

THE ADDINGTON ROAD

BY A.R. DAVIS, O.L.S.

(Reprinted from the 1925 Annual Report)



Seventy years ago the Addington Road was surveyed by A.B. Perry, P.L.S., of the Village of Violet, Township of Ernesttown, County of Lennox, in the Province of Canada West, as his field-notes show.

His native township borders on the Bay of Quinte, along which the original surveys were made in 1784, at the time of the U.E. Loyalist settlement. From the present Town of Bath on the Bay of Quinte, about the centre of Ernesttown's front line, a highway was extended northerly through the centre of the township, about ten miles to the line of Camden Township, since intersected on the way by the excellent Kingston-Napanee macadamized road, the pride of all that country for fifty years, and now known as the Kingston-Toronto Highway.

Colonization roads extended through Camden, northerly some twelve miles, to the Sheffield Township line, passing through Centreville, and continuing on through Tamworth, crossing the Salmon River, and bearing to the northeast on account of Beaver Lake, once more crossing the river near the outlet of said lake.

From thence this road continues on its northeast course, crossing the Kennebec Township border into the County of Frontenac, and reaching out to Arden on the C.P.R. and on into the north country.

About the centre of the Township of Camden another system of roads extended to the northwest into the Townships of Sheffield and Kaladar, which, in the earlier days were known as the Camden and Madawaska Road, eventually extending to and beyond the Madawaska River. It was also called the Perry Road, after the Surveyor; but ultimately it became known as the Addington Road.

At Clareview, near the northwest corner of the Township of Sheffield,

there is a road coming east out of Hungerford, in the County of Hastings, an off-shoot of the Hastings Road. Here the road extending north through Erinsville and Clareview to Sheffield-Kaladar boundary, was continued by Perry, north through Kaladar Township, which has since been intersected by the C.P.R. at Kaladar station.

Here the Cross Lake Road, running nearly east and west, joins the system of roads above alluded to, extending north-east through Kennebec to Arden with the Addington Road; and this connecting link between the two systems has been of great service to that country, owing to the intervening lakes, which block land transportation.

About midway of the northerly boundary of Kaladar Township, where the Addington Road crossed into the Township of Anglesea, Surveyor Perry, in association with Surveyor Wm. R. Rombough, in some degree, according to the field-notes, began the system of laying out lots, twenty chains wide, and fifty chains long, each side of the Addington Road, and this system prevailed to the end. That must have entailed an immense amount of work in wooded country. The total number of said lots is given as 24,737 acres, 8 roods and 14 perches, so that we are bound to infer it was done with exceeding great accuracy. And the surveyor is careful to point out that all his courses were astronomical and very accurate, based on observations for Meridian taken with an eight-inch transit.

The total length of the Addington Road, as given in a pencil note on the plan, is 70 miles. The length through Kaladar is about twelve miles, and through Anglesea, about eleven miles. Here, after passing through the Village of Cloyne, the road continues its northerly course between Loon, Duck and Partridge Lakes on the west, and the lower and upper Massanoga Lake on

the east, some nine miles in length. Near this road is Myers Cove, where, according to an old tradition, a fortune in gold was buried, and where a few years ago, an ambitious party of explorers from a certain frontier town spent considerable time and money excavating for the lost treasure. When they returned they were sadder but wiser men.

Bon Echo has become a popular summer resort on Massanoga Lake, in recent years. The perpendicular rocky cliff at one point here is 250 feet high. Tourists are most favorably impressed with the varied scenery of this comfortable stopping place in the wilderness.

Continuing on north the road passes from Anglesea into Abinger Township, through which it continues another eleven miles into the Township of Denbigh. Here at a point some twelve miles north of Massanoga Lake, and near the Village of Denbigh, the Addington Road is joined by the Mississippi Road, coming up from the southeast through Venachar, a great artery of traffic through the County of Frontenac, with an important history of its own. From this, Denbigh junction, the two roads merged into one continuing on through the Township of Denbigh, about 11 miles through the whole township, and passes out of Addington County into Renfrew County. The first township in Renfrew is Lyndoch, the south boundary of which is about 7 miles north of the junction of the Addington and Mississippi Roads. Continuing north the road crosses the Madawaska River within a distance of two miles from the Lyndoch south boundary. From the Madawaska River it is known as the Addington and Renfrew Road, and after passing through Lyndoch about twelve miles, it crosses over into Brudenell Township, about ten miles long. Beyond Brudenell lies Hagarty Township, through which passes the

ADDINGTON ROAD cont'd

Canadian National Railway, with the station at Golden on the lake of the same name, bordering the east side of the township.

Far up in this north country, about 100 miles from the starting of the system of roads on the Bay of Quinte, this Addington Road, after serving about a score of townships in Lennox and Addington, Frontenac and Hastings, becomes lost and merged in the Renfrew County system of roads.

The Addington Road has cost a large amount of money to build and maintain, but the vast country it serves would have been helpless without it. Thousands of teams of horses have passed over it from year to year, and tens of thousand of people. Weary hours were consumed in travelling back and forth, where now the railway train or automobile will carry the present generation in a few minutes, unexposed to rain or biting wind or

pelting snow.

The Ontario Land Surveyors' Association does well to preserve the names and some particulars of all the original Colonization Roads throughout the Province, as a record for those who will come after us, their value increasing with the years. Of all those many highways it is probable that none has been more important than the old Addington Road.

ols

O.L.S. # 1



HENRY STRANGE

The late Colonel Henry Strange was born in Demerara, West Indies, September 16th, 1815. His father was in the employ of the British Government and married Miss Brodhead, whose father owned a sugar plantation. She was a distinguished artist and musician.

Henry Strange was the only son and when quite young he and his sister Eliza were sent with their colored nurse to their grandmother in England, where Mr. Strange received a classical education. He understood seven languages, was an excellent mathematician and a musician.

When about twenty years of age, Mr. Strange came to Canada and settled first at Guelph. He then went to the United States for a short time and returned to Rockwood where he acquired about twelve hundred acres of land.

He married Elizabeth Ann Malins of Guelph, in February, 1841. Miss Malins was of a noted English family, an Uncle and Cousin being knighted by Queen Victoria, also an Uncle, Admiral Lancaster who was on Nelson's ship at Trafalgar.

Mr. Strange occupied for many years the historic building in Guelph known as "The Priory" which for some years was used as the C.P.R. station immediately north of the G.T.R. Viaduct and on the west side of the river.

He studied surveying under Peter Carrol of Hamilton. He qualified as a Deputy Provincial Surveyor on November 30th, 1838.

He engaged on the survey of the Grand Trunk Railway between Toronto and Sarnia; on the Great Western Railway from Niagara Falls to Windsor; on the Guelph and Galt Railway; also on the first railway survey in Michigan. He surveyed the Town of Rockwood and part of the City of Guelph.

For some years he was a magistrate and was known in the locality as Squire Strange.

Mr. Strange served in the Canadian Forces under Sir Allan McNab in the Rebellion of 1837-38 and was taken prisoner at Detroit.

After passing his ninetieth Birthday, he surveyed property in Rockwood for Mr. Harvey, of Guelph.

He was highly respected, and his humorous jokes will long be remembered by those who knew him. He died on November 9th, 1906.

Of his fourteen children, Elizabeth, Annie Florence, Ellen Louisa, Emily Augusta, Charles and Edward now survive. His eldest son, Henry was a practicing physician at Hamilton Hospital and was instrumental in securing an Act of Parliament requiring the registration of Doctors, and was appointed the first medical registrar.

By Report of Committees
(Reprinted from the 1919 Annual Report)

ols