A CARSWELL FAMILY SAGA

An Account of the Carswell Family That Emigrated from Scotland to Quebec in 1846

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CHAPTER I

THE CARSWELLS OF KIRKCUDBRIGHT

According to tradition, Kirkcudbrightshire was the homeland of the branch of the Carswell family that concerns us here.[1] Tucked away in the secluded southwest corner of Scotland, this shire is a central part of the ancient Pictish province of Galloway, which is comprised of the modern shires of Kirkcudbright and Wigtown, plus the southern part of Ayrshire. Galloway is separated from England to south by the Solway Firth. To the east, across the River Nith, is Dumfriesshire, to the west is the Irish Sea, and to the north are the more populous parts of Ayr-, Lanark- and Renfrewshire.

It is said that when Queen Victoria sought the opinion of Thomas Carlyle, the Scottish historian and essayist, on the most beautiful scenery in all of Scotland, he named a road that parallels the Solway coastline of Galloway. Inland from the beaches and rugged headlands the country is hilly, with outcrops of granite and shale. Small fields, enclosed by low stone walls, nestle among these heather hills.

Native Gallowegians trace their history to pre-Roman times and, throughout the ages, maintain a certain cohesion and independence. At different periods in their history, they have resisted incursions of Romans, English, and even the Scots under Robert the Bruce.[2] Some of the characteristics of these people are evident in the poetry of Robert Burns, perhaps the best known of the native sons.

Family tradition remained just that, tradition, until 1988 when Frederick William Carswell and his wife, Anne, visited Galloway and launched serious investigations. Quite a number of Carswell families appear in the local records and, given the reoccurrence of the same given names generation after generation, the records can be confusing. In spite of this complexity, they were able to confirm traditional features and fill in important details. They traced our branch of the family back through the generations to Thomas Carswell who was born about 1747 and his wife, Janet Sloan, who was born a couple of years later.[3,4] Over the years since these breakthroughs, F.W. Carswell and others have greatly extended the history of this branch of the Carswell family.

The first child of Thomas and Janet whose birth is to be found in the Old Parochial Records of Scotland is Margaret. See Appendixes 1 and 4. She was born "in Brounhill", Kirkgunzeon Parish, Kirkcudbrightshire, in 1778. Places near this parish shown on maps in standard atlases are Dalbeattie and New Abbey, west of the River Nith from Dumfries. Brounhill, spelt Brownhill in some places, is probably the name of a farm or hamlet, and the designation "in Brounhill" indicates that Margaret's parents were living there but that they did not own the property.[4]

Five more children were born to Thomas and Janet at this location. The family then moved from Brounhill and

Betty, their seventh child, was born in Tarkirrah, Kirkgunzeon Parish. F.W. Carswell notes that Tarkirrah is the name of a 250-acre (100 ha) farm and that two more children were born there. Thomas is buried in the ancient Kirkgunzeon cemetery, where his gravestone shows that he died at age ninety-two on 31 March, 1839. His wife is listed in the 1841 census with the family of her son John, but died later that year.[5]

By the time Thomas died his sons were well into middle age; Robert, the eldest, was sixty years old and had a grown family. Similarly, William, the next son in order of birth and fifty-eight years of age, had lived at several different places in Kirkgunzeon Parish during the years in which his children were born although, apparently, was working at Tarkirrah farm at the time of his death. Both men died a few years after their father. John, the third eldest son, managed the farm as his father grew older and carried on there after his father's death. He and his family are listed in Tarkirrah in the 1841 census (spelt Tirkirrow in the census), but by the time of the 1851 census he had established himself as a merchant at Dalbeattie.[5,6]

Thomas (b. 1787), the fourth son, married Ann Heron Kirkpatrick when both he and his bride were about twenty-three years old. Their first child, named Thomas after his paternal grandfather, in accord with custom, was born in Bankfoot, the home of Ann's parents, on 1 April 1810. Dates and places of birth of later children are somewhat conjectural but probably all were born in Kirkgunzeon Parish. Thomas (b. 1787) may have been obliged to move around a good deal to find work, since he had three older brothers to claim seniority near to home, so the details of the births of his children are scattered in the records. In 1829, however, when their eighth child, Anne, was born, the family was living in Greenbrier, Newabbey Parish, the parish to the east of Kirkgunzeon. At the time of the 1841 census, Thomas (b. 1787) and his family were living in Newabbey Parish, and both he and his son William are listed as dyke builders in the census.[5] The low stone walls, or dykes, enclosing the fields are a feature of the Galloway landscape, and building and maintaining them in good order was an important trade. Thomas (b. 1787) is the oldest of this branch of the Carswell family to move to the New World, and will appear again in this history.

The youngest son of Thomas (b. 1747) and Janet Sloan was Allan. He married Janet Johnston and they had nine children, the first five of which were born in Scotland. Records of the births of the youngest four have not been located. He and his family emigrated to the United States and perhaps they were born there. If such was the case, it would date the migration in the mid-1820s, but this is speculative at present. A letter, dated 27 December 1854, he wrote from his home in New York state to an acquaintance in Scotland is reproduced in Appendix 5. The letter makes quite clear that he and his family are thriving in the United States, and that he has no regrets about

leaving Scotland. From the data in the letter, Allan and his family migrated in 1847 or earlier.

Although Thomas (b. 1787) was the oldest member of this branch of the Carswell clan to move to the New World, it seems unlikely the idea originated with him. More probably, the younger members saw emigration as their only hope of escaping a life of grinding poverty. During their early manhood, the economic depression following the Napoleonic wars exacerbated the effects of the Industrial Revolution, and in the same period changes in land tenure swept through the country. Both farm- and factory-workers could barely keep body and soul together on their poor incomes. With older brothers to claim priority, and with dismal employment prospects, it is not surprising that the younger members of the family looked abroad.[7]

If Allan and his family had already moved to the United States his letters home would be discussed from every imaginable angle by those seated around the Carswell hearths in the evenings. Subsequent events, described later, suggest that John, the third son of Thomas (b. 1787), may have learned of a philanthropist, originally from Dumfries, who was assisting settlers from Scotland to emigrate to Canada.[8,9] George, the fifth son, may have had even more influence since, according to family tradition, he was a sailor and had gained first-hand experience from several transatlantic voyages.[10] Tradition does not say when these were made but they probably were in the early 1840s, while he was still a bachelor.

George was a ship's-carpenter, and at the time the carpenter was an important member of the crew. Although steam-powered ships were common on the rivers of England and Scotland as well as in coastal trade by that time, only wooden ships powered by the wind were used in ocean service. Tradition does not say how George entered on this trade. Note, however, that Dumfries and other small ports along the Solway Firth were much more active in his day than they are now.[2] The tall ships in these ports may have looked more attractive than the poor prospects ashore, or they may have offered the only employment to be found.

Stories of George's maritime experiences have not survived, but we can be sure the crossings were long and arduous. In addition to daily chores to keep the vessel in working order, the carpenter could have dangerous tasks during storms at sea. He was, for example, expected to help clear masts and rigging that had broken and crashed on the decks in severe storms, before the tangled mess unbalance the ship and capsized it. Another dangerous responsibility was attempting to block holes in the hull at the water line, usually resulting from scrapes on rocks or collisions with other ships. By the nature of the cause, these repairs usually had to be done at sea, over the ship's side. The standard practice was to try to fasten boards and sail cloth over the hole to minimize the amount of water that flooded on board, so the ship would stay afloat

until a port could be reached. George may not have been called upon to do these sorts of things but, sailing the north Atlantic, one can be sure he had more to do than repair a few broken shuffle-board sticks.

At home from the sea in 1845, George Carswell married Elizabeth Herries (the name is spelt Harries or Harris in places). Betty, as she was usually called, was born on a farm in Newabbey Parish, the fourth child and fourth daughter of Robert and Elizabeth Herries. Perhaps there were already enough daughters to milk the cows and do the other chores because, according to family tradition, she worked in a textile factory at Paisley before she married.[10] Paisley is about seventy miles (115 km) north of New Abbey, as the crow flies, and about five miles (8 km) southeast of Glasgow. Paisley was already a renowned textile centre and employed a large population of factory workers, at starvation wages.[7]

When George proposed marriage to Betty, he must have already been thinking about emigrating. He had, no doubt, discussed the prospects with her as well as with his parents, brothers and sisters. Since Betty accepted his proposal, either she was blinded by love for the handsome young sailor, or she saw it as an escape from the crowded, noisy, unhealthy factories of Paisley. Whatever her secret thoughts, she accepted George's proposal, and in Locharthur, Newabbey Parish, in May of 1845, they embarked on a marriage that was to last sixty-three years.

George's discussions with his parents and siblings about emigrating would have had a different tenor than those with Betty. He would be able to describe, from first-hand experience, the hardships and hazards of the Atlantic crossing. He could advise on ships, provisions, baggage and all the other details of crossing. No doubt, he had formed a idea of their prospects in the New World and contrasted them with the dismal future at home.

As mentioned earlier, George's brother John and his wife may already have been thinking seriously about emigrating. Later developments suggest that they had favourable reports from people from the Dumfries area who had emigrated to Canada.[8,9] William Dickson, a native of Dumfries who had made his fortune in the Niagara district, assisted others from his former home to settle in Canada and they undoubtedly sent reports back to Scotland.

Dickson developed for settlement a parcel of land along the Grand River between present-day Cambridge and Paris in southwestern Ontario. The property had a complex history. After the American Revolution, King George III wanted to reward the Indians in the Mohawk river valley for their loyalty to the Crown during the war, and also to provide them with lands not under the rule of their former enemy. The Indians had become the first aboriginal war refugees in modern history. Accordingly, King George III purchased land in Canada to be granted to members of the Six Nations Confederacy. One tract, which he purchased from

the Mississauga Indians, was six miles wide on both sides of the Grand River from its source in Grey County, about one hundred miles (160 km) in a straight line, and much longer by the course of the river, to its mouth on Lake Erie. This land was formally granted to the Six Nations by the Haldimand Proclamation of 25 October 1784.[9]

The whole area was a pristine, heavily-wooded wilderness, not very attractive to the Mohawks. They were accustomed to living in villages with cultivated fields of corn, squash, etc. Neither the prospect of clearing the land nor a nomadic life in the bush appealed to them. Since very few moved to the Grand valley, Joseph Brant, the hereditary chief of the Six Nations began to sell off parts of the grant to land developers. In 1798, the Mohawks surrendered their rights to the parcel eventually acquired by William Dickson in 1816.[8]

Born at Dumfries in 1769, Dickson came out to America at the age of twenty-three. After a period in the United States, he settled in the Niagara region, one of the few populated localities in the western reaches of Upper Canada. Dickson prospered there as a lawyer and land developer. Although a loyal citizen who had done his part in the War of 1812, he was a staunch Reformer and supported the Rebellion of 1837. In these later years he blended his real estate interests with philanthropy by assisting many Scots to migrate and settle along the Grand.[8]

Dickson named the area Dumfries after his childhood home, and the name lives on in North and South Dumfries Townships in the counties of Waterloo and Brant, respectively. A tributary of the Grand he christened the Nith River, and other Old Country names persist in the area. Dickson named the village at the north end of his property Galt, after a school chum who became a well-known Scottish novelist. Like Dickson, John Galt was active in opening up southwestern Ontario to colonization.[8] In modern times, the town of Galt and two nearby towns were amalgamated into the Municipality of Cambridge, a distinguished name, but neither distinctive nor of local historical significance. Apparently, chauvinistic residents decide that if the name of their particular town could not endure, none of the three would, and thus the name of a notable founder was erased from the map of Ontario.

Some fifty years after the early settlements, a historian of Galt and Dumfries wrote: "The first settlers of Dumfries were of a generally superior class. Most had received a good education in their parochial schools in Scotland and even when clearings were few and far between, the settlers tried to improve their intellectual faculties with debates, plays, music, etc."[8] The Grand river valley turned out to be very fertile and the settlers prospered materially, as well as intellectually. John Carswell and his wife Margaret McNeill, living as they did close to Dumfries, may have heard good reports about this settlement from friends or neighbours because the family did eventually settle in the Dickson tract.

After long discussions of the pros and cons, Thomas (b. 1787) and Ann, together with seven of their children with their families, decided to migrate to Canada. An agonizing period then ensued while they saved money to pay the fares. They would look about the lovely landscape of Galloway, the churches and the churchyards where their ancestors were buried, the fields they had worked, their homes, their relatives and friends, the scenes of their childhood, and wonder whether anything in the new land could ever replace even a part of the Auld Country in their memories. While these thoughts were going through their heads, the Carswell family would be bending every effort toward the coming migration.

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3. Private communication from Mr. Frederick William Carswell, Toronto, Ontario; formerly at Ste. Anne de Bellevue, Quebec.

4. Private communication from Ms. Louise I. Hope, of Claremont, ON. Ms. Hope has studied the records held by the Church of the Latter Day Saints at Salt Lake City and notes that Thomas and Janet (Sloan) are the only Carswells having children about 1780.

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CHAPTER II

THE CARSWELL MIGRATION TO CANADA

So far as one can piece together records and tradition, the Carswells left their homeland for good and ever in the spring or early summer of 1846. No official records of the migration have been found. This is not surprising because ships' masters did not normally keep passenger lists after arrival in Canada. A few lists are preserved in the National Archives, but none for the year 1846.[1]

Just how much time passed between their decision to leave and their embarkation is unknown, but it would take many months for the Carswells to save enough money to pay for the voyage. The transatlantic fare could be anywhere from twenty shillings to five times that amount, depending on the ship and the accommodation offered.[2] Cabin class, available at much higher cost, would be out of reach of the Carswell family. The minimum fare was about one month's wages for factory workers but, because wages were at a starvation level, workers were not able to save much from their pay. Tenant farmers often found it even more difficult to accumulate cash. All in all, it probably took a year or more of scrimping and the sale of some belongings to raise the money for the fares of all the members of the family. One can be sure, therefore, that the hardships and worry of the move started months before the journey began.

The Carswell party consisted of eighteen individuals in three generations, as follows:

- Thomas (b. 1787) and Ann Heron (Kirkpatrick), both 59 years old;
  - Thomas (b. 1810), age 36;
  - John and Margaret (McNeill), age 31 and 25, respectively,
    - Thomas (b. 1843), age 3,
    - Margaret, age 2,
    - William, age 2,
    - Janet, age about 3 months;
  - George and Elizabeth (Herries) age 28 and 27, respectively,
    - Anne, age about 10 months;
  - Robert and Agnes (Crosby), both 22 years old
    - Thomas (b.1845), age about 12 months;
  - Janet, age 19;
  - Anne, age 17;
  - Elizabeth, age 14.

See also Appendixes 2 and 4.

Allan, the youngest brother of Thomas (b. 1787), his wife Janet Johnston, and their children may have been in the party. As mentioned in Chapter I, they migrated to the United States, but the date has not been established, beyond the fact that it was in 1847 or earlier. (See Appendix for a letter Allan wrote from New York State in 1854.) Family records state that Allan migrated with the group, but they do not specify which Allan. [3]

It is unclear whether it was the brother of Thomas (b. 1787) or his son, who was born about 1817 in Scotland. The latter was unmarried, judging from the absence of marriage records, and could well have been in the party. The point needs further research.

No record has been found of the birth of Thomas, the son of Robert and Agnes (Crosby) in the above list. His marriage to Margaret Cogan is listed in the Quebec records, and his age stated there indicates he was born in Scotland before the migration, so we include him here.

It must have been especially hard for the adults to leave home, even though many members of their family accompanied them The elder Thomas parted from several brothers and sisters and their families (see Appendix 1), and his wife Ann also left a large family in Scotland. William, their second oldest son, died about a year before the exodus and his wife, Isabella Corrie, remained behind with three children, aged three to five. In addition, they left behind friends and neighbour of a lifetime.

The day eventually came for the travellers to say their final farewells and start their long voyage of no return. The first stage may have been to Dumfries or to Greenock, a port on the Clyde estuary about twenty miles (35 km) west of Glasgow, frequently used by emigrant ships. At the port, passengers usually had to endure an agonizing wait of a week or more while the cargo was loaded into their ship, and the wind and tide were favourable. During this time, innkeepers did their best to separate the travellers from what cash they still had left after paying their fares by inflating rates for rooms and meals. Hustlers and thieves infested the docks, so the travellers also had to keep their wits about them and a sharp eye on all their belongings.[2]

The Carswell party probably had a small mountain of goods to watch over. They would have their clothes and what portable property they had not converted to cash, plus provisions for the voyage. Some emigrants contracted for both passage and meals, but thrifty Scots brought their own food. It was a major expense, and how much to bring was a bewildering question because it was impossible to say how long the crossing would take. The ship's captain was always optimistic, at least in public, but the voyage often took twice as long as he estimated. If passengers ran out, the captain would then sell them provisions from the ship's stores at exorbitant prices. This and other abuses became so bad that, by the year 1847, the government had issued a series of regulations and published advice to help the travellers. They did not help much, however, because the regulations were poorly enforced and the advice was very approximate. Emigrants were advised, for example, to plan for ten weeks at sea but some were fortunate to cross in twenty-five days, while others, driven to the Azores or Greenland by contrary winds, took four months. Canny Scots might allow sixty pounds (30 kg) of oatmeal for each adult, plus some butter and eggs, the latter packed in salt, possibly supplemented

by ship's biscuit, beef, and boiled milk sweetened with about a pound of sugar to the quart.[2]

After what probably seemed like an eternity, the emigrants would be herded into their quarters on board ship. Many of the ships plying between British North America and the British Isles in the mid-1840s made the eastward trip laden with square-hewn timber. For the western journey, a temporary passenger deck was installed below the main deck. The Carswell party may have travelled in such a ship, since George was familiar with the north Atlantic service. In any case, the accommodation would not be luxurious. The ships were notorious as the worst in the British merchant fleet. Most were very old, poorly maintained, and poorly manned.

In the *St. Vincent*, for example, a better than average immigrant ship, 240 passengers were fitted between decks. The space was 124 feet (38 m) long and the maximum width was twenty-five feet, three inches (7.7 m). Headroom was about six feet, four inches (1.9 m). Rows of bunks were ranged along the length of the deck and stationary tables with benches ran between the rows. Water-casks were anchored under the tables. The berths were about six feet by three feet (180 cm x 90 cm)for double occupancy, and six by two (180 cm x 60 cm) for single. Seats were built into the ends of the bed plates. Youngsters and infants were fitted into interstices, along with belongings and provisions.[2]

Scuttles, i.e., hatchways to the main deck with lids that could be closed during storms, provided the only ventilation and natural lighting on some ships. Lamps were few and far between, and at night only one was allowed on a passenger deck. Water closets for the women were located at the sides of passenger decks; men used those on the main deck. Cooking was done in a cook-house also on the main deck to reduce the chance of fire spreading between decks.

Everyone but those excused because of illness was up by seven in the morning and all loose articles were stowed away to prevent them from flying around in rough weather. The passenger decks were swept and scraped daily by the men working on a duty roster. Two days a week were set aside for washing. Masters of ships in the timber trade insisted that this be done on the main deck because water could leak into the hold through temporary passenger decks and spoil the cargo below.[2] One can see that on a rough passage not much washing or cooking got done.

If there happened to be a clergyman among the emigrants, he would lead Sabbath services. Even without a leader, passengers would usually join in Bible study, hymn singing and prayer. As one would expect in a group of people facing the real possibility of sudden death, besides those aiming for Heaven in the next world, there were those who held to the philosophy of "eat, drink and be merry ..." in the present. Accordingly, especially if a fiddler or piper were among the passengers, there would be jigs and reels, songs and

recitations. Whatever their outlook, everyone united to suppress quarrels, fights, gambling, swearing and bad language.

Although they were already in cramped quarters when their ships left port, some emigrants soon suffered even further crowding. Unscrupulous captains put into remote ports in Scotland and Ireland and took aboard more passengers. These unfortunates were put ashore in even more remote parts of Newfoundland, Nova Scotia or Maine.[2] Blight destroyed the potato crop in Ireland several years in a row beginning in 1845. The resulting famine, augmented by typhus epidemics, forced many poor Irish families to escape by this route, since the alternative was almost certain death. Such blatant overcrowding was against all British regulations, but it put extra cash in captains' pockets and the Irish were grateful to get away under any circumstances. In any case, who among the emigrants was going to return home to lay charges?

The passengers' spirits would rise when their ship reached the Grand Banks. Some captains would lay to so the passengers could catch fish to augment their protein-deficient diet. The travellers might even see some small fishing vessels and the first new faces since leaving port. The ships never stopped for more than a few hours, however, because the Banks were notorious for the sudden appearance of thick fogs and the risk of collision with icebergs. The masters also knew that the journey was far from over. They had yet to make their way into the Gulf of St. Lawrence, cross it, and beat their way up the St. Lawrence River to Quebec. One traveller tells of reaching Cape Breton just twenty-eight days out of Dumfries, but then taking a further eight days tacking back and forth in the Gulf before reaching port on Prince Edward Island. It is not surprising that some who planned to settle in present-day southwestern Ontario took an alternative route by way of New York, up the Hudson River, and thence to Buffalo and Lake Erie by the Erie Canal. They claimed that the high-risk period in the ocean-going ships was shortened by ten to twenty days, and the total cost was less than by way of the labourious, 700-mile trip up the St. Lawrence and through Lake Ontario.[2]

The journey to the New World was, of course, recognized as a hazardous undertaking. Early in the 1840s the death rate among passengers bound for Canada was about one percent, equally divided between drowning and disease. Waves washed people overboard, ships capsized in storms and crashed onto rocky shores. The death-toll was much higher in the Irish immigrant ships later in the decade. Lifeboats were provided only for cabin passengers, and they were often of no help because ships in distress had so little chance of attracting rescuers. The government introduced regulations to reduce the worst risks but, for example, between 1847 and 1851 forty British emigrant ships were wrecked with the loss of 1,043 lives.[2]

Conditions on the passenger deck were ideal for the spread of all sorts of contagious diseases. The deck was crowd-

ed and poorly ventilated in the best of times, and in rough weather there was practically no fresh air. One voyager recalled that when she crossed the scuttles were closed completely throughout a stormy two-week period. In addition, the deck was so crowded and badly lit that even the best efforts could not keep it from becoming filthy, and overrun by rats and vermin. As well, many emigrants suffered from malnutrition before ever the voyage started, and were in weak physical and mental condition to fight infection. It is not surprising that so many died during the passage, or contracted diseases that killed them later.

All ships stopped in quarantine at Grosse-Île in the St. Lawrence about fifteen miles (25 km) below Quebec, and passengers suffering from smallpox, diphtheria, typhus, "ship's fever" and other obviously serious diseases were taken ashore. Some medical care was provided, but many ended their earthly voyage on Grosse-Île. The site has recently been opened for visitors after years of neglect, and one can visit graves of the emigrants and staff who died there, as well as the chapel and some hospital buildings.[4] Quarantine separated husbands and wives, parents and children, and brothers and sisters, some forever, owing to the poor communications and other follow-up mechanisms. Newspapers and public notice-boards in Quebec and Montreal carried pathetic lists and announcements aimed at uniting separated families and informing survivors of the death of their relatives on Grosse-Île.

Once clear of Grosse-Île, the immigrant ships sailed the final leg to Quebec, and announced themselves to the dockhands by their characteristic stench. The passengers and their baggage were turned out onto Canadian soil and the sea voyage was over. Most of the immigrants had yet to make their way up the St. Lawrence and thence through the Great Lakes, or up the Ottawa river valley to the place in Canada they had chosen to settle.

The Carswells, however, chose to settle at Wolfe's Cove, close to where they landed in Canada. It is the point at which Wolfe's army disembarked during its successful attack on the fortress of Quebec in 1759. On modern maps, not surprisingly, the place has reverted to its pre-Conquest name: Anse au Foulon. It is a part of the port of Quebec, and in the Carswells' time it was the site of busy docks and dockyards. Although their residence was at Wolfe's Cove, either Quebec or Quebec City is often given in official records as their place of birth or death. We do not know why they settled at Wolfe's Cove but possibly it was the availability of jobs at the docks, or lack of money, or illness. Whatever the reason, they would be glad to be on solid ground, with the voyage that had dominated their thoughts and actions for many months behind them.

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CHAPTER III

THE CARSWELL FAMILY IN CANADA

No doubt all the members of the Carswell party gave heart-felt thanks to the Almighty on their safe arrival at Quebec. There would also be prayers for the souls of those who died during the crossing, and these may have included two Carswell infants. According to the tradition in the family of John Carswell as recorded by Muriel (Carswell) McBurney, "two wee daughters became ill; both died and were buried at sea."[1] As already noted, official records do not help to determine just which ones these would be because no passenger lists of ships arriving at Quebec in 1846 are to be found in the archives.[2]

One of the wee daughters may have been Margaret, the eldest child of John and Margaret. No record of her birth in Scotland has been found, nor any record of her death in Canada. On the other hand, it may be that tradition has slightly distorted the facts since, according to official records, two infants did indeed die shortly after their arrival at Quebec. One was Janet, who was born to John and Margaret in Newabbey Parish on 12 April 1846 and died at Wolfe's Cove, Quebec, 23 August 1846. The other was Anne, the daughter of George and Elizabeth, who was also born in Newabbey Parish, 8 July 1845, and died at Wolfe's Cove, 5 October 1846. Whether Janet died at sea or shortly after landing, her death and Anne's so soon after would cast a pall over the family, and were portends of more deaths to follow, because several older family members were in poor health.

Elizabeth, the youngest child of Thomas (b. 1787) and Ann, died at Wolfe's Cove on 26 December 1846, when just fourteen years old. Her sister Janet, aged twenty, died 15 April 1847. Then Ann, the matriarch of the family, died there on 26 July 1849 at age sixty-two. Just two weeks later, on the tenth of August, John died at age thirty-four. The tradition among John's descendants is that he died in quarantine on Grosse-Île.[1] This seems to be incorrect since he and his family were living at Wolfe's Cove in 1846 when their daughter Janet died. F.W. Carswell speculates that John died of tuberculosis, contracted during the transatlantic passage, or from the cholera epidemic in Quebec at that time.[3]

The burials of all these individuals were from St. Andrew's Presbyterian Church in Quebec City. The weekly climb from Wolfe's Cove to the church in the Upper Town to observe the Sabbath must have kept alive sad memories for elder Thomas. He had buried his wife, three children, and two grandchildren from this church in the three years since arriving in Canada. The first burials were in the churchyard. In 1848, however, the Mount Hermon Protestant cemetery was opened to the west of the city and the remains of those buried in the churchyard were transferred to unmarked graves in the new cemetery. The old churchyard is

now under the pavement of Rue St. Jean. As a result of these changes, none of the graves of these early ancestors can be identified.[3]

Although he would be saddened by these many deaths, Thomas (b. 1787) could take some consolation in the ways his surviving children and their families were thriving in Canada. Before his death in 1861 at the age of seventy-four, Thomas would know of some of the following developments affecting his descendants.

Thomas (b. 1810), the eldest son of Thomas (b. 1787) and Ann, worked as a labourer at Wolfe's Cove.[4] He never married, possibly because at the age of thirty-six on his arrival it would be difficult to find an English-speaking mate among the transient immigrant population at Quebec. He probably died at Quebec some ten years after his father, although official records have not yet been found.

Family of John and Margaret

A few years after the death of her husband, John's widow, Margaret (McNeill) Carswell, moved to Galt in Canada West (present-day Ontario) with her three young sons, Thomas, William and John, and daughter Janet.[1] This may have been the completion of plans made back in Scotland to join Scots already established on Dickson's tract, mentioned earlier. Members of her family may have been among settlers already established there since a number of McNeills appear in the census lists, but no clear connections have been made.

Margaret's eldest son Thomas was a carter, drawing farm produce to the towns of Galt and Paris, and bring imported goods to the farmers on return trips.[1] Galt we have already mentioned. Paris, which was originally known as the Forks of the Grand River, is not named after the City of Light but, rather, marks the location of very large deposits of gypsum, from which Plaster of Paris, and wall-board are made.[5] Thomas had a fine tenor voice when he grew to manhood, and so was invited to be the preceptor, or leader, of the Presbyterian church choir at Glen Morris. The appointment may have been doubly attractive since this hamlet is about equidistant, six miles (10 km), from Galt and Paris. Glen Morris enjoys a picturesque location overlooking the Grand River. The quaint little stone church was built there in about 1853 and still stands today. Thomas became caretaker of the church and is buried in the churchyard.[1] Rev. David Carswell, and other members of the family participated in its centennial celebrations.[6] Margaret moved to Glen Morris to be with her son in 1879, and died there in 1890.

William, the second son of John and Margaret, must have had the wanderlust for he moved to San Bernardino, California. So far as is known, he never married.[1]

The youngest son, who was named John after the father he never saw, established a grocery and tea merchant's store at Plattsville in Oxford county, just west of Glen Morris. His son, James Ernest,

followed him in the business and both are listed in directories of 1901-2.[7] John died at Edmonton in 1923.

Family of George and Elizabeth

George and Elizabeth (Herries) Carswell and their family are the subjects of the next chapter. The first three of their children were born at Wolfe's Cove, and grandfather Thomas would be glad to see them before the family moved away to Canada West. He probably also noted with pride before he died that four more children were born to George and Elizabeth.

Family of Robert and Agnes

Robert, the youngest male we know to have been in the Carswell party, settle at Wolfe's Cove with his wife, Agnes Crosbie, and their young son, Thomas. Two more children were born to the couple there: David and Anne. They and their descendants lived at or near Quebec City for more than a century and half. Initially, Wolfe's Cove was their home, but some also lived in the Lower Town and later generations lived in the Upper Town. Intermediate generations farmed on property just west of the city and the site of the farm is commemorated by a street named Carswell Avenue, to be found among the many French street names in the present suburb of St. Foy.

The Carswell family took their place and responsibilities in the community seriously. Robert Allan, a grandson of Robert and Agnes Carswell, served with the Canadian Expeditionary Force in World War I and Preston Robert, a great-grandson, served with the Hastings and Prince Edward Regiment in WW II. This eastern Ontario regiment has an illustrious history dating from Loyalist times, and served with distinction in Italy and Holland during WW II. In civilian occupations, members of the family worked for the Boswell Brewery, Hetherington Bakery and Imperial Oil Limited at various times.[8,9]

We come now to Anne, the youngest child of Thomas (b. 1787) and Ann to survive the migration from Scotland. She married Oliver Kennedy in 1852 at Quebec, and they had eight sons born in rapid succession. Sad to say, she died in 1870, shortly after the birth of the last boy, and is buried in the chapel of St.Paul's Anglican Church at Quebec.[3,9]

As Thomas (b. 1787), the progenitor of all these Carswell offspring, approached the end of his life and reviewed in his mind the migration and re-settlement of the family in Canada, it would be interesting to know his final judgement. He would recall with aching heart the beautiful scenery of his native Galloway. Against these pictures in his mind's eye, he would balance the scope and majesty of the view from Quebec. Thomas could only speculate how his family might have fared supposing they had remained in Scotland but, seeing the steady stream of immigrants at Quebec, he might have concluded the migration was not an entirely bad decision. The voyage and its aftermath had resulted in the deaths of his

wife, and several children and grandchildren. On the other hand, he would see that the survivors had put down strong roots in Canada. One can only hope that he died satisfied that the family migration was good move in the long run.

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CHAPTER IV

THE FAMILY OF GEORGE AND ELIZABETH CARSWELL

In this chapter we follow the fortunes of the family of George and Elizabeth (Herries) Carswell. As already noted, they immigrated to Canada with the branch of the family that came to Quebec in 1846. Their grand-daughter, Grace Dalton Carswell, married Charles Willard Eastwood, thus forming the connection between the two families.

George and Elizabeth were the parents of Elizabeth, the first child in the Carswell extended family to be born in Canada. She was christened in the St. Andrews Presbyterian church, Quebec City, on the twenty-seventh day of August, 1847. Elizabeth was the name of both her maternal grandmother and her mother, and that may have been an auspicious start to a life that extended into her ninety-ninth year. See Appendixes 3 and 4.

Three more children were born to George and Elizabeth in Quebec, but sometime between the birth of the third child, Agnes, in 1853 and Robena in 1855, the family moved to London in Canada West. We do not know what prompted this move but it was not the attraction of relatives and friends because none preceded them. The move may have been prompted by changes George sensed at Quebec within a few years of his arrival. Steam-powered ships became more common in transatlantic service and many proceeded up the St. Lawrence to Montreal rather than discharging passengers and cargo at Quebec. The port at Quebec, as a consequence, began to go into decline. At about the same time, the introduction of railways diminished the importance of ship transportation. Possibly these developments made it harder for George to find work, or possibly it was his venturesome spirit and the attraction of the railway boom that was responsible for the departure from Wolfe's Cove.

The Carswells would notice a big difference in the state of development in the western province compared with Quebec. When George arrived at Wolfe's Cove, many generations of *Canadiens* had already lived in Quebec and were firmly established there, with an infrastructure appropriate to the time and place. Theirs was a homogenous society that shared the same language, religion, laws and customs. The Carswells were members of a minority in Quebec and, apart from English settlers in the Eastern Townships and merchants in Montreal, relatively few immigrants settled in the province.

Canada West, in contrast, was a patchwork quilt of development and settlement; some would say it was a crazy quilt. Consider first settlers with English as their native tongue, or with a fair understanding of English. Along the upper St. Lawrence and the Bay of Quinte on Lake Ontario, as well as in the Niagara region, there were the Loyalists who had settled there in 1784 after the American Revolution, augmented over the next few decades by others with similar backgrounds from the new United States.

They were about the only residents in Canada West with any of the skills and knowledge needed for living at the frontier comparable with those of the *habitants.* In Kingston, York (Toronto), London and a few other smaller places there were the members of the British military, church and administrative establishments. Only about five percent of the population lived in these towns, and elsewhere there were few concentrations of true-blue English.

By the time George moved to London, many of his fellow-countrymen were to be found in Canada West, but they tended to be concentrated in a few scattered localities. Dickson's development in the Grand river valley, already described, was one. Highland Catholics from regiments disbanded following the American Revolution had been settled in the eastern counties of Glengarry and Stormont. To the northwest, there were several settlements in the Ottawa river valley. A notable one was ruled as his personal fiefdom by a New World laird who assumed the title of The McNab. There was another community in Oxford County east of London, and yet another near Lake St. Clair at Baldoon.

Irish settlers were also numerous but, like the Scots, were located in widely separated pockets. Most were established following the potato famines, starting about 1845. Immigration of both the Irish and the Scots was encouraged in the British Isles to alleviate the hardships in their homelands and continued during the railway boom. The Irish settlements around Peterborough and also in the Ottawa river valley featured prominently in development of the province.

Some German-speaking settlers date back to 1784, when Loyalists from the upper Hudson river valley were settled along the upper St. Lawrence. General Haldimand, ever the practical soldier, located them between the Catholic-Highlander and the Protestant-American settlements to act as a buffer. The main influx of German-speaking settlers came a few generations later, particularly to areas around present-day Kitchener-Waterloo, Niagara and York. Other communities were located in Perth, Grey, and Renfrew counties. Only a fraction of these immigrants were true *Reichsdeutsche* from Germany proper; most were from neighbouring countries. Many adhered to strong religious groups such as the Mennonites, Amish and Tunkers. To add yet another cultural element, there were in the Niagara region the Huguenots, long-established French Protestant families.

In Canada West, "the trees were as thick as hairs on a bear's back" according to a local saying, and the clearings of the settlers were little more than blemishes in the pelt. Before the railways were built, communication and transportation were minimal. Apart from the few trunk roads built by Simcoe and his soldiers, there were only trails through the bush, and even the trunk roads were strewn with huge stumps and mud-holes. Isolation, coupled with common language and religion, made each settlement a tiny island in a vast wilderness and the people be-

came very inward-looking. They tended to be fiercely independent, and if help was needed they turned to their kinfolk and nearest neighbours. All those who lived more than one day's hike through the bush were looked on as foreigners of highly questionable character. Government officials were regarded with equal suspicion, but were not often encountered in the bush. The railways changed it all, and did so in the space of about thirty years. They became the arteries of life, sustaining commerce, industry, associations of all sorts, and recreation. The road system in Ontario did not catch up for a hundred years.

When George and his family arrived at London they found a thriving military, church and commercial centre. With a population of nearly 10,000, it had just been declared a city. Two railways came to London at about that time: the Grand Trunk and the Great Western. George was the first of three generations of Carswell men to work for railways in southern Ontario and their careers seem to have mixed together in the family traditions and records , so we are not certain which of these two employed him. What is certain is that he was a section foreman, and the family lived in a log-house at the intersection of the tracks and the second Gore Road, just east of London.[1] In all probability he worked for the Grand Trunk, since it built and operated a feeder line from St. Marys Junction to London, entering the city from the east. Which of the two railways George worked for initially is rather academic because, before he retired, the two were eventually amalgamated to form the Grand Trunk Railway.

Canada had neither the financial resources nor the skills to build and operate railways in the mid-1800s. Unskilled labour was to a large extent satisfied by immigrants from Ireland and Scotland. Masons, carpenters, quarry-men and other tradesmen were recruited in England and Scotland, and the Grand Trunk was fortunate to have hired good engineers and managers from Britain throughout its early years. Locomotives and other rolling-stock were imported from England. Money was harder to come by, partly because there was a serious slump in railway financing in Britain in 1847 and no one was willing to lend to, or buy shares in, railway companies at home, let alone in far-off Canada. As it was to do in many expensive future projects in Canada, the government stepped in and passed the Guarantee Act of 1849 which guaranteed the bonds of railway companies, taking mortgages on their property as security. With all the components in place, the railway boom took off in Canada.[2,3]

The railways were very controversial at the time in Canada West. George Brown, for example, the Reform party stalwart and editor of the *Globe*, damned them outright, but many citizens ignored his editorials and welcomed them enthusiastically. Farmers who had advanced beyond the subsistence level needed transportation to take their products to markets. They also created demands for imports such as farm machinery and house-

hold goods, and the poor state of the roads could accommodate none of these. There was some truth in promoters' claims that a farm through which a railway passed quadrupled in value, and even a line fifty miles away increased property values twenty-five percent. Most town-dwellers were equally supportive. Railways served them in the same ways as they served the farmers but, equally important, they catered to civic pride and were seen as evidence of progress and of being up-to-date. Every town and village vied with its neighbours to attract the railway with grants and other financial incentives.[2] Those that were by-passed failed to grow and some just withered away.

Attitudes changed somewhat when the railways began to operate. Fares and freight-rates were universally regarded as exorbitant, tantamount to taxation without representation. Caricatures of railway owners as fat tycoons, sitting on piles of money-bags and smoking cigars, were common. Expensive or not, commerce and industry quickly embraced the service and people took to the trains in droves. Box-cars and even flat-cars were pressed into passenger service for the people who wanted to escape from the claustrophobic atmosphere of the frontier towns and settlements, and make excursions to the beaches on the Great Lakes or other picnic spots.[2]

The independent, self-reliant spirit of the backwoodsmen, who were unaccustomed to taking orders, or anything else, from superiors, was carried over into the operation of the railways. There were instances where work-crews, to demonstrate their importance, blocked express trains. At the whim of the crew, through freights were driven onto remote sidings and abandoned. Livestock on the line was fair game, and engineers speeded up to knock animals off the track.[3] In one such attempt at Lobo, just west of London, the train was derailed and three German immigrants were killed and others injured. For their part, people on foot were equally independent and determined. Settlers from Britain, where road traffic took precedence over railways and trains stopped at level crossings to let horse-drawn wagons cross the tracks, thought nothing of blocking the railway right-of-way when it suited their convenience.

The accident rate on the new lines was appallingly high. In 1854, for example, there were nineteen serious accidents on the Great Western line, which ran from Fort Erie, near Niagara Falls, to Amherstburg, near Windsor. In a particularly bad one, fifty-two people were killed. In all, there were six times more people killed on the Great Western than on all the railways of Great Britain.[2] Not all accidents were caused by people with the pioneering mentality. Both the rolling-stock and the right-of-way were often at fault. Embankments collapsed and cuttings filled with water and mud, as much as three feet deep in one instance. The ballast between the rail-ties was often inadequate and rain soon washed it away; rain and the spring runoffs damaged bridge footings; and frost wreaked its

usual havoc.[3] One observer claimed the newly laid track near London looked like a side-view of a sea-serpent.[2] Sometimes it was simply poor workmanship; often it was haste to meet the demand for service or to get ahead of a competitor; just as often it was cost-cutting or graft; usually it was a combination of all these factors. With such inadequacies in construction, it is highly likely George Carswell and his maintenance crew had a busy, even hectic, time in the early years.

Although many accidents were caused by carelessness on the part of the train-crew, amounting to criminal negligence in some instances, the men were often very courageous and resourceful. At times the crew simply had little control over the locomotive. Initially, the engines were fired with cordwood, of which there was plenty, but it is hard to keep a wood fire burning evenly. With a blazing fire-box and a big head of steam, locomotives roared through the forest belching sparks and flames from their stack, the crew hanging on like John Gilpin to his snorting steed.

Coal was a better fuel and to supply the demand in southwestern Ontario the London and Port Stanley Railway was brought into service in 1856. This 24.5-mile (40 km) line linked London and St. Thomas to Port Stanley on Lake Erie, the terminus for coal-boats from Ohio, across the lake. The coal traffic never amounted to much, but the L&PS ran very popular excursion trains for many years.[3] It was electrified in 1913, and the author recalls many fast, clean trips through a bountiful country-side on this line in his teenage years. On the main lines, coal eventually replace wood as fuel and, step by step, railway operations became smoother and accidents fewer.

By about 1875, when George was in his mid-fifties, the halcyon days of the railways in southern Ontario were nearly over. The most profitable business for the railways was the through traffic in grain and beef from Chicago to the Atlantic coast ports, and the return traffic that sustained the opening up of the American West. Completion for this business was intense. The Great Western depended heavily on it, but buccaneers like Cornelius Vanderbilt controlled the American lines at both its eastern and western terminals. Not satisfied with that, he later acquired the Canada Southern Railway, and it had the most direct route through southern Ontario, running from Windsor to Fort Erie through St. Thomas. Vanderbilt and his son William took other steps to strengthen their hold on traffic in and out of Chicago that are too complex to go into here. The Grand Trunk, which had already gained access to the east coast at Portland, Maine, via Montreal, managed by skilful manoeuvres to thwart the Vanderbilt interests and build from its western terminus at Sarnia to Chicago. As if three parallel railways in Ontario were not enough, the Canadian Pacific built yet another through from Toronto to Sarnia and Chicago. The competition and rate-cutting, led primarily by the Vanderbilts in Chicago-gangster fashion, proved lethal for the Great Western and in 1882 it succumbed

in a merger with the Grand Trunk. At the time a newspaper reported "the lion lay down with the lamb, and the lamb is safe—inside the lion."[2] Thus, whichever was his initial employer, the Great Western or the Grand Trunk, George became an employee of the later.

The Grand Trunk was a railway in which he could take pride. In the years following the amalgamation, it was considered to be the best run line in North America, with tracks from Portland to Chicago, 4973 miles (8006 km) in all, with numerous branches along the way. Not a favourite of Sir John A. Macdonald or the Canadian government, its managers were highly regarded in the United States as honest and completely trustworthy, unlike a good many other railroaders. Furthermore, they were admired as businessmen of outstanding ability and acumen.

It must have been at about this stage in the history of the Grand Trunk that George retired. On 3 May 1892, at the age of seventy-two, he bought the house and lot now identified as 110 Price Street in east London. Presumably, it was then that he ceased to work for the Grand Trunk, and gave up the company-owned log-house by the railway tracks in which he and Elizabeth raised their family. The Price Street property has passed by inheritance through several generations, first to George's son Allan, then to *his* son Robert James, and then to *his* son Robert John Carswell, the owner as of 31 December 1990.[1]

Elizabeth died on the twenty-second day of January, 1908, aged eighty-eight, and George died just five days later, at the age of eighty-nine. They were buried in a small cemetery established in a one-acre plot on Solomon Schenick's farm near where the Carswells lived. The last interments there were in 1954 and, as the city grew around it, the cemetery fell into disrepair. Fortunately, local citizens were successful in having the site refurbished. The gravestones, including those for George and Elizabeth, were assembled and mounted in a memorial wall or cairn located at the centre of the old cemetery. It is now known as the Gore Cemetery, on Trafalgar Street in east London. Robert James Carswell, a grandson of George and Elizabeth, was present at the dedication of the cairn not long before his death in 1968.[4]

George and Elizabeth Carswell contributed to a remarkable period in the development of Western civilization. Forced to leave their Scottish homeland by the effects of war and the Industrial Revolution, they participated in a revolution in transportation through the application of steam engines. The British colonies in North America grew in strength and stature, and united to form a nation that reached from the Atlantic to the Pacific in their lifetime. Canada and the United States learned to live in closer harmony than most countries sharing a border, even while the United States fought a civil war of unprecedented intensity to abolish slavery. We have many reasons to admire the Carswells and the members of their generation, and be grateful for their legacies to us.

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4. Clipping, in the possession of the author, from the London Free Press where the dedication of the cairn is reported. The date is probably 28 Nov 1959. The hand-written date on the clipping is incorrect; Robert James Carswell appears in the newspaper photograph and he died 2 Feb 1968.

CHAPTER V

SOME DESCENDANTS OF GEORGE AND ELIZABETH

Note that the Roman numerals preceding given names indicate the order of birth of the individuals to George and Elizabeth Carswell; an appended Arabic numeral indicates the order of birth of their children's children. See also Appendices 3 and 4.

II: Elizabeth (1847-1945), the first of the extended Carswell family to be born in Canada, was born to George and Elizabeth about one year after their arrival in 1846. She never married, but lived with her parents and helped them raise a large family. I remember her as a thin, straight-spined old Presbyterian. Her sister-in-law, Jane (Moakes) Carswell, invited Elizabeth to the occasional family Sunday dinner, and a few Christmas or New Years dinners as well, where she was a bit of a wet-blanket.

IV: Thomas Carswell (1851-1924), the oldest son of George and Elizabeth, was just an infant when the family moved to London. According to family tradition, he followed in his father's footsteps and joined the Grand Trunk, probably in his late teens. Also according to the tradition, he became a locomotive engineer. Thomas married Jane Moakes, the daughter of John and Sarah (Dalton) Moakes, of Moseley, a hamlet about six miles (10 km) east of London. John Moakes was a blacksmith, but later became a shopkeeper and postmaster at Moseley.

Sometime between 1882 and 1890, when Thomas was in his thirties, the family moved to St. Thomas and their youngest child, Grace Dalton, was born there. According to family tradition, one of the Carswell men worked for the Canada Southern Railway. Since Thomas is the only one known to have lived in St. Thomas, which is on the Canada Southern line, there seems little doubt it was Thomas. This conclusion is supported by some keys, found years later in his tool box, stamped with the initials CSR. He made this move about the time the Great Western and the Grand Trunk amalgamated in response to the competition from the Canada Southern and the invading Canadian Pacific Railway. The move may not have pleased his father but may have been the only job available to Thomas, or, possibly, a career advancement.

The family returned to London, perhaps when Thomas retired from the railway. In a city directory of 1915, Thomas is listed as a stationary engineer with the Kellogg Company of Canada, Ltd.,[1] which had recently opened a new factory on Dundas Street in east London. He continued with this firm until his death in 1924.

Thomas and Jane had four children who lived to adulthood, as follows:

IV-1: Annie Elizabeth (1876-1966) trained as a nurse, and later married the Rev. Thomas Wilson; they had two children, Helen and George.

IV-2: George James (1877-1976) was the only son of Thomas and Jane. He

took a business course after highschool and in 1902 joined the Canadian National Railway. Since the CNR had a few years earlier absorbed the Grand Trunk, George shared with his father and grandfather a strong loyalty to the Grand Trunk. In 1910, his employer transferred him to Toronto, and three years later promoted him to the position of Chief Clerk, or manager, of the freight office in Hamilton, Ontario. By choice, he continued in this position until his retirement in about 1940.[2] Like other members of the family and Robert Burns of his Scottish heritage, George James was a member of the fraternal order of Freemasons, with one of the highest degrees, Scottish Rite Mason. George James never married.

IV-3: Agnes (1879-1966), their second daughter, learned dress-making and developed a very successful business in London. At one time she employed two or three helpers, but the Great Depression and the introduction of wider ranges of ready-to-wear clothes for women at about the same time reduced her business. She never married.

IV-5: Jennie (1882-1966) who was usually called Jean, was the fifth child; the fourth died in infancy. She trained as a nurse and advanced in her profession to superintendent of nurses at the Victoria Hospital in London. Later she had a similar job in Poughkeepsie, NY, or, possibly, Hackensack, NJ. A few years after this move, her father died and Jean returned to London to look after her mother. As the youngest unmarried daughter, it seems she was expected to give up her career and take on this duty. At the time, of course, there were very few other arrangements that could be made for the care of a widow in her seventies. Jean did not marry.

IV-6: Grace Dalton (1890-1985) the youngest daughter, took a secretarial course and worked for a physician before her marriage to Charles Willard Eastwood. They had two children, Thomas Alexander and Agnes Jane.

All the members of the family of Thomas and Jane are buried in the family plot in Mount Pleasant Cemetery in London, except for Grace Dalton who is buried in the Eastwood plot in the same cemetery.

VI: Robena (1855-1933) was the first of the children of George and Elizabeth to be born at London. She married George Parkinson; they had no children. They lived on the south side of the Hamilton Road, east London, just before it crosses the south branch of the Thames River. Their property ran back to the river and they had a large garden on what must have been fertile soil. The author remembers her as a very pleasant person, who entertained him as a youngster by playing, on an old Edison gramophone, Scottish tunes recorded on wax-cylinders. Summer heat erased the recordings and it was a disappointment to find, on a later visit, that they were no longer playable.

VIII: Allan (1860-1923), the youngest son, had a number of jobs in London,

Ontario. Initially, he worked for the London City (Street?) Railway, then as a blacksmith's helper with the Grand Trunk Railway, and finally with McClary's Manufacturing Co. (later restructured as General Steel Wares Ltd.). He and his wife, Helen Scott, bought the Carswell family home at 111 Price Street from Allan's parents.[3]

VIII-1: Robert James (1888-1968), a grandson of George and Elizabeth, and a son of Allan and Helen Scott, married Lottie Wonch, and they had six children. He had a butcher-shop on the Hamilton Road, east London, and served as a city alderman for a number of years. The eldest of their children was Allan Cheseboro (1909-1976) who contributed to the study of the family history. He was the manager of the Continental Life Insurance Co. branch in London for many years. Frederick William, the third child, has been a major contributor to the family history. He worked in the head-office of the Bell Telephone Co. in Montreal for most of his career, and now lives in Ste. Anne de Bellevue, Quebec.

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3. Notes made by Allan Cheseboro Carswell, in the possession of the author.

Appendix 1: Children and Grandchildren of Thomas (b. 1747) Carswell

1st **2nd** **3rd**

- **Thomas Carswell (b.1747;d.1839)**
  - sp: **Janet Sloan (b.1749;d.1841)**
    - **Margaret Carswell (b.1778)**
    - **Robert Carswell (b.1779;d.1842)**
      - sp: **Jeanie Joly**
        - **Janet Carswell (b.1809;d.1870)**
          - sp: **H McNaught (b.1807;d.1878)**
      - sp: **Susan Dobie (b.1792;d.1872)**
        - **Margaret Carswell (b.1818)**
        - **Robert Carswell (b.1821;d.1901)**
          - sp: **J McNaught (b.1822;d.1885)**
        - **Charlote Carswell (b.1824;d.1886)**
          - sp: **Kenneth Hannay**
        - **Thomas Carswell (b.1825;d.1847)**
        - **Mathew Carswell (b.1827;d.1845)**
        - **William Carswell (b.1838)**
    - **William Carswell (b.1781;d.1841)**
      - sp: **Ann Smith (b.1786;d.1865)**
        - **William Carswell (b.1804)**
        - **Jannet Carswell (b.1807)**
        - **Betty Carswell (b.1810)**
        - **Robert Carswell (b.1812)**
        - **Thomas Carswell (b.1817)**
        - **Allan Carswell (b.1819)**
        - **Margaret Carswell (b.1821)**
        - **John Carswell (b.1822;d.1863)**
        - **Mary Carswell (b.1825)**
        - **James Carswell (c.1827)**
    - **John Carswell (b.1785;d.1868)**
      - sp: **M Grier (b.1789;d.1861)**
        - **James Carswell (b.1820)**
        - **Thomas Carswell (b.1822;d.1893)**
          - sp: **H Caven (b.1824;d.1893)**
        - **Mary Carswell (b.1823)**
        - **Margaret Carswell (b.1831)**
    - **Thomas Carswell (b.1787;d.1861)**
      - sp: **A Kirkpatrick (b.1787;d.1849)**
        - **Thomas Carswell (b.1810;d.1871)**
        - **William Carswell (b.1813;d.1845)**

Tile (1, 2)

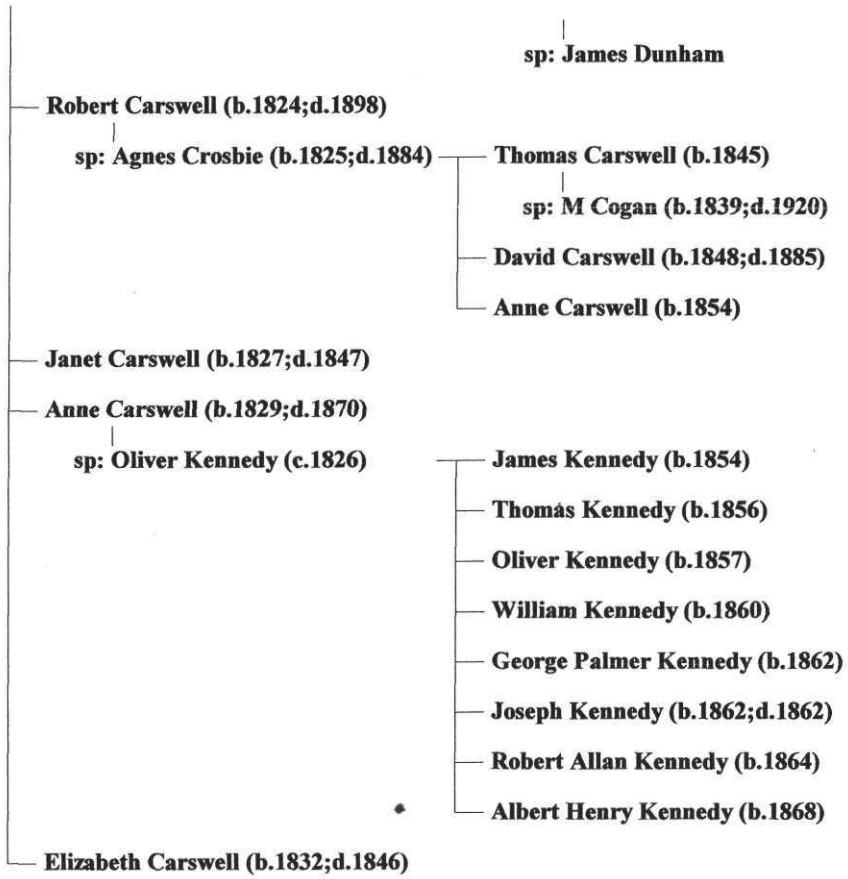
- William Carswell (b.1813;d.1845)
  - sp: Isabella Corrie (b.1819)
- John Carswell (b.1815;d.1849)
  - sp: M McNeill (b.1821;d.1890)
- Allan Carswell (b.1817)
- George Carswell (b.1819;d.1908)
  - sp: E Herries (b.1820;d.1908)
- Robert Carswell (b.1824;d.1898)
  - sp: Agnes Crosbie (b.1825;d.1884)
- Janet Carswell (b.1827;d.1847)
- Anne Carswell (b.1829;d.1870)
  - sp: Oliver Kennedy (c.1826)
- Elizabeth Carswell (b.1832;d.1846)

- Jannet Carswell (b.1789)
  - sp: John Covric
- Betty Carswell (b.1791;d.1846)
- James H Carswell (b.1793;d.1871)
  - sp: V Alexander (b.1796;d.1861)
    - James Carswell (b.1818;d.1877)
      - sp: H McLoed (b.1815;d.1906)
    - Thomas Carswell (b.1821;d.1836)
    - Robert Carswell (b.1824)
    - John Carswell (b.1827)
    - Margaret Carswell (b.1830;d.1836)
    - Mary Carswell (b.1833;d.1834)
- Allan Carswell (b.1795)
  - sp: Janet Johnston (b.1797)
    - Margaret Carswell (b.1820)
    - Mary Carswell (b.1821)
    - John Carswell (b.1822)
    - Elizabeth Carswell (b.1823)
    - Allan Carswell (b.1825)
    - Thomas Carswell
    - Robert Carswell
    - Anne Carswell
    - Janet Carswell

Appendix 2: Children and Grandchildren of Thomas (b. 1787) Carswell

1st	2nd	3rd
Thomas Carswell (b.1787;d.1861)		
sp: A Kirkpatrick (b.1787;d.1849)	Thomas Carswell (b.1810;d.1871)	
	William Carswell (b.1813;d.1845)	
	sp: Isabella Corrie (b.1819)	Thomas Carswell (b.1841)
		Mary Carswell (b.1843)
		William Carswell (b.1843)
	John Carswell (b.1815;d.1849)	
	sp: M McNeill (b.1821;d.1890)	Thomas Carswell (b.1843;d.1890)
		sp: E Stevenson (b.1849;d.1931)
		Margaret Carswell (b.1844;d.1846)
		William Carswell (b.1844;d.1914)
		Janet Carswell (b.1846;d.1846)
		Janet Carswell (b.1847)
		sp: ---- Lewis
		John Carswell (b.1849;d.1923)
		sp: S Greenfield (b.1856;d.1937)
	Allan Carswell (b.1817)	
	George Carswell (b.1819;d.1908)	
	sp: E Herries (b.1820;d.1908)	Anne Carswell (b.1845;d.1846)
		Elizabeth Carswell (b.1847;d.1945)
		Anne Carswell (b.1849;d.1910)
		sp: John Carter
		Thomas Carswell (b.1851;d.1924)
		sp: Jane Moakes (b.1856;d.1951)
		Agnes C Carswell (b.1853;d.1872)
		Robena Carswell (b.1855;d.1933)
		sp: G Parkinson (b.1858;d.1926)
		William Carswell (b.1858;d.1949)
		sp: Emma Weir (b.1863)
		Allan Carswell (b.1860;d.1923)
		sp: Helen Scott (b.1865;d.1942)
		Mary Carswell (b.1862;d.1945)
		sp: James Dunham

Tile (1, 2)


sp: James Dunham
Robert Carswell (b.1824;d.1898)
sp: Agnes Crosbie (b.1825;d.1884)
Thomas Carswell (b.1845)
sp: M Cogan (b.1839;d.1920)
David Carswell (b.1848;d.1885)
Anne Carswell (b.1854)
Janet Carswell (b.1827;d.1847)
Anne Carswell (b.1829;d.1870)
sp: Oliver Kennedy (c.1826)
James Kennedy (b.1854)
Thomas Kennedy (b.1856)
Oliver Kennedy (b.1857)
William Kennedy (b.1860)
George Palmer Kennedy (b.1862)
Joseph Kennedy (b.1862;d.1862)
Robert Allan Kennedy (b.1864)
Albert Henry Kennedy (b.1868)
Elizabeth Carswell (b.1832;d.1846)

Appendix 3: Children and Grandchildren of George Carswell

1st 2nd 3rd

- George Carswell (b.1819;d.1908)
  - sp: E Herries (b.1820;d.1908)
    - Anne Carswell (b.1845;d.1846)
    - Elizabeth Carswell (b.1847;d.1945)
    - Anne Carswell (b.1849;d.1910)
      - sp: John Carter
    - Thomas Carswell (b.1851;d.1924)
      - sp: Jane Moakes (b.1856;d.1951)
        - Annie E Carswell (b.1876;d.1966)
          - sp: T Wilson (b.1857;d.1941)
        - George J Carswell (b.1877;d.1976)
        - Agnes Carswell (b.1879;d.1965)
        - Jane Carswell (b.1881;d.1881)
        - Jennie J Carswell (b.1882;d.1966)
        - Grace D Carswell (b.1890;d.1985)
          - sp: C Eastwood (b.1888;d.1958)
    - Agnes C Carswell (b.1853;d.1872)
    - Robena Carswell (b.1855;d.1933)
      - sp: G Parkinson (b.1858;d.1926)
    - William Carswell (b.1858;d.1949)
      - sp: Emma Weir (b.1863)
        - Allen Carswell (b.1883)
        - Ethel Carswell (b.1886)
        - Elizabeth Carswell (b.1889)
    - Allan Carswell (b.1860;d.1923)
      - sp: Helen Scott (b.1865;d.1942)
        - Robert J Carswell (b.1888;d.1968)
          - sp: L May Wonch (b.1886;d.1972)
        - William J Carswell (b.1892;d.1967)
    - Mary Carswell (b.1862;d.1945)
      - sp: James Dunham
        - Ella Dunham
        - Carrie Dunham
        - Agnes Dunham

Appendix 4: Descendnants of Thomas (b. 1747) Carswell

27 Jan 2002

1. Thomas Carswell (b.1747;d.1839)
   sp: Janet Sloan (b.1749;m.1780;d.1841)
   - 2. Margaret Carswell (b.1778)
   - 2. Robert Carswell (b.1779;d.1842)
     sp: Jeanie Joly (m.1808)
     - 3. Janet Carswell (b.1809;d.1870)
       sp: Hugh McNaught (b.1807;m.1828;d.1878)

     sp: Susan Dobie (b.1792;d.1872)
     - 3. Margaret Carswell (b.1818)
     - 3. Robert Carswell (b.1821;d.1901)
       sp: Jessie McNaught (b.1822;m.1852;d.1885)
       - 4. Mary Jane Carswell (b.1857;d.1858)
       - 4. Susan Carswell (b.1864;d.1868)

     - 3. Charlote Carswell (b.1824;d.1886)
       sp: Kenneth Hannay
     - 3. Thomas Carswell (b.1825;d.1847)
     - 3. Mathew Carswell (b.1827;d.1845)
     - 3. William Carswell (b.1838)
   - 2. William Carswell (b.1781;d.1841)
     sp: Ann Smith (b.1786;d.1865)
     - 3. William Carswell (b.1804)
     - 3. Jannet Carswell (b.1807)
     - 3. Betty Carswell (b.1810)
     - 3. Robert Carswell (b.1812)
     - 3. Thomas Carswell (b.1817)
     - 3. Allan Carswell (b.1819)
     - 3. Margaret Carswell (b.1821)
     - 3. John Carswell (b.1822;d.1863)
     - 3. Mary Carswell (b.1825)
     - 3. James Carswell (c.1827)
   - 2. John Carswell (b.1785;d.1868)
     sp: Margaret Grier (b.1789;m.1819;d.1861)
     - 3. James Carswell (b.1820)
     - 3. Thomas Carswell (b.1822;d.1893)
       sp: Henrietta Caven (b.1824;m.1846;d.1893)
       - 4. John Carswell (b.1846;d.1881)
         sp: Agnes Trainer
         - 5. Janet Carswell (b.1866)
       - 4. Samuel Carswell (b.1848)

- 4. Margaret Carswell (b.1850)
- 4. Thomas Carswell (b.1854;d.1854)
- 4. Helen Elizabeth Carswell (b.1857;d.1884)

- 3. Mary Carswell (b.1823)
- 3. Margaret Carswell (b.1831)

2. Thomas Carswell (b.1787;d.1861)
sp: Ann Heron Kirkpatrick (b.1787;d.1849)

- 3. Thomas Carswell (b.1810;d.1871)
- 3. William Carswell (b.1813;d.1845)
  sp: Isabella Corrie (b.1819;m.1841)
  - 4. Thomas Carswell (b.1841)
  - 4. Mary Carswell (b.1843)
  - 4. William Carswell (b.1843)
- 3. John Carswell (b.1815;d.1849)
  sp: Margaret McNeill (b.1821;d.1890)
  - 4. Thomas Carswell (b.1843;d.1890)
    sp: Elizabeth Stevenson (b.1849;m.1870;d.1931)
    - 5. Margaret Carswell (b.1872;d.1953)
      sp: David Anderson (m.1902)
      - 6. Ruth Elizabeth Anderson (b.1903)
        sp: Norman E. Gray (b.1899)
    - 5. George Carswell (b.1873)
      sp: Rosa C. Lawford (m.1904)
    - 5. William Stevenson Carswell (b.1875;d.1962)
      sp: Margaret Scarrow
    - 5. John McNeill Carswell (b.1877;d.1944)
      sp: Charlotte Wallace
    - 5. James Wallace Carswell (b.1877;d.1904)
    - 5. Carswell (b.1880;d.1880)
    - 5. Mary Elizabeth Carswell (b.1882;d.1975)
    - 5. Robert Bruce Carswell (b.1885;d.1965)
      sp: Isabel Dryden
    - 5. Annie Fulton Carswell (b.1887;d.1975)
      sp: John Murray (b.1881;d.1927)
    - 5. Katie Thomas Carswell (b.1890;d.1983)
  - 4. Margaret Carswell (b.1844;d.1846)
  - 4. William Carswell (b.1844;d.1914)
  - 4. Janet Carswell (b.1846;d.1846)
  - 4. Janet Carswell (b.1847)
    sp: ---- Lewis

- 4. John Carswell (b.1849;d.1923)
  - sp: Sarah Prudence Greenfield (b.1856;d.1937)
    - 5. James Ernest Carswell (b.1876;d.1954)
      - sp: Ethel May Hunter (b.1877;m.1902;d.1968)
- 3. Allan Carswell (b.1817)
- 3. George Carswell (b.1819;d.1908)
  - sp: Elizabeth Herries (b.1820;m.1845;d.1908)
    - 4. Anne Carswell (b.1845;d.1846)
    - 4. Elizabeth Carswell (b.1847;d.1945)
    - 4. Anne Carswell (b.1849;d.1910)
      - sp: John Carter
    - 4. Thomas Carswell (b.1851;d.1924)
      - sp: Jane Moakes (b.1856;d.1951)
        - 5. Annie Elizabeth Carswell (b.1876;d.1966)
          - sp: Thomas Wilson (b.1857;m.1902;d.1941)
            - 6. Helen Wilson (b.1904)
              - sp: Norman McClure Oliver (b.1904;m.1928;d.1979)
            - 6. George Carswell Wilson (b.1913)
              - sp: Winnifred Margaret Breden (b.1921;m.1941)
        - 5. George James Carswell (b.1877;d.1976)
        - 5. Agnes Carswell (b.1879;d.1965)
        - 5. Jane Carswell (b.1881;d.1881)
        - 5. Jennie (Jean) Carswell (b.1882;d.1966)
        - 5. Grace Dalton Carswell (b.1890;d.1985)
          - sp: Charles Willard Eastwood (b.1888;m.1914;d.1958)
            - 6. Thomas Alexander Eastwood (b.1920)
              - sp: Katharine Margaret Justus (b.1926;m.1949;d.2001)
            - 6. Agnes Jane Eastwood (b.1922)
              - sp: Alexander William Robb (b.1918;m.1943;d.1998)
    - 4. Agnes Crosby Carswell (b.1853;d.1872)
    - 4. Robena Carswell (b.1855;d.1933)
      - sp: George Parkinson (b.1858;d.1926)
    - 4. William Carswell (b.1858;d.1949)
      - sp: Emma Weir (b.1863)
        - 5. Allen Carswell (b.1883)
        - 5. Ethel Carswell (b.1886)
        - 5. Elizabeth Carswell (b.1889)
    - 4. Allan Carswell (b.1860;d.1923)
      - sp: Helen Scott (b.1865;d.1942)
        - 5. Robert James Carswell (b.1888;d.1968)

- sp: Lottie May Wonch (b.1886;m.1908;d.1972)
  - 6. Allan Cheseboro Carswell (b.1909;d.1976)
    - sp: Margaret Jean Peirce (b.1915;m.1938)
  - 6. Robert James Carswell (b.1911)
  - 6. Frederick William Carswell (b.1912)
    - sp: Anne F. Shannon (b.1913)
  - 6. Helen May Carswell (b.1915)
  - 6. Eric Ross Carswell (b.1918;d.1967)
  - 6. Gordon Ernest Carswell (b.1924)
- 5. William John Carswell (b.1892;d.1967)

- 4. Mary Carswell (b.1862;d.1945)
  - sp: James Dunham
    - 5. Ella Dunham
    - 5. Carrie Dunham
    - 5. Agnes Dunham

- 3. Robert Carswell (b.1824;d.1898)
  - sp: Agnes Crosbie (b.1825;m.1845;d.1884)
    - 4. Thomas Carswell (b.1845)
      - sp: Margaret Cogan (b.1839;m.1874;d.1920)
        - 5. Robert Allan Carswell (b.1875;d.1939)
          - sp: Mary Jane Coperman (b.1874;d.1942)
            - 6. Dorothy Margaret Carswell (b.1903;d.1999)
            - 6. Hazel Helen Carswell (b.1906;d.1992)
              - sp: ----- DeBoo
            - 6. Preston Robert Carswell (b.1911;d.1991)
            - 6. Russell William Murray Carswell
            - 6. Louise Carswell (d.1947)
        - 5. Martha H. Carswell (b.1877;d.1944)
        - 5. James Richard Carswell (b.1878;d.1942)
        - 5. David William Carswell (b.1881)
          - sp: Elizabeth Cormach (b.1886;d.1945)
    - 4. David Carswell (b.1848;d.1885)
    - 4. Anne Carswell (b.1854)
- 3. Janet Carswell (b.1827;d.1847)
- 3. Anne Carswell (b.1829;d.1870)
  - sp: Oliver Kennedy (c.1826;m.1852)
    - 4. James Kennedy (b.1854)
    - 4. Thomas Kennedy (b.1856)
    - 4. Oliver Kennedy (b.1857)
    - 4. William Kennedy (b.1860)

- 4. George Palmer Kennedy (b.1862)
- 4. Joseph Kennedy (b.1862;d.1862)
- 4. Robert Allan Kennedy (b.1864)
- 4. Albert Henry Kennedy (b.1868)

- 3. Elizabeth Carswell (b.1832;d.1846)

- 2. Jannet Carswell (b.1789)
  sp: John Covric (m.1825)
- 2. Betty Carswell (b.1791;d.1846)
- 2. James Heron Carswell (b.1793;d.1871)
  sp: Violet Alexander (b.1796;m.1815;d.1861)
  - 3. James Carswell (b.1818;d.1877)
    sp: Helen McLoed (b.1815;d.1906)
  - 3. Thomas Carswell (b.1821;d.1836)
  - 3. Robert Carswell (b.1824)
  - 3. John Carswell (b.1827)
  - 3. Margaret Carswell (b.1830;d.1836)
  - 3. Mary Carswell (b.1833;d.1834)
- 2. Allan Carswell (b.1795)
  sp: Janet Johnston (b.1797)
  - 3. Margaret Carswell (b.1820)
  - 3. Mary Carswell (b.1821)
  - 3. John Carswell (b.1822)
  - 3. Elizabeth Carswell (b.1823)
  - 3. Allan Carswell (b.1825)
  - 3. Thomas Carswell
  - 3. Robert Carswell
  - 3. Anne Carswell
  - 3. Janet Carswell

APPENDIX 5

Letter from Allan Carswell to John Gibson
27 December 1854

The letter transcribed below was written by Allan Carswell of West Otsego County, New York, and was addressed to one John Gibson. It passed down through the Gibson family to Mrs. Anne Sheppard of Witham, Essex County, England, a great-great- granddaughter of John Gibson. Mrs. Sheppard happened to notice in a *Dumfries and Galloway Family History Society* booklet a query about the Carswell family submitted by Frederick W. Carswell. In a letter dated 1 December 1992, she told him about the letter to Gibson and inquired about a possible connection between the two families and its relevance to his research. Their correspondence and subsequent research by F.W. Carswell, summarized below, leave little doubt this Allan Carswell is the youngest son of Thomas (b. 1747).

John Gibson was born 19 June 1778, lived throughout his life at Auchenlosh Farm, Southwick, Colvend Parish, Kirkcudbrightshire, and died 14 December 1865. According to the Old Parochial Register, Thomas (b.1747) and Janet (Sloan) Carswell had a son, Allan, who was born at Tarkirrah, Kirkgunzeon Parish, Kirkcudbright, 25 November 1795. The parishes of Colvend and Kirkgunzeon are near each other, if not adjacent. It is also recorded in the OPR that Allan married Janet Johnston and that they had the following children: Margaret (b.1820), Mary (b.1821), John (ch.1823), Elizabeth (b.1823) and Allan (b.1825). Of these children, the following are mentioned in the letter: Margaret, Elizabeth (Eliza) and Allan.

Note also that John, one of Allan's older brothers, and his wife Margaret McNeill, were at Auchenlosh Farm when their son Thomas was born in 1843. This was during John Gibson's residence at the farm and shows that the families were acquainted. Further evidence is provided by notes left by Jennie (Jean) and George James Carswell in which it is stated that Allan, the brother of Thomas (b. 1787), went to the United States.

It is unfortunate that the letter does not show whether or not Allan (b.1795) and his family were in the group that emigrated to Quebec in 1846. According to the letter, their son Allan (b.1825) has worked in the same shop in Jersey (City?) for seven years, which dates the migration of this branch of the family to 1847 or earlier. The husbands of both Janet and Eliza have amassed sizable fortunes in Jersey, which suggests that they have been established for some years, but possibly no more than seven.

In one of his letters to Mrs. Sheppard, F.W. Carswell notes that he found a reference to a Mr. A. Carswell in a Quebec newspaper dated 1846. The name appeared in a list inserted by the local post-office advising addressees to claim their undelivered letters. Although flimsy evidence, this suggests Allan and

his family were not a part of the party headed by Thomas (b. 1787). From the evidence to date, one cannot say conclusively when Allan (b.1795) and his family migrated to the New World.

Mrs. Sheppard's daughter transcribed the letter, and a copy of her transcription was sent to F.W. Carswell initially. At a later date, Mrs. Sheppard also sent him a photocopy of the original. Unfortunately, the photocopy of page three of the original was missing and, although F.W. Carswell may have received it eventually, I do not have it. In what follows, my transcription from the photocopy of the original is in italics and parts made by Mrs. Sheppard's daughter are in normal font.

Judging from the photocopy, the letter was written on both sides of two sheets of paper. The writing on one side of the paper shows through faintly to the other, and is reproduced that way in the photocopy, making it difficult to read in places. Folds in the paper add to the difficulty. Where the copy is good, the handwriting is remarkably clear and neat. Allan Carswell was an excellent penman. The text of the letter runs together without apparent sentence or paragraph breaks. To facilitate reading, I have inserted breaks without, I hope, changing the sense. The original spelling, capitalization and turns of phrase have been retained. The envelope was discarded before the letter reached Mrs. Sheppard, so it is not available for inspection.

East Worcester Otsego County 27th Dec 1854

Dear John Gibson.

I write you for the first time this long promised letter but you know I am a man of many sins. I acknowledge I have been ungreatfull but I know your goodness of heart to forgive me as this leaves us all in good health hoping it will find you all enjoying the same blessing. You will like to know how we all got along.

I Bought this farm 4 years ago. I have 50 ackers of land all clear of wood and stumps except 7 or 8 ackers of wood to keep us in fire and other farm purposes. I paid 1000 dollars for it. I paid 500 dollars down and got 5 years to pay the rest. I have paid 400 dollars since and I think in another year will be able to pay the rest. The land is pretty good but sore worn out. It will take me 4 or 5 years yet to put it in some condition. Its something like the land on Killiming(?) full of ____ slaty stones. I have taken off several hundred loads of them and as many more to take off.

We keep 4 cows and 5 or 6 younger catel and 2 horses. I paid 90 for one horse and 93 dollars for the other. They ar now 5 years old. I think I could sell them now for 300 dollars easy. One is A powerful strong hors 16 hands 2 inches high, the other not so heavy

but as handsome. I dont think you have any better in Southwick. I got them 2 years ago. The cows cost about 28 dollars each. There is 100 cents in the dollar. A cent is about the same value as a British halfpenny. There is 12½ cents in our shilling and 8 shillings in the dollar.

We live 50 miles from Albany, straight west. Albany is 150 miles from New York, straight north. Albany is our best market hear for our produce. It takes us about 4 days come and go. We have about 40 miles of plank road which is excellent but we will have a railroad in a few years. They began working upon it last winter but the contractor brock down. They have stopt at present for want of money but when they will commence again I dont *know. It comes past within a mile and a half of us so you see if once the road is made we can go to Albany in 2 hours.*

Everything is high hear at present: flour is 10 to 11 dollars per Barrel 296 lb, oats 50 to 55 cents per Bushel, Barley from 10 to 12 shillings per Bushel, rey [rye?] the same, corn indian 90 cents to 1 dollar, Butter 18 to 25 cents per pound, eggs 15 to 18 cents per dozen, dead swine 6½ dollars per 100 lb, Beef will range from 6 to 15 cents per lb according to quality, mutton much the same.

Men for working upon a farm will get from 90 to 100 dollars a year with Board, but there is not a farmer in twenty keeps a hired man in winter. The way they generally do, they hire them from the first of Aprile to the first of November at the rate of 10-12 dollars per month but remember these ar the highest wages. Ther is plenty of men to be got from 7 to 8 to 9 dollars per month, but remember these are the highest wages. There is plenty of men to be got from 8 to 9 dollars per month. When I lived at Albany I could get plenty of Irishmen for 4 to 5 dollars in winter per month and sometimes I could get them 3 or 4 months in winter for there Board, but a good tradesman will do beter. They will get 10 shillings to 2 dollars per day shuch as Blacksmiths, Carpenters of all kinds, masons of all kinds and many other kinds two numberous to mention. They could Better their circumstances if sober and steady and industrous. Servant girls will get 3 to 6 to 7 dollars per month according to goodness but there is thousands of Irish and dutch girels that cant get places at all but the Scotch and Inglish are better liked espeachly if they ar good looking. But I see by the Newyork papers that work is very scarce. At present in all the States a great many people ar out of imploy for want of money to pay them with.

You will like to know how the farmer get along. If you can belive me I have seen more distress amongest farmers hear than ever I saw in Scotland but there is a cause for it. There is not one farmer in 10 has got his farm clear of det (debt) they are mostly all poor when they commence, they morgage the farm at 7% for every 100 dollars —

so with paying the servants + the interest on there morgage the one half of them can scarcely get along at all but they are ____ poor farmers. To describe them would take me a long time, they plough + crop one field every year as long as anything will grow and there dung will be lying round the stables for years but if they get 10 or 12 bushels per acre they are pleased. I have been trying to buy dung from my neighbours but they won't sell they are always going to lay it on there ground, but never gets it don (done) — and as for these ploughmen they are wretched bad.

I must now say something about my family. Janet + her husband live in Jercy City (Jersy), they are doing well and getting richer every day. I believe his property will be worth 12 or 13 thousand dollars and every year he is making it better. Eliza + her husband lives in Jersey too he keeps a butter + cheese shop + and I am told he is very rich, perhaps worth more than 30000 dollars. Both Janet and Eliza has gottn gold watches so you see they are just about as big as Lady Kirk. Margaret's husband died about 2 months ago and she is now stopping with Jannet. They were doing very well but you know death makes suden changes. Allan works in a machine shop in Jersey, has been in the same shop for this 7 years he gets his 2 dollars per day + never one day idle. I beleive he has saved about 12 or 13 hundred dollars and not married yet. Thomas has gone to Philadelphia and has started a shop on his own ____ had a letter from him a month ago he sayes he is doing well + making money in spite of hard times. He is married has got 3 children. Robert and Anne are with me at the farm.

This last summer has been very dry and tremendeous hot. Image from 95 to a 100 to 105 to 110 in the shade. *Winter commences hear about the 15th of November. The snow has been about 2 feet deep with severe frost sometimes 10 to 12 degrees above zero but this degree of cold seldom lasts over 2 or 3 days at a time gets nice again. Today it thaws a little and is fogy but it is seldom the ground is clear of snow before the middle of Aprile and seldom we can plow any before the first of May — so you see we have little time to put in our crop but I have got my ground mostly plowed in the fall-- the crops last summer was very light. Just like what they were in Scotland in the drey year 26 but I had an excellent crop of potatoes, dont think there was better in york state. Potatoes sell in Albany this year at 70 to 80 cents per Bushel.*

The price of land hear varyes according to good houses and good location and other improvements on the farm. Say from 15 to 20 to 25 to 30 and some places 40 and 50 dollars per acker and the nearer you to Albany the dearer. You cannot buy land near Albany short of 100 to 200 to 250 dollars per acker and not very good at that but there is no want of farms. Any man will sell his farm if you give him his price.

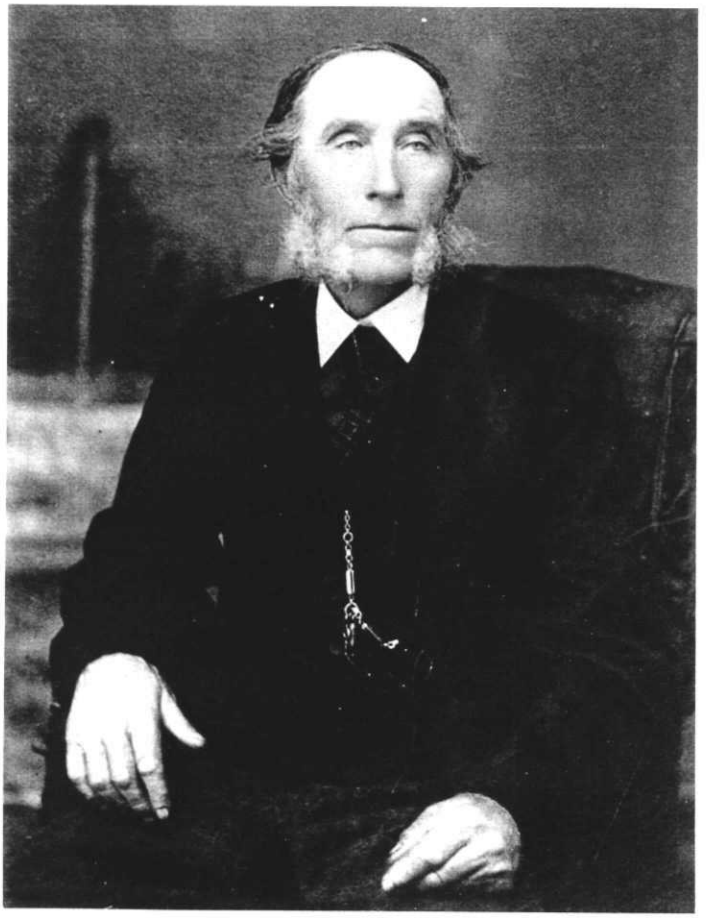
I see by the papers that the farmers in scotland must be making money as everything is high but stop till the war is over and they will make you pay for it. Everything will go to crash again. I look upon the working people of Scotland to be ten degrees wors of than the slaves in america for they are harder wrought and wors fed and the farmers are but slave drivers but I must stop liest you be offended, for my Blood is geting hot and I thirst for vengence on yur curced landlords pulling the soul out of you every 6 months and your curced quen and your curced priests.

My dear sir wen you recive this letter write to me, send me all the news and I promis you I shant be so long in writing to you again. My wife sends her love to Mrs. Gibson and all your famley, give our love to all the people about southwick and colvend and all iquirng frinds. You will much oblige your most obedient servant Allan Carswell.

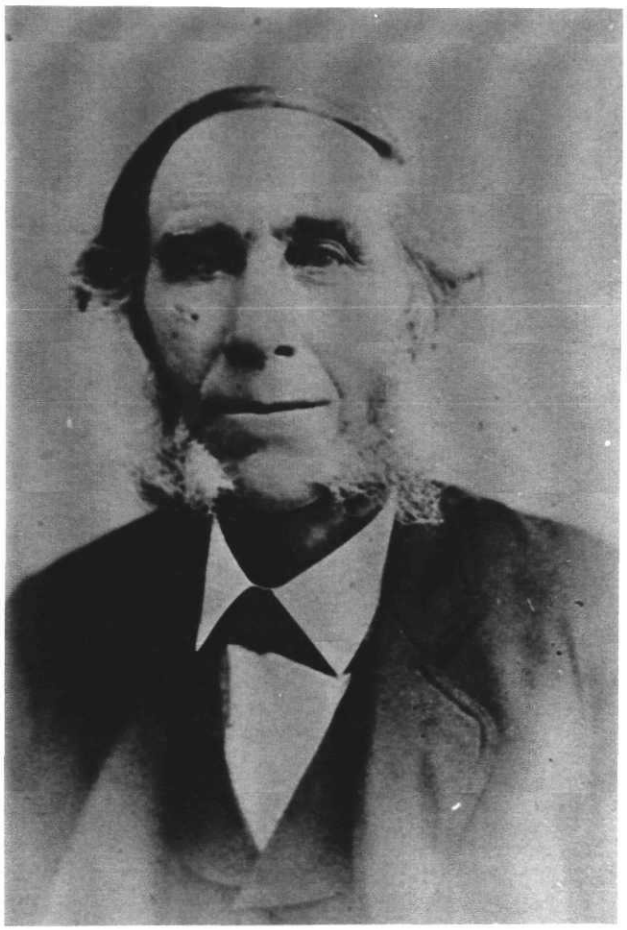
When you write adress to Allan Carswell East worcester Otsego county New york state North America. Wishing you a happy new year.

THE CARSWELL FAMILY

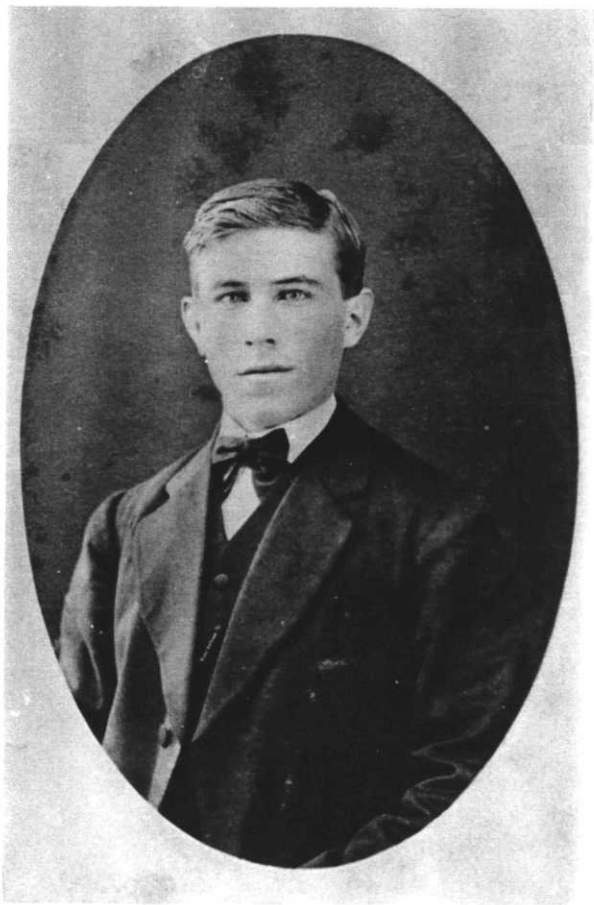
GEORGE CARSWELL
1818 - 1908



ELIZABETH (HARRIES)
CARSWELL
1820-1908



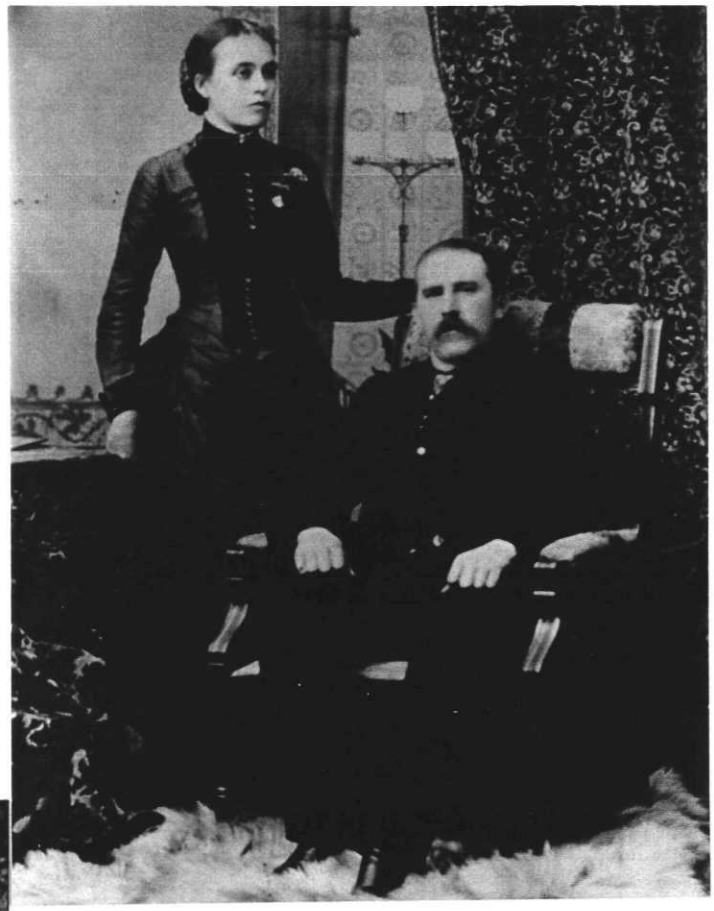
GEORGE CARSWELL
1819 -1908

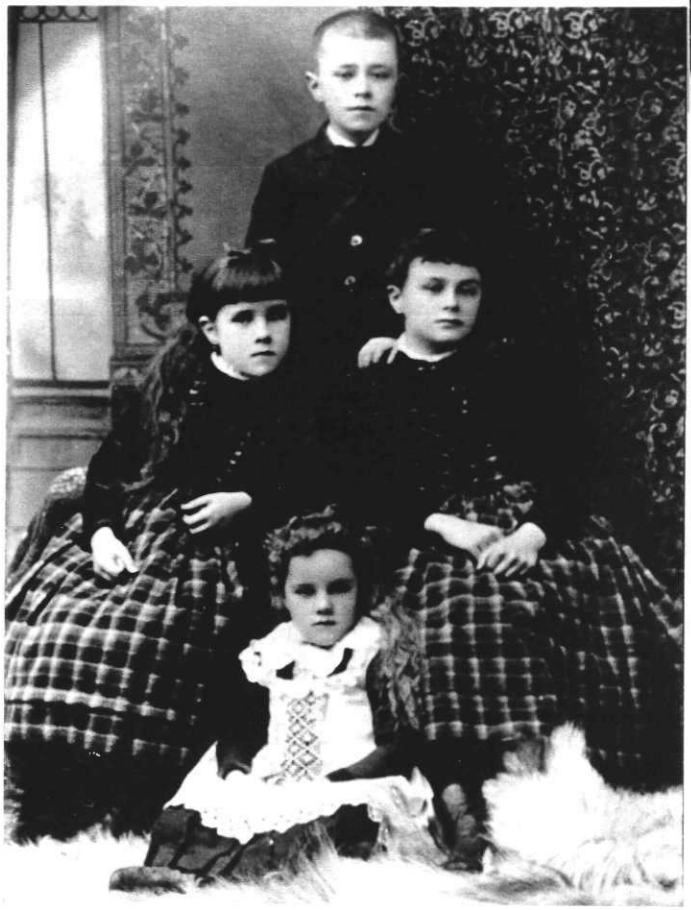


THOMAS CARSWELL
1851 -1924

THOMAS & JANE (MOAKES)
CARSWELL

1851 - 1924
1865 - 1951





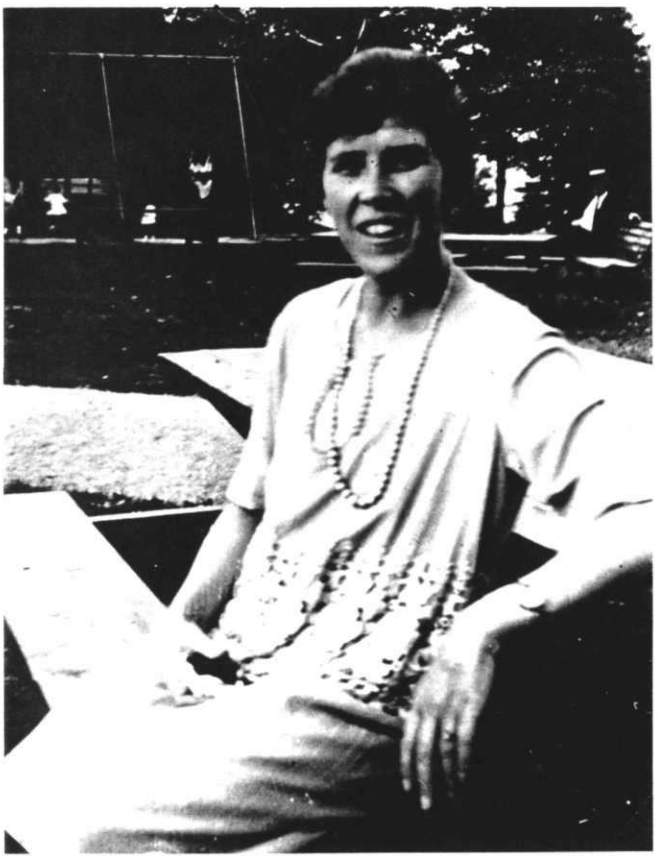
GEORGE JAMES, AGNES,
ANNIE ELIZABETH & JENNIE
(JEAN) CARSWELL

1877 - 1975
1879 - 1965
1876 - 1966
1882 - 1966

ANNIE ELIZABETH (CARSWELL)
WILSON
1876 - 1966

GEORGE JAMES CARSWELL
1877 - 1976

AGNES CARSWELL
1879 - 1965



JENNIE (JEAN) CARSWELL
1882 - 1966

JENNIE (JEAN) CARSWELL
1882 - 1996

GRACE DALTON (CARSWELL)
EASTWOOD
1890 - 1985

THOMAS & JANE (MOAKES)
CARSWELL

AGNES, JEAN, JANE & GRACE
CARSWELL

THE MOAKES FAMILY

JOHN & SARAH (DALTON)
MOAKES

1815 - 1896
1824 - 1891

JAMES, JANE & ANNIE
MOAKES

1851 - 1919
1856 - 1951
1860 - 1942

SARAH (DALTON) MOAKES
1824 - 1891

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