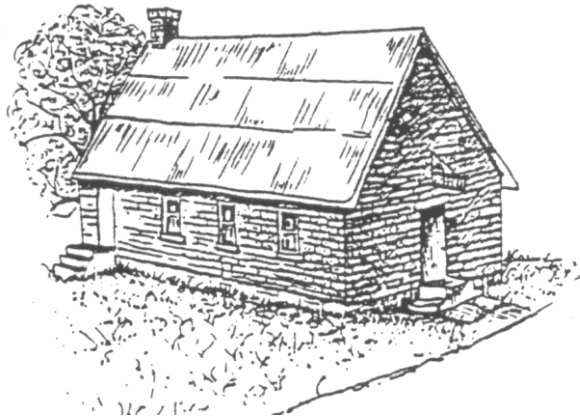


THE GOULBOURN NEWS



Produced by: The Goulbourn Township Historical Society (GTHS)

Issue #2-August 1998

COMING EVENTS

Hope to see you at our booth during

VILLAGEFEST (at the Village Square in Stittsville)

Friday September 11, 1998 (7-10 p.m.);

Saturday September 12, 1998 (11 am - 5 p.m.).

RICHMOND FAIR (Richmond Fairgrounds)

Friday September 18, 1998 (noon - 9 p.m.);

Saturday September 19, 1998 (10 am - 9 p.m.);

Sunday September 20, 1998 (10 am - 5 p.m.).

As well as at our HISTORICAL SOCIETY MEETINGS

September 24, 1998 (in the Museum at Stanley's Corners, 7:30 p.m.)

Mary Cook, well known speaker and columnist on the Ottawa Valley will address the topic "Memories of the Thirties". It promises to be an enjoyable evening. Members of the public are welcome.

October 22, 1998 (in the Museum at Stanley's Corners, 7:30 p.m.)

Our guest speaker will be John Harrison, Past President of the Royal Canadian Legion, Richmond Branch 625. He will be discussing his participation in a tour of the European War Grave sites. Members of the public are welcome.

LOOKING BACK

Did you know.....

(This information is taken from, Smith's Canadian Gazetteer (1846) written by Wm.H.Smith.)

Goulbourn; a township in the Dalhousie District; is bounded on the north-east by the township of Nepean; on the north-west by Huntley and March; on the south-west by Beckwith; and on the south-east by Marlborough. In Goulbourn 44,714 acres are taken up, 9,319 of which are under cultivation. This is the best settled township in the Dalhousie District, and contains some good farms. The village of Richmond is situated in the east corner of the township, and there is one grist-mill and

one saw-mill in the township. Ten thousand five hundred and forty acres of Crown lands are open for sale in Goulbourn, at 8s (shillings). c'y (currency) per acre.

Population in

1842...2,606;

Ratable property in the township

L26,755.

Did you know.....

(This information is also taken from, Smith's Canadian Gazetteer (1846) written by Wm.H.Smith.)

Richmond; a Village in the south-east corner of the township of Goulbourn, twenty miles from Bytown, situated on the Goodwood River, which flows through the village. The houses are much

scattered—the village extending over 200 acres of land, each lot containing one acre. The place was laid out, in 1818, by the Duke of Richmond, (who died shortly afterwards in the neighbourhood, of hydrophobia), and was originally settled by Highland Scotch. It contains about 1200 inhabitants. There are three churches in the village, viz., Episcopal, Presbyterian, and Catholic. Post Office, post three times a-week.

Professions and

Trades.-Ten stores, four taverns, two waggon makers, one cabinet maker, two blacksmiths, three tailors, four shoemakers.

A LITTLE PIECE OF HISTORY

This is a reprint of an article originally published in the January 25th, 1984

edition of the "Stittsville News".

We felt it would be of interest to those

members who missed it the first time. The article was written by G. J. Zeldenrust.

It was the autumn of 1815. Napoleon had been defeated at Waterloo, the war of 1812 had been concluded with the Treaty of Ghent and Great Britain found itself suddenly overrun with thousands of discharged soldiers looking for a job.

However, notwithstanding the apparent peace in His Majesty's Colonies, the British government soon recognized that no peaceful settlement of Upper Canada was possible without a strong defense policy against any possible future hostilities from the young new republic along its Southern borders.

With this in mind, it was decided that additional land be purchased from the Indians, and a second row of townships be surveyed north of the already established townships of Burgess, Elmsley, Montague and Marlboro. These were then to be settled by discharged soldiers from His Majesty's armed forces and by

other citizens loyal to the Crown.

The new townships, which were later to become Bathurst, Drummond, Beckwith and Goulbourn, had not yet been named at that time and were simply numbered townships No. 1, 2, 3 and 4 respectively.

Land purchase negotiations between Captain John Ferguson, who was the Agent for Indian Affairs at Kingston, and the Chiefs of the Indian Nations of Chippawa and Mississauga, who owned all lands north of the Rideau, were begun in February 1816. The total area under negotiation totalled nearly three million acres, which, of course, included much more than the above-named four townships. The so-called surrender was concluded with the Second Indian Treaty of 1819 (The first one being the Crawford purchase of 1783).

Meanwhile, the Surveyor-General in York, Upper Canada,

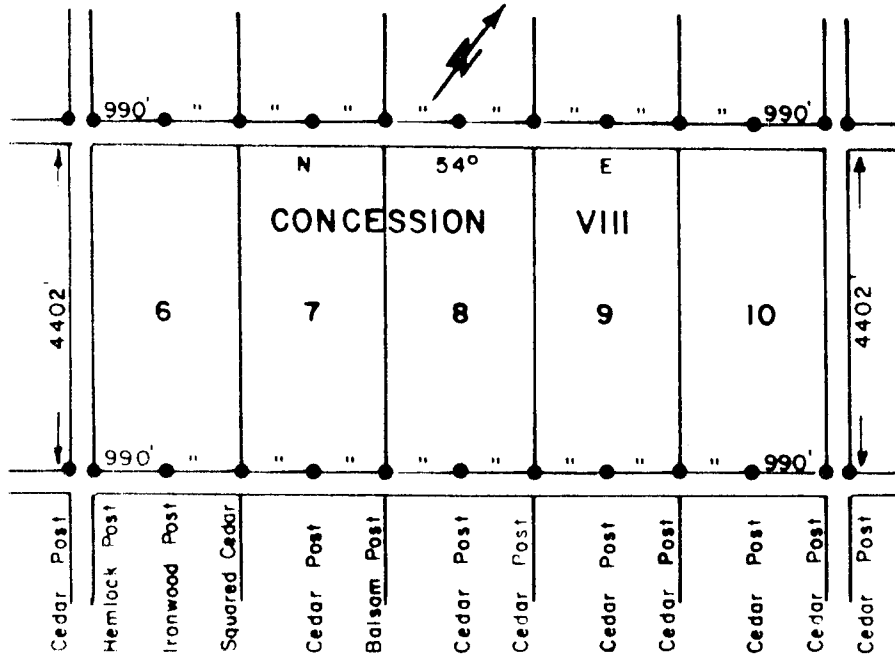
Thomas Ridout, lost no time and issued survey instructions to Deputy Surveyor Reuben Sherwood on February 24, 1816.

Mr. Sherwood, assisted by surveyors Greaves and McDonnell, commenced with the survey of No. 1 township (i.e. Bathurst) and produced the northerly boundary eastward on a bearing of North 54 degrees East to its intersection with Nepean township, which had already been surveyed 20 years before.

Another letter from the Surveyor-General, dated June 26, 1817, confirmed the instructions but now included the names of five additional surveyors, i.e. John Booth, William Fraser, Duncan McDonnell, John Ryder and William Conger.

Upon receipt of the letter, John Ryder, a young deputy surveyor from the township of Pittsburg, immediately engaged ten men, including his

NOTE: Road Allowance 66' in width



younger brother Cornelius and proceeded to Perth for more detailed instructions from superintendent George Fawler. His assignment was to be the survey of parts of No. 4 township, which, meanwhile, had been named after the British Secretary for the Colonies, Henry Goulbourn.

After a short trip to Elmsley, where new settlers had problems finding the lot posts, Mr. Ryder and his men set out for Goulbourn. After a long, exhausting trip,

they reached the southwest corner of the new township, on the town line approximately two miles south of Prospect, in the late afternoon of July 28, 1817.

The following day, they began the survey by running the boundary between Beckwith and Goulbourn on a bearing of North 36 degrees West planting large wooden posts at intervals of 67.7 chains (4468 feet). This distance consisted of the depth of each lot at 66.7 chains plus a one-

chain allowance for a road. (See sketch).

As this system was one of the many variances of the then common single front system, it later became known as a single front special. In this particular system, each lot was 66.7 chains deep and 30 chains wide and contained 200 acres.

Since land to the military was granted according to rank, a major, for instance, received 1,000 acres, while a private had to be satisfied with 100 acres, a further subdivision of the 200-

acre lot was necessary. For this reason, additional posts were planted along the concession lines at the middle of each lot, thus creating the common land description: the East half of lot...or the West half of lot...Yet another division of the 200-acre lot was created by drawing an imaginary line through the middle of the lot parallel to the concession lines, which resulted in the Front Half (southerly part) and the Rear Half (northerly part). The half lot nearest the boundary, which was measured and on which the wooden posts were planted, the surveyor called the front half.

Meanwhile, John Ryder and his men chopped and measured their way along the town line to the fifth concession, a distance of nearly four miles. Here they turned a 90 degree angle eastward and started the survey of the fifth concession line, reaching the intersection with the Nepean township on the 8th day of August.

Returning to the town line on the boundary between Beckwith and Goulbourn, he measured to the sixth concession, again turned a right angle and proceeded eastward on a bearing of North 54 degrees East along the sixth concession as far as lot 16. By this time, they had completely run out of food and were obliged to return to Perth for rations.

When they arrived again at Goulbourn to continue their survey, one whole week had passed, and John Ryder decided to start on the seventh line rather than travel another day to continue at the place where he had stopped the week before.

Battling swamps, mosquitoes, heat, discontent and even hunger, the men finally finished the seventh line. By then, their supplies had dwindled to nothing, and they were obliged to travel to Perth once again for rations. On the way back to Goulbourn several days later, a severe

storm surprised them on the 26th of October.

John Ryder notes in his diary:

October 26-The Sabbath. A stormy day of rain, hail and snow...

October 27-We could not proceed, the storm continuing too desperate; went about two miles; my bread and flour was very much injured, that I was obliged to stop or lose the whole on account of my provisions being wet...

October 28-Cleared off and proceeded to the N.W. Angle of the 8th concession of Goulbourn township...

When they arrived there, they found that a fellow surveyor by the name of Benjamin Ecuyer, meanwhile, had surveyed and laid out in lots the entire eighth line.

On the 29th of October, they reached the ninth line, planted a wooden post at the place where the general store at Ashton now stands, and again proceeded on a course of North 54 degrees East, planting posts every 990 feet

and making allowance for a 66 foot road every five lots.(See sketch)

The whole area of what was to become Goulbourn township, as we know it, was a dense forest at that time, and it can be readily understood that these surveys were not accomplished without great difficulty and hardship.

The surveyors nevertheless finished the ninth line, the tenth and even all of the eleventh.

During that fall, Mr. Ryder had to return to Perth frequently for more rations, and, as one can imagine, these trips were no Sunday drive in the country.

Take the 16th of November, for instance; here he writes in his diary the following:-`Sent my party from Perth to the Massassippa River with a load of rations and to return next day for the second load, in order to take the whole down the river with a raft to the grand falls, from whence I can distribute them through the rear of said township, with

case the Land Road being so very bad and swampy that it is almost impossible to get rations out that way to any purpose. The distance so far and so wholly through the wilderness, a man would almost consume his whole load in going backward and forward`

On the 3rd of November, they battled a severe storm, which brought them eight inches of snow and confined them to camp for more than two days, as surveying had been made completely impossible during that time.

Then, having run the 11th concession line backwards to lot one, Ryder's men pounded the last stake of their assignment at the intersection of the town line and concession 11 (near the former Ashton station) on December 8. Next day they broke up camp and headed for Perth, which they reached on December 10, at approximately nine o'clock in the evening.

Faced with a considerable amount of

administration and accounts, John Ryder engaged a clerk to help him with his work. It kept them both busy until after Christmas, on which day they took off awhile to attend church services.

On the 26th of December, things did not go right, and he writes: `Being the day after Christmas, getting the men to sign the pay lists, through their awkwardness blotted the pay lists and when I took them to the superintendent, he said he could not receive them, as they were blotted and would not pass them to the Surveyor-General's office. Was obliged to return to my office and was obliged to start afresh.`

December 28-`The Sabbath did not apply, proceeded on writing`.

Unfortunately, John Ryder, still so busy, that on this Sunday, he did not even have the time to go to church.

It is... nearly... 170 years later now. The face of Goulbourn has undoubtedly changed beyond the wildest dreams of Mr.

Ryder and his men. He could probably no more imagine what this township would eventually look like than we can comprehend the size and look of the wilderness of that time.

And as we now zoom, for instance, along the old No. 15 highway on the ninth concession line between Ashton and Stanley Corners, wouldn't it be nice to just reflect for a moment on those early

surveyors who, so many years ago, struggled, chopped, measured and suffered along that same line to lay out the boundaries of what we now call our Goulbourn township.

MUSEUM NOTES:
Donna Keays-Hockey, Curator

Attendance at the Museum this summer has been quite good. Since opening on May 31, 1998 we have had 209 people visit. This is an average of 16 visitors per Sunday. As well, all the Canada Day committee meetings were held at the Museum and this brought in a different group of people from the community. We have sold approximately \$105.00 worth of concessions, and received \$64.00 in

donations, so far this year. This is in addition to the donations we received from the coffee fund at Lennstrom's YIG, in Richmond.

Despite the initially poor weather for Canada Day in Goulbourn, the attendance figures turned out to be very good. All six winners of our historical Society colouring contest showed up to receive their prizes at the opening ceremonies. We also had 80 children

participate in our historical treasure hunt. The Historical Society table was set up selling books and notecards. Thank you to the volunteers who helped out at the table and to Virginia Notley for organizing the work schedule. Each year the Museum seems to make some gains in attendance and I believe our participation in these local events is vitally important to maintaining our visibility within the community.

MEMBERSHIP APPLICATION
To the Goulbourn Township Historical Society

Last Name: _____ First Name: _____

Street Address: _____

Town or City: _____ Province: _____

Postal Code: _____ Telephone: (____) _____ - _____

Date: _____ Amount: _____

Memberships in the Goulbourn Township Historical Society are \$10.00 for one year. Please make your cheque payable to “The Goulbourn Township Historical Society” and mail it to: The Goulbourn Township Museum and Historical Society c/o The Township of Goulbourn, 2135 Huntley Road, P.O. Box 189, Stittsville, Ontario K2S 1A3.

The mandate of the Goulbourn Township Historical Society is to foster an understanding of our local heritage. Meetings are held on the 4th Thursday of the month. Most meetings have a guest speaker, addressing a topic of historical interest. The Historical Society is active within the schools, speaking to children about the history of the township and showing them some of the artifacts we have on display at the Museum. The Society also participates in Township events such as Canada Day, Villagefest and the Richmond Fair.

Members of “The Goulbourn News” committee are: Erskine Rivington, Hilda Moore, Donna Hockey and Virginia Notley. If you have questions or suggestions you are invited to call Hilda 838-2274 or Virginia 836-1556.
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