

FARM HISTORY

Lot 9, Con. 10 Huron

John Good took out the Crown deed for this farm in 1862 and worked it along with the one just east of it.

When John Jones bought the Good property in 1882, he bought the entire 200 acres. In 1887, he gave his son Wm. the west 50, but Wm. lost it.

Henry Stephenson got this west 50 from a Donald Mackay in 1903. When Henry died in 1931, his son Robert got his property and this was part of it.

In 1960, it is still owned by Robert Stephenson.

When John Jones went bankrupt in 1890, Richard Stanley bought the east 50, and owned it for many years. It has a good sugar bush and a gravel pit which supplied the gravel for local roads for years. It was also quite a source of income. Dick Stanley got all his fuel from the bush on this 50, even after he retired to Ripley.

"every farmer had to do a certain amount of work on the road which was called statute labour. The roads were divided up in sections which were called beats and each beat was 2 miles long. The council appointed one man called a pathmaster to supervise the work. Each farmer preferred to draw gravel for so many days instead of paying out taxes. He provided his own team of horses and wagon with suitable gravel -box. It was soon found too many teams made a sort of congestion and the beats were shortened to one mile. The teams all arrived at the pit about 7 in the morning. They lined up as they arrived. Everyone worked loading until all the wagons were filled. Then began the struggle to pull them all out. Sometimes it required 2 teams. It was hard work, but lightened by the spirit of co-operation. The farmer dumped his load where the pathmaster instructed and the pathmaster levelled it."

told by an old-timer

Dick Stanley gave this property to his son, Shem, who sold it to Duncan Campbell in 1927.

When Duncan died in 1941, he left it to his son Murray.

Further information on Road work as given by Wm. Arnold-

Each farmer had to do 8 days statute labour, but he could get it done in 2 days if he had a team and wagon because a team counted for one day, the wagon for one day and the labourer for one day. Days were 10 hours long, and you worked by the hour. Each wagon-box held a yard of gravel, a few held 1 1/2 and the odd one 2 yards. The farmer made about 5 trips a day, depending on how close the pit was to the road being gravelled. This type of work was abolished in most townships in early 1920's but some continued till 1927-8. The farmer was always home for dinner and a rest for himself and horses as it was on his route.

1966

The West 50 of this lot was sold with the rest of the Stephenson property to Jack Scott of Ripley in 1965. The East 50 was sold to Wayne Lowry, who operates Huron road equipment. The County Road between Ripley and Holyrood was prepared for paving during 1966 and a great deal of 'Fill' was sold from these two 50's- especially the west 50.

Jack and Joe Scott, Jack's father, used their ditching machine to ditch this farm as well as the farm west of it.

Following the death of Joe Scott in 1967, all this Scott property was sold to Clarence Nicholson.

When Campbells owned the E 50, they made maple syrup each spring in the bush.

Wayne Lowry sold quite a number of logs from this same bush.