

Instrument No. 3857) Dated on the 2nd. day of June A.D. 1862
Indenture of Bargain)
and Sale)

between Enos Scott and wife of Yarmouth and Joseph Comley Gillam
of the same place 50 dollars being in the Township of Yarmouth
being composed of part of the west part of the north half of Lot No.4
in the 5th Con. of said Township and containing by admeasurement half
an acre of land be the same more or less.

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Instrument No. 3858) Dated on the 2nd day of June A.D. 1862
Indenture of Bargain)
and Sale)

between William Penwarden and wife of St.Thomas and Joseph Comley
Gillam of Yarmouth 50 dollars being composed of part of Lot No.4
in the 5th Con. of Yarmouth aforesaid containing by admeasurement
one half acre be the same more or less.

Registry Office, County of Elgin, St.Thomas,
8th April A.D. 1870 certified except as to
Wills and Instruments affecting lands without
local description registered in any Register
Book for the County.

(signed) J. Mc.Kay
Registrar
County of Elgin.

(Mr. and Mrs. Frank Weiner of Lot 4,
Con. 5 Yarmouth, contributed this history of
their farm).

HISTORY OF THE FARM OF MR. MORRISON G. MC.LAWS

"Braebar", the comfortable and commodious farm home of Mr. and Mrs. Morrison G. Mc.Laws, being situated on Lot 3, Concession 4 of Yarmouth Township, is a dwelling whose history is linked with the earliest days of this district. This farm was originally allotted in the year 1799, to the Hon. Francis Baby, for services rendered the Crown. Some years later, it became the property of James Thompson, one of South Yarmouth's pioneer settlers who, about the year 1837, built this home which was surrounded by a walnut grove, the rather ornate front entrance of the house, facing the West. The corduroy road built in 1822 by Colonel John Bostwick, from Port Stanley to London, ran directly to the west of the house, the allowance for this road, being mentioned in early legal documents. In 1843 this road was taken over by the Government, being straightened and planked, mainly for military purposes. A few years later, this road was again surveyed and it's route was changed. It was gravelled by the Government and operated as a toll road for some forty years, being known as the London and Port Stanley Gravel Road. Mr. Robert Hepburn and Squire Randolph Johnson, both of Port Stanley, were the lessees for many years, Mrs. Morrison Mc.Laws being a grand-daughter of Mr. Robert Hepburn. Several years ago, the road was paved and last year was rebuilt and is now the splendid new three lane highway No. 4.

James Thompson also built the first large woollen mill in this district, which was situated about 1/8th of a mile west of Union on the north side of Concession 3, in the Beaver Creek valley. The mill was completed and in successful operation in 1843, but Thompson had left this district some time before, settling in the American west, and did not return. James Haight bought the mill and operated it, later selling it to Benjamin and Thomas Green, who conducted the business for many years.

In the year 1844 James Thompson sold his farm to Chas. H. Conrad for the sum of 519 pounds for 103 acres of land. In the southeast corner of one of the front fields, one of the Conrad children is buried. In the year 1846, Samuel Hathaway purchased this farm from Chas. H. Conrad, the plank road being mentioned in this deed, it being laid to the east of this property. The fine old home which stands on an eminence, in the centre of the farm, commands a view of the entire acreage and from an upper balcony, one has a marvellous view of the country-side. The Hathaway family owned and operated this beautiful farm for nearly seventy-five years and on April 1st, 1921, Mr. and Mrs. Morrison G. Mc.Laws became it's fortunate owners. Mr. Arthur Clark and his sons, Wm. H. and Herbert Clark, leased this property for several years before the Mc.Laws purchased it.

Mr. Mc.Laws has been engaged in general farming for many years, having owned one of the finest dairy herds in the district, but now devotes most of his time, operating an extensive gravel business, his son Malcolm being in partnership with his father. There are very large beds of gravel on this property, which extend the length of the farm, the pit being opened in the Spring of 1926. At that time, the gravel was loaded into a bin by horse power and a gasoline engine. Later Mr. Mc.Laws acquired a power shovel and gravel crusher. In the year 1946, another crusher, built on a much larger scale, was added to their equipment. When called upon to fill contracts in municipalities some distance away, they take their men and their own equipment and remain until the work is completed. In the year 1926, Mr. Mc.Laws entered into an agreement with Yarmouth Township to supply gravel for Township roads, which contract is still in use. During the erection of The Ontario Hospital on No. 4 Highway and The Fingal Bombing and Gunnery School, large quantities of gravel were supplied from the Mc.Laws' farm.

On April 21st, 1913, the large bank barn, which was then on this place, was destroyed by fire. It was replaced by the present fine sheet metal structure. As the gravel beds extend beneath and beyond the barn, this building was moved to a new site, several rods north of where it formerly stood, the work being done in the Summer of 1953.

The name of 'Braebar' was chosen for this farm, 'Barr' being the surname of Mr. Mc.Laws' mother, the late Mrs. David Mc.Laws of St.Thomas, whose family was of Scottish descent. During the second World War, two largely attended carnivals were held on the Mc.Laws' farm under the sponsorship of Yarmouth Red Cross Society, the splendid profits being added to the Red Cross Fund.

There are some very fine old trees on this place, the row of stately elms along the highway, extending south in front of Mrs. H. J. Davis' attractive home, being a great age. Several years ago, the ~~Mc.Laws~~ ^{Hathaways} planted hard maple saplings at the north boundary of their farm, which are now an unbroken row of beautiful trees, which are much admired. In the Spring of the year, when time permits, these trees are tapped, the Mc.Laws making delicious maple syrup for their use and for fortunate members of their families.

Much has been done, through the years, to beautify this charming old home, with it's landscaped lawns and background of fine old trees. From early in the Spring, Forsythia, Japonica and other shrubs, provide a wealth of bloom and throughout the Summer, Mrs. Mc.Laws' flower garden is a delightful spot, always gay with color.

For a century and a quarter, this quaint old home, built with such generous proportions, has been the scene of countless happy gatherings, and some, not unmixed with sadness. but has always maintained an atmosphere of cordial hospitality, which tradition the Mc.Laws have retained, down through the years, their hosts of friends and their neighbors always being assured of a warm welcome, when dropping in at 'Braebar'.

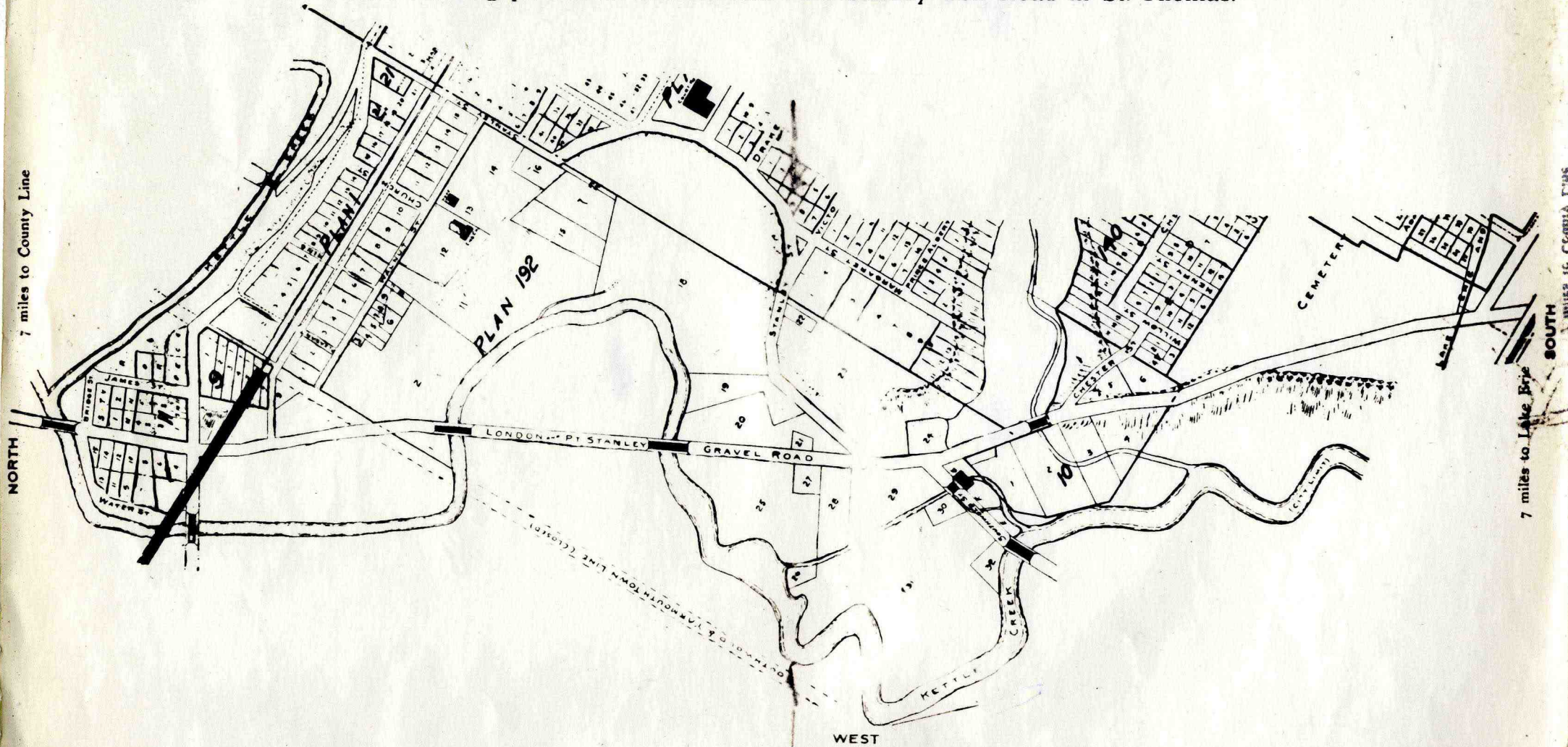
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(The information in regard to names and dates on deeds of this property, was secured from documents belonging to Mr. and Mrs. Mc.Laws, the present owners. Information re the Beaver Creek Woollen Factory, was obtained from the Historical Atlas of Elgin County, edited in 1877.)

HISTORY OF KING'S HIGHWAY #4

The history as compiled by Miss Agnes Hepburn, of Port Stanley; it includes map of #4 Highway and also a copy of the schedule of the Toll Charges when the road was a Toll Road.

Plan showing portion of London and Port Stanley Toll Road in St. Thomas.



7 miles to County Line

NORTH

WEST

7 miles to Lake Erie

SOUTH

7 miles to County Line

CHARGES OF TOLL

TO BE TAKEN AT

Pt. Stanley Gate.

Any person travelling from Pt. Stanley North, beyond the Selbourne Road, full toll will be required and a check given to the next gate.

Any inhabitant of Port Stanley travelling from Pt. Stanley towards Fingal or any part of Southwold west of Kettle Creek the following toll will be charged.

For a single horse	-	-	-	-	-	1ct.
For any carriage or vehicle drawn by one horse	-	-	-	-	-	2cts.
For any carriage or vehicle drawn by two horses, not weighing over 2000 lbs. including vehicle,	-	-	-	-	-	3cts.
All loads weighing over 2000 lbs, including vehicle,	-	-	-	-	-	4cts.
Cattle each	-	-	-	-	-	1ct.

Any inhabitant of Southwold travelling from any part of Southwold west of Kettle Creek to Port Stanley only the above rates

WILL BE CHARGED!

neither will there be any higher toll charged to ^{William} John Bobier, John Meek, or parties living on the Weldon Farm, when going to Port Stanley.

Hepburn & Johnston.

YARMOUTH, January 10th, 1859.



One of the toll gates on the old Gravel Road.