

LIBERT'S STEAM MILL

About 1867, on Lot 9 Concession 10 in Aldborough, Adam Libert and his brother-in-law, George Morgan, built a very good direct-action mill which turned out a lot of lumber. Some of this was used for home consumption and some was shipped from New Glasgow dock to other parts of Canada and to the United States.

In connection with this early steam mill was a Shingle Mill where great quantities of chestnut shingles were produced.

After a few years Adam Libert sold his share to George Morgan who continued in business until he lost most of his hand in a shingle-saw in 1887; then he sold to N.S. Lusty.

Mr. Lusty had been hewing great quantities of railroad ties in the woods for the Canada Southern Railroad, and as he was given the contract for all ties required in this district, this mill was kept very busy for many months each year for years to follow.

When ties were completed they were delivered to the railroad yards, or at any farmers crossing, and once a month Mr. Wm. Reckie, the railroad inspector met Mr. Lusty to check each tie before a train would come along to load and take them away.

At this Lusty mill contracts would be accepted for prime white oak without defect, cut for the making of tugs. The deck and siding planks were four inches thick, and sixteen feet long, and various widths. Frame timbers were called for in different sizes and lengths up to fifty-three feet long which were required for the keel. It took a good sized tree to make a piece which would be fifty-three feet long and nine inches square at the top end.

Once, while teams were hauling their loads through Rodney, Jack Saylor, a teamster, got his load stuck on the railroad tracks.

He had on two fifty-three foot sticks and one thirty-one foot stick and the rear bob-sleigh was used near the back to support the load. As he crossed the tracks, the rear sleigh stuck in the middle of the tracks just as an express train was coming from the West. Other teamsters were at hand but there was not time to hitch an extra team to his load. Everyone tried to help and lift, but could not move it; so Jack pulled his draw bolt and said "Get-up" to his team, and just as they were clear the engine hit the load, smashing the rear bob to bits and breaking the chains off the front sleigh leaving it in the centre of the road undamaged. The three timbers were driven under some box cars which stood near the station knocking them off the track, about one hundred yards distant.

When the engineer stopped his train and came back to survey the damage, he was greatly relieved to find no one had been killed or injured. He said that when he saw that an accident was inevitable, that he put on all the steam he had in order to hit the load as hard as possible--adding in a very shaky voice that he thought they were all "going to H---."

This mill, after running steadily under the same management and shipping all their lumber now by rail, burned down on April 30, 1891. The heat caused the boiler to blow up. It was a miracle that some were not killed as bricks and other debris were blown in all directions -- two-thirds of the boiler landed near a group of men, but only Fred Prouse was injured on the leg by flying brick. He was well again in a few days.

Written by: Mr. E.G. Lusty

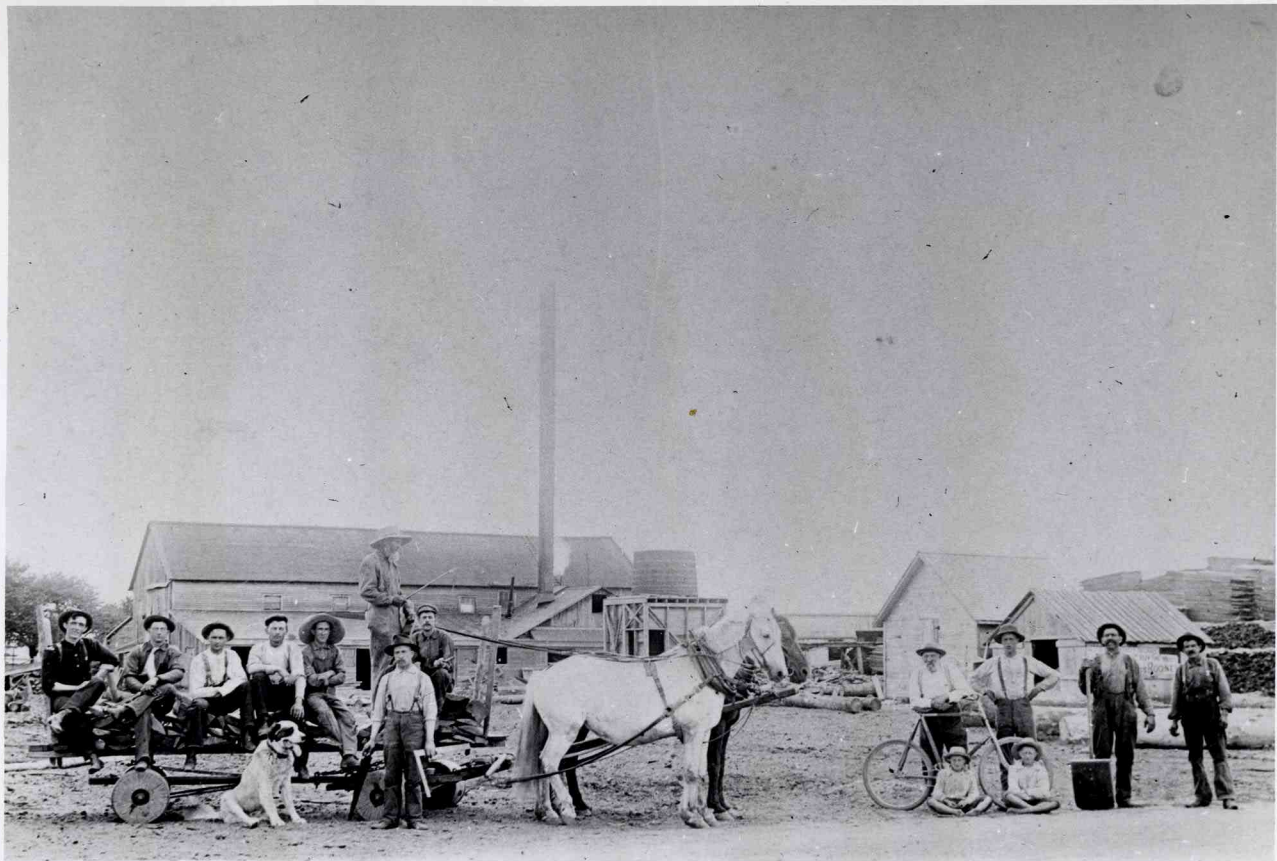
E. G. Lusty



SOME OF WEST ELGIN'S
LAST LARGE STOCK
OF
WEST LORNE MILLS

SOME OF WEST ELGIN'S LAST LARGE LOGS ARRIVED AT THE McKillop mill in West Lorne in March of 1920, with the company's owners and employees on the pile to have their picture taken. Starting at the top they are: Dave McDonald, Archie McKillop, Bob Binks, Hugh McKillop,

Jack Burger, Cliff Walker, Don Ash, Alex Haviland, Mike Cummings, Jack Murray, Bob Mills, Fred Edwards, Dan McKillop (seated), John A. McKillop, (seated), Lionel McKillop, (boy), John Meek, Herb Petherick, Bill Allett, John Burger Sr., Sam Smith and Joe Wilton Sr.



N. S. Lusty & sons, William & Ernest Mill. - - - 1896



Hauling logs in Rodney 1896