

John Thomson Smith
1994

*MEMORIES
OF
WARWICK VILLAGE*

The Places

The People

and

Their Occupations

Transcribers note

First I would like to thank John Thomson Smith's heirs for their generous permission to digitally copy his book *Memories of Warwick Village*. This will allow many researchers and those generally interested in history to have access to John's book, originally only produced in a limited supply.

The original text has not been altered. I have used OCR (Optical Character Recognition) to make John T. Smith's book easily accessible and searchable. There are some sections that remain as simply pictures of a page. These were unclear or impossible to reproduce through OCR.

As much as possible I have tried to give a feeling of the original text. However it was impossible to keep the paging the same as in the original. I have chosen to start numbering from and including the front cover. The numbering in the Table of Contents is from the original text, not what is in this reproduction.

For some photos it was possible to use the original of a photo from John's collection instead of a copy of the photo from the book. Wherever possible this has been done.

Paul Janes May 26, 2009

Memories
of
Warwick Village
John Thomson Smith
1994

Text and Pictures Prepared
by
Willard G. Coristine

This Book
is dedicated to
the Memory of
my parents,
John J. Smith
and
Ethel [Thomson] Smith
but particularly to my Mother
whose interest in
"Days of Yore"
certainly fostered my own.

IN MEMORIAM

John Thomson Smith left us and his beloved Warwick Village on the morning January 6, 1995, after a brief but critical illness.

The publication of this book was a project dear to his heart and although he was denied another of his fondest expectations, that of meeting the purchasers of his book and personalizing it for them, there was a limited number of copies issued before Christmas, so that he still had the satisfaction of holding in his hands the tangible achievement of his labours.

Few of us are privileged to create of their own such a lasting memorial as this:

John Thomson Smith's
"MEMORIES OF WARWICK VILLAGE"

We regret any inconvenience the delay in delivery of this book, "Memories of Warwick Village" by John Thomson Smith has caused, since most purchasers very kindly prepaid to give us some idea as to the quantity that would be needed, and particularly to those who would have liked to have had them for gifts during the Holiday Season.

At the time the books were ordered it was hoped to have them ready by the week prior to the Christmas Holiday, and in all fairness to the printers who have done such a beautiful job for us, they did not receive the text in adequate time to give them any margin for delays. Unfortunately, there were problems and finally, with those few copies they had ready to give us to fill the Christmas gift orders, the cover, although beautiful, was found to be easily marred, and an extra plastic coating would have to be applied to protect the surface. There was no time before the holiday to accomplish this, and those few given out would have to be replaced and the completed order could not be ready until on in the New Year.

Once again, our regrets for any disappointments incurred in something so long anticipated. We only hope that in spite of the delay, you will enjoy (Memories of Warwick Village) for many years to come.

Our aim, as much as possible, has been to record in words and pictures, as much of the past as we could have records for or find documentation where doubt existed, truthfully as much as memory allows what had appealed to us in our own personal experience and factually when the facts were to be had. We have included items that would stress the changes that always occur in a lifetime but also those features that prove that the more things seem to change, the more human nature remains the same. Mainly, we have stayed away from depictions of others except where their activities were tied closely to their identities, but occasionally we may have quoted an item that tickled our fancy or gently tweaked a wee conceit. With such variety, it is difficult to keep coherent but life is fashioned that way and the most we can hope to do is relive some of those times in memory and trust that what has been noted here will be of some interest to others than ourselves.

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War'ick or Warwick-It's never been a question!

A Statement in Sterling, the original written on rice paper, dated July 5th, 1851 to January 22, 1852, from H.M. Carroll to James Menery for Merchandise Purchased and Services Rendered, also a Reminder that the Overpayment to ? Smith has been Settled with--a Copy of a Prized Piece of Memorabilia belonging to Gerald Herbert.

H.M. Carroll Esq
to James Menery Esq

1851			
July	5	to mending Boots for James	0 " 1 " 3
"	8	to mending harness	0 " 0 " 6
"	25	to mending Boots	0 " 6 " 3
Oct	3	to mending Bridle	0 " 0 " 7½
"	28	to mending Halter	0 " 0 " 7½
Nov	9	to a pair of Boots for A. Cox	0 " 15 " 0
Dec	30	to a pair of Boots extra Sole	1 " 5 " 0
1852	31	to a pair of Boots for Thos. Brown	0 " 15 " 0
Jan	22	to mending Halter	0 " 0 " 7½

Settled with Smith 23d June over band \$2. 5. 12

INTRODUCTION

A settlement that eventually became Warwick Village existed along the Egremont Road at Bear Creek somewhat previous to the initial survey in 1832. The Warwick Township Council and the Ontario Government will refer to Warwick Village as the hamlet of Warwick, but it is still Warwick Village to its residents and those living in the surrounding countryside, the Township of Warwick. Lieutenant Colonel Arthur Freear, [Freer] 1/2 Pay Officer of the Regular Army and William Burwell were deeded land here in 1832; Colonel Freer on Lot 11, Concession 1, North of the Egremont Road [N.E.R.] and William Burwell on Lot 10, N.E.R, each lot of 200 acres. [William Burwell's son, Elijah, was the first white child to be born within the village limits] Application was made about this same time to Peter Robinson for Lot 11, S.E.R. in the name of Joseph Little. The Donnellys, McKennas, Hamiltons and Sergent Fair followed soon after. The Branan Settlement located here temporarily in 1832.

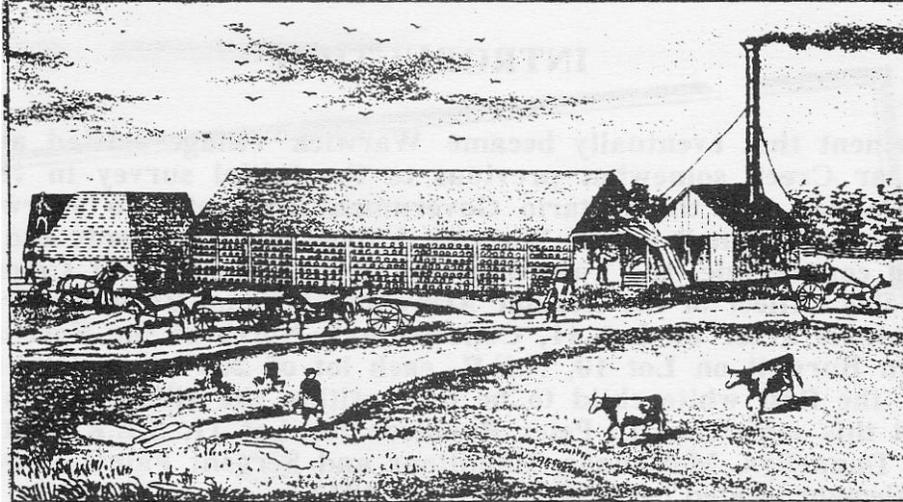
Lord Egremont brought immigrants to the Warwick Village area, settlers with such names as Harvey, Maidman, Matthews, Liddy, Moore, Randall, Reddick and Robinson [known as the English Settlement] to provide labor in building the road from the eastern boundary of Adelaide Township to Errol, one that would provide a route between London and "The Rapids", later called Port Sarnia. Initially, a lake route was all that connected Errol with Port Sarnia until Errol Road became a last link.

A path was blazed through the dense bush and the road was built through what became the villages of Adelaide and Warwick and Camlachie to Errol. Although the Highways #22 and #7 have been named over the original road as far as Warwick Village, from there, still known as the Egremont Road, the old route meanders across the concessions of Plympton to Errol. Apart from its military value, the road provided the first access for settlers into the newly surveyed townships.

Col. Freer built a water-power driven combined saw and flour mill in 1832/33 at the Creek on his property, Lot 11, north of the Egremont road [approximately where the Track was laid out for the Stock Car Races that flourished in the 1950's] to be used by these early immigrant families. It is reported that the saw-mill was operative, the flour mill was not. It wasn't until 1843 when Thomas Hay built his mill on the south halves of Village Lots 5 and 6, S.E.R., and Lot 1, east of Digby Street that the Warwick residents had the means at hand to have their grains ground into flour. Initially, this mill was driven by water-wheel but some time later, a steam engine, removed from the E. H. Leonard Works in London replaced the less than adequate water-powered set-up.

There was a brick yard on Lot 11, north of the Egremont Road [S.E.R.] where blue clay necessary for the making of good bricks was found in ample quantities to supply the local area. The brick-makers were Auld and Janes. A tile yard that was also in operation at the time was run by the Dolan Family.

Thomas Hay in 1834 came to the Village, bringing a kit of blacksmith tools with him and set up a shop at the front of the property known as the McKenzie Place, now owned by Lyle and Penny Bryce. [The Bryce name was amongst those of the earliest settlers in Brooke, the township to the south of Warwick, also before 1832.]



T I L E Y A R D

And so, from a very early time and as quickly as possible, the newcomers themselves provided the means to be self sufficient within their little enclave. While the Egremont Road was built as a military road, it was to remain the main [sometimes called the Road] artery of commerce until the coming of the railways in the 1850's. The road was built several miles to the south of the Egremont Road and it was only then that the importance of the periodic villages situated along the old road dwindled in importance as stopping off places for the stage coaches that connected the two larger centres at London and Sarnia.

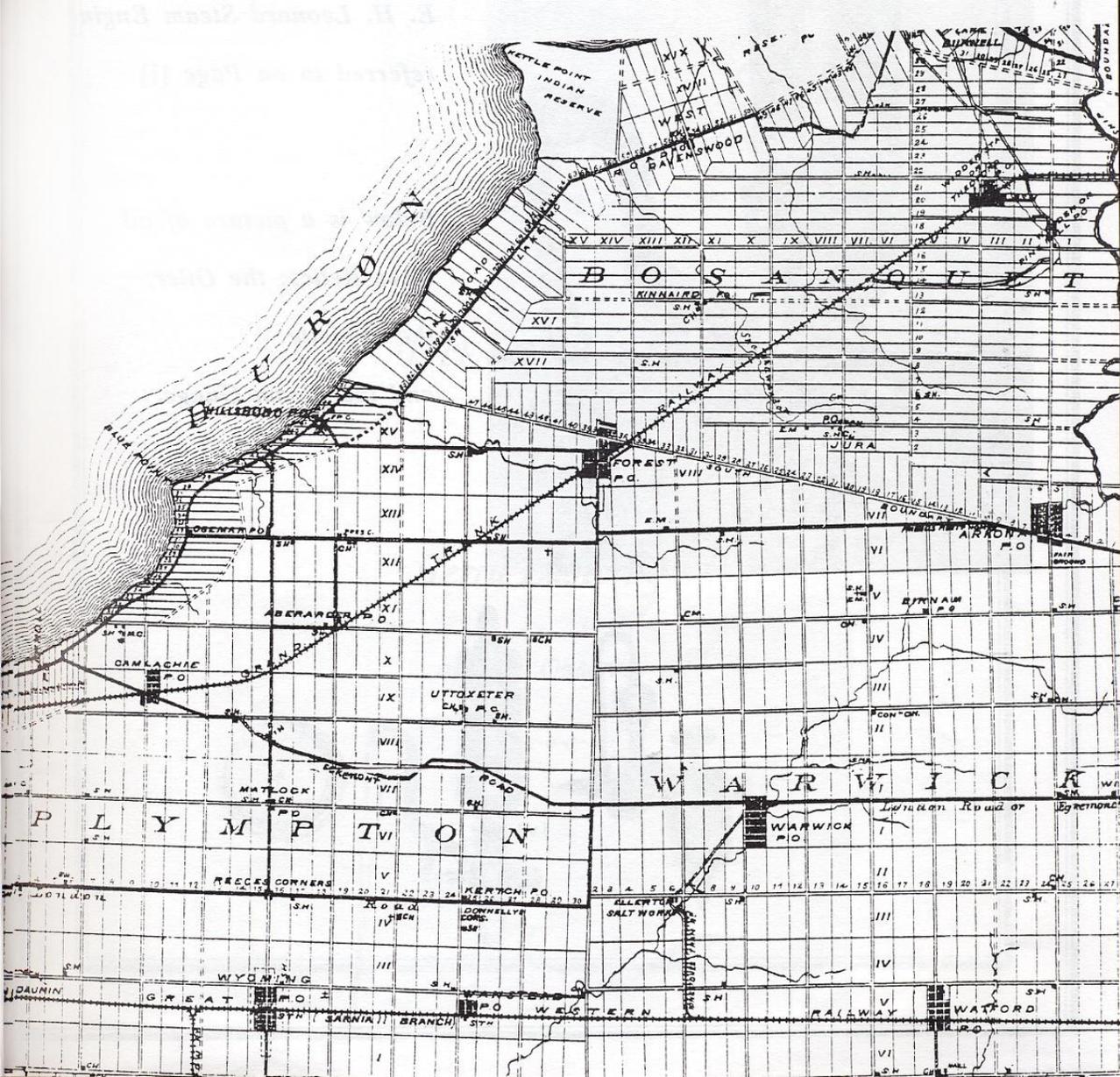
Below: What was later to become "Monkbreton Farm" with the arrival of the Wordsworths.

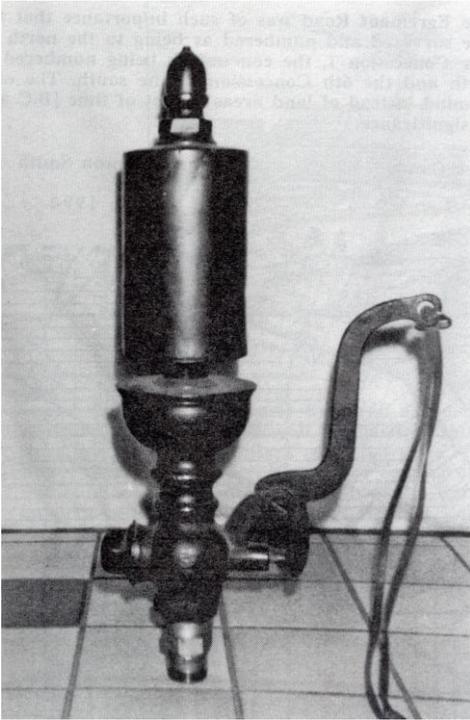
Res. Of J. F. Elliot, Con. 1, Lot 14
N.E.R. Warwick Tp, Lambton Co.,
Ont.

[Illustrations from the Belden Atlas of
Lambton County]



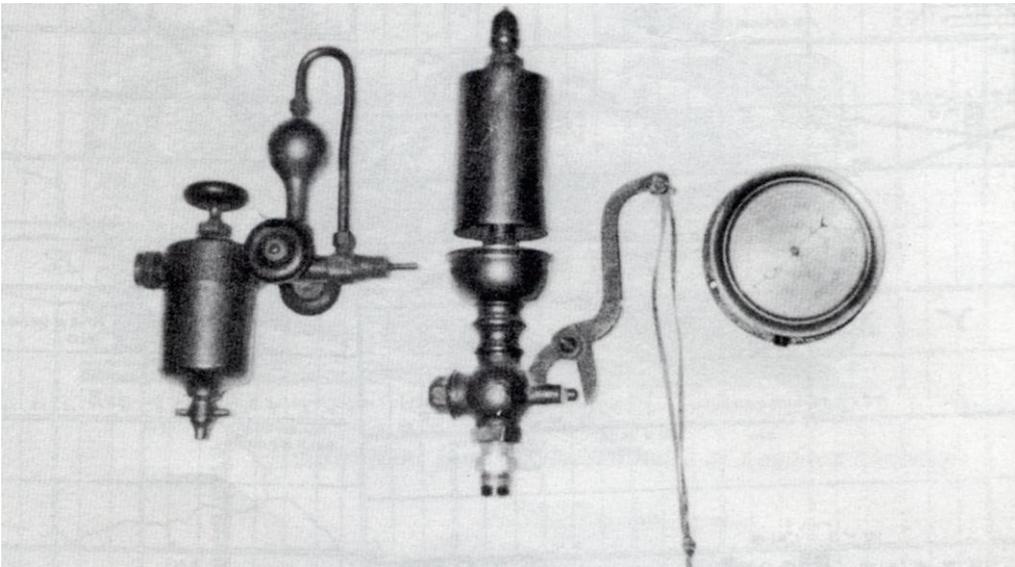
It is interesting to note that the Egremont Road was of such importance the township concessions in Warwick were surveyed and numbered as being to the north or to the south of the Egremont Road or Concession 1, the concessions being numbered as far as the 8th Concession to the north and the 6th Concession to the south. The only other artificial division that comes to mind instead of land areas is that of time [B.C. and A.D.] this one of somewhat broader significance.





Pictured to the Left, is the Whistle from the E. H. Leonard Steam Engine referred to on Page [i]

Below is a picture of all three Relics: the Oiler, the Whistle and the Steam Gauge.



NOTES

About

THE AUTHOR

By

Terry Easterby

of The Observer

He's not ready to leave

Born, raised in Warwick, Smith can't think of better place to live.

By TERRY EASTERBY of The Observer

Johnny Smith reckons the longest he's been away from Warwick Village is six weeks. And that was too long. "They couldn't drag me away from here," said the 76-year-old retired chief stationary engineer with the County of Lambton. "I guess one day they will ... but I won't know or care then."

Johnny Smith is one of the few remaining residents of the hamlet, located on highway 7 just east of Reece's Corners, that was born, raised and still resides in the community. As he started rhyming them off, he added "So far, I haven't found anywhere better to live."

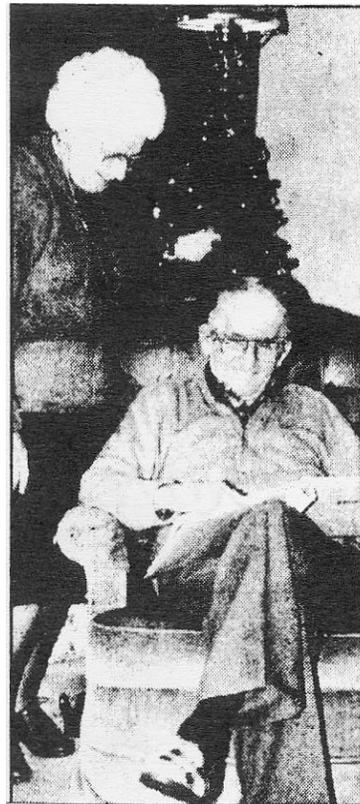
"We went to Florida but I wouldn't run over anybody trying to get back. There isn't a place better than Warwick as far as I am concerned," he added. I worked in the city [Sarnia] and after a day running around there, I had enough of the city."

Warwick Village has been refashioned. When he was growing up about 80 people lived here "but it's grown since. It's practically all built now, and you don't even know the people." "About 500 reside in the hamlet now," said his wife Ruby, "depending on how many houses you want to count. It goes all the way out to the school now."

Mr. Smith is certain that if Warwick had been located 10 to 12 miles closer to Sarnia, "after the Second World War, it would have been two or three times bigger than it is now. That wouldn't have *been too good.*"

Becoming a stranger in his home town hasn't

stopped Johnny from meeting the village's new residents. During the preparation of a pictorial history of the community, He went to each and every house in the village- new and old--and took a picture and introduced himself to the homeowners. His wife, Ruby wished she had participated in the visit.



RUBY AND JOHNNY SMITH are well known in Warwick Village, Johnny, 76, was born and raised and continues to reside in the hamlet along Highway 7, east of Reece's Corners. The pair look over a scrapbook and rekindle some fond memories of life in the community.

Observer Photo

This straight-ahead approach to life has earned him an entirely new set of friends.

When he and his wife sit on the front porch during the summer, which fronts Highway 7, they kindly return regards honked by passing motorists with a hardy wave. "If they don't know me, they're in trouble," he joked.

Warwick Village became much quieter in the late 1970's with the completion of Highway 402 from Sarnia to Strathroy. Now he enjoys a little more peace from the reduction in traffic along Highway 7, but the business people here took an awful beating. It wasn't that good for us."

He also remembers when the once important traffic link was designated in 1922 and when it was paved in 1927 "from Reece's Corners as far as the school. [the present Warwick Central School]. The rest was gravel." Hi'way 7 took him to work each day at the County Buildings when they were in Sarnia ... 25 minutes one way.

Mr. Smith, the last remaining name-sake to live in the hamlet, remembers his first house, and the times he spent skating on an ice rink behind the Esso gasoline station on the Bear Creek flats, a gathering place for many of his school chums.

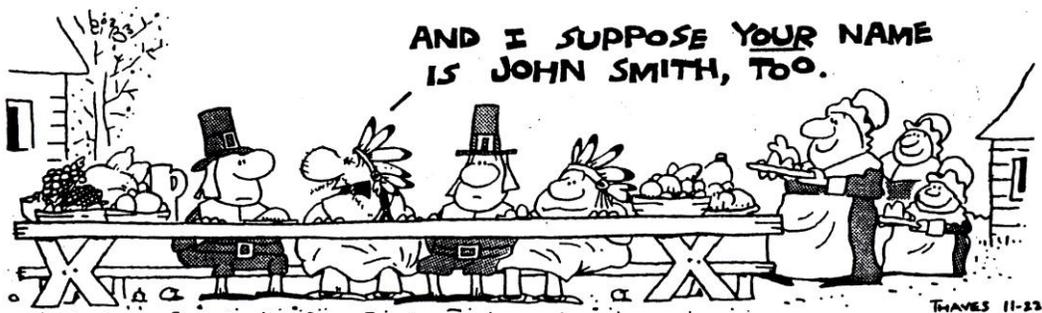
"The old house was over there," he pointed to the northeast. "We tore it down after building this one in 1973. We were going to renovate the old one but after looking around the carpenter walked outside, just looked over here and said 'that's a good place to build a house.'"

Mr. Smith was a good skater. "Good, yeah, but I was just a bush skater. I was a little better at baseball." The left fielder was a member of the Watford squad which advanced to the Ontario intermediate C quarter-finals in the 1940's.

During the three quarters of a century in the area, he recalls everyone, and just about everything. He recollects the local gasoline station/store as the spot for a "gab fest" and the Warwick Maple Grove Hotel—which featured frogs legs as the culinary specialty--built in 1835 and owned by his father until it was burned in 1947. Mr. Smith remembers working in the area fruit orchards for \$1. per day plus dinner and his grandmother—better known as 'Aunt Ellen', a mid-wife delivering about two thirds of those born in the hamlet. "Everyone called her 'Aunt Ellen' and you know, one man said to me not too long ago that he didn't realize she wasn't his aunt until he was a full-grown adult."

What he recalls, and still loves best is the family-like closeness of the community.

**John
Thomson
Smith**





A Vintage Post Card Picture of Warwick Village Looking East from the "V" Probably from the Late 30's

A BRIEF HISTORY
of
WARWICK VILLAGE

This picture, taken from a newspaper item on local histories by Richard and Lily Stapleford, is of my father, John J. Smith, displaying the old map of Warwick Village that is still in the author's possession.

Displays Old Survey Map



Warwick Village Pioneer, John J. Smith, displays a Survey Map of the Village made about 112 years ago.

Photo by Stapleford

STAGE LINES

WATFORD AND WARWICK STAGE

LEAVES - Warwick Village every morning except Sunday, reaching Watford at 11:30 a.m. Returning leaves Watford at 3:45 p. m. Passengers and freight conveyed on reasonable terms. T. B. Willoughby. Prop'r.

WATFORD AND ARKONA STAGE

LEAVES Arkona at 9.00 a. m.; Wisbeach, 10.10 a.m. Returning leaves Watford at 3.45 p.m. Passengers and freight conveyed on reasonable terms THOS. WILSON, Proprietor

WARWICK

WARWICK. A P.O. on the Sydenham river, in Warwick tp, Lambton Co, 25 mls e of Sarnia, the co seat, and 8 n-w of Watford, on the S br GW div GTR, the nearest ry and bnkg point. It contains Anglican, Pres and Meth churches and a public school, has flour and saw mills. Stage daily to Watford, fare 25c. Pop, 150. Mail daily. Thos G Morris, p m.

Abbott Adrian H, carpenter

Caughlin James. carpenter

Clark John S, cheese mnfr

Confederation Life Association, T Kenward, Agent. (See adv left side lines)

Couzens Rev C C (Methodist)

Cox Alfred N, blacksmith •

Elarton Salt Mnfg (Ltd), T G Morris, Manager

Harris G. M, general store

Herbert N, insurance agt

Humphries John, wagonmaker

Kenward Thomas, insurance agent

Lambert John, justice of peace

McCormick Bros, brick and tile mnfrs

McKenzie Robert, carpenter

Morris Thomas G, General Store, Township Treasurer and Issuer of Marriage Licenses

Mustard Henry, flour and saw mills

Restorick Frank, hotel

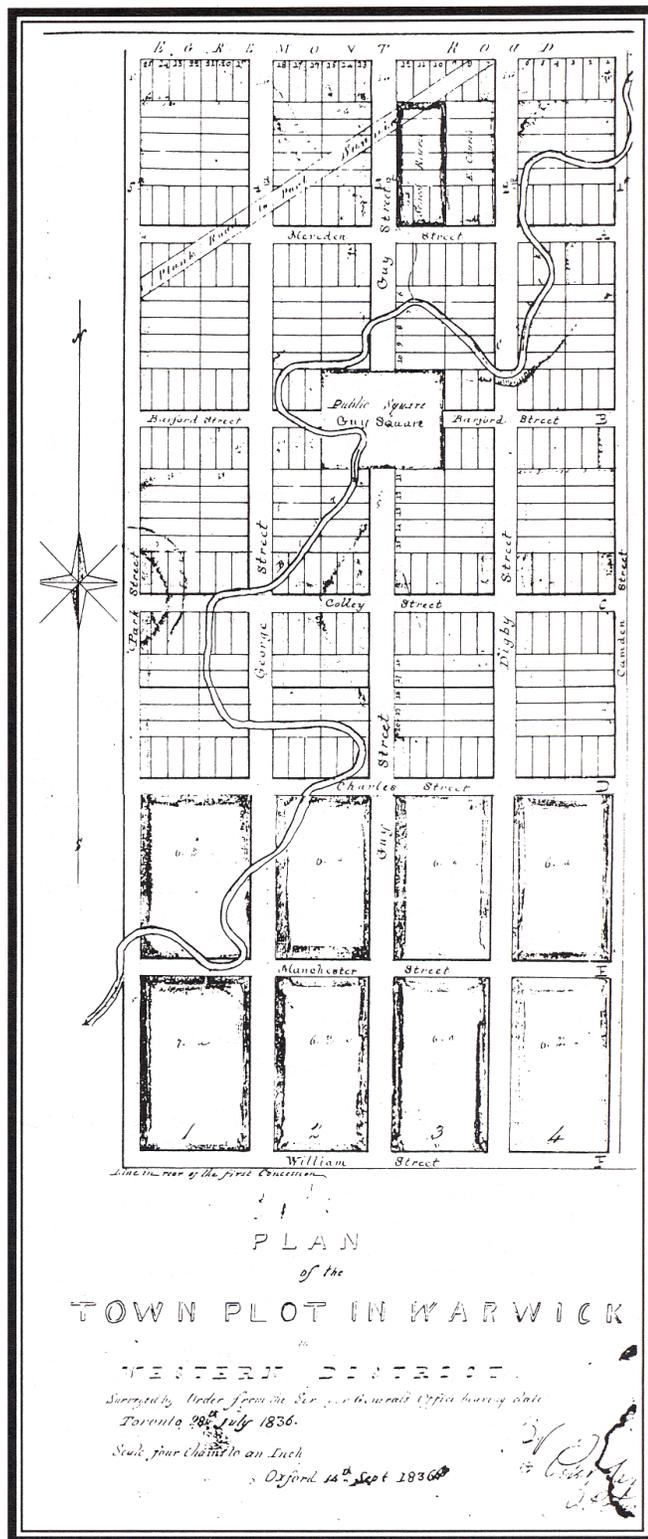
Rings Louis, shoemkr

Stillwell George, blacksmith

Thomas Rev H A (Anglican)

FROM AN 1891 GAZETTEER

Early map makers did not waste effort on drawing another map when one was already available and so, in many instances, as is the case with this one, while the date of the original drawing is 1836, the "Plank Road to Port Sarnia" has been drawn over top as evidenced by the Warwick Lot lines passing through it and the fact that the road from Warwick to Sarnia was not complete until the mid 1840's.



Note: For one of the Women's Institute Meetings held during the year 1947, my mother, Mary Ethel [Thomson] Smith prepared a paper outlining the origins of Warwick Village. It would seem appropriate that it be included at this point since it touches on some of the background not dealt with elsewhere in this history.

A Brief History of Warwick: the Township and the Village.
by Ethel Smith.

Early settlers in and around Warwick were mostly United Empire Loyalist Army Men and people brought to Canada by Arthur J. Kingstone of Longford, Ireland. Insecurity of life and property in the British Isles "where the learned professions are filled to overflowing, with mercantile and manufacturing employments subjects of such competition that few only, and those of ability and enterprise, can rise by them into independence, and that slowly, and as to agricultural pursuits, they are very uncertain and often not profitable," created the lure of life in Canada " where an investment can be made with great advantage, with which industry and forethought becomes at once an independence. Moreover, things are in a more wholesome slate on that side of the Atlantic than on this. There, industry pervades every class of society leaving no one living in idleness and indigence. The requisites necessary for a good settlement are first, good air, second, good water, third, good land and a favourable climate and location of convenience." These and the proximity to Lake Huron made Warwick suitable for settlement.

As well, the presence of the government stage road from London to Sarnia passing through the centre of the township provided a relative proximity to the rest of the township, access to markets, and being the post road, ease of communication. This was the Egremont Road, named after Lord Egremont who had instigated its construction primarily as a military artery but the spin off need for an increased population made the settlement of the land an immediate necessity and governments took an active role in its accomplishment.

The Village of Warwick was surveyed on two hundred acres comprising Lot 10, south of the Egremont Road. There is no date on the map that I have but early sales of lots within the townsite date back to 1830. At this time, Warwick Township was included in the County of Kent.

Bushland sold at 10 Shillings (or thereabouts) per Halifax Currency per acre. One block of 1600 acres, just to the west of the village, was sold to Arthur J. Kingstone, father of Charles Kingstone, the son who lived for about fifty years on this land. There was a mill built on Lot 6 of this tract of land on the north branch of the Sydenham Creek and in later times, was moved across the road by Robert Beacom for use as a farm building. It is thought that machinery for its use as a mill was never installed as no trace was ever found of that and the building itself showed no signs of ever having been used.

North and east of the village, up the stream of the North Branch of the Sydenham Creek are to be found the remnants of a tram road and the signs of a mill dam having been constructed at this spot. These signs of a onetime industry are probably all that is left of the brick yard that once flourished and was operated by tire Auld and Janes Families.

In December of 1843, Thomas Hay built a mill south of the Egremont Road on Digby Street for the milling of flour. Some parts of these mills stones, the slanting grooves proving their use are still in our possession (1947) Still in existence in 1994, this mill, known as the Warwick Stone Flour Mills, served the community well for many years. The same power source provided facilities for a lumber mill as well and timber being plentiful, with barrels for shipping being in great demand, staves and headings were manufactured thus keeping the mill operating the year round.

Names connected with the operation of this mill are Thomas Hay, David Rogers, John Clark, Francis Pitt Harris, Levi Lambert, Charles Dunlop, David Lambert, Frank Restorick and Tom and Walter Mitchell: Henry P. Lawrence, who operated lumber mills in Watford and Brooke as well, Robert Sterling Saunders, William Clark, Hugh A. Willer, Alfred Dunlop, Andrew B. Auld, Herbert M. Morningstar and John and Alfred Smith.

During World War I, the mills worked overtime for the Bradley Company of Hamilton, for further shipment to Portland, Maine to be used for the building of ships. The long straight maple and rock elm in this district was especially suited for these uses. Three inch hard maple planks were shipped to Scotland to be used in the Glasgow ship yards.

Farthur upstream on the north branch of the Sydenham Creek on 12 sideroad there was another mill in use for both milling flour and sawing timbers owned by Thomas Harper. Wool was carded at this location as well. All of these mills were originally water powered as the creeks were much wider then and the flow of water much greater.

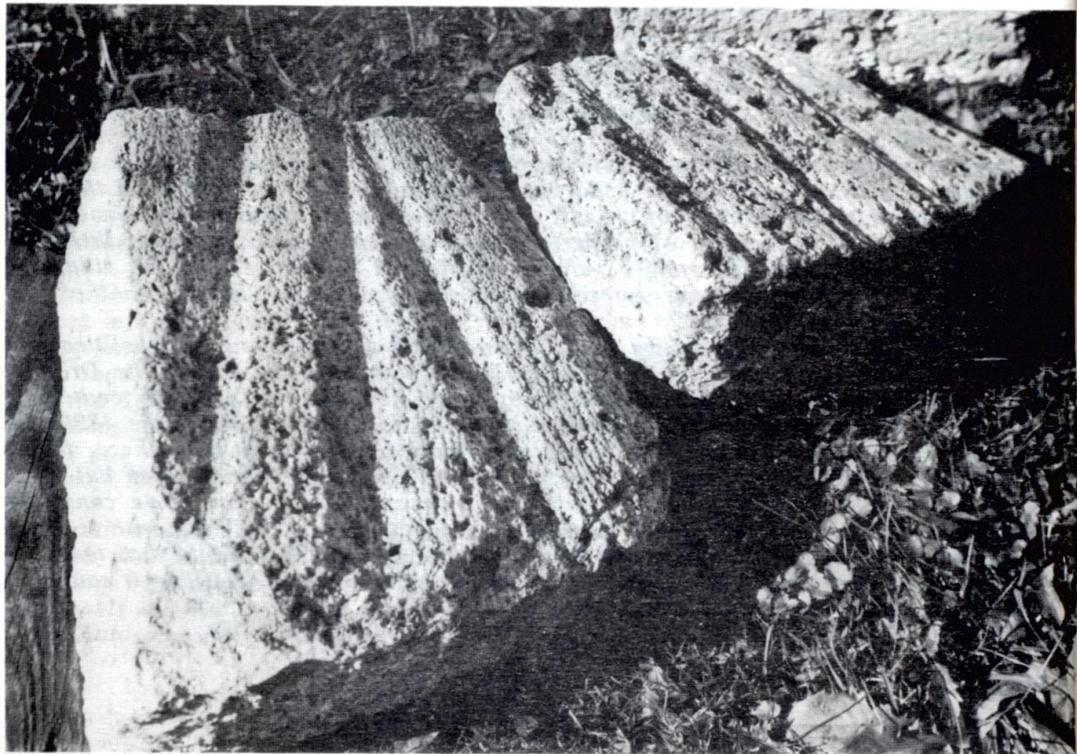
At the present time (1947), Leslie McKay has a portable saw mill in use in the village and does custom sawing.

Another activity centered in Warwick Village in the early days was the Militia which gave part time employment to most of the local tradesmen and farmers in the area. The McKenzie Rebellion of 1838 activated this facet of life in the village and a government drill hall was constructed on the south-west corner of the Egremont Road and Guy Street. There is a document in existence, a pay list for all the militia personnel, dated February of 1838, that names those pioneers of Brooke and Warwick whose possession of property hinged on their service in the militia when the need arose. The rifle ranges were in the flats at the east end of the village, the targets being across the creek on the east side.

After the scare created by the Fenian Raids subsided and the political field gained a degree of stability, the Militia, in this area and the use of the Drill Hall became redundant, the activities of the armed services having been centered in Watford, the Warwick Drill Hall was torn down towards the end of the 1890's and moved to Watford where, with the salvage from the old drill shed there, the two combined were rebuilt as the "Crystal Palace" [probably named after but having no resemblance to the fabulous glass and iron building of that name constructed for the 1851 Exhibition in London, England] a two story building with a glassed in cupola on top that housed the East Lambton Fall Fair Exhibits that took place during the annual fall fair season. It came to a sad end in 1927 when it caught fire and burned to the ground.



A few chunks of the The Mill Stones from the *Warwick Stone Flour Mill* built in December of 1843 by Thomas Hay where the north branch of the "Sydenham" Creek crosses Digby Street, south of the Egremont road. Adam Burwell of Watford, a stone mason and brother of William Burwell of Warwick Village, did the cutting.



Catering to the travelling public has from the earliest times been one of the industries of Warwick Village. In pioneer days, Warwick was on its way to becoming a town but the building of the railroad to the south changed its future prospects. The stage coach between London and Sarnia made its daily stops at the Maple Grove Hotel and this and the other hostels lived up to their reputation for hospitality where travellers were given a chance to rest, where food and drink was served and where the coach horses were stabled and fed for they too needed a rest after the difficult journey over unpredicable terrain. These stops provided a welcome break in a tiresome journey.

There were several hotels operating during the stage coach days but the only two I remember much of were the red brick Rogers Hotel that burned in 1890 and the Maple Grove which dated back to 1835. Hotels were community centers, used as meeting places, banks,



The Maple Grove Hotel

(photo courtesy of Olive Pembleton)

municipal transactions (when their own quarters were too cold) almost everything of importance involved the local hostelrys. Drovers did all of their business at that time with cash or barter and the hotel was the meeting place for these transactions. At the outset alcoholic beverages were served but later during the early 1900's the Scott Act determined by vote if the municipality would allow liquor to be served on the hotel premises. Warwick voted dry and this removed a good part of the hotel's revenue and even today (1947), Warwick remains free of alcoholic beverages except where the law is flouted.

Menus in pioneer days would make this generation think that those early times were not so bad when it came to culinary delights. Frogs legs were constantly on hand as they were available in abundance in the nearby creek and flats. Deer, duck, goose and turkey, all wild, were also plentiful.

Many names of present day families in Warwick are associated with these hotels, Janes, Charlton, McDonald, Witty, Rogers, Brent, Freele, Restorick and Bearss. Mr. and Mrs. Henry Bearss, when they operated the Maple Grove, were famous for their hospitality. This couple were of such ample proportions that when they drove out, each needed their own horse and buggy, Mr. Bearss ahead and Mrs. Bearss following. After they died, the hotel was sold to Stewart Smith in 1917. In 1924, John Smith bought the Maple Grove Hotel from his father. By 1929, with the advent of the automobile, the horse barn was no longer needed and was torn down to make way for the service station and the gas pumps. By 1937, the travelling public were still in need of accommodation and so a cabin camp was begun and expanded as the need for accommodation increased.

On March 26, 1947, during one of the worst blizzards in many years, fire broke out in the wood-working, plumbing and electrical shop next door to the Maple Grove Hotel. The wind drove the flames from it onto the hotel and the old hostel that had stood since 1835 was soon a heap of ashes. The building was framed as barn construction of oak timbers hewn by hand with beech and other hard wood joists and overlays and even after more than 100 years were free of rot and still solid. But fire, which can be a good friend is also a bad master when out of control and the Maple Grove Hotel suffered the fate of two others of its kind that once welcomed the local and travelling public.

Lost in the blaze were so many personal and irreplaceable artifacts, some of them dating back to the days when the building was new. Lost too were the historical records of a century; documents, books, pictures—there was time to save nothing and the drifts of snow that made the roads impassable prevented any help from reaching the scene.

The current owners, John J. and Ethel Smith are at the present time (May, 1947) building a lunch room and kitchen in connection with their cabin campsite and the premises will become the "Maple Grove Cabin Camp."

Scrap Book Items,
Documents
and
Newspaper Clippings
pertaining to
THE EARLY HISTORY
of
WARWICK VILLAGE

DOCUMENTS PERTAINING TO THE EARLY HISTORY OF WARWICK:

From the Office of the Surveyer General:

Dated: May 30, 1831

The Lieutenant Governor desires the exploration of a tract of land between the north angle of Caradoc and the River Aux Perches on Lake Huron, with a view to ascertaining the best line for a road to connect those two points.

From the Office of the Deputy Surveyers:

Dated June 29, 1831

The above request has been carried out and the terminus of the road is on Lake Huron Shore about one half miles east of River Aux Perches, midway between Lots three and six, Plympton Township [at Errol] [The Egremont Road]

Signed: Peter Carroll

J. Nevills

TOWNSHIP OF WARWICK:

The inland county of Warwick in England, that gives name to our township, stands on the River Avon and is intersected by the great Roman Road called Watling Street. Kenilworth Castle and Warwick Castle are described as two of the finest baronial residences in England while Guy's Tower,+ built in 1394 by Thomas Beauchamp, Earl of Warwick, has walls ten feet thick. Here too, is the Forest of Arder, famous for its oak trees.

In 1832, the township was surveyed by Peter Carroll and in the same year and that following,* immigration began to set in; amongst the first being James and Robert Hume from Goulbourne Township [near Ottawa] who settled on Lots 23 and 25, 2nd Concession south and in October, 1833, John, another member of the Hume Family, settled on Lot 27, 4th Concession south.

The route in was via Port Stanley # and London, a straggling little village at that time, with no accommodation for travellers. For a number of years, the Humes had to "back" in their supplies from Delaware, a village 36 miles distant. Jacob and Henry Utter are said to have come in the same year, also the Donellys, the McKennas, the Hamiltons and Sergeant Fair. A number of Lord Egremont's immigrants, who had made a temporary settlement at Brannan's Mills, took up land in Warwick Township and formed the English Settlement. Amongst these were the Harveys, the Maidments, the Matthews, the Liddys, the Moores, the Randalls, the Reddicks, the Robinsons and the Whelans. Adam and Park Duncan settled very near what was to become Watford both of whom became prominent men. William, Adam's son, took up Lot 7 on the 4th Concession south.

+ Is this where Guy Street and Guy Square in Warwick Village got its name?

* Warwick, [as in Brooke Township to the south] had settlers, termed squatters, since the townships weren't surveyed as yet, probably as early as 1830 or even earlier.

The Kellys of Brooke came up from Long Point on Lake Erie.

Thomas A. Hay, a native of Edinborough, Scotland, opened the first Blacksmith Shop in the township at Warwick Village in 1834; the kit of tools being brought in on a borrowed ox jumper. In 1832, Colonel Freear, a half pay officer in the regular army, built a saw mill on the north branch of Bear Creek at Warwick Village and there was some grinding of wheat done here because Adam Duncan, who was a stonemason, picked up and finished a couple of field boulders for this purpose. William Burwell located near the mill and his son, Elijah, was the first born white child in the township and Robert Hume's Betsey [later Mrs. John Clark] the first white female child.

The Village of Warwick was set apart by government in 1832 and being on the Egremont Road, was the most important point between London and The Rapids [Sarnia] Hamilton Carroll is said to have been the one that opened the first store. The first schoolhouse in the township was erected in Warwick Village in 1840; the first church [Episcopal] in 1843, the government presenting a free lot to each. Arthur W. Kingstone was instrumental in erecting this building [St. Mary's Anglican Church] and Rev. A Mortimer was its first ordained Rector. [Rev. John Radcliffe, who had established the Parish in 1834, and Rev. D. Blake preceded Rev. Mortimer.]

The early days came down heavily on the pioneer settlers. One instance is given, when an ox died, the husband and wife hitched themselves up with basswood bark and harrowed in their wheat that fall. One man told me that he and his wife put in their fall wheat with a hoe and they had an excellent crop the following year. The only way flour could be had was by carrying the wheat to the shore of Lake Huron and taking it to "The Rapids" in a canoe. Other times, it was taken to the Brooke Mills at Alvinston, if closer and earlier to Kilworth and later, Strathroy. *

* Even though Colonel Freear had a grist mill in connection with his saw mill, there was a report that the grist mill was not successful but the saw mill was.

RECORDS TRANSFERRED FROM SANDWICH IN 1850 [WHEN THE DISTRICTS WERE ABOLISHED] CONCERNING WARWICK TOWNSHIP.
Dated January 5, 1835

Number of Taxpayers	61
Value of Cultivated Land	£ 254.
Uncultivated Land Occupied	£1,910.
Horses Numbered at Four	£ 32.
Oxen Numbered at 24	£96. £128
Cows Numbered at 34	£ 102.
Total Assessment for 1835	£2, 398.
Taxes Collected	£ 9, 19s, 10d
Payment of M.P.	£3, 6s, 7d

The Township Officials Were:

Town Clerk:	Oscar Cleverly
Assessors:	Richard Fair John Evans
Collector:	A.W.W. Freer
Pound Keepers:	George Watson John Tanner
Fence Viewers:	Jesse Kenward Walter Vivian Chauncey Howard
Church Warden:	Joseph Little

Pathmasters:

R.H. Hill	- Allison	- Fowler
William Burwell	- Bachelder	- Glasgow
William Porter	- Dell	- Gumacher
Truman Miner	- Brady	- Hoskin
Andrew Harrower	- Bower	- Hobson
Foster Martin	- Campbell	- Luckham
William Hume	- Clark	- Morrison
Enoch Thomas	- Clemens	- Murray
Henry Cable	- Cole	- Robinson
James Robinson	- Duncan	- Ross
David Williams	- Eastman	- Smith
William McElmurray	- Elliot	- Stevenson
	- Evans	- Utter

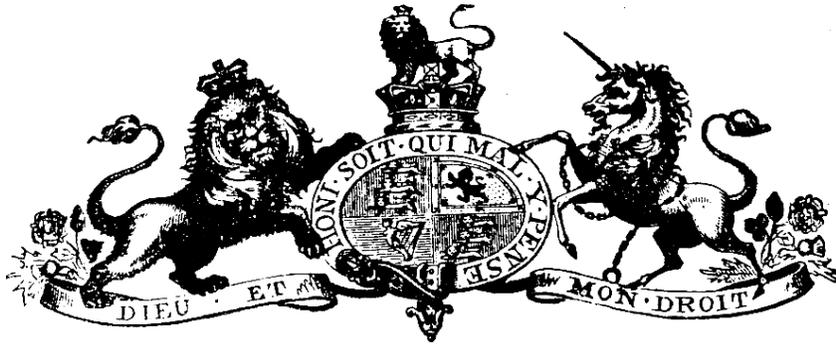
RESOLUTIONS PASSED:

- [1] Resolved that all pigs be kept in yoke until six months old.
- [2] Resolved that horses not be allowed to run at large.

Contributor: Joseph Osborne [1905]

DANIEL RATIGAN: *I recall very vividly a little house at 12 sideroad and the second line south corner, with a black whiskered, green goggled Irishman sitting at the door smoking. One Easter morning, as Jack Coughlin and his family were driving to mass in Watford, they left a basket of eggs for Dan. Two days later, when Jack was passing, Dan stopped him and asked him to get some medicine [castor oil] at McLaren's. Dan had feasted not wisely, but too well! He had boiled and demolished a dozen eggs at one sitting.*

George S. McKenzie in the Watford Guide Advocate.



TORONTO:

H. BELDEN & CO.

1880.

Note: This account of the early settlement of Warwick Township and the beginnings of Warwick Village is taken from the Belden Atlas produced in 1880, a major source of information of that era and possibly the first account to be had with information gleaned from the earliest comers to Warwick who at that time would be still living and could relate first-hand, their experiences.

TOWNSHIP OF WARWICK

Warwick lies directly east of Plympton, between Brooke and Bosanquet townships, on the south and the north; and the township of Adelaide, in the County of Middlesex, butts it on the east. Both branches of the Sydenham River take their rise in this township, but here, it is more commonly known as Bear Creek, the north branch being the largest. From its source near Arkona, towards the north-eastern corner, it runs south-westerly through Warwick Village, and passes into Plympton near the junction of Enniskillen, Brooke and Warwick with that township.

The surface of this township is in a great part almost entirely level; though much of it approaches the gently undulating--varying, as in the other townships of the county, to the comparatively rolling in the vicinity of the water courses. The soil is a mixture; being in some sections of a clay loam, in others again of heavy clay, and in still others, of all shades between those two descriptions; yet in quality, it is almost without exception, good, the great bulk of it being of unusual excellence.

The survey of the township took place in 1832, Peter Carroll being the engineer who accomplished it; and the earliest settlement within its limits was effected during the same year. The earliest settlers in point of time were James and Robert Hume, who came from Goulbourn, Carleton County, in 1832; and located, the former on Lot 25 and the latter on Lot 23, both in Concession 2, South of the Egremont Road; in March of that year. John Hume, another member of the family, settled in October, 1833, on Lot 27, Concession 4, S.E.R.; afterwards removing to Lot 25, Concession 6, S.E.R. John and James came in via Port Stanley and London, then a straggling hamlet, without accommodation for travellers. For a number of years, the Humes were obliged to go on foot to Delaware Village, 36 miles through the bush, and carry their supplies on their backs from there; and their houses were the temporary stopping places for all those who subsequently came into the southern part of the township to settle.

At the site of Warwick Village, but subsequent to that of the Humes, along the course of Bear Creek, where immediately a source of water was to be had and eventually where the stream would be a source of water power for the mills that would be established there, Lieutenant-Colonel Freer [Freear], a half-pay officer of the Regular Army, and William Burwell, settled during the season of 1832, on Lot 11, in the case of Colonel Freer and Lot 10, in the case of William Burwell, the Burwell property being directly north of the future site of the Village to be laid out on the two hundred acres of Lot 10, south of the Egremont Road. William Burwell's first task after building a shelter for his family and a hostel to serve as a temporary stopping off place for the new settlers that were drifting into the township to take up properties of their own, was to clear the "road" to the front of his property that would become the Egremont Road as it passed between the two concessions.

The Burwells came from Southwold Township, just to the south of London and their son, Elijah, was the first of these new settler's children to be born in this recently-surveyed township. The Robert Humes' daughter, Betsey, now Mrs. John Clarke, of Warwick, was the first girl to be born here.

Colonel Freer built a saw-mill and grist-mill on his property on the "north branch" of Bear Creek, part of the agreement for the dispensation of his Lot 11 from the land purveyors. The saw-mill was operated but it was said the grist-mill was not a success and it wasn't until Thomas Hay built his mill in 1843 lower down on the stream, south of the Egremont Road, on Village lots to the east just where the stream enters Lot 10, S.E.R., that the township residents had a convenient local facility.

The Donnelly, McKenna and Hamilton families and Sergeant Fair, came in 1832 as well and James Bole [now of Watford] and George Lucas [Con 6, S.E.R] came into the southern part of the township in 1833 part of the general settlement of the area that included the Bryce, Kelly and Lucas families on the north concession 14 of Brooke Township, although it was said there were "settlers" in both townships prior to the survey in 1832. The year 1833 also witnessed the settlement in the northern part of a number of Lord Egremont's immigrants, who had located temporarily in 1832 at "Branan's Settlement" on Bear Creek, in the Township of Metcalfe, Middlesex County. Some of those immigrants also located in Plympton Township. Those selecting Warwick for their homes included the Harvey, Maidment, Mathews, Liddy, Moore, Randall, Reddick, Robinson and Whelen families. The neighborhood where they located was termed the "English Settlement" and is known as such to this day. [1880]

Alexander Hay was the first to settle in the northwest corner of the township in 1835 and Adam Duncan, whose son lives on Lot 7, Con 4, S.E.R., was one of the earliest pioneers as well and one of the "best men" in the township, as several old settlers unite in affirming. Thomas A. Hay, from Edinburgh, Scotland, settled at Warwick Village in 1834. He was a blacksmith and the "kit" of tools he imported, he brought to the "Branan Settlement", above mentioned, where all vestige of a road ended at that time. He, however, cut a path through the bush as far as "Nappers," south of the present Village of Adelaide, where his teamster refused to proceed further, and he was obliged to leave them at Napper's until the ensuing winter, when he returned, with borrowed oxen and "jumper," and by sleighing, brought them the rest of the way to Warwick Village. He then set up his blacksmith shop, the first in the township. The other pioneer requirement, the local mill set up by Colonel Freer had been erected in 1832, and running, though not completed until two years later. Previous to this, the nearest mill was at the Riviere aux Saubles, twenty miles distant or Delaware on the Thames which was even further.

There are no records in the Township Clerk's office relating to the municipal government or material development of Warwick previous to 1850. From papers unearthed in the county offices, however, and which were transferred from Sandwich at the time Lambton was set off from the old Western District, we find the township was organized in 1835. There were 61 taxpayers within its limits at that time and the following were the official figures of the assessment:

250 acres of cultivated land valued at	£258 0s 0d
9,550 acres of uncultivated land occupied, valued at	£1,910 0s 0d
4 horses, 32; 24 oxen, 96, 34 cows, 102.....	£230 0s 0d
 Total Value of Assessed property, 1835	 £2,398 0s 0d
Total amount of taxes to be collected	£ 9 19s 10d
Portion of above for payment of the M.P	£ 3 6s 7d

John Fair was Assessor this year of 1835; and among those elected to the various town offices were the names of Allison, Bachelor, Bell, Brodie, Power, Cable, Campbell, Elliott, Evans, Fowler, Freer, Glasgow, Grimacher, Hill, Hockin, Hobson, Kenward, Luckham, Maidman, Marshall, Maxwell, Morrison, McElmurray, Robinson, Ross, Smith, Stephenson, Thomas, Utter and Williams.

The number of acres of land in the township is 69,440, now, [1880] all occupied, of which 27,286 are under cultivation. The assessed value of real and personal property is now, [1880] \$1,312,040.00. There is a population of 3,674 [1880] and 887 ratepayers, who own 1,342 horses, 2,456 cattle, 4,127 sheep and several hundred pigs.

The first set of municipal officers under the present system [1850— Jesse Kenward being Returning Officer, and the town meeting being held at O'Dell's Hotel, Warwick Village] was: A. Hill, and William McAlpine, Councillors; Charles Nixon, Clerk; John Williamson, Treasurer; Enoch Thomas, Collector. In 1851, Thomas A. Hill was Reeve. [For the years between the last-named and the present, [1994] the list appears elsewhere.] For the current year, [1880] they are as follows: Reeve, Eusebius McGillicuddy; Deputy Reeve, Richard Karr; Councillors, Thomas Kady, Thomas Baldwin Healey and Joseph Hall; Clerk, W.H. Stewart; Treasurer, Thomas G. Morris.

Up to the time of the building of the railways, [1850] the improvement of Warwick, although fair in the nature of the surrounding circumstances, was yet extremely slow compared to what it has been since the Great Western has brought all the advantages of civilization into the immediate presence of the southern portion, and the Grand Trunk has placed the same facilities within the hand of the northern part. Previous to these important events, the portion of the township best settled, was that lying adjacent to the Egremont Road, this being the great thoroughfare of travel between London and other eastern points and the St. Clair frontier.

At that time Warwick Village was by far the most important point between Stratford and London on the one hand and Sarnia on the other. Some facts in regard to the early history of this village have already been referred to. Hamilton Carroll, a cousin of Surveyor, Peter Carroll, is said to have been the one who opened the first store. The town was laid out as such by the Government, when the survey of the township was made in 1832, although the earliest "official" map, extant, is one that appears to be dated 1836. It is now [1880] of very much less importance and smaller in size than twenty-five years ago and the evidences of former greatness still stare one plainly in the face, yet this place may even now be justly classed as a pleasant country village with good promises of moderate growth as a natural result of the further development of the immediately surrounding country, which, as an agricultural section is fine and year by year becoming finer. It contains two stores, two waggon and blacksmith

shops, two taverns, a steam grist and saw mill, the Town Hall, built in 1854 at a cost of \$670.00, Methodist, Episcopalian and Roman Catholic churches, a Drill Shed [the place being headquarters of Company "D," 27th Regiment, with Captain Karr in charge], a Post Office with daily mail and population estimated at two hundred. It is twenty-five miles from Sarnia and is the only unincorporated village in the township.

A short distance south-west of Warwick Village, the Elarton Salt Works are situated. Brine was first discovered here while boring for oil at the time of the first oil boom at Petrolea, the works being on the banks of the same stream, Bear Creek, that flows through that town. The salt well is 1,400 feet deep, though salt was struck at a little over 1,200 feet and there was over 100 feet of solid rock salt bored through when brine was struck. The salt from these works has received a Silver Medal at the Paris Exposition and invariably takes first prize for its purity wherever exhibited.

The first school and the first church in the township were built in this village, the former in 1840, and the latter, [St. Mary's Episcopal Church, still standing] in 1843. In each case, the Government presented a lot on which to erect the buildings. The frame church was built under the sponsorship of Squire Arthur J. Kingstone and was first preached in by the Rev. A. Mortimer, M.A. although the parish itself had existed from the time of the first Anglican Rector, Rev. John Radcliffe, M.A. of Trinity College, Dublin, [1834-36] and Rev. D. Blake had served as rector just before Rev. Mortimer was appointed. It was at first, part of the Diocese of Quebec, then part of the Diocese of Toronto. The pioneer teacher was Mr. John Tanner---a name which involuntarily helps to impress one with the "eternal fitness" of names.

Many of the early settlers in Warwick, noticeably the Egremont immigrants, were men totally ignorant of the requirements and difficulties of life in the backwoods and very many anecdotes are related of their almost unparalleled hardships and sufferings during the early days. Nor were these hardships shared alone by those whose previous experience unfitted them for "roughing it in the bush" but by all the pioneers alike. An instance is related where the ox of Sergeant Luckham, an old British soldier, sickened and died, when he and his wife harnessed themselves up to the home-made harrow with a harness made from the strings of basswood bark and harrowed in their first crop of wheat. Other cases are reported where settlers nearly starved before getting into a position to raise their own grain and were obliged to live for weeks altogether on "browse" boiled as "greens" and a certain wild vegetable, popularly known as "cow cabbage" that still grows in the flats either side of Bear Creek. Even after the settlers got to supplying themselves with stock, it was a common occurrence for their sheep, calves, pigs and even, in some cases, full-grown cattle, to be "run in" by the wolves which infested the adjacent territory in immense numbers, proving a source of serious damage as well as great danger. And, aside from all these incidental trials, there were no grist-mills in the neighbourhood for years and the settlers in the north part of the township portaged their grain to the lake shore and thence, carried it to and from Sarnia in canoes where they got it ground and procured their ordinary supplies. From other parts of the township, the settlers went through the bush to the Brooke Mills at Alvinston and in many cases all the way to Delaware first and then to Strathroy, at least to which town, there was some semblance of a road at a day when the whole distance to Brooke Mills had to be traversed through an unbroken wilderness. *[At the time of the Mormon trek, in the 1840's, a road had to be cut through the bush, by those adherents of the Mormon Faith in the Alvinston area, to the Egremont Road to accommodate*

the covered wagons used in their long journey to Nauvoo, Illinois. This stretch of the present 79 Highway, after being known locally ever since as "The Nauvoo Road," in commemoration of their destination, has been appropriately and officially, [in 1994] been given that title.]

But now that times are changed and with the changes have come all the facilities and conveniences required for the enjoyment of every-day life,* the pioneers—what few are left—still look back to their early experiences of life in the backwoods of Warwick as among the happiest days of their existence. Such is the effect of an inward consciousness of having well performed our allotted task in this transient abode of the mortal body, implanting in our immortal minds the firm conviction that whatever tests or trials, hardships, sufferings or dangers we are forced to encounter here, the eternal justice of all things is yet recognized in the still small voice which ever whispers to us, "He doeth all things well."

** There is a certain irony in this statement made in 1880, when one considers they believed that they had "all the facilities and conveniences required for the enjoyment of every-day life." And possibly they did. What we, in 1994, deem necessary and that was unheard of at that time, would make one pause and marvel at such a statement. Photography had been invented and was much used, but only by the professional photographer. Telephones were just coming into use locally, one of the earliest lines being run from Watford to Warwick Village by a doctor for the convenience of his patients and even then, only one "phone" existed at either end of this line. Labor-saving farm machinery was just in the process of being invented and some of the earliest, and according to reports of that time, the best, was being manufactured by Thom and Doherty in Watford. Edison was just experimenting with storage batteries and the electric light, while as a sideline, creating the "Talking Machine." It simply goes on from there in leaps and bounds. Each generation seems to invent its own "absolute necessities."*

Gazeteer

WARWICK

1866-67

A Village situated in the Township of Warwick, County of Lambton, C.W.-- distant from Toronto, 186 miles – and from London, 44 miles—usual stage fare to London, 8s, 6d,-- to Port Sarnia 6s, 3d.

ALPHABETICAL LIST OF PROFESSIONS, TRADES, &c.

Carroll, Hamilton M., general merchant, dealer in dry goods, groceries, hardware, crockery, &c, and postmaster.

Auld, John, blacksmith.

Burwell, Charles, carpenter

Duncan, P., inspector of licenses.

Elliott, F., clerk of division court

Evans, Richard, inspector of licenses.

Frazer, Rev. John, United Presbyterian

Hay, Thomas, blacksmith.

Jones, Charles, hotelkeeper.

Johnson, John, wagonmaker

Mackenzie, Rev. Mr., Church of England.

McDonald, John, teacher of common school.

McLeay, John, inspector of licenses

Mallin, W., general merchant.

Mannely, James, boot and shoemaker.

Odel, C., innkeeper.

Read, Peter, tailor.

Tanner, John, land agent.

Turner, George, general merchant.

Heads of Households, Residents of Warwick Township in 1851

Family Name	Given Name	Lot	Con	Family Name	Given Name	Lot	Con
Abbott	Elizabeth	War/Vill		Bustin	Thomas	23	5/N
Alison	Rowland	28	1/N	Cable	Henry	21	3/N
Alison	Harry	28	1/N	Callaghan	John	18	2/S
Alison	Brisbane	28	1/N	Calvert	David	18	5/S
Alison	Peter	N/A		Cameron	Alexander	19	4/S
Allen	John	28	6/N	Cameron	Donald	26	4/S
Allen	Abraham	26	6/N	Cameron	John	20	4/S
Allen	Alexander	30	1/N	Campbell	Robert	14	1/N
Allen	James	29	4/N	Carroll	George	28	2/S
Almost	Adam	28	2/N	Carroll	H. M.	War/Vill	
Anderson	Alexander	28	6/S	Carroll	James	N/A	
Applegate	John Jr.	6	4/N	Caughy	Patrick	10	2/S
Atkins	Richard	12	6/S	Caughlin	James	10	2/S
Atkinson	James	29	4/S	Caughlin	Michael	10	2/S
Auld	John	War/Vill		Caughlin	William	29	6/S
Auld	William	13	2/N	Chandler	William	21	2/S
Auld	William	N/A		Charmer	Gabriel	23	5/N
Barnes	Charles	15	3/N	Chrysler	Daniel	6	6/N
Barnes	John	123	N	Chrysler	Solomon	21	5/N
Batchelor	Benjamin	16	3/N	Clarke	Anne	28	3/S
Batram	Samuel	30	4/N	Clarke	George	28	3/N
Beedham	George	29	5/N	Clarke	James	28	3/S
Bell	Cyrus	19	1/S	Clarke	John G.	11	1/N
Bell	Levi	19	1/S	Clarke	John Jr.	29	3/S
Berse [Bearssl	Abraham	25	5/N	Clarke	John Sr.	28	3/S
Berse [Bearss]	Ira	26	5/N	Cleverley	Oscar	12	1/S
Berse [Bearss]	Joseph	15	6/N	Cline	George	N/A	
Bird	Thomas	28	2/N	Cline	Jacob	28	5/S
Black	John	N/A		Cooke	Charles	26	3/N
Branegan	Edward	22	3/N	Cooke	Mrs.	War/Vill	
Brown	Calvin	24	5/S	Connor	Edward	29	3/S
Brown	George	5	1/N	Coulter	James	21	2/N
Brown	Thomas	5	1/S	Coulter	John	21	2/N
Brown	Thomas	19	4/S	Coulter	Thomas	21	2/N
Bryan	Thomas	29	6/S	Cowan	William	27	6/S
Bryce	James	5	1/N	Cox	Andrew	19	2/S
Bryce	John	13	6/S	Cox	Michael	20	2/S
Bryce	Hugh	18	5/S	Cox	William	22	2/N
Bryce	Robert	18	4/S	Craig	John	26	5/S
Bryson	William	24	1/S	Crone	William	30	3/S
Bulger	Luke	13	2/S	Cronin	James	22	4/N
Burdett	Richard	25	4/N	Curtis	Edward	5	1/N
Burns	Henry	17	3/S	Dale	Robert	30	1/N
Burwell	Charles	War/Vill		Davidson	William	27	6/N
Burwell	William	N/A		Denny	David	26	4/S
Donelly	Francis	26	4/N	Hagle	Mark	17	5/N
Donelly	John Jr.	28	4/S	Haley [Healy]	Henry	29	5/S
Donelly	John Sr.	28	4/S	Hamilton	James	21	5/S
Donelly	Peter	29	4/S	Hamilton	Robert	N/A	
Donelly	Terrence	28	4/S	Harrower	Andrew	19	5/S
Duck	James	16	2/S	Harrower	George	20	5/S
Duck.	Patrick	14	4/S	Harvey	Henry	7	4/N
Duncan	Adam	7	4/N	Hastie	John	24	6/S
Duncan	Alexander	14	3/N	Hastie	Robert	23	6/S
Duncan	Park	19	5/S	Hay	Alexander	17	3/N
Duncan	William	14	5/S	Hay	Archibald	17	3/N
Dunlapp [Dunlop]	Duncan	19	3/N	Hay	Duncan	27	5/N
Eastman	Alexander	15	6/N	Hay	John	17	3/N
Eastman	Edmund	28	5/N	Hay	Robert	17	3/N
Eastman	Jonas	20	6/N	Hay	Thomas [V]	11	1/N
Eastman	Joseph	15	6/N	Hay	Walter	27	5/N
Eastman	Nahab	24	6/N	Hay	William	27	5/N
Eastman	William	27	6/N	Higgins	Thomas	11	6/S
Eccles	John D.	14	2/N	Hill	James	30	5/N

Edwards	James	25	3/S	Hill	Robert A.	29	1/N
Edwards	Thomas	25	3/S	Hillis	James	18	6/S
Egan	Michael	14	3/S	Hipkins	Richard	27	4/S
Elliot	James F.	16	1/N	Hobson	Benjamin	26	3/N
Elliott	Joseph	N/	A	Holmes	Robert	23	3/N
Elliott	Mary Anne	25	3/N	Hoover	Henry	23	6/N
Emerson	James Jr.	23	2/N	Hoover	Mary	23	6/N
Emerson	James Sr.	23	2/N	Horn	Philip	13	2/S
Emerson	John	23	2/N	Hume	Henry	25	6/S
Emerson	William	N/	A	Hume	James	25	2/S
Evans	John	24	1/N	Home	John	20	6/S
Evans	Richard	12	2/N	Hume	John	25	6/S
Fahey	John	27	3/S	Hume	Robert	15	2/S
Fahey	Michael	27	3/S	Hume	William	19	6/S
Fair	John Jr.	30	5/S	Janes	Charles [V]	14	3/N
Fair	John Sr.	30	5/S	Johnstone	George	26	6/S
Farrell	Richard	N/A		Johnstone	John	War/Vill	
Farrell	William	10	7/N	Johnstone	Thomas	23	1/S
Fenner	George	War/Vill		Jones	James	10	4/S
Fenner	Joseph	16	1/S	Kavanagh	John	16	4/S
Fess	Nicholas	26	5/N	Kavanagh	William	16	4/S
Flomerfelt	William	War/Vill		Keady [Kady]	Thomas	27	6/S
Foster	John	29	5/N	Keightley	Robert	29	5/N
Frame	Jacob	4	N	Kelly	Alexander	21	6/S
Fraser	James	12	5/N	Kelly	James	21	6/S
Fraser	John S.	11	3/N	Kemp	John	14	3/N
Fuller	George	26	2/S	Kenny	Daniel Jr.	18	3/S
Gerrald	William	24	2/S	Kenny	Daniel Sr.	12	3/S
Gilliland	Stewart	28	5/S	Kenny	James	18	2/S
Goodhand	Joseph	26	5/S	Kenward	Jesse	15	1/N
Goodrich	William	19	4/N	Kenward	Robert	N/A	
Goodwin	Arthur	28	6/S	Kenward	Thomas	16	2/N
Green	James	19	4/N	Kenzie	Amos	25	5/N
Greenacre	John	28	3/N	Kilburn	Charles	N/A	
Hagle	Luke	19	5/N	King	John	18	6/S
Kingston	John Peter	15	4/S	McMillan	William	27	1/S
Kingstone	Arthur J.	6	2/S	McNaughton	James	15	4/S
Kittermaster	Dr. [M.D.]	29	1/S	McPherson	John	18	6/N
Lamb	David	15	5/S	McPherson	Joseph	17	6/N
Lamb	James	20	4/S	McPherson	William	19	6/N
Lamb	James	12	4/S	Mellon	Charles P.	8	6/N
Lamb	John	14	5/S	Mellon	Gilbert	N/A	
Lamb	Thomas	12	4/S	Mellon	John	War/Vill	
Lamb	Thomas	17	4/S	Mellon	Joseph	8	6/N
Lamb	Winn	N/A		Mellon	Thomas	War/Vill	
Lewis	Richard	29	2/S	Mellon	William	10	6/N
Liddy	John	12	3/S	Meloday	Martin	19	2/S
Long	Nelson	5	1/S	Meloday	Patrick	19	2/S
Long	Wilson	28	6/S	Menery	James	War/Vill	
Lucas	George	16	6/S	Menery	Robert	24	1/5
Luckham	Thomas	16	4/N	Merritt	Robert	12	1/S
Magwood	Robert	21	2/N	Miller	James	29	6/S
Magwood	William	N/A		Mitchell	William	17	6/S
Maidment	Harry	3	4/N	Mockridge	Rev. James	15	1/S
Marshall	Thomas G.	29	2/N	Molton	Israel	19	3/N
Massey	John	28	1/N	Monaghan	Michael	29	1/S
Mathews	Parmenus	4	4/N	Monaghan	Patrick	N/A	
Maxwell	Hugh	26	5/S	Moore	John	6	3/N
Maxwell	Robert	20	6/N	Moore	Moses	29	4/N
McAlpine	William	23	S	Moore	Weldridge	23	1/S
McAvoy	John	War/Vill		Morgan	Robert	29	4/N
McCann	Daniel	25	4/S	Nash	Alfred	12	2/N
McCauley	James	27	3/S	Newell	John	22	6/S
McChesney	Alexander	30	4/N	Nislay	Jacob	24	6/N
McConnel	7/N			Nixon	Charles R.	10	1/N
McConnel	J.	7/N		Orr	William	26	2/N

McCormick, Samuel	27 3/N	O'Brien James	15 3/S
McCormick William	12 3/S	O'Brien John	15 3/S
McDaniel Owen	10 2/S	O'Dell Cornelius	10 1/N
McDonald John	12 1/S	O'Mara William	N/A
McElmurray James	25 2/N	O'Mara William F.	30 2/N
McElmurray Samuel	25 2/N	Parcher Timothy Jr.	24 5/N
McElmurray William	25 2/N	Parcher Timothy Sr.	24 5/N
McGillicuddy Eusebius	20 1/N	Patterson William	28 3/N
McGregor Archibald	N/A	Pesely [Peasley] Renaldo	26 4/N
McGregor Thomas	20 1/N	Phillipps William	21 2/S
McIntyre Donald	30 1/S	Pike Benjamin	27 4/S
McKay Daniel	15 7/N	Pike William	24 5/S
McKay Hugh	12 5/N	Plumb Joseph	15 4/N
McKay Jacob	20 5/N	Randall Isaac	30 4/N
McKenna John	30 3/S	Ratagan Patrick	13 3/S
McKenzie William	16 3/N	Ratigan Patrick	13 2/S
McLean William	22 4/S	Reed Peter	War/Vill
McLeay John	16 1/N	Reid John	11 3/S
McMahon John	28 2/S	Richards John	10 1/N
McMahon Thomas	28 2/S	Richards Thomas	War/Vill
McManus Patrick	13 3 S	Rivers Henry	30 4/S
McMarshall Wiliam	19 4/S	Robertson James	27 4/N
McMillan John	28 6/N	Robertson Robert	27 4/N
Robinson James	6 3/N	Thomas Enoch	17 3/N
Robinson John	6 3/N	Thomas John	19 4/N
Roche John	9 3/S	Thomas William	17 3/N
Ross David	16 1/S	Thompson James	N/A
Ross Donald	19 1/N	Thompson John	29 3/N
Rothwell W. Thomas	28 1/S	Thompson William	19 3/N
Russell David	28 5/N	Tigh [Tye?] Thomas	25 2/S
Russell Nathan	28 5/N	Tindale [Tindall] Thomas	28 4/N
Saide Zeforino	10 1/N	Trafford Robert	14 3/S
Schooley David	4 6/N	Turner George	29 6/S
Service Peter	23 4/N	Utter David	29 6/S
Seymour William	27 3/N	Utter Henry	25 6/N
Shannon Robert	N/A	Utter Jacob	12 2/N
Shannon William	N/A	Utter John	17 4/N
Shaw Henry	10 3/S	Vance John	6 7/N
Shaw James	10 3/S	Vivian Thomas	10 1/N
Shaw John	25 1/S	Walker John	21 1/N
Shaw William	9 3/S	Walker William	21 5/N
Shepherd George	29 6/N	Wallace James Jr.	N/A
Shepherd James	29 6/N	Wallace John	27 1/N
Shepherd John	29 6/N	Walters John	21 5/N
Smith Alfred	16 3/N	Walters William	15 4/N
Smith Alvin	N/A	Warwick Andrew	7 6/N
Smith Charles	30 5/N	Watson George	27 1/S
Smith Charles	16 2/N	Weaver [Wever] Frederick	6 7/N
Smith Edwin	N/A	Westgate George	29 5/S
Smith George	N/A	Westgate Thomas	30 5/S
Smith George Jr.	N/A	Westover Erastus	25 4/N
Smith George	25 1/N	Whitcraft George	28 6/S
Smith Jacob	30 5/N	Whitcraft John	24 6/S
Smith James	5 1/S	Whitcraft Thomas	24 6/S
Smith John	N/A	Whitcraft William	6/S
Smith John	15 3/N	Wilkinson Thomas	28 3/N
Smith John	26 4/S	Williams David	22 5/N
Smith Johnathan	26 6/N	Williams John	18 4/S
Smith Squire	29 5/N	Williams Johnathan	26 6/N
Smith Thomas	30 5/N	Williams Thomas C.	26 1/N
Smith William	18 3/N	Williamson David	23 4/5/S
Smith William	2 3/S	Williamson James	2 5/S
Smith William	14 4/S	Williamson John	3 5/S
Smith William Sr.	15 5/S	Williamson John	22 4/5/S
Spalding Alexander	27 2/S	Williamson Richard	6 5/S
Springer John	25 5/N	Wilton Daniel	15 4/N

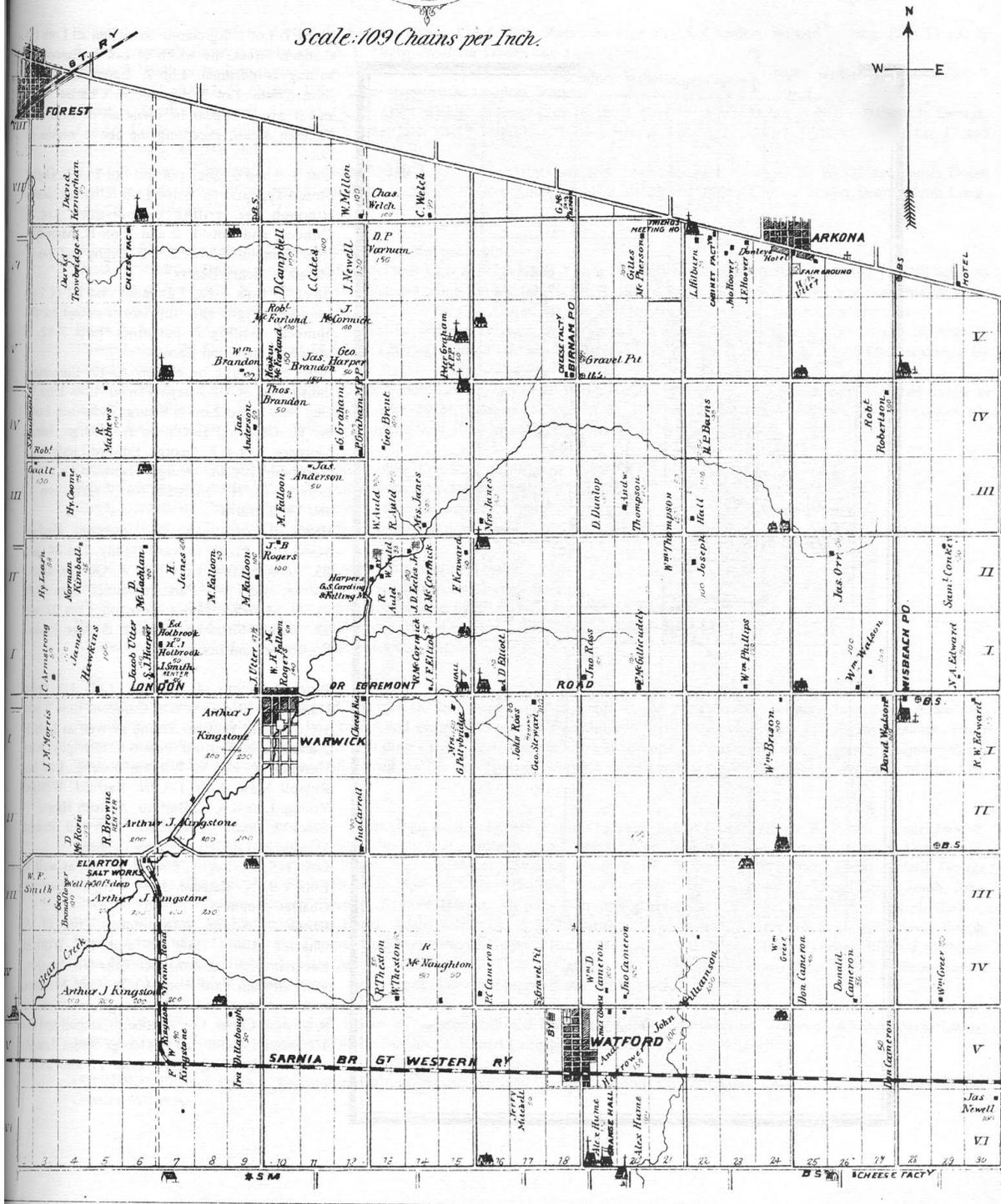
Stephenson Samuel		9 6/N	Wilton Thomas	20 5/N
Stephenson Thomas	3 2/N		Wynne John	30 2/S
Stewart George		22 3/N		
Stewart J.		N/A		
Sudman John		10 3/N		"N" indicates North of the Egremont Road
Tanner Charles		N/A		
Tanner Charles		26 1/N		"S" indicates South of the Egremont Road
Tanner James		15 1/N		
Tanner John		13 1/N		"N/A" indicates "non-assessment"
Tanner Joseph		N/A		
Tanner William		13 1/N		"War/Vill" indicates Warwick Village

MAP OF

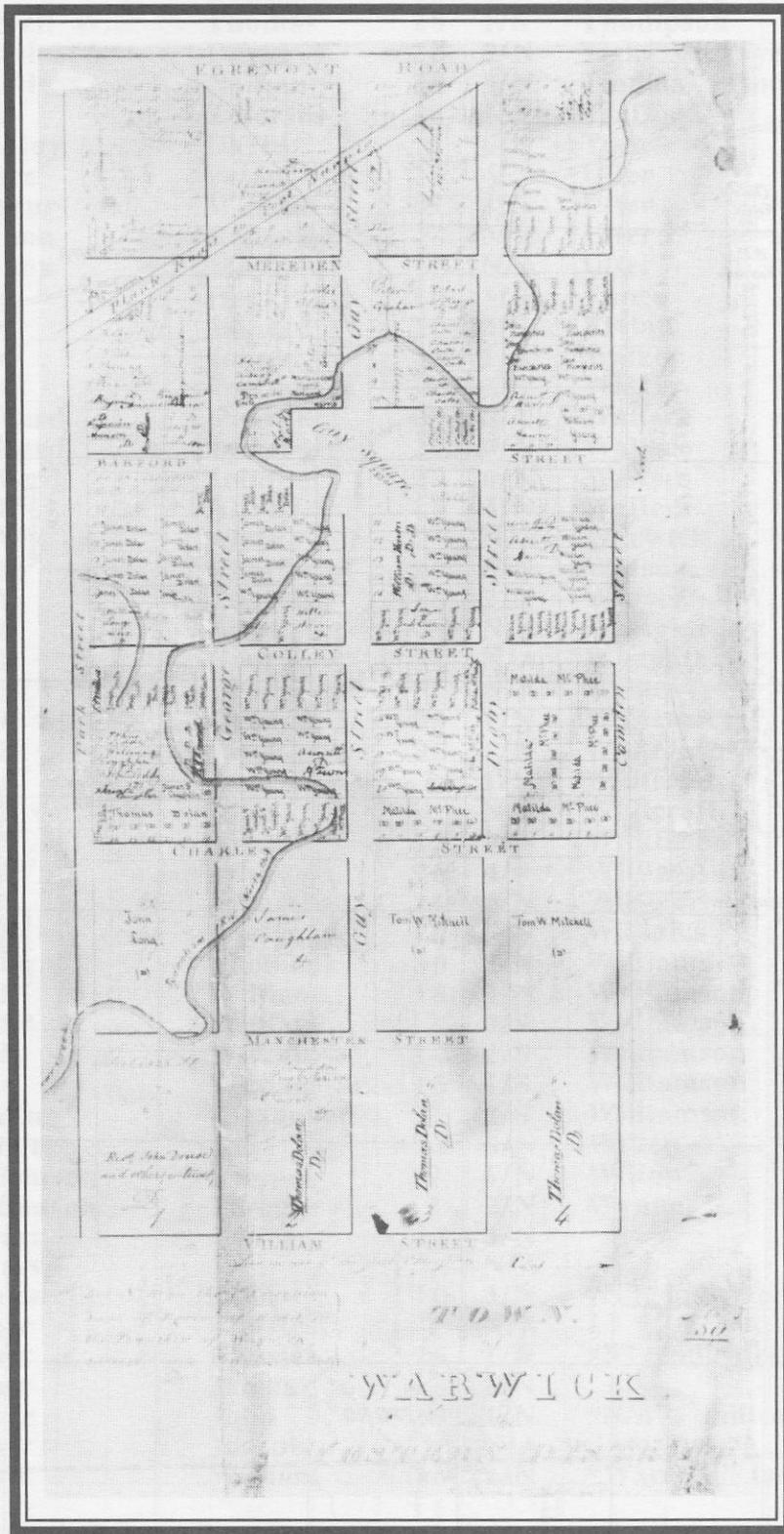
WARWICK

TOWNSHIP

Scale: 109 Chains per Inch.



An Early Map of Warwick Village with Recipients of Crown Deed Land Written on Their Respective Properties. Lot Numbers and Names of Owners [beginning at top right side]



Block 1: Lot 1, Egremont Road and all Lots 1-4 Camden Street, the width of Lot 1, Egremont, writing is indistinct. Lot 2, Egremont Road, John Coote. Lot 3, Egremont: Charles Janes and it would appear he owns all of Lots 1-4, Camden Street, excepting the above widths of Lot 1.

Lots 4, 5 and 6 Egremont and Lot 1 of E. Digby Street appears to belong to Charles Janes although the writing is indistinct. Lot 5, Camden, and Lots 1, 2 and 3 on N. Mereden, John Humphries. Lots 2-5, E. Digby and 3-6 N. Mereden, Henry Bears,

Block 2: Lots 7-12, Egremont and all of Lots facing E. Digby and Guy Streets except for the numbers, writing is indistinct. Lots 7-12, N Mereden, Hamilton Carroll.

Block 3: Writing on all lots 13-17, Egremont, indistinct. Lot 18, Joseph Fenner. Lots 1 on W. Guy and 1 and 2 on E. George indistinct. Lot 2 on W. Guy and Lot 3 on E. George, James Morrison. Lot 4, E. George, Edward Liddy. Lots 5 on both Guy and George, Hamilton Carroll. Lots 13-16, N. Mereden, N. Walker, lots 17 and 18, J. Burns.

Block 4: Lot 19 and 20, Egremont, Herbert Maw. Lots 21-23, Edward Boddy,

Lot 24, and 25, Herbert Maw. Lots 1-5, W. George, James Menery. Lots 1-5, Park, indistinct. Lots 19 to 21, N. Mereden, James Morrison. Lots 22 and 23, Robert Shannon. Lot 24, George Prince, Lot 25, Edward Boddy.

Block 1, South of Mereden: Lots 1-5, John Humphries also Lots 6-8, Camden. Lots 9 and 10, Camden, William Young as well as Lots 1, 2 and 3 of N. Barford. Lots 6-8, E. Digby, John Humphries. Lot 9, William Young. Lot 10, Russell Maw. Lots 1-3, N. Barford, William Young. Lots 4-6, N. Barford, Asenath Hawn.

Block 2, South of Mereden: Lots 7-9, Robert McKenzie, Lots 10-12, Peter Graham. Lots 1-5, W. Digby, Charles Cates, as well as Lots 7-9, N. Barford. Lots 6-10, N. Barford, Charles Mooney.

Block 3, South of Mereden: Lots 13-15, Charles Blain. Lots 16 and 17, William Luckham. Lot 18, indistinct. Lots 6-8, W. Guy, Peter Graham. Lots 9 and 10, W. Guy, Marianne Morris. Lots 6 and 7, E. George, indistinct. 8, Edward Carter. Lot 9, Robert Campell and La 10, Stewart Smith, all E. George Street. Lot 16, N. Barford, Philip Karr. Lots 17 and 18, N Barford, Andrew Ball.

Block 4, South of Mereden: Lots 19-21, Edward Boddy. Lot 22, James Morrison. Lot 23, George Prince. Lot 24, indistinct. Lot 25, George Prince. Lots 6-9 on W. George, George Wilkinson as well as 19-21 on N. Barford. Lot 10, W. George, belongs to Benjamin Morrison as well as Lot 10 on Park and 22-25 on N. Barford.

Block 1, South of Barford. Lots 1-5, Asenath Hawn. Lot 6, John Kershaw. Lots 11-15, Camden, William Young. Lots 11-13, E. Digby, Asenath Hawn. Lots 14 and 15, E. Digby, William Young also Lots 1-6, N. Colley Street.

Block 2, South of Barford: Lots 7-9, Andrew Ball. Lots 11-15, W. Digby, William Young. Lots 11-15, E. Guy, William Hawn. Lots 7 and 8 also 11 and 12, N. Colley. James Johnson owns the two lots, 9 and 10 in between on N. Colley Street.

Block 3, South of Barford: Lots 11-15, W. Guy, William Young. Lots 16-18, S. Barford, James Dolan as well as 11-14, E. George. Lot 15, E. George belongs to William Young. Lots 13-15, N. Colley, William Hawn. Lot 16, N. Colley, William Young. Lot 17 and 18, N. Colley, Andrew Bell.

Block 4, South of Barford: Lot 19, James Dolan. Lots 20-25, Methodist Church Congregation. Lots 15-20, W. George, James Dolan as well as lots 15 to 20 on Park Street. Lots 19-22, N. Colley, Andrew Bell. Lots 23 and 24, N. Colley, Joseph Smith / John Long. Lot 25, indistinct.

Block 1, South of Colley: Matilda McPhee owns the entire block.

Block 2, South of Colley: Lot 7, Matilda McPhee. Lots 8-12, William Young. Matilda McPhee owns the front third, [16-20] equal to the width of her Lot 1, S. Colley the full distance along the six lots facing E. Digby Street. William Young owns the remaining two thirds portion of these lots as well as the Lots 16-20, E. Guy Street. Matilda McPhee owns Lots 7-12, North Charles Street.

Block 3, South of Colley: Lots 13-18, owned by William Young. Lots 16 and 17, W. Guy, William Young. Lots 18 and 19, Asenath Hawn. Lot 20, W. Guy as well as 14-16, N. Charles. Matilda McPhee owns Lot 13, N. Charles. Lots 17 and 18, N. Charles owned by James Caughlin.

Block 4, South of Colley: Lots 19-24, Joseph Smith. Lot 25, can't read [written over] Lots 16-19, W. George, can't read but similar to Lot 25, S. Colley. Lot 20, James Caughlin. Lots 19-24, Thomas Dolan. Lot 25, Can't read. Lot 16, Park Street, [faded out] Lot 17, Park, John Long. Lot 18, Park, William Caughlin. Lot 19, Park, John Liddy. Lot 20, William Caughlin.

Block 1, South of Charles: The entire block owned by Thomas Mitchell. Block 2, South of Charles: The entire block owned by Thomas Mitchell. Block 3, South of Charles: The entire block owned by James Caughlin Block 4, South of Charles: The entire block owned by John Long.

Block 1, South of Manchester: The entire block owned by Thomas Dolan

Block 2, South of Manchester: The entire block owned by Thomas Dolan.

Block 3, South of Manchester: The entire block owned by Thomas Dolan