

Mile Creek. At Doan's Grist Mill, and also at Long Point, the settlers could have their grain ground and buy meal.

Upon one occasion in the latter part of April 1819, Mr. McKellar and two neighbors went to Doan's Mill by boat and bought flour and meal. On the return journey they were overtaken by darkness, went ashore, unloaded the cargo on the beach some distance from the water. They drew up the boat and overturned it on the cargo to protect it during the night. They then went to a house not far distant and obtained lodging for the night. During the night a heavy storm arose, and on returning to their boat in the morning, they found it driven much higher up on the beach and their cargo destroyed. They returned to the mill for a second cargo. Meantime all the provisions were exhausted in their homes, and their families lived on herbs until the men returned.

In 1819 Colonel Talbot suggested to Mr. McKellar that he build a grist mill at Sixteen Mile Creek. He offered to give him the irons of his mill that was burned in 1814, and also 50 acres of land. The mill was in operation by 1821, but the 50 acres of land was never granted. Mr. McKellar sold his mill in 1837, but it was still in operation for some time after that.

This first grist mill in Aldborough was on part of Lot 5, the farm owned by Murray McLean in 1953. As Sixteen Mile Creek did not have a steady enough volume of water to run the mill at all times, the provisions for the summer and early fall had to be ground between the middle of March and the middle of June. To do the grinding for the settlement in so short a time, Mr. McKellar ran the mill day and night, and did it all alone. He would start the mill at 2 a.m. on Monday morning and never leave it until 9 p.m. Saturday evening. Women were seen carrying the grain on their backs to the mill, waiting for it to be

ground, and then carrying the bags of meal home again.

Meantime the husbands were at home preparing the land for a spring crop. About this time, John C. Gillies erected the first saw-mill in the Township of Aldborough on Sixteen Mile Creek, Lot 5, north of the 14 concession. This was a great boon to the settlers. Prosperity began to dawn and emigrants from the Motherland flocked in. The virgin soil at that time was very fertile, producing luxurious crops of every description, considering the crude implements that were used. Their harrows were like a letter A and had eleven teeth. They were made in this shape so when drawn by the oxen up to a stump the point would slip around it. The few plows they had were made of wood, - the mould-board and landside being covered with sheet-iron. Abraham Eberle of Orford made the first wrought-iron plow-shares which did service for a number of years. Their harvesting implements were the scythe and sickle which they used with dexterity. In 1828 the first cast plow arrived from Long Point called Noods Patent, and in 1836 the Weir plow was made in St. Thomas. It was in 1832 that the first grain cradle was used, and in 1849 the first wooden horse-rake was introduced.

Some of the first settlers from New York State brought cattle, sheep, and hogs; and others purchased their stock from Tyrconnell and the Long Point country. They all had good sheep until 1838 when a serious disease broke out among them which lasted for four years, and quite a number lost nearly all their flocks. About this time the farmers began to use horses for farm work, although oxen were still used for many years.

Better times came when other industries sprung up. Mechanics were few in the early days. David Palmer of the Township of Howard was the only blacksmith, and Moses Wood the only carpenter, and Alex Forbes the only wagon-maker west of St. Thomas. The early settlers made their own

shoes, and their good wives made their clothing except when someone had to appear at Hymen's Shrine. Then they employed the only tailors between St. Thomas and Morpeth, Hooper King of Southwold or Robert Buchanan of Orford (the latter, the writer's grandfather) who in 1822 made a suit of sheepskin for Colonel Talbot to visit his native land. The press boards used then are still in the writer's possession.

With the help of saw-mills, some of the settlers began to build frame houses. The first was that of Peter McKellar, a large two-storey building erected in 1826. Others which followed were those of John C. Gillies, Neil Haggart, and John Buchan.

In 1836 Duncan McIntyre, a nephew of Ian Mor, then a lad of 17, began to display a mechanical trait and began to build frame barns. He was the first carpenter reared in this township, and died April 9, 1887.

In 1837 the Rebellion occurred, and all men between the ages of 18 and 50 were drafted, and all that were able attended orders. The captains here were Archibald Gillies and James McKinlay; the lieutenants were John Cunningham and John McIntyre. With their several companies they marched to the Western Peninsula where hostilities were commencing. They were all strangers to fear, and some of them chanted their own war ode:

"With hearts like steel  
To face the field  
Our valor for to shew."

Their weapons were muskets, shot-guns, one rifle, and two swords which the captains had; but the most attractive weapon was Ian Mor's battle-axe which had been used on a similar occasion 91 years before, at the decisive battle of Colloden Moor, April 16, 1746.

These companies stood by at Niagara Falls during the Fenien Raids, and after the rebellion was ended every man returned.

Of all that gallant number, the last one, Lachlin Paterson, of Rodney, passed away in October 1901.

In 1837, there were just 500 people in the Township of Aldborough.

NOTE: The above data was collected from a variety of sources and compiled by:

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HISTORY OF THE AGRICULTURAL BRANCH SOCIETY

of the

TOWNSHIP OF ALDBOROUGH

in the

COUNTY OF ELGIN

Formed March 6th, 1854.

(Written by E.G. Lusty. Taken from the Secretary's book and other personal knowledge)

At the home of George Munroe, (Squire Munroe) on Middle Street, south-west corner of the 11th concession and Highway 77, in Aldborough Township, met many of the yeomen of the Township on March 6th, A.D., 1854, and formed themselves into an Agricultural Branch Society by nominating and appointing the persons hereinafter named as Officers:

George Henry Esq.	President
James E. McKinley	Vice President
George Munroe	Secretary
James McBride	Treasurer
Duncan McColl	Director
W.H. Bunts	"
John McBride	"
James McGregor	"
Donald Shaw	"
Duncan McKillop	"
John McKillop	"
Dugal Lamont	"
Alexander Campbell	"

At the second meeting, held on the fourth Saturday in March at the home of the Secretary, George Munroe, resolutions were passed naming the President George Henry and director Bunts to purchase bulls for the benefit of the Society, and the Treasurer James McBride to solicit subscriptions in every home north of the 10th concession, Hogg Street, as members to the Society. He was to receive five shillings a day for his services.

Saturday, April 15th at the home of the Pres. George Henry, on the south-east corner of Black's Lane and Talbot Road, the following resolutions were passed, authorizing the President and Director Bunts to go to Niagara country to purchase two or three bulls of such age, sire, and pedigree as to their own choice, and that their personal expenses be paid and as much more as the majority of the directors would decide.

That the sum of fifty pounds be borrowed from Director John McBride who generously offered to provide and lend the sum at 8% per annum for six months, and that the thanks of the meeting be tendered to Mr. McBride for the loan.

At the President's request, at the home of Director McBride, on the 20th day of May, 1854, the officers and members of the Society met to examine five bulls which the President and Director James McGregor, who had replaced Mr. Bunts, had bought and brought in by railroad from Niagara country to Newbury.

A resolution of thanks was passed approving of their good judgment in securing such good animals and at such reasonable prices.

The Bulls were named Bonaparte, Welland, Ashford, Drummond, and Miller.

The populated section of the township was divided into five sections, where the bulls could be billited out, and at intervals were to be exchanged to other billits, having in mind the improvement of the stock.

August 12th, 1854, at a meeting held at the home of George Munroe, it was decided that Bulls Bonaparte and Welland be driven to Newbury and then by railroad to the Provincial Exhibition in London the latter part of Sept. and to be in charge of the Pres. George Henry, who was generous enough to offer to contribute half of the expense. At the inception the fee for membership was \$1.00, but when they decided to buy five bulls instead of three, they raised the fee to \$2.50. Later when they decided to show these bulls it was necessary to raise the fee to \$3.75 per member and collectors were sent over the Township to secure this money. Bull Welland won a prize and the prize money was turned over to the President.

1855 The first Annual Meeting was held January 20th, 1855, at the McBride School, on Mr. James McBride's farm, located on the north corner of Highway 77 (Furnival Road) and the 11th concession (Middle Street) Aldborough Township.

The following officers were elected:

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|----------------------|----------------|
| James E. McKinley    | President      |
| James McGregor       | Vice-president |
| George Munroe        | Secretary      |
| James McBride        | Treasurer      |
| Joseph McCallum      | Director       |
| Archibald Graham     | "              |
| John Campbell        | "              |
| John McDougall       | "              |
| Col. Charles O'Maley | "              |
| Henry D. Smith       | "              |
| Dougald McMillan     | "              |

In 1855, Bull Welland was again shown at the 10th Annual Provincial Agricultural show in London. This time he was in the charge of Director Dougald McMillan of Kintyre, when he was again awarded a prize.

The first show in Aldborough was held in October of this same year when all of the bulls were shown. It being the duty of all the caretakers in charge to have them all on exhibition.

1856 In 1856 George Henry was again elected President and Findlay MacDiarmid Secretary-Treasurer.

Some of the following meetings were then called in the New Glasgow Hall at Airyville (now New Glasgow) situated on the east corner of Nos. 3 and 77 Highways, where Talbot Kirkpatrick now operates a service station