

1962

24—THE LONDON FREE PRESS,

DISTRICT GRAIN PRICES

PARKHILL — Sprouted
wheat, \$1.40; corn, \$1.25;
oats, 75c-80c.

LONDON — White beans,
\$6.50 cwt. delivered; corn,
\$1.25; wheat, \$1.60.

STRATHROY — Wheat,
\$1.60.

KERWOOD — Corn, \$1.20;
sprouted wheat, \$1.40; soy-
beans, \$2.25; oats, 75c.

KOMOKA — Corn, \$1.30;
sprouted wheat, \$1.40.

BLYTH — Wheat, \$1.60;
sprouted wheat, \$1.40.

HENSALL—White beans,
\$6.50 cwt.; wheat, \$1.57;
feed wheat, \$1.40; oats, 75c.

to spend

I have chosen the time so generously allotted our Womens Institute by CHLO in telling you listeners something of the development of our Township of Bayham, and for a part of this material I am indebted to Miss Marie Caswell a pupil of our Eden School who compiled it at the time of the Bayham Centennial a few years ago.

BAYHAM TOWNSHIP is part of the most southerly land in all Canada, and therefore the climate compares with that of Southern France and Northern Italy, a climate suitable for the growth of fruits, vegetables and grains.

It is located at the easterly end of Elgin County and is ^{about 3} miles in length by ^{and encompasses about 35 sq miles} ~~miles~~ in width. The area is served by No. 19 Highway running south of No. 3 Highway at Tillsonburg. Ample drainage is provided by the two Otter Creeks and their tributaries. Excellent Freight service is supplied by the C.P.R. branch line running south from Woodstock through Ingersoll and Tillsonburg to Port Burwell.

There are no cities or towns in Bayham township. There are villages, and only two of these are incorporated Port Burwell and Vienna. The other villages are Calton, Straffordville, Eden, Richmond, North Bayham, and Corinth.

The village of Richmond, ^{one of} named for Lord Richmond, an early Governor General of Canada, was probably the earliest settlements in our township because it did have the earliest post office. It's post office is older than Vienna's, Pt. B or even Aylmer's. In fact it was in existence some years before St. Thomas got it's office in 1831.

Caleb Cook was Richmond's first settler about 1816, and a year later Noah Cook built a saw mill on the Otter Creek. By 1819 Richmond was quite a flourishing business centre. Later in 1836-7 it figured quite prominently in the McKenzie Rebellion.

About the year 1812 Joseph DeFields and James Gibbons built their log houses on the Lake front between the mouths of the two Otter Creeks. Hollowood, Hutchinson and Edison families were also among the first pioneers but little is known of their early struggle until 1830 when Col. Mahlon Burwell and Col. Thomas Talbot surveyed the present town site of Port Burwell, then known as "Otter Creek". The village name was changed at that time to Port Burwell, and to this day it stands as a memorial to a fine gentleman, well-informed, fair and upright beyond the ordinary, and an outstanding figure of high respect.

In 1832 a tavern was built by Mr. Hollowood, and soon after Col. Burwell organized a Harbor Company, and built an Episcopal Church which he afterwards endowed with 600 acres of land. By 1836 the village numbered about 200 inhabitants.

Vienna, only three miles up the Otter Creek from Pt. Burwell, was named by one of it's earliest settlers, Samuel Edison, and beginning as a collection of a few houses surrounding a busy saw-mill, it grew into a town of importance. It is within fog-horn sound of Lake Erie, and since the days when it was the most exciting centre in Upper Canada, has survived a series of disasters, namely floods and fires.

In 1836 little of the land was yet cleared, and the Timber business provided the main employment. Millions of feet of excellent timber found its way over the waters of Lake Erie to the busy ports of the world. As many as 400 boat loads in a single year were shipped to Quebec and the West Indies. The Otter Creeks were then the highways to Lake Erie, and rafts of logs, sometimes 2 miles long were quite common.

In 1850-51 the first Highway in the Township was constructed from Port Burwell to Ingersoll, providing a connecting link with distant centres. This Road was entirely constructed of Wooden Planks of 3" thickness, and was known as "The Plank Road". During the next 20 years as the population increased there was strong agitation for a Railway Service. In 1895 this project was undertaken and carried through by Mr. John Teall, a resident of Vienna, with finances obtained from Canadian and American sources.

Thomas Alva Edison the noted inventor, was a descendant of the pioneer Edison family of Vienna, and spent several summers with his grandparents in that village. The Edison home was purchased by the late Henry Ford for removal to his Greenfield Village, outside of Detroit; and today there remains only a sign board to mark the location of the Edison home.

Harbor and Railroad development continued to progress, and in June 1906, the car ferry Ashtabula made her maiden trip, thus establishing a coal service from United States which is still in operation.

About 1910 the first Gas Wells in the township were drilled, and within a few months extensive gas fields were located, and this fuel was piped to many communities throughout the area.

Hydro Power was brought first to Port Burwell from Aylmer in 1927, and by 1938 served the entire township.

While Timber was still plentiful Port Burwell became famous for the sailing ships, built in it's harbor and a large number of vessels of various types and sizes were built, and sold for operation in many parts of the world. Port Burwell has always been noted for it's commercial Fishing Industry, and today several ^{fishery} boats operate out of that harbor.

TODAY our Township produces Fruits, Vegetables, Grains, Dairy Products, and perhaps our largest crop is Canadian Virginia Cigarette Tobacco. OVER ONE Hundred Years Ago the two Otter Creeks provided the transportation needed to move logs and timber to Lake Erie at a low cost, which meant prosperity for the people. TODAY the two Otter Creeks and their tributaries are again bringing prosperity to our township by supplying the water vitally needed for ^{our} tobacco ^{crops}. TO CONSERVE the land and it's resources, 80 % of Bayham Township (that is 278 Sq. Miles) has been designated a Conservation Area, known as the Otter Creek Conservation Authority. This Authority is made up of 14 municipalities, each supplying a Representative Member to guide the group in it's undertakings, namely: to conserve our Water Resources, our remaining Timber lots, to improve soils, and control erosion, and to protect wild life. By these efforts it is hoped that this land will be useful and productive for those who are here now ^{and} also for those who come after.

A Nigerian Chieftain once stated "I conceive that the land belongs to a vast family, of which many are dead, few are living, and countless still unborn" So may all of us who are here in this year of 1955 remember that Future generations must live off our soil. Let them inherit Abundance not devastation.

FIRST CAR IN ELGIN COUNTY.

(Copied from a Scrap Book in Elgin Co. Museum)
(by Kathleen V. Moore, in London Free Press.)

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The first car in Elgin County was seen on the street of St. Thomas in the year 1900. It had been purchased in Toronto by Mr. Cal. Ellis in the summer of that year. It was a Wilton car and capable of doing 35 to 40 M.P.H. However, he had it shipped by rail and even the unloading of it created considerable attention.

He drove it about three blocks and Dr. Lipsey's horse ran away so he got out of the city and drove to Aylmer which took 30 minutes.

The car cost \$1,850.00 and he got 15 miles to a gallon. Later, he sold it to Mr. Ed. Burnett of London and his next car was a 1 cylinder Ford. The 3rd car he bought was a Rambler which gave good service for 5 or 6 years. It was made in Wisconsin. Next, was a steam car which had only a passing phase of existence.

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RACE RECALLED BETWEEN EARLY CAR
AND
GEORGE WALSH'S RACE HORSE.

It was a New Year's Day celebration and old residents recall that for years horse-racing was held on Broadway, Tillsonburg to which the entire populace seemed to be present for the day's program.

One of the great thrills, the late Mr. Walsh never forgot and always liked to tell at the race-track was the time he beat the first auto in Tillsonburg, owned by a local jeweller, Mr. J.M. Jerome, with one of his horses.

The car was an early one-cylinder affair and the race started at the overhead bridge on Broadway St., and ended at the Royal Hotel, a distance of some 5 blocks.

A starter, timer and judges were on hand and before a big crowd. George won by four lengths. Old-timers say there was considerable side-betting on the race.

Mrs. Walsh was the former Clare Travis, a sister of Camby and Frank. The Walsh's used to live at Straffordville but moved to Goshen, N.Y.

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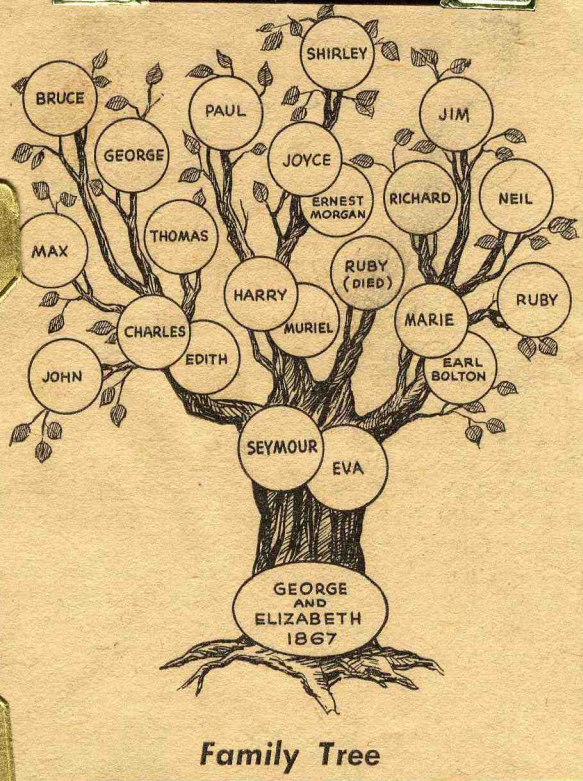
FLIGHT OF DUNCOMBE.

(Copied from a Scrap Book in)
(Elgin Co. Museum.)

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The Flight of Duncombe is described thus: He was living at Norwich, Ont. when he learned the Rebels were assembling at near-by Scotland. MacNab appeared with Loyal forces and the rebels repaired to the Quaker Meeting House. Duncombe escaped by disguising himself as a Quaker. Later, he disguised as a grand-mother and travelled by wagon. He was able to cross the Border on ice, assisted by the militia and then revealed his identity when near Sarnia.

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Family Tree

Family historians may be interested in the Victorian-type family tree our artist drew. This could easily be adapted to individual families and would provide a fascinating record for future generations.



The Tale of an Unfortunate.

Don't cast this from you, reader;
But read my story through;
I, like many more unfortunates,
Must ask for aid of you.
Misfortune has befallen me,
Like many more before;
My appeal I wish to sell you
To keep hunger from the door.

Read carefully the lines beneath—
Hear what I have to say;
To work I went one morning
On a bright and sunny day.
Ah! little did I think, my friends,
When I laid down that night
'Twould be on an operating table
Beneath the surgeon's knife.

What is in this world, brother?
Luxuries for but few,
A living left for all the rest;
I can't grasp that like you.
Accept my poem for a trifle
And I will be on my way;
I know that God will bless you
And a cripple for you will pray.

PRICE:—Anything you wish to give.
ALFRED H. BURNIP

