



Transcripts of personal interviews included in Greenock Township scrapbook, A2014.003.0556

Introduction

The following 5 interviews about Greenock Township were carried out by Bruce Krug mainly between 1953 and 1960. He kept his handwritten notes related to the interviews in scrapbooks organized by townships. This transcription was prepared by Bruce County Museum & Cultural Centre volunteer Robin Hilborn between Mar. 7 and Mar. 16, 2016.

Copyright and Use of Reproductions

Copyright of the original and transcribed interviews is held by the Bruce County Museum & Cultural Centre. Copies may be used for private study and personal research. References to portions of these interviews may be made in other works, using a citation with the following information: Krug, Bruce A. "Insert title of interview – as assigned by Krug" Greenock Township Scrapbook, Bruce County Museum & Cultural Centre, A2014.003.0556. For permission to reproduce more extensive portions of these interviews, please contact the Archives at the Bruce County Museum & Cultural Centre.

Content Warning

These interviews contain outdated language concerning Indigenous people, and others. Users should be aware that racial slurs, epithets, and derogatory terms may appear in this item and collection. For more information about the Archives' approach to language used in transcripts and descriptions of historical records, see BCM&CC's [Descriptive Language Statement](#).

Contents for Greenock Township scrapbook

Cecil McArthur.....	2
Mary Anne Bechberger	2
John (Jack) Bechberger	4
Harvey Grice	7
Bill Wagner	8



Cecil McArthur

Pages 61-62 of the scrapbook

Visit with Cecil McArthur at his farm home, Lot 13, Con. XII, Brant Twp. on May 13, 1960

Cecil McArthur was born at Lovet, to Duncan McArthur and his wife nee Catherine Fraser. The McArthurs were operating the hotel there. The hotel was built by Wannamacher. For years after that John Kaley operated the hotel. Then Duncan McArthur purchased the hotel from Kaley in 1902.

In the print taken from a photograph belonging to Cecil McArthur of the Lovet Hotel, probably photographed in 1902, the people are as follows from left to right: __; John Metcalfe, blacksmith; David Metcalfe; Duncan McArthur, hotel proprietor (holding son William); Mrs. Duncan McArthur (nee Catherine Fraser); Mrs. Fraser, mother of Mrs. Duncan McArthur; Archie McArthur, son of Duncan McArthur (on horseback); Dave Barrie; John McCrae, ditcher (dug ditches by hand; came from near Glamis-McCrae's Lake; Barrie?; __; __; Wm. Foster.

Besides the hotel at Lovet, there were two blacksmith shops operated by Jim Moyer and John Metcalfe; a general store operated by Duncan McGillivray; a post office last kept by John Metcalfe.

There was a cemetery at Lovet and Duncan McArthur helped to dig many of the graves there. There was no church at Lovet—the nearest church was the Red Brick at Gresham.

Robt. McWhinney operated a brickyard at Lovet. (He was father of Frank McWhinney of Chesley.) He sold out to two Brownscombe brothers, Edgar and __, brothers of Tom Brownscombe of Chesley. After Brownscombe, Samuel Wilson and sons John and William, all of Toronto, operated the brickyard. They had a fire and their brickyard was burned. They only operated for about a year after the fire. They ceased operation about 1920 or 1922.

There was a sawmill at Lovet which in its earlier years was operated by water power from Willow Creek. Later this was changed over to steam power. John McKay operated the sawmill as far back as Cecil McArthur could remember. The sawmill was operated up to 1940 when it was sold and dismantled.

Cecil McArthur has two Indian skinning stones which he found at different times along the creek which flows across his farm.

Mary Anne Bechberger

Pages 65-66 of the scrapbook

Visit with Mrs. John Bechberger (nee Mary Anne Becker) of Walkerton on May 18, 1960

Mrs. John Bechberger is the mother of Ray Bechberger, salesman for Larsen & Shaw of Walkerton, whom I know, and who made the arrangements for meeting his mother.

Mrs. Bechberger was born on a farm about $\frac{3}{4}$ mile east of Ambleside. She was born on Lot 15, Con. B, Carrick Twp and attended the stone school on the northeast corner of the lot. An earlier school was located on Lot 1 Con. VII, Carrick Twp. but this was destroyed by fire. When the school was rebuilt the present stone building was erected which Mrs. Bechberger attended.

Mrs. Bechberger recalled that as a small girl she walked to Ambleside for the mail as there was no rural delivery at that time. The post office was on the northwest corner at Ambleside. It was operated by a Mr. Seitz who as well as being postmaster operated a shoe repair shop.

There was a hotel on the southeast corner. It was a two-storey frame building with a long verandah facing to the north side where Mrs. Anthony would sit. The hotel was painted a brownish-yellow. Adjoining the hotel on the south side and facing the north-south road was the hotel stable, part of which was an open shed.

The hotel was closed about 47 or 48 years ago, when its liquor license was not renewed. The hotel was torn down by Charlie Elebrunt who used the lumber for building purposes on his farm on 8th Con. of Carrick.

The hotel was last operated by Henry "Klondike" Anthony. He was a native of the area but had gone to the Klondike in the gold rush and had made enough money so that when he returned to Bruce County he purchased the Ambleside Hotel. He had apparently married an English girl and after selling the hotel Anthony and his wife went back to England. Mrs. Anthony closely resembled Queen Victoria and they used to say that she was Queen Victoria's sister. Mrs. Anthony died in England and Henry Anthony returned to Canada. He couldn't have made a fortune in the Klondike as he died a poor man.

Henry Anthony had a brother, Joe Anthony, who lived about two miles west of Ambleside.

One of the earlier proprietors of Ambleside Hotel was William Zinger. After Zinger came Louis Schwartz and then later was Klondike Anthony.

It was in the Ambleside Hotel shed where Stephen Neubecker was drawn with his team of horses and sleigh when he was murdered by Jack Hoag. Apparently Hoag in a drunken condition intended to only stun Neubecker when he struck him with a club, but unfortunately Neubecker was not discovered in the hotel shed until the following morning and had been exposed to the cold of the night and was unable to recover. He was still alive when found but died shortly after.

Louis Meyer operated a blacksmith shop on the northeast corner at Ambleside. He lived in a log house on this farm and had a family of ten sons who he let operate the farm while he did blacksmithing in his shop on the corner of the farm.

There was a school at Ambleside just east of the hotel building and on the same side of the road, but later when the school was rebuilt a brick school was erected on the site of the old hotel.

During the evening we called on Mr. and Mrs. Alex Becker, who live on Lot 16, Con. B, Carrick Twp. This was Mrs. Becker's home and in later years after her marriage to Alex Becker they continued on this farm. Alex Becker is a brother of Mrs. Bechberger.

Alex Becker was telling me that he used horse-powered equipment on his farm at one time. He disposed of this iron turntable, which the horses walked about to generate power, about 25 years ago to a Jew for scrap iron. The horse power was set up outside the barn and a long rod of 32 feet in length was attached to the thresher or straw cutter or whatever machine they wished to operate. If it was straw that was to be cut, it only required one or two horses, but if it was heavier work, they would use up to four teams of horses. He said that sometimes there were horses which did not want to pull in it, and then the whip was required. At other times they had spirited horses which would move too quickly and this also created poor operation of the equipment.

The Beckers believed that the man who lived where Emil Schnurr lives at present built the gallows for the hanging of Hoag. The gallows were erected on a Sunday.

In early years there was a man by the name of Wilson operated a large still in the Carrick district. He was stopped one time in Chesley when he was carrying two jugs. The policeman asked him if he had whiskey and he said, "Yes". The policeman, thinking that he was joking and only had vinegar, did not apprehend him and the bootlegger continued on his way with his distilled spirits.

Further information on Ambleside area:

- Stone school on Lot 15, Con. B, Carrick Twp. has a written history of the area.
- See Joe Becker, Walkerton, a brother of Mrs. John Bechberger.

John (Jack) Bechberger

Pages 67-73 of the scrapbook

Interview with John (Jack) Bechberger at his home in Walkerton on May 18, 1960

John Bechberger is the father of Ray Bechberger, salesman for Larsen and Shaw of Walkerton, and it was Ray who suggested that I have a visit with his father as he had worked in the Greenock swamp for Cargill.

John Bechberger was born in Chepstowe, the son of Joseph and ___ Bechberger. Joseph Bechberger came to the Chepstowe area in 1874. He was 12 years of age at the time. He moved with his parents from Tavistock where his father, August Bechberger, had operated a butcher shop. They came to Chepstowe area and settled on a farm. August Bechberger was born in Germany. Joseph Bechberger was born in Munroe County, Michigan. After Joseph Bechberger moved to the Chepstowe area he spent the balance of his life in the Chepstowe area. He died in November 1951.

John worked for Cargill in the Greenock swamp, helping to log the hardwood. The pine had all been cut out of the swamp at an earlier date. John said the pine operations were in progress around 1900 when he was a boy of four years of age. He said that his father worked in the swamp at that time and told of cutting pine trees 48 feet long without a limb.

The logging camp, later known as Camp #1, was built of logs. There were double deck wood bunks with straw for mattresses. Food was poor, being sow belly, potatoes and blackstrap. This camp was in operation from about 1900 to 1910. This camp was located 3½ miles due west of Cargill and then one mile south.

Joseph Bechberger skidded the pine out of the swamp with oxen. They skidded the pine to skidways and then hauled the pine out on sleighs with eight-foot bunks to the dumping ground which was three miles west of Chepstowe and then south to the Teeswater River. The sleighs were hauled by teams of horses which were sharp shod to get a foot hold on the roads, which were iced for easy movement of the sleighs.

Joseph Bechberger used to recall that they would work all day in the winter skidding logs and then they would have to get up in the middle of the night and go out and ice the roads. They had a sleigh with a water tank drawn by a team of horses which they used for icing the roads. They had a blacksmith shop at their bush camp. In the spring the pine logs were floated down the river to Cargill, and it is said that the river would be full of pine logs from Cargill upstream to Chepstowe.

The Cargill sawmill had gang saws and sawed two logs at an operation. They sawed 40 M ft. of logs per day.

Hardwood operations:

After the pine was cut out the sawmill at Cargill was idle until hardwood operations began in 1917. They cut hardwood, elm, soft maple, hemlock, spruce and cedar from about 1917 to 1921. They built the railroad to the swamp from Cargill in 1916. The main railroad ran along the 8th Con. of Greenock to the swamp and then branch lines were built along the old pine skidding roads into the swamp. These branch lines were 40 rods apart since skidding could be done to 20 rods on each side of the track. The hardwood was logged by 100-acre lots. They measured off a 100-acre lot and would then cut out the underbrush first and then they clear cut the lot, i.e. they cut anything that was merchantable for logs or staves.

Bruce County Museum & Cultural Centre

The men working in the bush were mostly from the Chepstowe area while the men at the sawmill were mostly from Cargill. The men went into the swamp in October and remained there until the beginning of April. They stayed in bush camps and would come out to Chepstowe on weekends, i.e. for Sunday, as they worked all day Saturday. Sometimes the men from the bush operations during the summer helped at the stave plant in Cargill. The staves were cut, dried, jointed, grooved and then assembled into apple barrels. The men also cut heading for the barrels. Cargill's sawmill, stave mill and cooper shop were all operated by steam power. Cargill's grist mill was operated by water power.

John Bechberger said that in the years 1917 through 1921 they skidded in the summer with steam. They had a standard railroad car with an upright boiler mounted with twin engines to which were attached drums and cables for skidding. They could skid a distance of 20 rods. Jake Wagner (Bill Wagner's father) was the man who hooked the chains. The logs were skidded with steam into large piles. Then they were loaded with steam on the railroad cars and hauled to the sawmill at Cargill. There were six carloads to a train and two trains a day. The train was drawn by a large gasoline-powered engine. Ambrose Kunkel was engineer of the train.

Spur railway lines were built the length of the 100-acre lots, every 40 rods, as they could skid for a distance of 20 rods on both sides of the spur line. The old pine roads were used to lay the track on. The track was all laid by hand. In the places too far from the railway track, the logs were skidded by sleighs in the winter to where the cable could reach them. Then the railroad skidding equipment would draw the logs out beside the R.R. track where the logs were piled up 14 or 15 feet high. The logs were piled up along the tracks all winter and then in the spring and summer the railroad was used to haul the logs to the sawmill.

This operation of hauling the logs to the sawmill began about the middle of March. They stopped skidding with steam in the swamp about 1920 and the next two years horses were used to skid logs out to the tracks in the winter. John Bechberger says that the last winter they worked in the swamp they skidded for 50 days without a break, except for Sundays. This was in 1921. This was the last bush operations. Things just seemed to stop after this season.

Bechberger says that the last three years that he worked in the swamp, the American buyers had taken over and once their contract ran out they just quit. These Americans rented sawmill, planing mill, etc. and also the farms from Cargill on a percentage basis. There were about 50 men working in the swamp when the U.S. men were there. The first year the Americans operated in the swamp they used steam for skidding. Pat Murray was foreman in the swamp in the pine days and had retired but the U.S. men rehired him and he worked for them. He was a good man. John Loughleen was foreman at Cargill's sawmill.

John Bechberger says that his father, Joseph Bechberger, was the #1 sawfiler in 1920 for the Cargill operation in the swamp. There were five gangs of men sawing and chopping in the swamp. There were six men to a gang when skidding with horses. A gang was composed of: one horse driver; one man to roll logs on skidway; one man to cut trail; two men, crosscut sawers; one man for chopping limbs.

Working days were long. One had to be out in the bush looking for daylight and stay out in the bush until dark came. They worked all day Saturday. The foremen didn't do any work as they were busy looking after things. Evenings in camp were not dull as the men delighted in playing tricks on one another. Also there were card games and books to read.

Pat Murray, boss in the time of the pine operation, put up \$50 on Joseph Bechberger that he could defeat a travelling wrestler who came around to the camp and asked for a challenger. Joseph Bechberger only weighed 135 lbs., in comparison with the 200 lbs. of the challenger. But Bechberger was agile and quick and hard to defeat. The fight never took place.

Jake Wagner and Joseph Bechberger as workmen could not be best[ed] in the bush. In the winter Jake Wagner sawed and chopped and in the summer he hooked the chains in steam skidding.

In the pine days some of the pine logs were floated from the swamp by ditches and creeks right to the Teeswater River.

In surveying out the 100-acre lots, Pat Murray, foreman, was an expert in surveying out the lots with his compass set on a tripod.

The trestles on the railroad track were built of 8x8 timbers. Planks of 2" thickness and dressed in the sawmill were placed on the top of the trestle instead of the hewed timbers which made up the trestle. Cargill tore the track up about 1923.

Wood for the camp was the responsibility of the men cutting in the bush. At the end of each day it was the responsibility of the men to bring in a dry black ash log. Black ash were mostly dead—they were fallen trees. When skidding, the men would pull these dead ash aside and bring them in in the evening.

John Bechberger says there was not much drinking in the camps. Whiskey was made in a still around Riversdale. The police threw the barrels of whiskey in the river.

Re bears, John says that neither in his time or in his father's time did they ever see a bear in Greenock swamp. There were lots of porcupines and no-one killed them. He recalled seeing as many as five porcupines in one tree. One day they cut a tree down that had a porcupine up in it. When the tree crashed to the ground, the porcupine climbed another tree. The men cut this tree and the same thing occurred until they had cut six trees from under the same porcupine.

During the first world war, a man from the area who did not want to go in the army sought refuge at various times under some of the big raised pine stumps in the swamp but eventually someone betrayed him and he was taken into the army.

John recalls only once close accident. They were skidding logs and Jake Wagner and Tom Mahoney were hooking the chain. The cable attached to the load of logs snubbed on a stump. Tom Mahoney had a pipe in his mouth. John Bechberger chopped the stump to release the cable and with the tension, the axe slipped from the grip of Bechberger and went hurtling through the air about 20 feet and knocked the pipe right out of Tom Mahoney's mouth.

John does not recall any major fires in the swamp.

John says that he started at the age of 18 years to work in the swamp. He started in Camp #2 on the 8th Concession. Then they moved to Camp #1, which had been used in the days of pine. When the timber in Camp #1 was gone they moved to Camp #3. This was a new camp site and new buildings were erected which were quite up to date. There was a dining hall which held 50 to 55 men and over the dining hall were the sleeping quarters with steel beds with springs and mattresses. Food was good. Beef and pork carcasses were brought in by farmers. There were lots of pies.

Camp #1: straight west of Cargill for 3½ miles and then 1 mile south.

Camp #2: north of Chepstowe for 1¼ miles and then 1 mile west.

Camp #3: west of Cargill for 5 miles and then 1¼ miles south. This was the last camp. It got burned while unoccupied. Camp #3 was at the east edge of Mud Lake (Schmidt's Lake).

Camp #1 was log. The other camps were of frame construction.

Deer were scarce in Greenock swamp when John Bechberger was working there. John saw his first deer from Camp #1 in the summer of 1919. He was unhooking chains from the log piles when they spotted three deer. They were all so thrilled that engineer Jim Hardiger, who came from Belle River, stopped the engine so they could all look at the deer.

John says he worked in the swamp for four years and no serious accident happened. 50 men worked in the swamp during the winter and four men in the summer.

W.D. Cargill sold out his timber holdings in the Greenock swamp in a block to Senator Donnelly.

Harvey Grice

Pages 129-130 of the scrapbook

Visit with Harvey Grice at his home in Cargill on Oct. 13, 1955

This evening Wes Raeburne and I called on Wes' uncle and aunt, Mr. and Mrs. Harvey Grice at their home in Cargill. Harvey Grice came as a boy with his parents and family from Paisley to Cargill in 1890. Harvey Grice's father helped to work at the construction of Henry Cargill's brick house, while he (Grice) was still living in Paisley. He also assisted in the construction of W.D. Cargill's big frame house, shortly after he (Grice) move to Cargill.

Cargill built the planing mill in 1904. This is the building used by Silverwoods at present. An old frame planing mill stood to the east of the new planing mill. McFarlane was in charge of the planing mill. The woollen mill was built before the new planing mill was erected.

The railway line from Cargill to the Greenock swamp was built after the sawmill was turned into a stave mill. Barrel staves were made here. Shrum was foreman.

The first rails on the railway were of hardwood. This was in 1912. These rails didn't last much more than a year. In 1914 the wood rails were replaced with iron rails. The railway didn't pay as they brought a lot of worthless wood by train to the mill. The train was powered by a gasoline engine.

Pine logs were brought down the Teeswater River to the sawmill and from the swamp to the river in deep ditches. Up until about 60 years ago logs were in the sawmill pond. then the logs were brought in by sleigh.

The last year that pine was teamed to the mill was in 1917. About 1920 they quit logging and turned the mill into a stave mill. The sawmill was operated by steam, the shingle mill by water power, grist mill by water power. Cargill had his own hydro plant which he put in about 1900. He charged the people in Cargill at the rate of 25 cents per light for the use of hydro.

Cargill erected a woollen mill, then after it was used for the manufacture of the safety ladder, then iron pumps and windmills (Dominion Well Supply Co.), then Bailey garage.

Henry Cargill died in 1901. The business was Cargill Limited, then Cargill & Son.

About 1916 Wellington Cargill brought three men from the United States to operate his business for him. They were McMillan, Trap and ___.

Harvey Grice thought that the large Cargill barn on the east side of the village was built before 1890 and the barn at the west end of the village was built about 1900.

Harvey Grice said Wellington Cargill's house is up 65 years.

Mickle and Cargill started in the sawmill business at Chepstowe. Mickle had a sawmill at Yokassippi and Cargill bought this out.

In 1890 Greenock swamp was Crown land and a government scaler came up each year to scale logs. The government scaler came up until about 1895.

The hardwood lumber was piled where the old woollen mill stands. The pine was piled at the sawmill.

In the springtime the wagons would go axle deep in the mud when they were hauling lumber from the sawmill to the railroad station. Cargill tried to get the railway to put a spur into the mill yard but he never got it.

Harvey Grice remembered when a man was shot in the hotel at Cargill about 1890. This was a frame hotel situated where Besters garage is now. This hotel was operated by Lawrence Bowman. He sold out to Jim Powers, who built the present brick hotel about 1900.

Up to around 1890 Cargill built all the houses in the village of Cargill. Cargill raised thoroughbred Shorthorn cattle which he imported direct from Scotland. He also had racehorses. One of these racehorses he called "Driveless Wonder", as it would go around the race track without a driver. Another of his racehorses was called "Toledo".

Wellington Cargill's daughter lives in Toronto. Her name is Mrs. Charles.

Harvey Grice recalled the big white frame hotel which stood on the northeast corner at Ellengowan. He said that the road curved in front of the hotel with a pump and water trough between this hotel road and the main road. This is where everyone stopped to give their horses a drink. Grice recalled riding to Paisley with old man Hood who operated the grist mill at Cargill. Hood was taking a wagonload of hogs to Coleman Packing plant at Paisley. On the way home he stopped at the hotel at Ellengowan and Grice, being a boy, waited on the wagon. He learned later that Hood was accustomed to stop here for a drink. On the southwest corner at Ellengowan there was a store.

The house where Trimble Bailey lives in Cargill was built by Cargill as an advertisement for his new planing mill and Wm. Trimble bought the house.

Bill Wagner

Pages 203-206 of the scrapbook

Trip with Bill Wagner of Chesley on July 29, 1953 to his boyhood haunts in Cargill-Chepstowe district

This afternoon, July 29th, I took Bill Wagner with me and we drove west through Brant Township to the Elora Road and then went south to the road which leads straight west from the Elora Road to Cargill. We followed across this road to Cargill where Bill pointed out the various Cargill farms. The northeast corner at Cargill was a large farm of about 1,000 acres and was owned by __ Cargill. Then at the west edge of the village and on the north side of the road was another large farm owned by __.

On the south side of the road at the west edge of the village were large buildings in which __ Cargill lived. This house was destroyed by fire a few years ago and now the Catholic congregation there have erected a house for the priest there.

Bill Wagner was saying that Henry Cargill was the father of W.D. (Welly) Cargill who was M.P.
[sketch map showing Chepstowe, Cargill, Con. VII-X, and logging camp buildings]

We drove west from Cargill along the 10th Con. of Greenock until we came to the 15th sideroad, when we turned south. In about Con. IX and lot 16 Bill pointed out a field at the edge of the swamp, which field is now a pasture field but as he recalled seeing it as a boy, it was a field of big stumps from which all the
Bruce County Museum & Cultural Centre

timber had been recently removed and it was in this field that the log buildings of the early logging camp stood. This logging camp stood in a spot approximately due west from where there is a house and barn on the east side of the road today. Then a little further south in a clearing in the swamp on the west side of the road is where the railroad from Cargill came through the swamp.

I noticed that the trees were quite small in the swamp in this area so I asked him if they had cut small trees as well in the early days of logging. Bill said that old Henry Cargill went through the swamp first and cut out the pine. The pine had all been cut by about 1898. Then after this the soft maple, elm and other trees were cut.

It was at this time that Cargill established his planing mill and heading mill at Cargill and used the heading from the slabs for making boxes and barrels. The smaller and lower grade trees could be used for making the boxes and barrels. Bill recalled how Cargill would send the men into the swamp to cut even the very small sapling trees as these were used to make the hoops around the barrels.

Bill Wagner's father worked on the railroad, loading the train cars with logs. They used a pole and hoist and donkey machine to load the cars with logs. The train would pull about ten cars of logs. Bill recalled that he used to ride along on the old jigger which was operated by pumping by hand.

The railroad came across the 15th sideroad about midway between the VIII and IX concessions and then went east around the little lake and came out at the corner of the 10th sideroad where there was a logging camp of frame construction and more up to date than the old log buildings of the camp on the 15th sideroad. This frame logging camp had a cook and had cots for sleeping whereas the old log building camp had bunks and did not have a cook.

From the 10th sideroad the railroad followed east along the south side of the VIIIth Concession road to the 5th sideroad and continued further east into about the centre of the block, when it struck north along a creek valley and came out on the river, which it followed along the left bank of the river for a little and then crossed over to the right bank of the river and on to the sawmill at Cargill.

At present no remains of the old railroad are left, except a clearing where the camp stood at the 10th sideroad. The rails and ties have all been lifted and the trestlework which carried the track across the low-lying parts has all disappeared. Bill says that the railroad was built by U.S. interests and that they took so much money from Cargill that it killed Cargill's logging operations and the prosperity of booming gill.

We followed south along the 15th sideroad and turned east on the VI Con. and went across to Chepstowe. It was along this road on the south side of the road that Bill Wagner pointed out the farm where Greig Kloepfer, now of Chesley, was raised. We stopped in Chepstowe and Bill Wagner pointed out the two-storey, two-room public school where he attended school. Then he showed me where he lived as a youth, which was the house just east of the school and on the same side of the road. We visited the Catholic Church there, which was preparing to observe the 100th anniversary of Catholic services in Chepstowe district.

Then Bill and I walked along a lane on the north side of the road in the centre of the village and which led us back to a large pasture field along the south side of the river. There were the four walls still standing of John Phelan's log house here. It was in this log house that the first Catholic services were held 100 years ago when Catholic missionaries came down the river by boat from Riversdale. John Phelan was one of the pioneer settlers of Chepstowe. He built a dam across the river and erected a sawmill. All that is left now is part of the earthen dam, which was built across the river.

Bill recalled as a boy how they played football on the commons around Phelan's house but which at present is grown up in long grass. He recalled that Dennis Phelan (son of John Phelan) had a slaughter house in this commons by the river, but all remains of this building have disappeared.

As we came back from Phelan's house and came up along the lane to the Main Street, we stopped to speak with ___ Stapleton, who are quite elderly now. They live in the house on the west side of the lane.

We drove east along the Main Street of Chepstowe and stopped at the hotel on the northwest corner and had a glass of beer. The old bar is still in the hotel the way it was when Bill was a boy and liquor was served over the bar. Bill recalled how as a youth the bartender would take him behind the high bar and would give him a drink.

Across from this hotel, on the northeast corner and just west of the river Bill recalled that another hotel was situated but only the foundation remains now. Just east of this latter hotel and across the river we could see the remains of Hartlieb's Brewery. The centre portion of the stone building has been torn down and now the front or south portion serves as a house and the back portion as a stable.

From Chepstowe we went north along the 5th sideroad to the VIIIth Con. road and after going west along the VIII Con. to the 10th sideroad we came back along the VIIIth Con. and continued east to the A line and then north into Cargill. As we crossed the river on the VIIIth Con. road, on the north side of the road, Bill pointed out the site of Evans grist mill which was operating when he was a boy. Now the mill has disappeared and only part of the earthwork of the dam is visible.

We drove back to Cargill where Bill pointed out that the cement block building on the north side of the Main Street at Cargill was built as a woollen mill by Cargill. We followed the road east of Cargill to the Elora Road and continued east of the Elora Road through Brant Twp.

Bill recalled that as a youth he would drive a team of horses over this road to Chesley hauling a load of wooden barrels for the flour mill at Chesley. He said that he had high racks on the wagon and would haul ___ barrels to a load.

In talking to the Stapletons this afternoon, Mr. Stapleton recalled that the Phelan log house was constructed of cedar logs in the walls, the rafters were of hard maple and the plates were of basswood. Basswood was chosen for the plates because it was soft and more easily shaped to form.