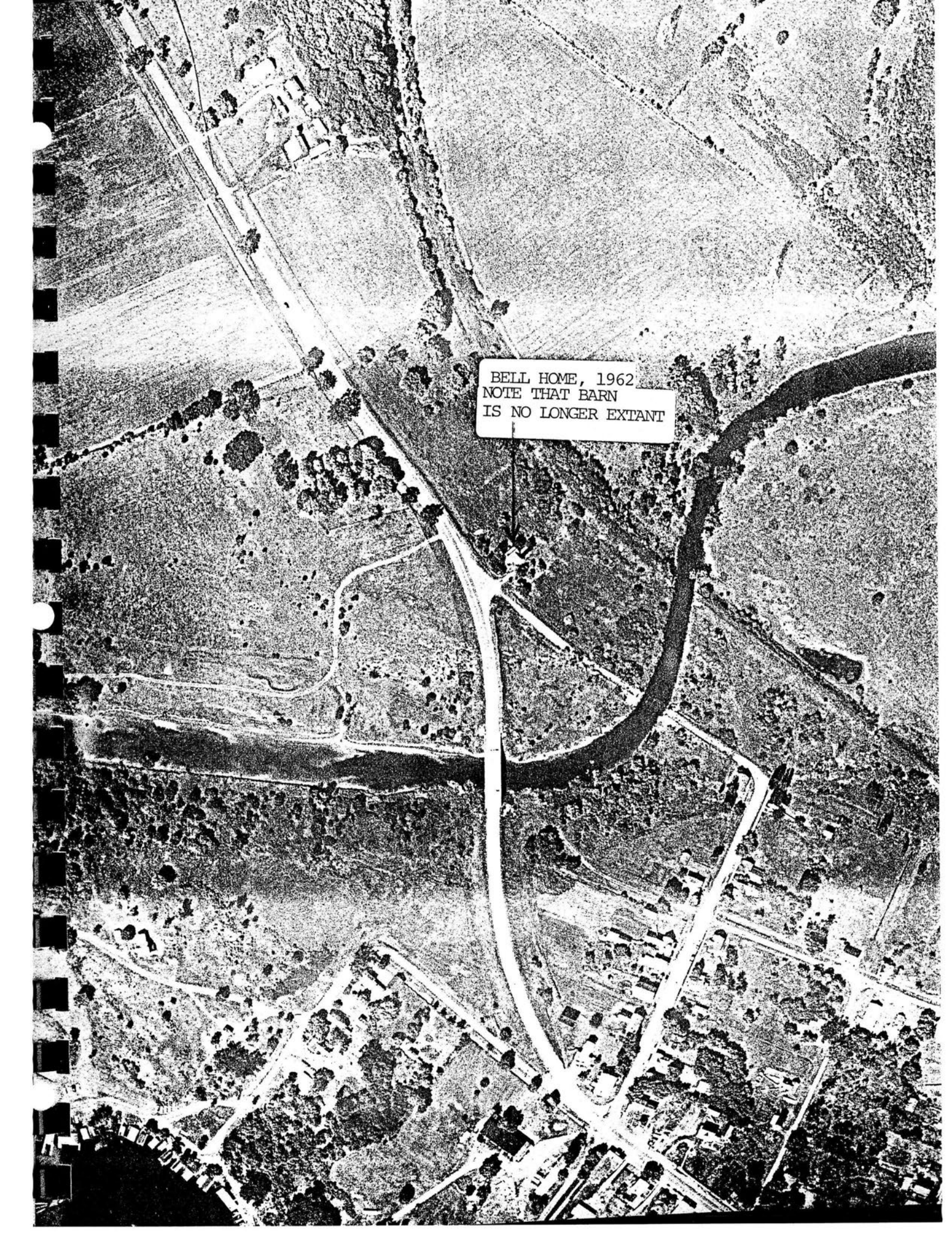
CEMETARIES

BELL HOME

C.N.R. BRIDGE

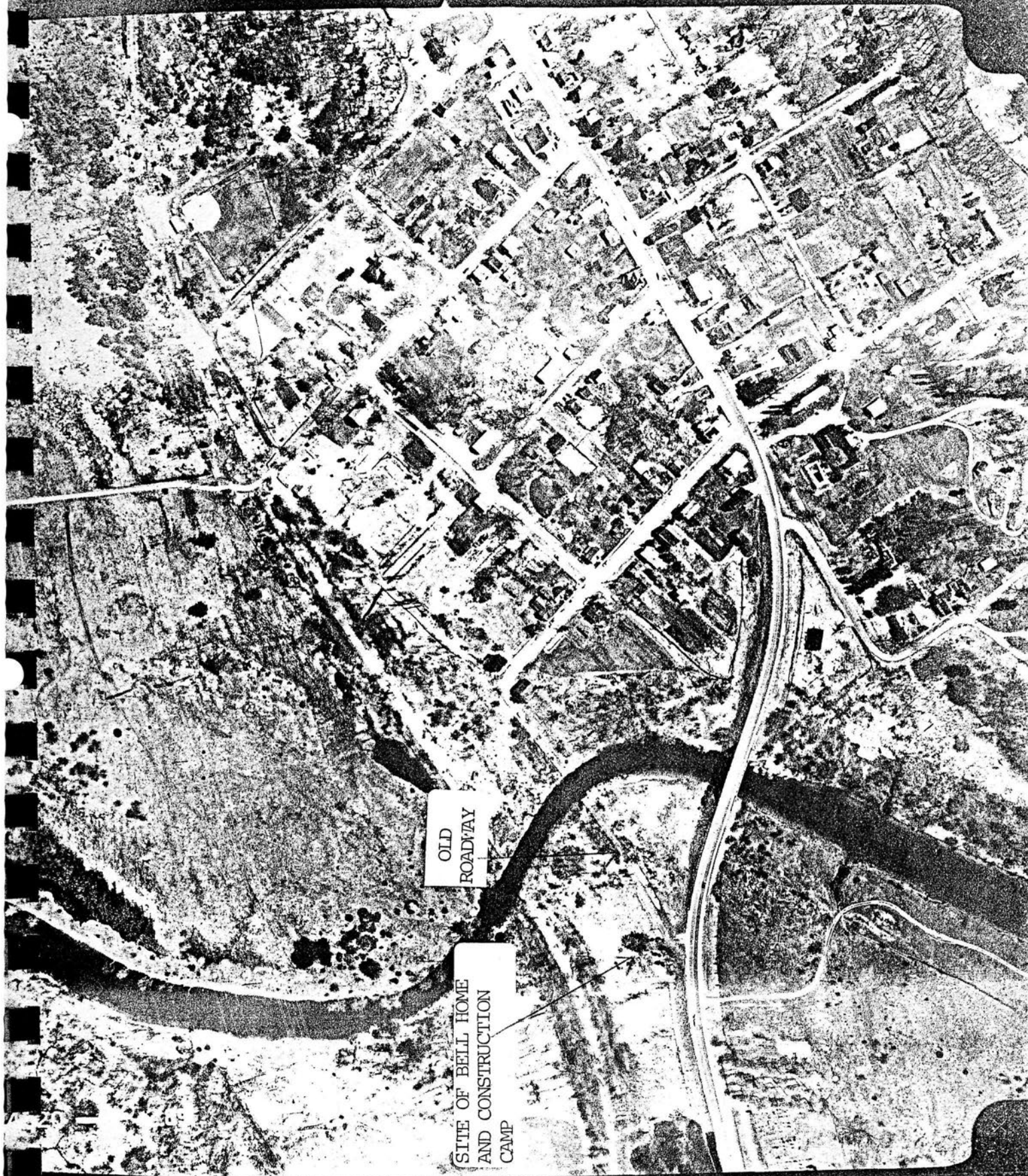
ROAD BRIDGE
(1897)

19. Aerial photo of Newboro, showing Lot 1, Concession 5, 1962. Shows Bell homestead, old roadway, railway embankment and new highway, barn behind house and many of apple trees now gone. NAPL, 17735-117, 1962.

An aerial photograph showing a rural landscape. A river flows from the top right towards the bottom center. A road runs vertically through the center, intersecting with a horizontal road. To the left of the intersection, there is a large, dark, irregularly shaped area, possibly a field or forest. To the right of the intersection, there is a large, light-colored, irregularly shaped area, possibly a field or forest. In the bottom right corner, there is a cluster of buildings, including a church with a steeple. A small white box with black text is located in the upper right quadrant of the image, pointing to a small structure near the river.

BELL HOME, 1962
NOTE THAT BARN
IS NO LONGER EXTANT

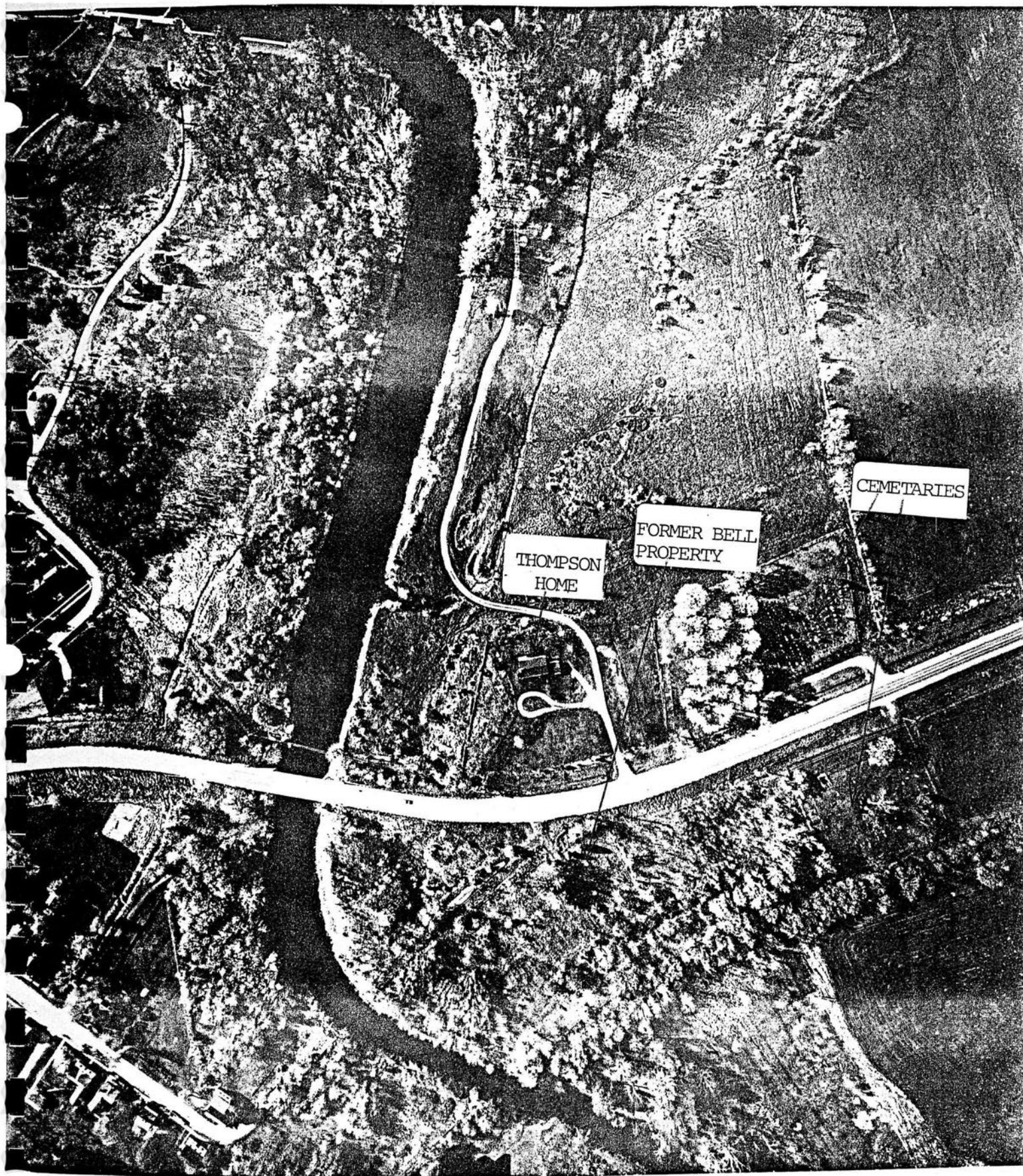
20. Aerial photo of Newboro, showing Lot 1, Concession 5; Bell homestead had been torn down, old high level fixed bridge and railway bridge are gone but railway embankment and old road can still be seen. NAPL, A-24620-89, 16 April 1977.



OLD
ROADWAY

SITE OF BELL HOME
AND CONSTRUCTION
CAMP

21. Aerial photo of Newboro, showing Lot 1, Concession 5, showing retirement home of Elswood G. Thompson, cemeteries and scrub covering former Bell property and field of J. A. Gibson, A31394-2, 1985.



THOMPSON
HOME

FORMER BELL
PROPERTY

CEMETARIES

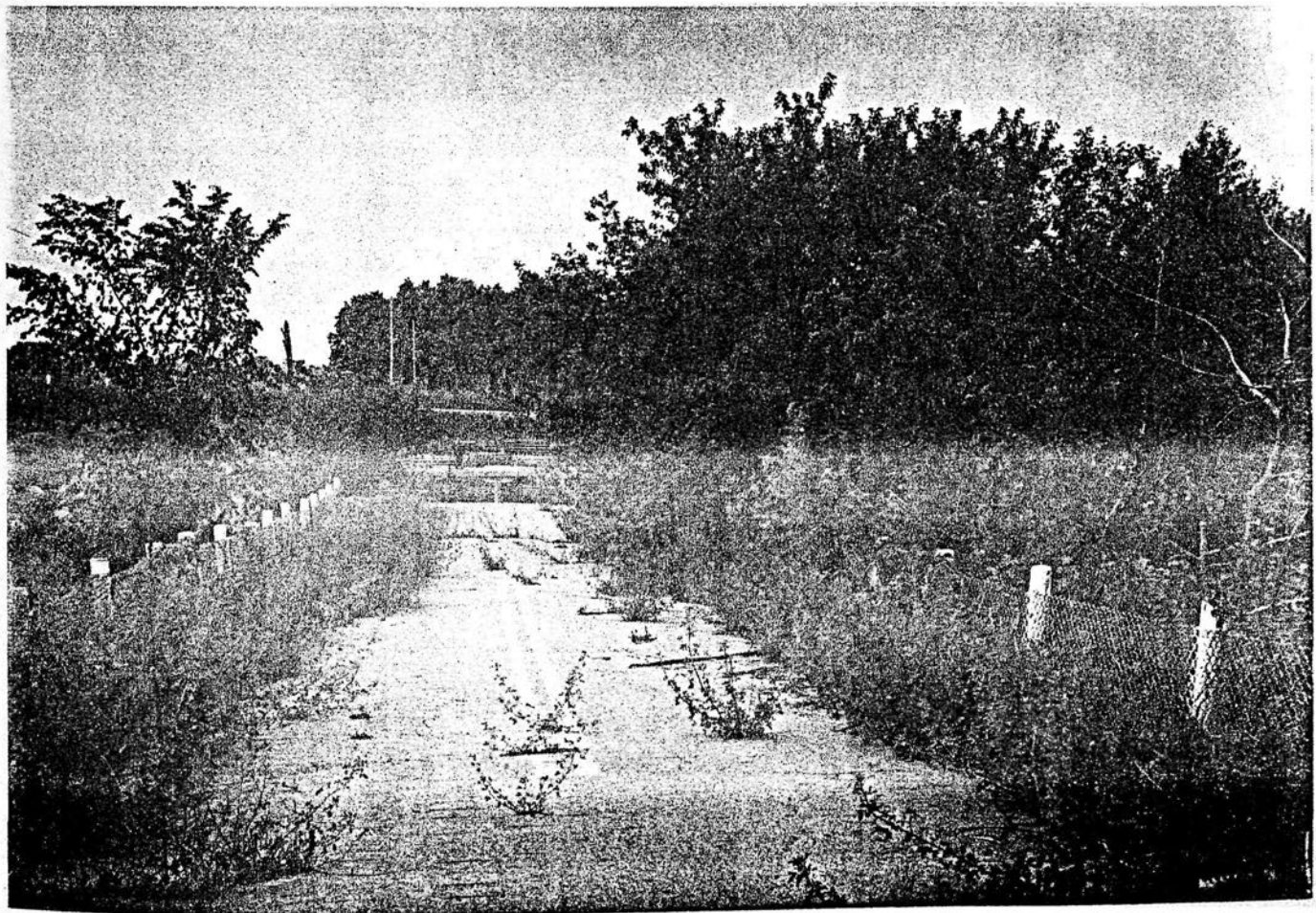
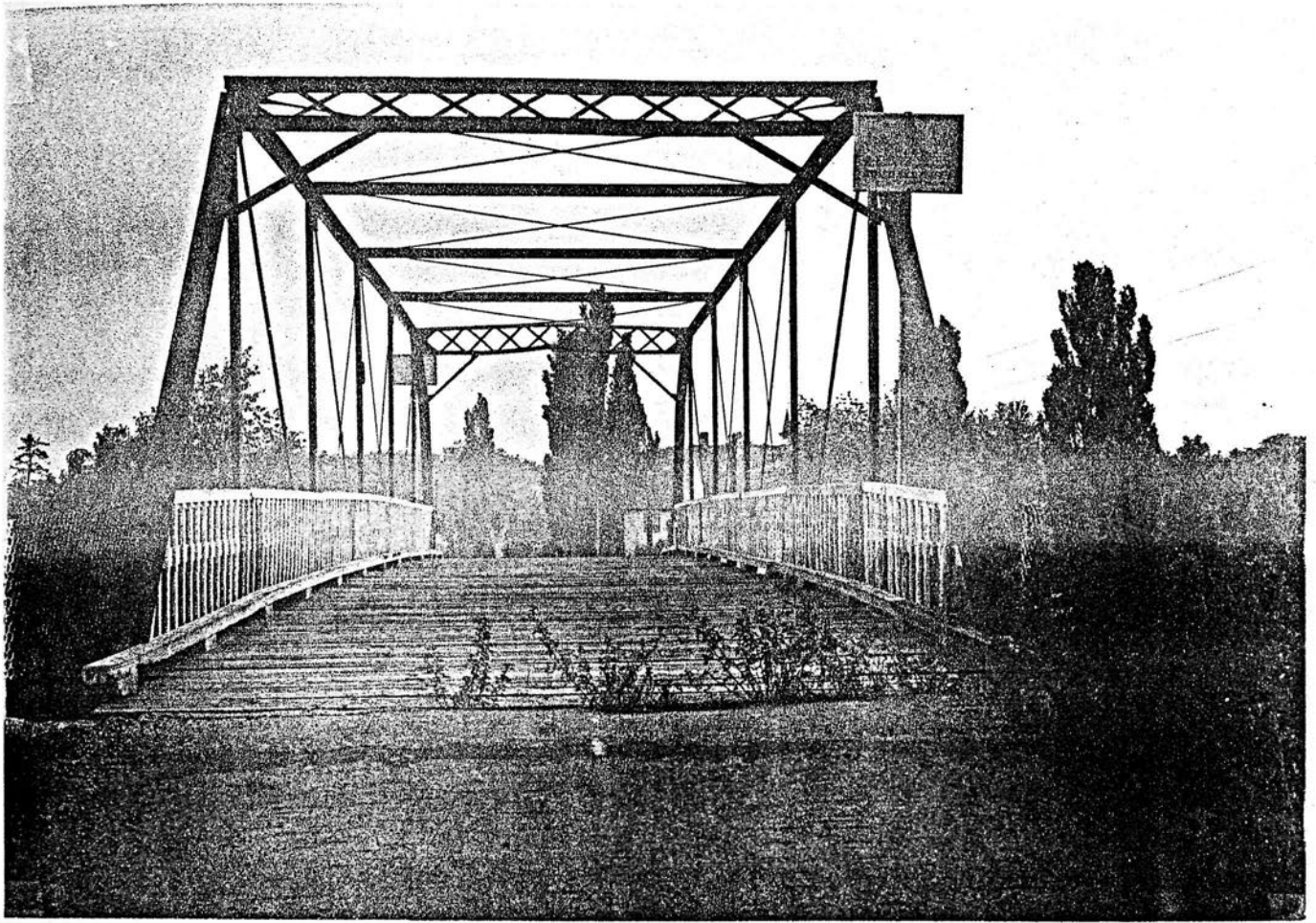
28. Upper Photo (photo 7), St. Mary's Cemetery,
also Tett and Hutchings Cemetery, located
on Lot 0, Lot 1, Concession 5,
North Crosby, photo by author, 1987.

Lower Photo (photo 8), The Old Presbyterian
Cemetery located on Lot N, Lot 1,
Concession 5 just above construction camp.
A number of canal labourers were buried
here in period 1829-1832. In 1919 it
became cemetery of St. John's Presbyterian
Church, photo by author, 1987.



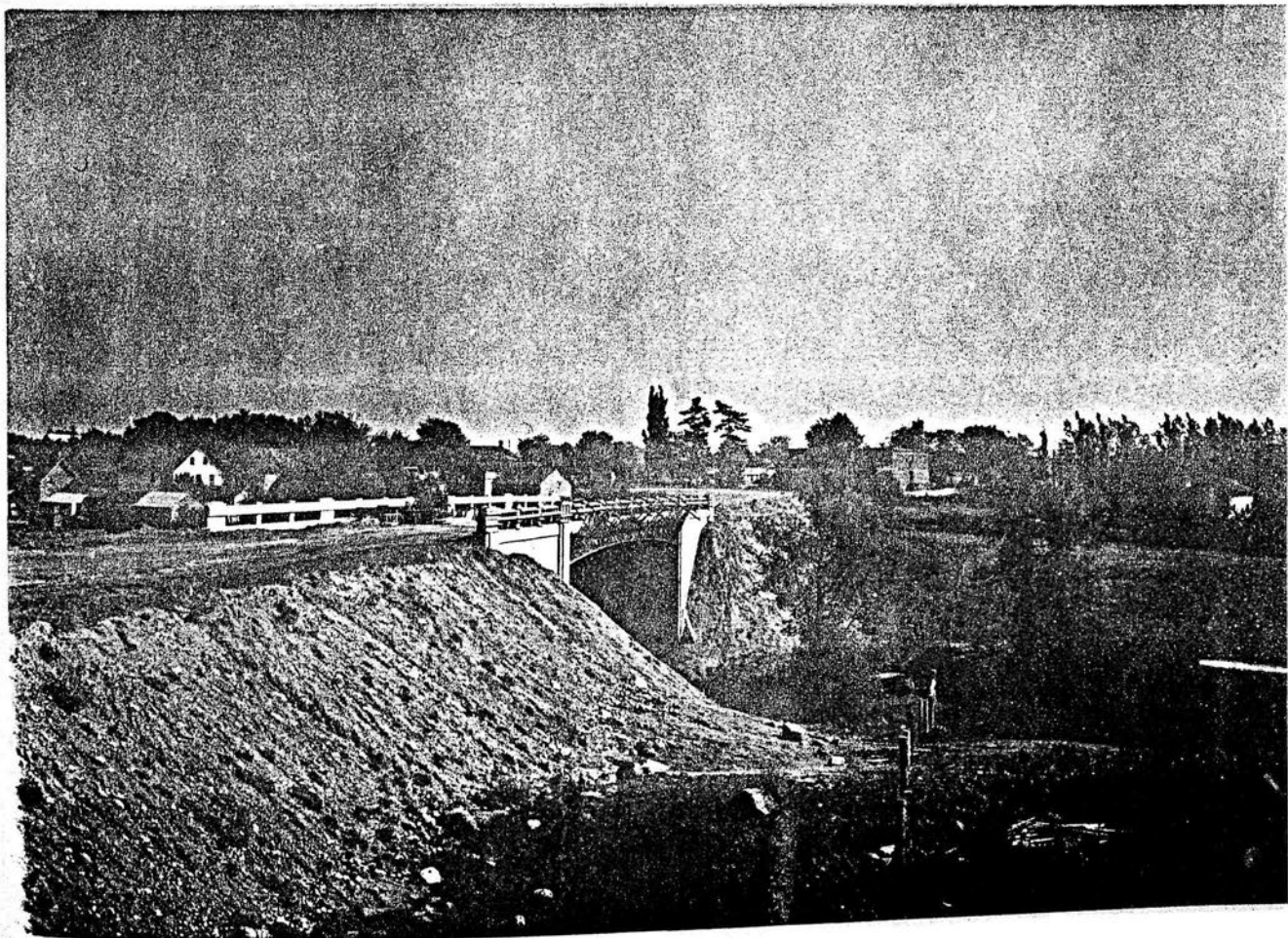
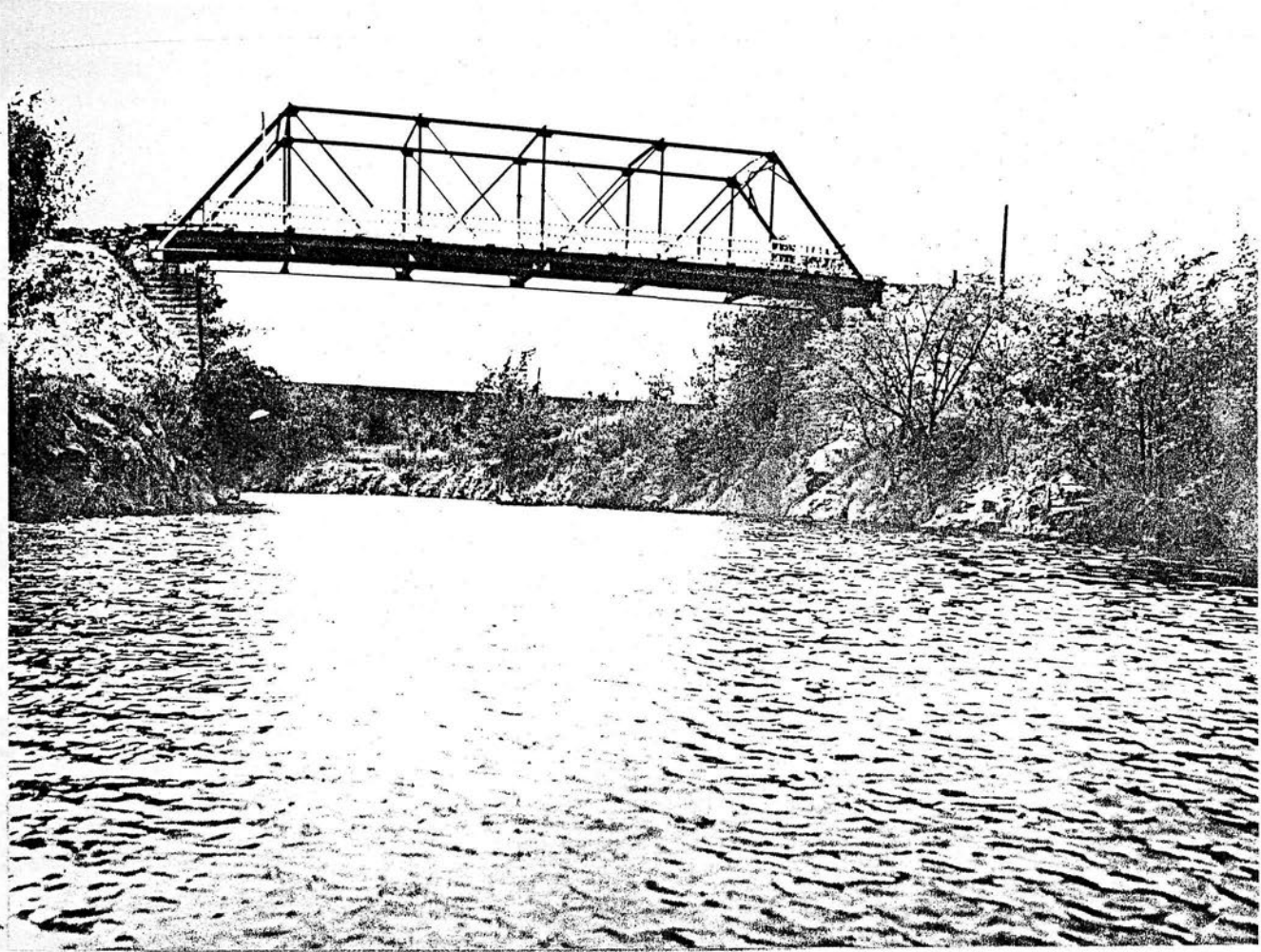
31. Upper Photo, 1897 road bridge looking east into Newboro, 21 June 1956, Engineering Department, Rideau Canal Office, Smiths Falls.

Lower Photo, road from the west leading up to 1897 road bridge, 21 June 1956, Engineering Department, Rideau Canal Office, Smiths Falls.



32. Upper Photo, 1897 Road bridge, in background railway embankment; Lot 1, Concession 5 is on left, 7 June 1952, Engineering Department, Rideau Canal Office, Smiths Falls.

Lower Photo, new highway bridge, looking east into Newboro, notice height of embankment and the amount of fill required - most came from Lot 1, Concession 5 near bridge, 27 September 1952, Engineering Department, Rideau Canal Office, Smiths Falls.



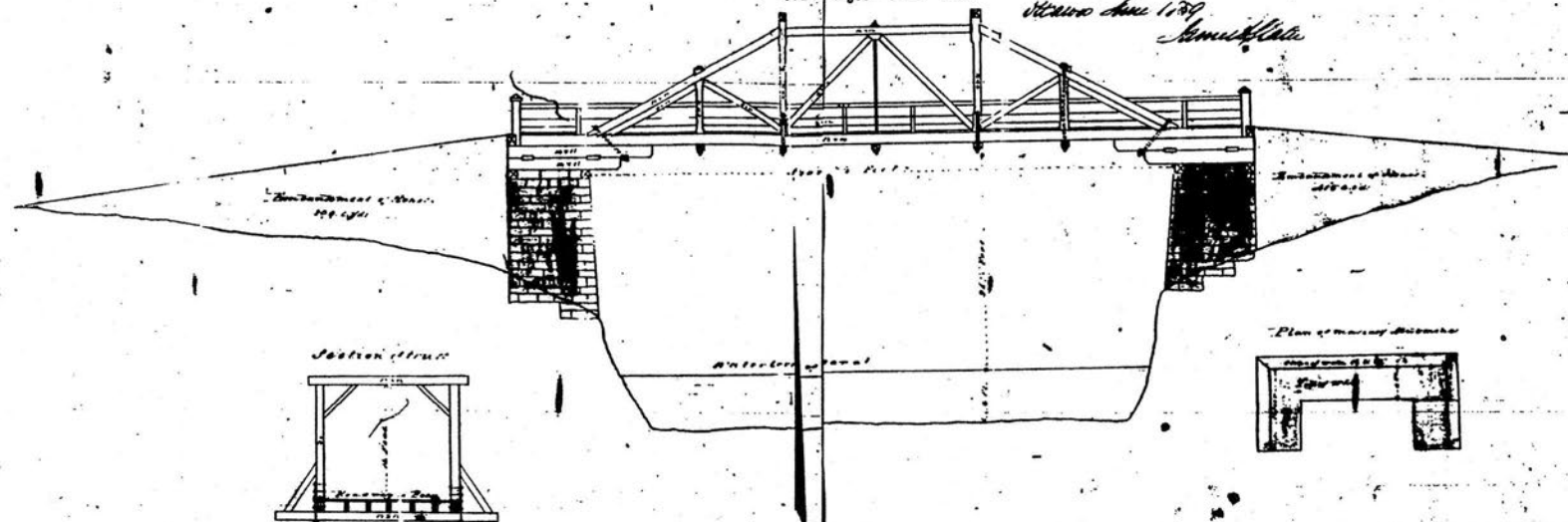
33. Plan of Bridge proposed for Newboro, June 1859, taken from PAC RG11, A1, Vol. 37.

Plan of Bridge proposed to be constructed at NEWBORN.

Scale 6 feet to an inch

October 1879

Amos A. Allen



Board of Works Registered Correspondence/ RG 11, A1, Vol. 37
Lettres inscrites du Bureau des travaux
publics

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

001373

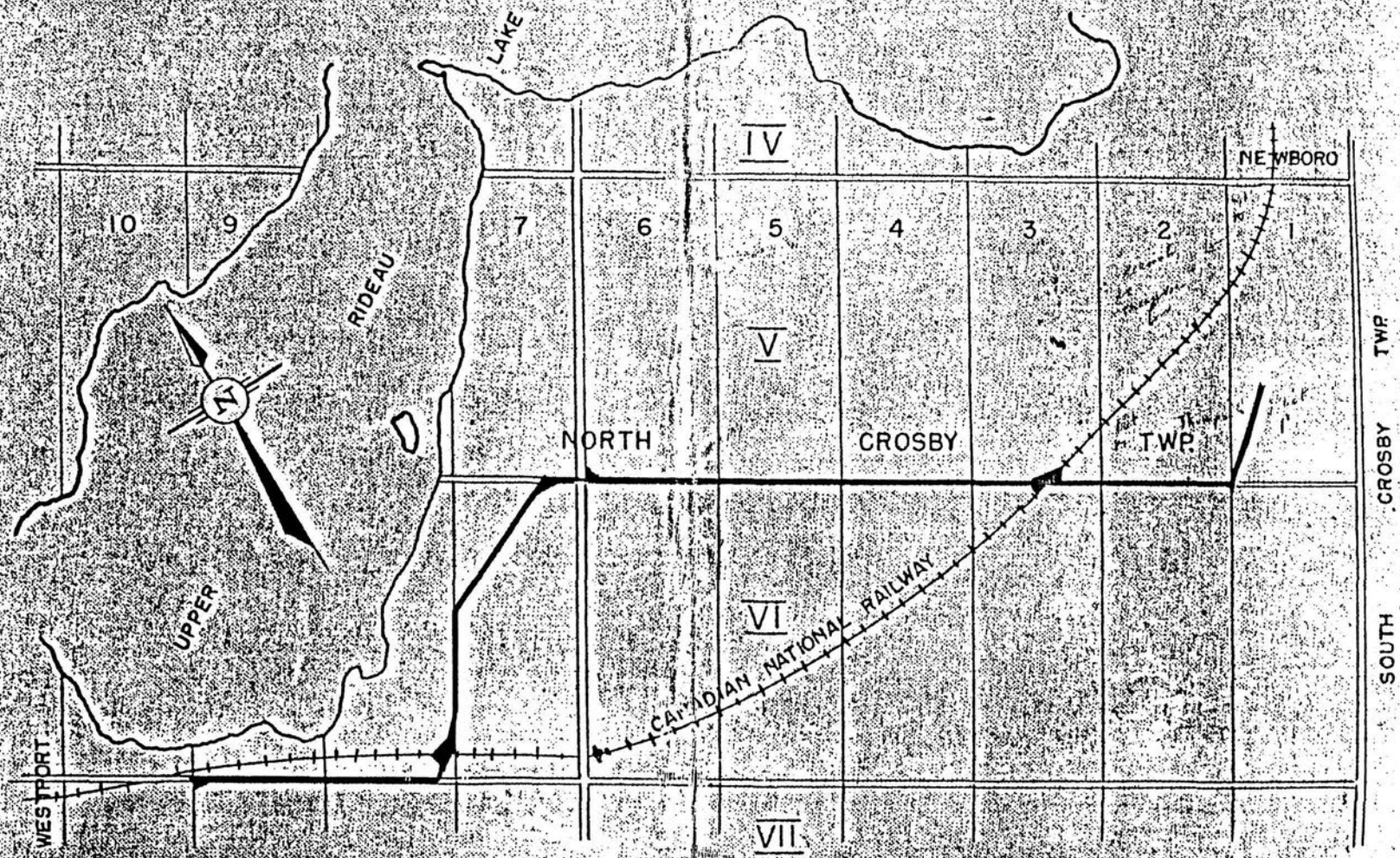
50.152-
108 15005

34. Canadian National Railway (formerly the Brockville, Westport and Northern Railway) Bridge, built in 1919; Lot 1, Concession 5 on left, 7 June 1952, Engineering Department, Rideau Canal Office, Smiths Falls.



35. 1952 map showing route of CNR, formerly Brockville, Westport and Sault Ste. Marie Railway, through Lot 1, Concession 5, en route from Newboro to Westport, ORO File 4652/R85-228.

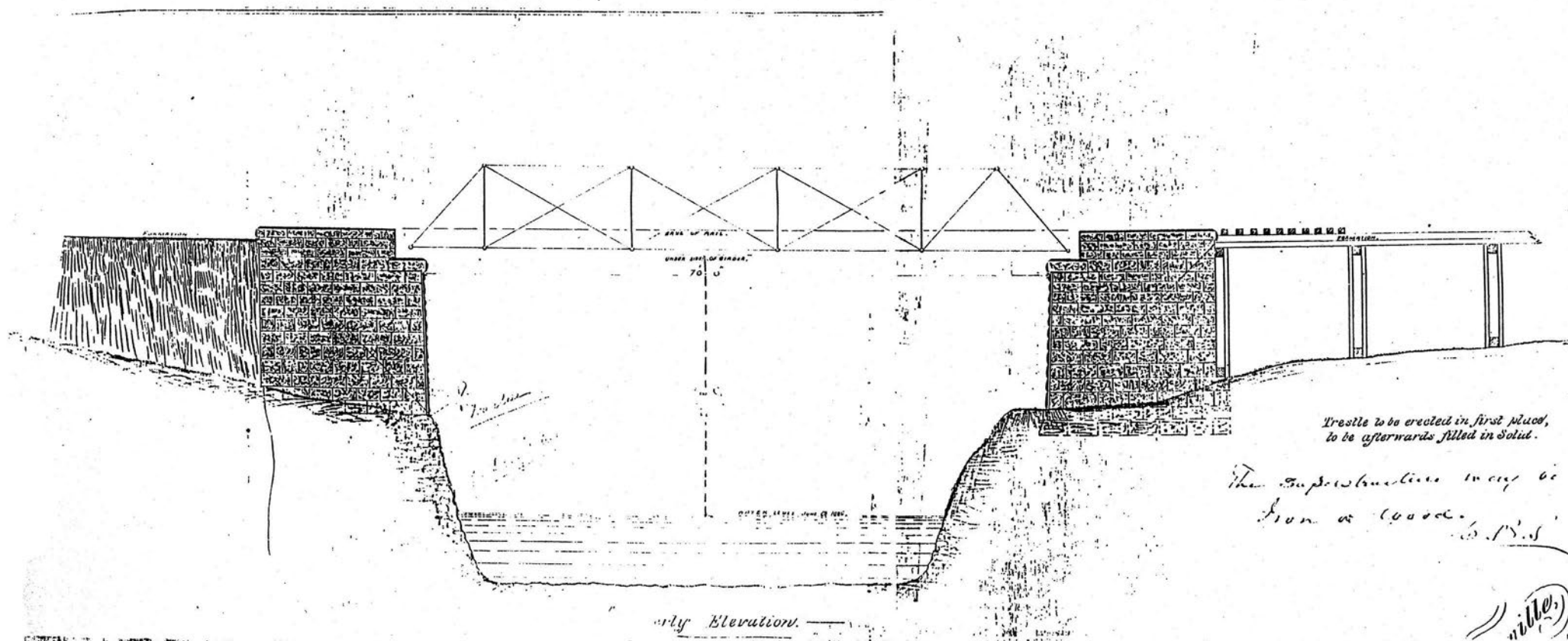
1952 Road map
Lake, road, and
settlements



KEY PLAN

1 INCH = 1/2 MILE

36. Diagram of proposed railway bridge to be built in 1886 across Rideau Canal at Newboro. Embankment on west bank to be a solid earth while a trestle would be built on east bank. ORO File 4652/R85-228.



37. Plan showing proposed railway abutments on Lot 1, Concession 4 where Brockville, Westport and Sault Ste. Marie Railway would cross the Rideau Canal at Newboro, 1886, ORO File 4652/R85-228.

CONCESSION ROAD ALLOWANCE.

R I D E A U

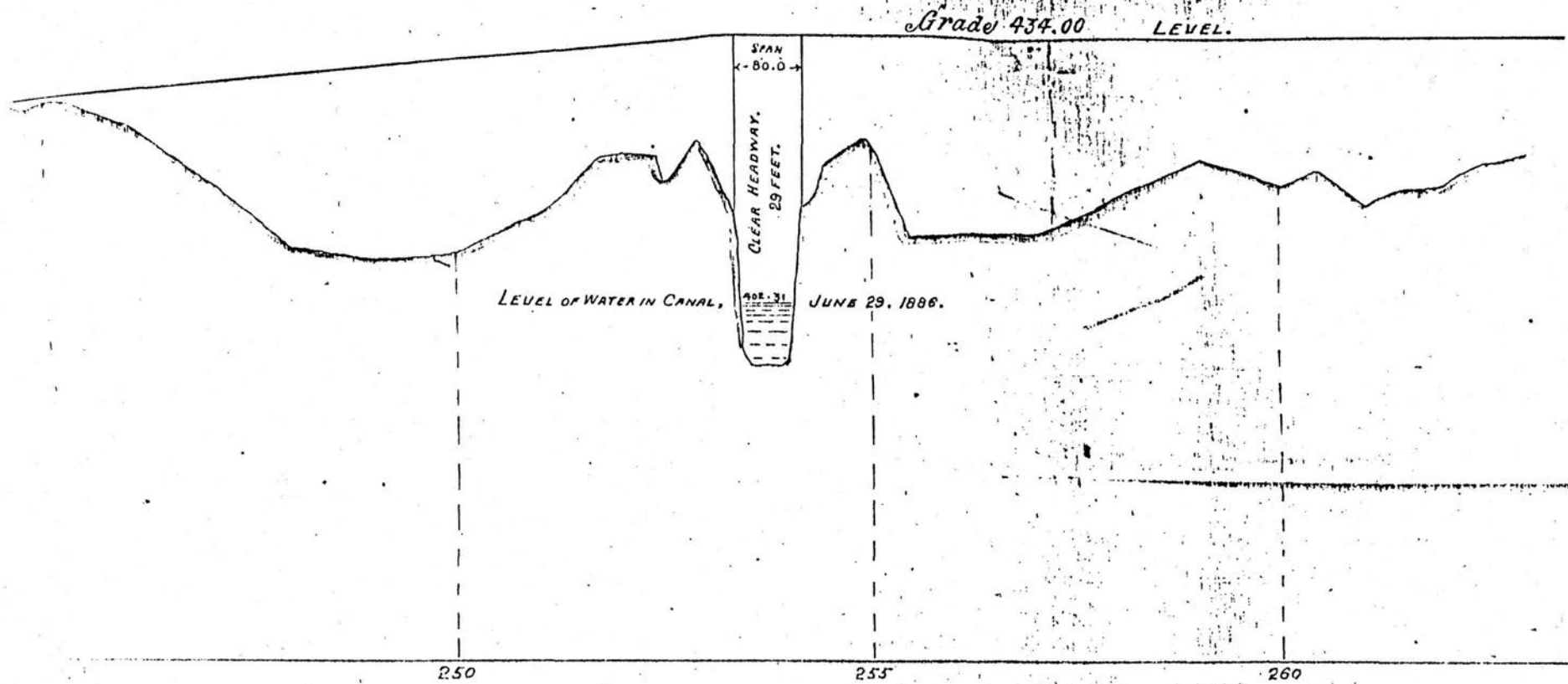
C

70

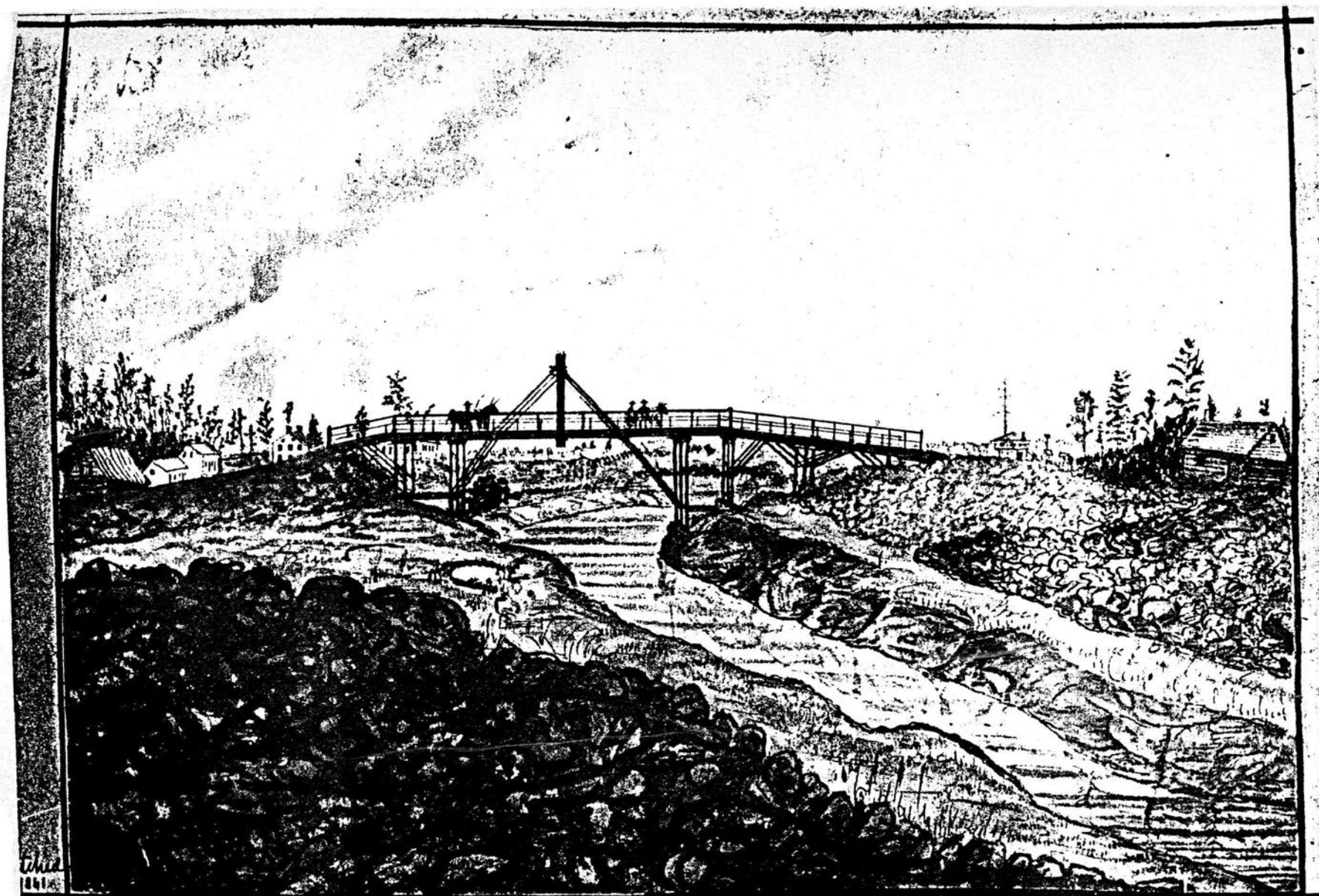


38. Sectional Drawing showing amount of fill required to build an embankment up to the canal banks for the railway bridge to provide a clearance of 29 feet over the canal, 1886, ORO File 4652/R85-228.

Section.



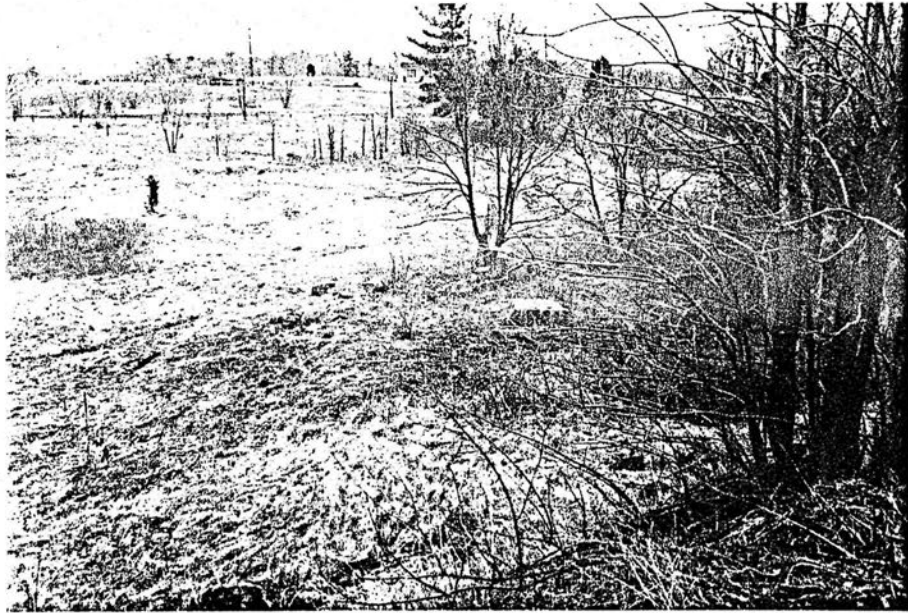
40. Rocky Cut at Isthmus, looking south, Lot 1, Concession 5 to right of picture, 1 log building shown on property, first high level fixed bridge is shown crossing canal, 1841. Notice the rock piled on shore taken from canal cut, Ontario Archives, Thomas Burrows Sketch No. 37, ORO photo collection reference no: R4-017-A-0006.



Rocky-cut at the Sutherland, to join Rideau Lake and the Waters falling into Lake Ontario.
Looking South

44. Upper Photo, the Bell farm site in April 1984,
viewed from the railway embankment, facing
south. (Photo by C. Phillips, ORO
Archaeology, 24H - 392M)

Lower Photo, the Bell farm site in April 1984,
viewed from highway, facing northwest.
(Photo by C. Phillips, ORO Archaeology,
24H - 411M)



45. The remains of the old highway, facing east,
April 1984, (Photo by C. Phillips, ORO
Archaeology 24H - 404M)



46. [Section] Plan of the Village of Newboro,
1884, by Willis Chipman, C.E., P.L.S.,
Registry Office, Brockville. Note division of
Lot 1, Concession 5 into Lots M, N, O and P.

_____ OF THE VILLAGE OF _____

IN THE COUNTY OF LEEDS



