HISTORY OF BELMORE

COMMUNITY IS SITUATED IN TWO COUNTIES AND FOUR TWPS.

The history of Belmore as taken from the County of Huron Gazetteer and general business directory, 1868:—

Belmore is situated on the boundary line between Bruce and Huron Counties, and Culross, Carrick, Howick and Turnberry townships. Distance 45 miles from Goderich, 31 miles from Seaforth, and 16 miles from Walkerton.

It contains three stores, one saddler shop, three boot and shoe stores, two blacksmith shops, one tannery, one tailor shop, one wagon shop, one carpenter shop.

Church: "Wesleyan Methodist Church" built in 1861; minister Rev. J. Hough.

Post Office established 1857; name of first postmaster, F. W. Irwin; assistant, John Moffat. Mails tri-weekly; Tuesday, Thursday and Saturday; from Seaforth 11 o'clock a.m.; despatched 12 o'clock a.m.; Riversdale Saturday.

Alphabetical list of professions, trades and Co. 1868:— Belmore Hotel, Thomas Chambers, proprietor; Adam Bone, shoe store; Isaac Davidson, blacksmith; John Giffin, pearlash maker; Joseph Hamilton, ashery; John Hamilton, merchant; Archibald Hueston, labourer; George Hutchison, tailor; Francis Irwin, Postmaster and commissioner for taking affidavits; Thomas Irvin; H. P. Jackson, blacksmith; Richard Jones, pearlash maker; Robert Melon, blacksmith; John Lamanby, tavern keeper; Joseph Lennox, boot and shoe maker; Samuel McLane, wagon maker; Cantlon and Moffat, general merchants; Moffat, Erwin and Cantlon, makers of improved washing machine; David Rush, carpenter and builder; Peter Terriff, shoe shop; D. Thompson, drug and grocery store; Jos. Thompson, saddlery and harness; Travellers' Rest, Archibald Dockesteader, proprietor; Joseph _____ shoe maker.

Belmore since 1868

Belmore, an unique little municipality has the distinction of being situated in two counties and four townships. It has been likened to the hub of a wheel, with good roads leading out to the larger towns. It is protected from the western gales by a hill, and a small river flows on up north through the village, and on its banks the frogs and birds sing forth their welcome to spring. The children play and fish in the water and gather buttercups, and pussy-willows in the spring.

At one time Belmore had a population of 225, but by 1955 there were only 55 people. It was a great disappointment when the CPR railway turned west and went to Wingham instead of north to Belmore as was at first expected. The new industries naturally followed the railway to other towns. In the early days all the freight and merchandise had to be brought by team and sleighs or wagons from the railway. Now in 1955 most of the goods come in by trucks.

Storekeepers where H. Press is now located: Lowry and Rogers, Duncan McDonald, Mr. McEachern, Wm. Powell, Lace Walker, Wm. Mallough, Henry Thompson, Henry Johann, John Gowdy, George Herd, Lorne Evans, Harry Press, B. Hiscox.

Some of the early truckers of the village were George Herd, S. Haskins, Jim McNeil, and in 1938 George Merkley bought a truck and built stock yards and weigh scales, and started trucking the farmers' stock to the railway or the city market. Before this time the farmers had to drive their cattle to the nearest railway station, which had been sold to a drover. Others to follow this trade were Jack Fitch, Harold Findlay, and K. C. Press, who owned and operated two trucks and a large tractor-trailer. K. C. Press sold his trucking business to Mr. Struthers of Culross, in November 1955.

George Merkley operates the garage and service station, also has farm machinery sales and service. Mr. E. Merkley is the present mechanic for the garage.

Mr. Edward Lawrence has been very successful in trapping and hunting along the creeks in Belmore and community for many years.

Mr. Henry Johann is the agent for general insurance, such as fire, wind, _____ and automobile.

Mr. and Mrs. Davidson are the local agents for the South Bruce Rural Telephone Co.

In the Huron Gazetteer we get the information that Mr. John Lamanby owned the tavern in 1862. He sold this hotel in 1901 to J. Kirby who owned it until 1914 when it caught fire and burned down. It was not rebuilt. Mr. Jno. Marshall owned and operated a hotel for many years on the Culross corner. He died around 1917, and the mother and family moved, with the

and helped to name and lay out the village lots. Mr. Henry Irwin drove the first team of horses into Belmore, when he was working on the construction of a road from Seaforth to Belmore.

Two of our older citizens, Mr. John Fitch and Mr. Wm. Mundell remember working the fields with a yoke of oxen.

Belmore, within its limits, has no council, but it is under the authority of the surrounding four townships, therefore the people go to four different polling divisions to vote.

In Mr. Wade's book we get the names of the first council in Howick in 1856; Reeve Henry Smith Esq.; Councillors Mitchell, Coughand, Bolton; Township Clerk and treasurer, George Dane.

Council for Carrick, 1850, taken from Bruce Hostory, M. Fischer, Seth Rogers, Wm. McVicar, P. M. McVicar and A. Diemert.

Council for Culross, 1856, taken from Bruce History, M. Brown, first reeve of Culross; Robert Watson, treasurer; Wm. McKenize, Thos. Maloney, John Gilroy, Alex Ross—Council. In 1871 the ratepayers voted, granting a bonus of $43,000 to the Toronto, Grey and Bruce railway, the narrow gauge type. It arrived in 1874. This railway is the nearest to Belmore, with a station at Glenaunan.

Council for Turnberry, 1857, taken from Huron Atlas of 1879: Reeve, Samuel Black; Councillors, John Fortune, David Haugh, W. Sloan and Wm. Elliott; clerk,