

MUNICIPAL HERITAGE TRAIL



SCHOOLS

- 1 Grand Bay Primary
- 2 Inglewood Elementary
- 3 Westfield Elementary
- 4 River Valley Middle School

FACILITIES

- 5 Public Beach
- 6 Ball Fields
- 7 Soccer Fields and Track
- 8 Tennis Courts
- 9 River Valley Community Centre (Arena)

CHURCHES

- 10 Baptist Church
- 11 Catholic Church
- 12 United Church
- 13 Wesleyan Church
- 14 Jehovah's Witness Congregation Hall
- 15 Anglican Church of the Resurrection

LANDMARKS

- 16 Boat Ramp
- 17 Cenotaph
- 18 Golf & Country Club
- 19 River Valley Lions Community Centre
- 20 Mt. Hope Farm Historic Site
- 21 Post Office
- 22 RCMP - Royal Canadian Mounted Police

MUNICIPAL HERITAGE TRAIL KIOSKS

- 23 Town Hall / Community Centrum / Fire Station #1
- 24 Senior Citizen Complex
- 25 Unity Park
- 26 Westfield Wharf
- 27 Cable Ferry
- 28 Fire Station #2
- 29 Brundage Point River Centre and Visitor Information Centre

- Grand Bay
- Pamdenec
- Epworth Park
- Ingleside
- Picnic Shelter
- Ononette
- Westfield Beach
- Lingley
- Sagwa
- Nerepis

MAP LEGEND

- ⊕ Church
- Railway
- - - Municipal Heritage Trail

Town of Grand Bay-Westfield
 506 738-6400
www.town.grandbay-westfield.nb.ca



This Grand Bay Train Station was built around 1921, replacing the original 1898 station. It served a population that farmed, logged and many who worked at the Thompson Foundry pictured on the left side of the picture and the present site of Home Hardware and the Irving gas station. This was the heyday of train travel and employed many who worked the track from Saint John to Montreal.

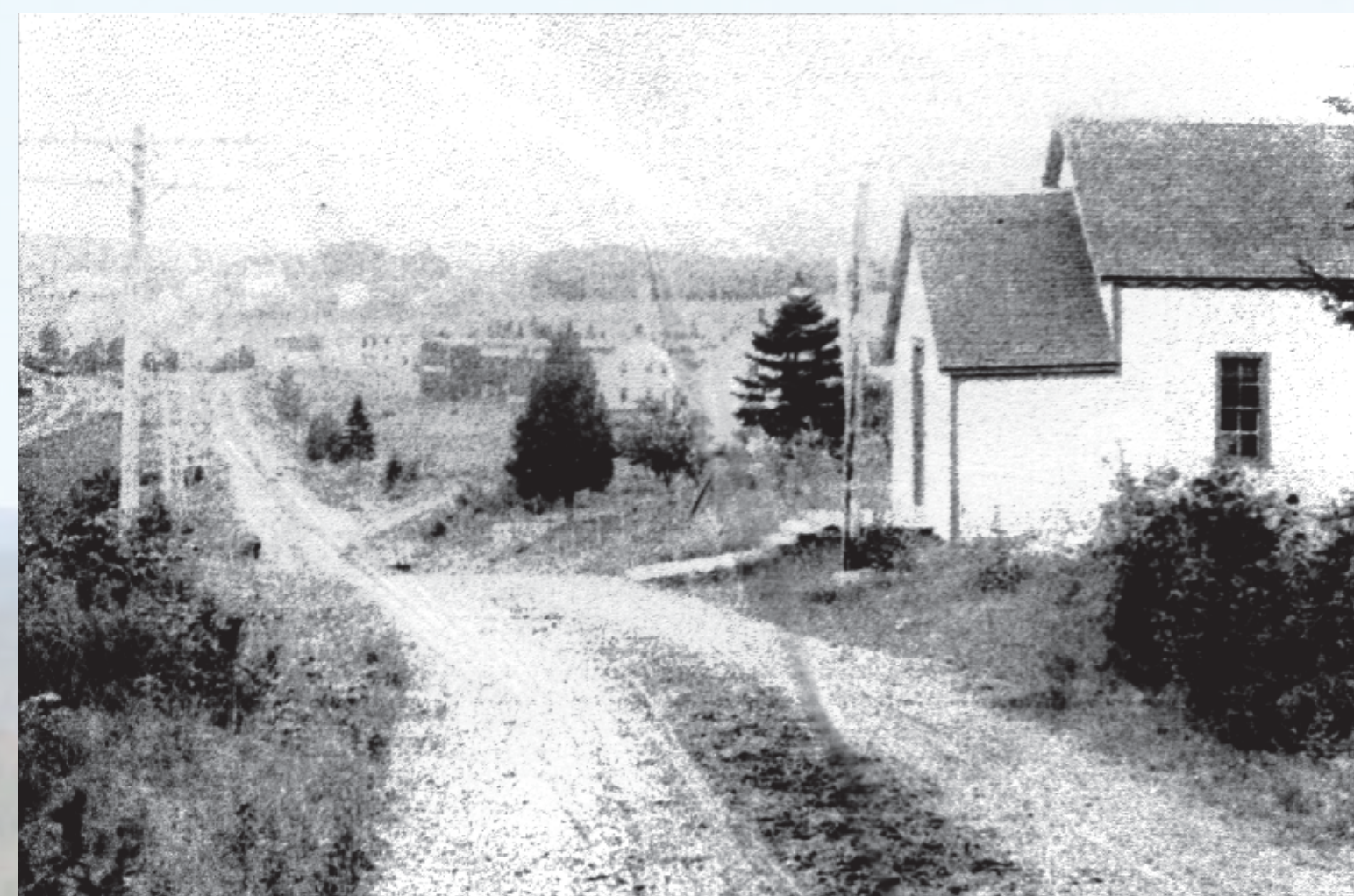
From the St. John Sun of 6 August, 1890

**St. Paul's (Valley) Church
PICNIC!**

Will be held at Grand Bay on Wednesday, 6th August.

Tickets - 35¢ and 25¢ - can be obtained at the station.
Trains leave at 9:15 and 2:15, returning at 6p.m.

c. 1990, overlooking Grand Bay to the rocks of Martinon Point and the Kennebecassis River with the Thompson Foundry and Hoyt farm visible.



Looking south down the gravel Main Road (Woolastook Drive). The school is on the right and at the bottom of the hill was the Backland (Highland) Road that led to farms and fishing lakes.



**GYRO FRESH AIR CAMP
1927 - 1964**

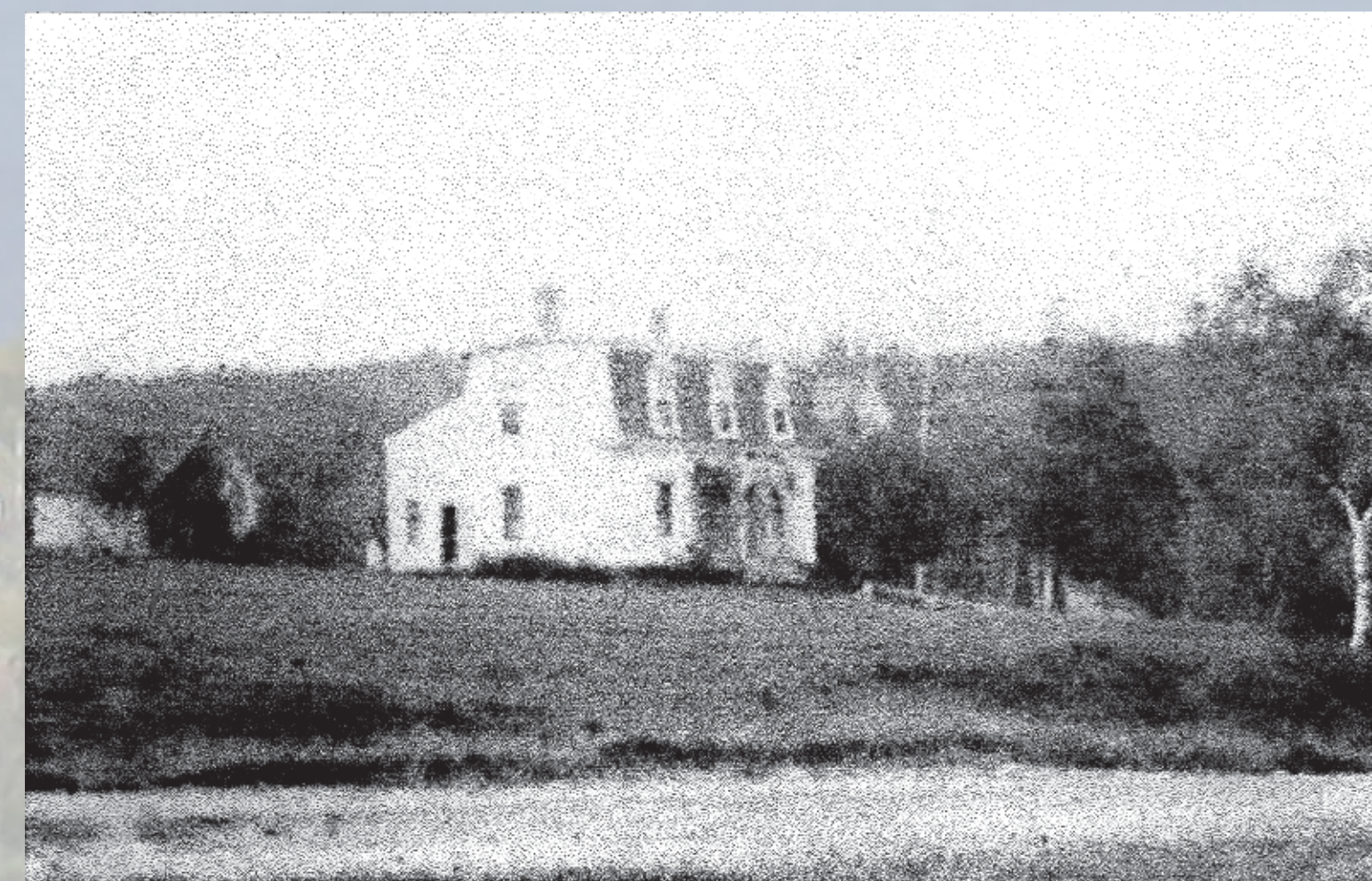
The Gyro Club of Saint John, started in 1922, soon found themselves a project: a fresh air camp for the underprivileged youth of the city. During the first few years they camped with tents on the shores of Fairvale, Ketepec and Grand Bay. In 1924, they bought property in Grand Bay for \$10,000 and proceeded to develop it as a permanent camp. In 1927, the Gyro Club's Summer Camp for undernourished children became a reality. Several huts were constructed to house the children. They also furnished dining room facilities, play rooms and sleeping quarters. Being next to the St. John River, swimming was a natural activity.



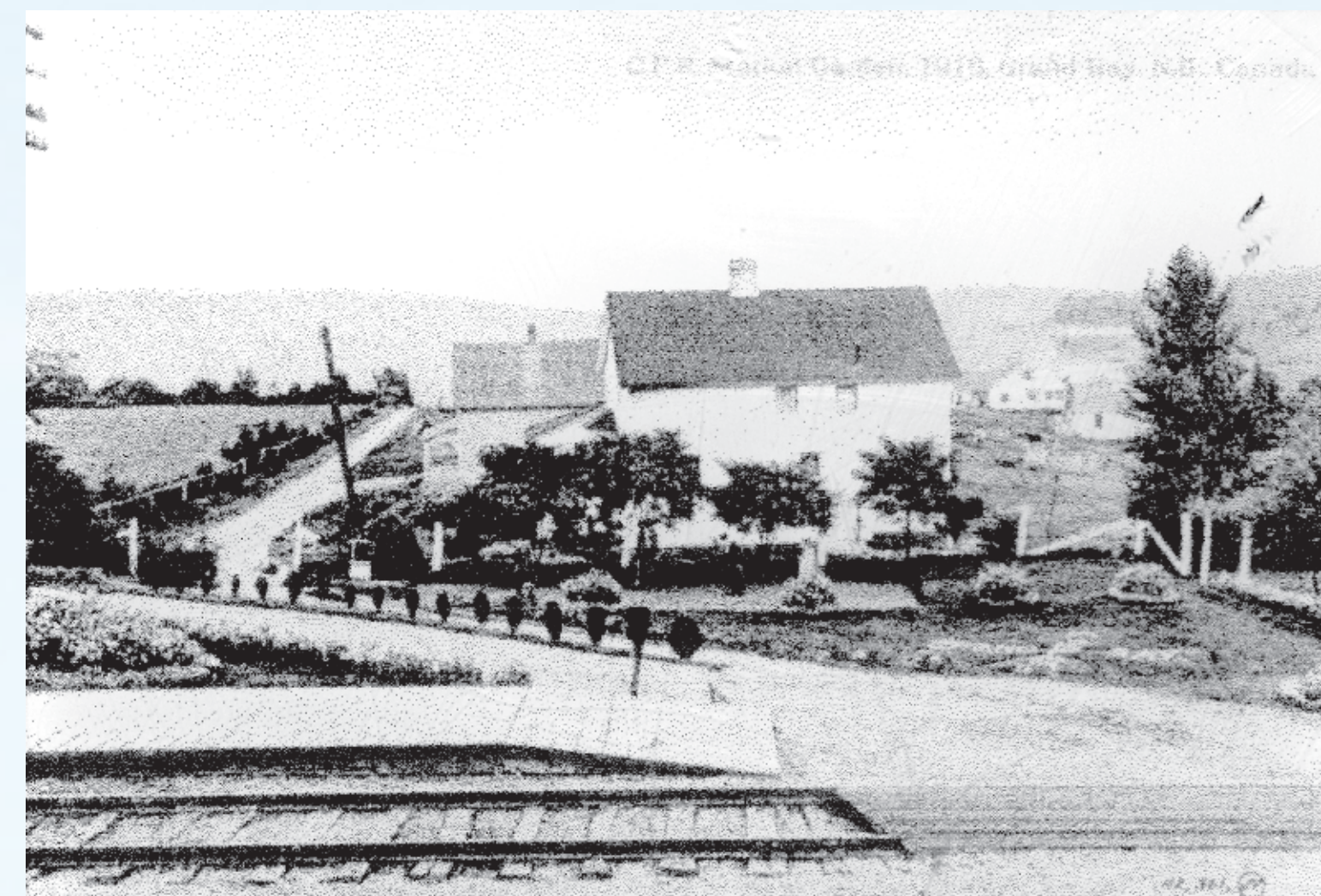
**GYRO FRESH AIR CAMP
OPENED BY MAYOR WHITE
(Telegraph, July 1, 1927)**



During the 1930's this was a day's catch of trout on Round Lake, back of Grand Bay.



The Hoyt family home, built before 1900 and now part of the Business District of Grand Bay-Westfield, located at 241 River Valley Drive.



In 1910, Grand Bay was a farming settlement with a Post Office authorized to issue postal notes - a flag station on the C.P.R. - ten miles from Saint John and four miles from Westfield. The community had telegraph and Dominion Express and a population of 75 souls.



Salmon fishing along the mighty St. John River in 1930.



July 23, 1928, looking into Grand Bay from the rocks at Martinon Point.



Hamm's Grocery Store and Gas Station on Woolastook Drive.

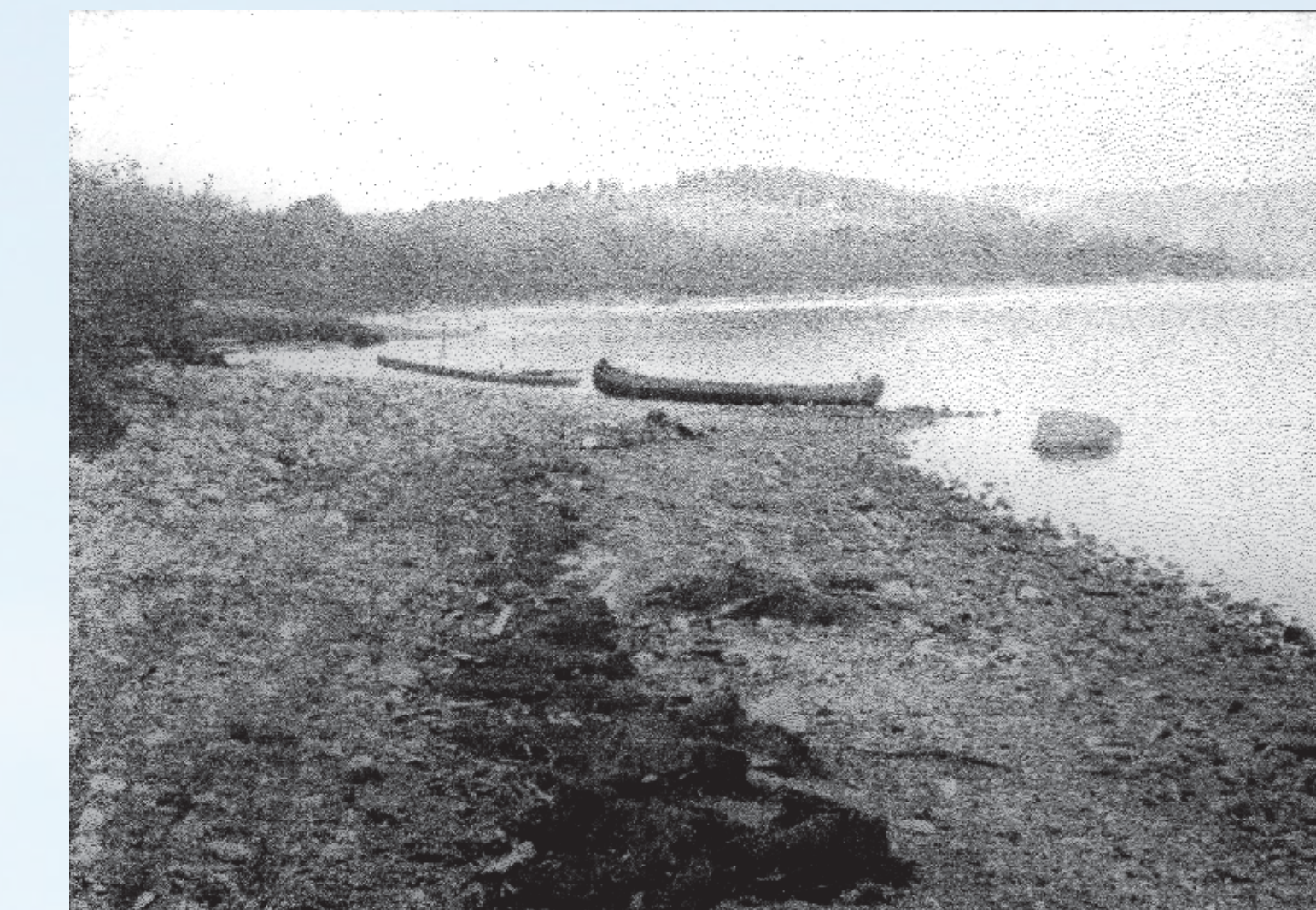


Front left to right, Philip (store owner), Mae, Isabelle, Elizabeth, Great-grandmother Davis. Back left to right, Henry and Roy.

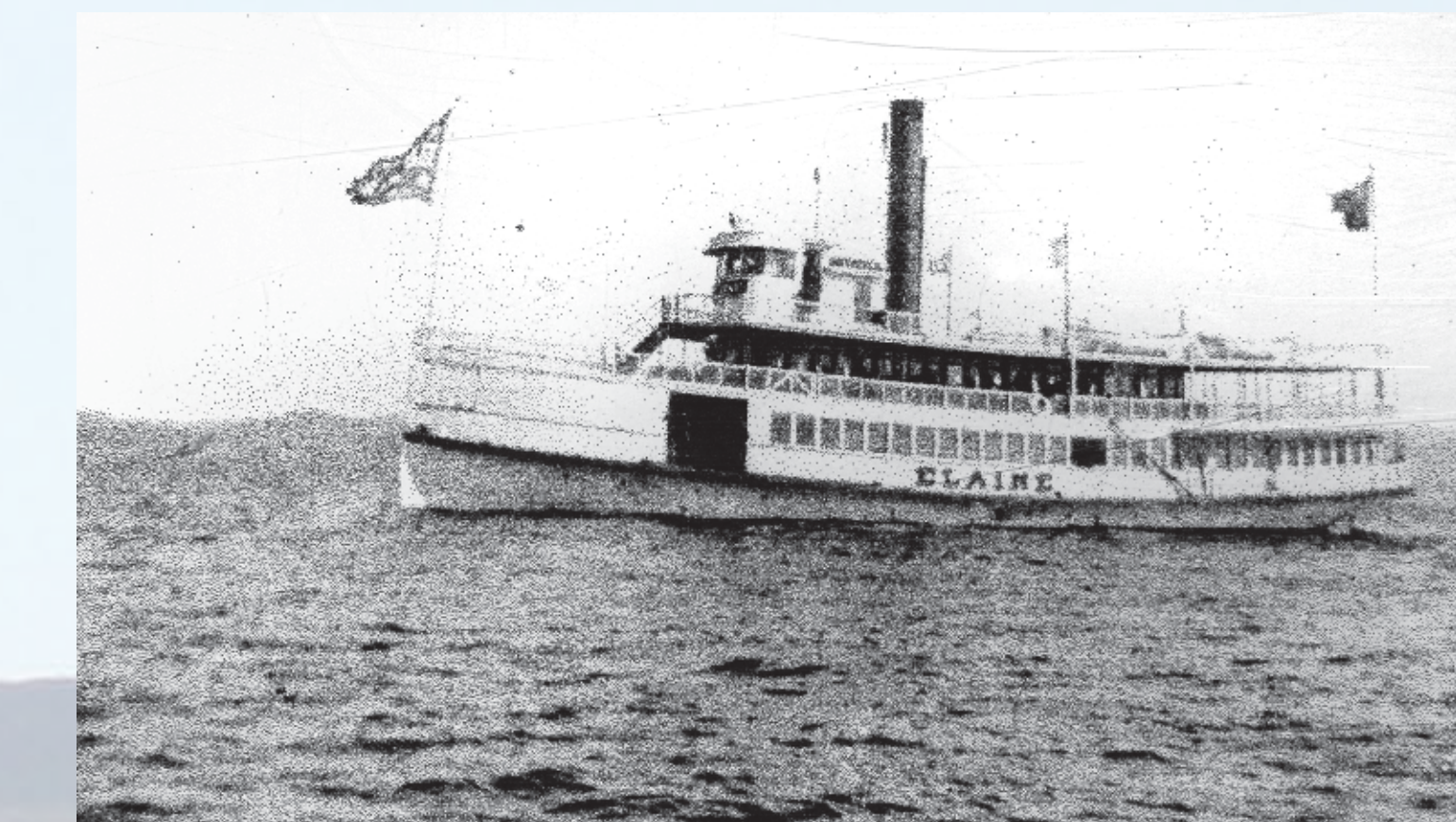


Original Grand Bay School with outdoor privies. This school was used until 1949. In 1878, there were 19 pupils attending the Grand Bay School taught by Hattie Nugent. Maud Caulfield was the teacher in 1882 and Lily Roberts in 1888.

The following students were enrolled in 1902:
Brown: Robin, Bertha, Winnifred
Calvin: John, Joseph, Dora, James, Stanley, Maggie
Gregg: Oscar
Hamm: Hazel, Ida, Roy, Mary
Johnson: Gordon
Morrow: Fred, Ethel, Arthur
Stevens: Hazel, Harold, Walter, Bennie



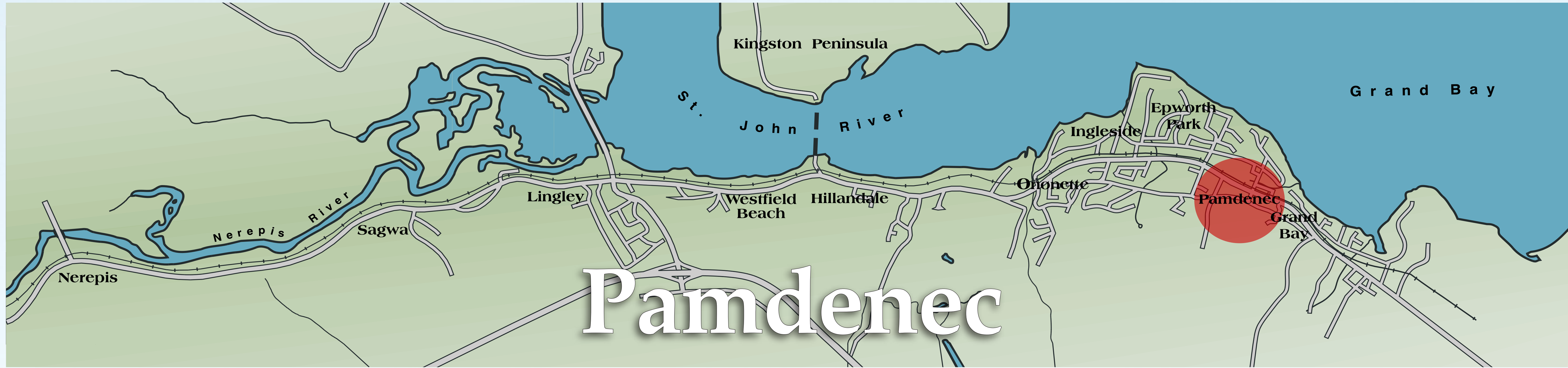
A view of the Grand Bay shoreline.



The first of the River Boats was built in 1817. The 'Elaine' was built later that century and was seen from Grand Bay on her way to Grand Lake.

MUNICIPAL HERITAGE TRAIL

Grand Bay



**GRADES 4 - 6, GRAND BAY SCHOOL
1950 - 1951**

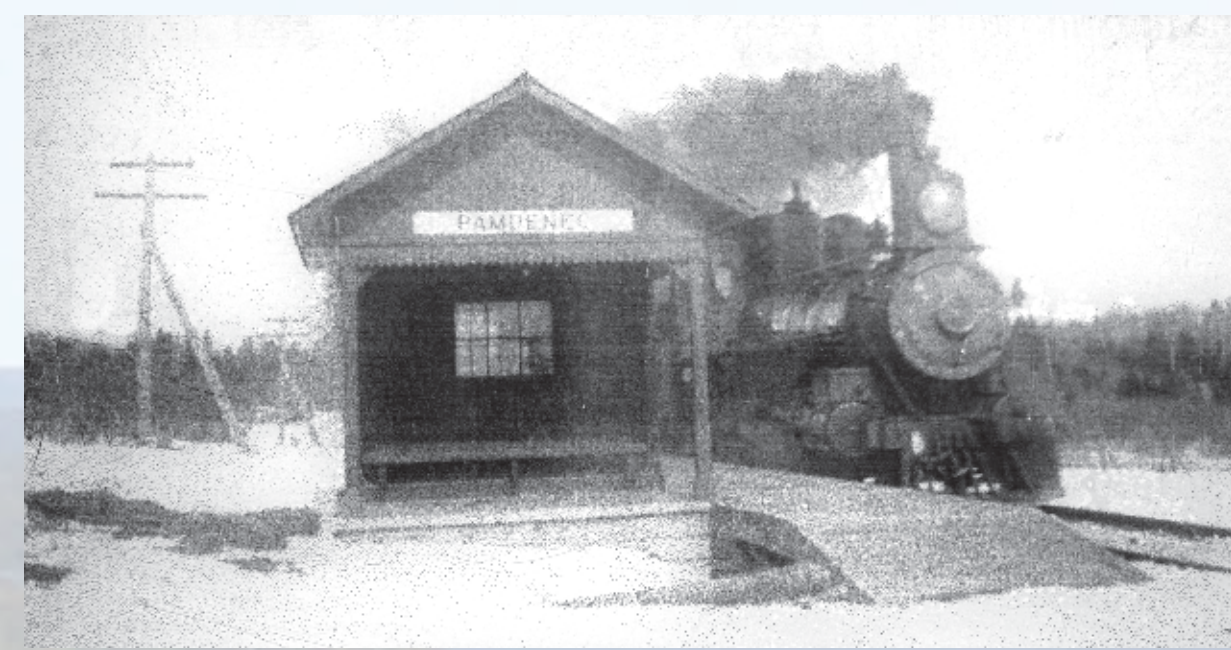
Back Row: Dixie Brown, Violet Semple, Loretta Silliphant, Margaret McLellan

Fourth Row: Lillian Maxwell, Joan Marshall, Barbara McQueen, Pat Patterson, Merry Hamm, Myrtle Greenlaw, Sandra Bemrose

Third Row: Margaret ?, Patsy Connell, Mary McQueen, Judy ?, Lillian Handle, Sherill McQueen

Second Row: Bill Camp, Garnett Cress, Wayne Saunders, Clifford Shaw, Robert Jones, Fred Woods, Kenny Eglington, Robert McKiel, Glendon Saunders, Bill White

Front Row: Lawrence McKiel, Orville Yoe, Carl Starkey, Carl Calvin, David Redfern, Keith Woods, Frankie Campbell



PAMDENEC TRAIN STATION
These trains that made daily trips into the City were the main method of transport up to the end of WWII.



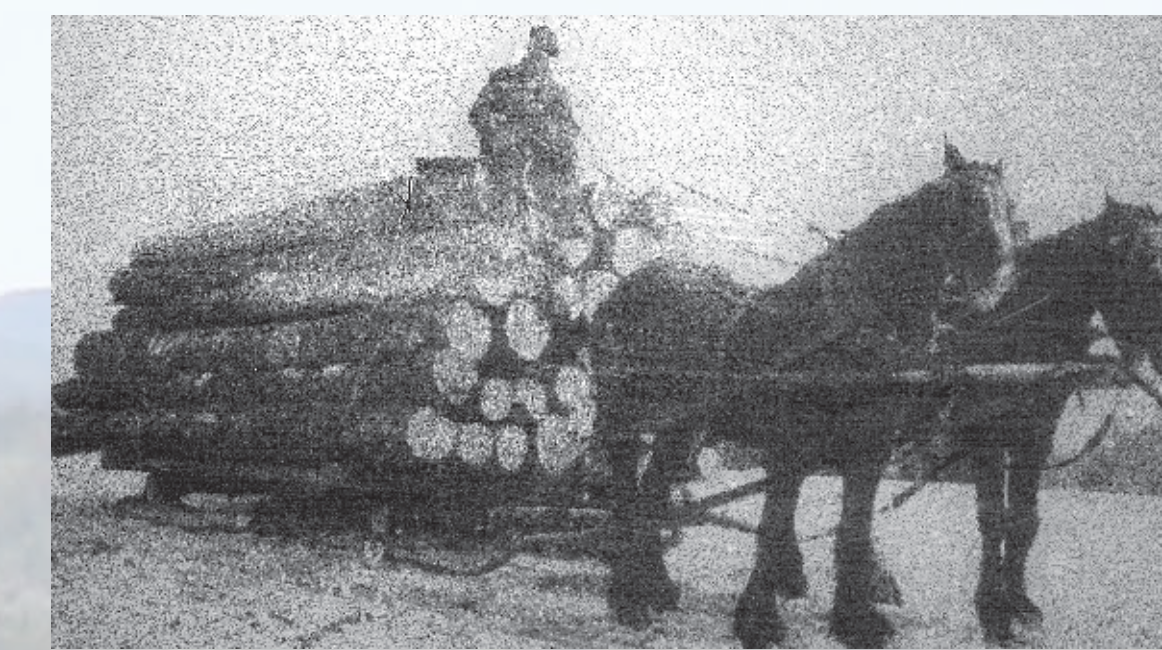
Canoes lined the Pamdenec Beach as canoeing was a major recreational pastime during the summers along the River.



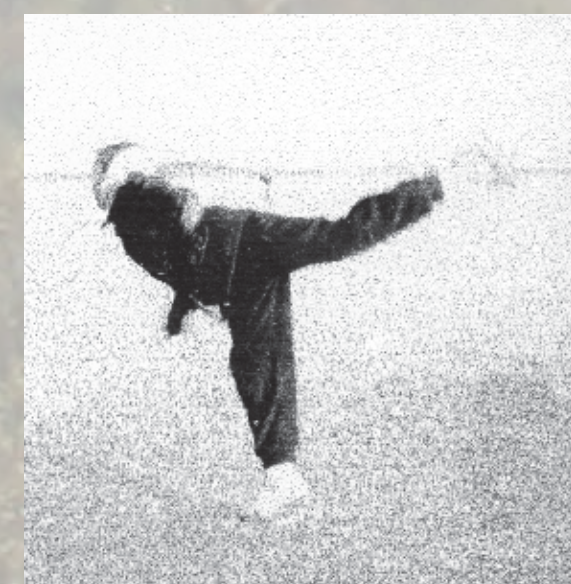
Looking down the Main Road into Grand Bay from Pamdenec.



Located along the Main Road (Woolastook Drive), these cabins were gone by the 1950's.



As the population of New Brunswick grew, so did the lumbering and forestry trades. Logs were cut and hauled from the forest in winter and floated in booms to the City for transport.



Dixie Brown, and residents all along the River, made use of the frozen waters from skating, skiing and racing throughout the winter months.



Ken McAlpine, a member of the Pamdenec Outing Association was a winner of the swimming events in 1923.



ARMY CADETS IN TRAINING

Alvin Martin, Harold (Pop) Munro, Timmy Hamm, Bobby Craft, Neil Martin



GAULT'S FOOD MARKET

Gault's store, located between Home Hardware and the Church, was purchased by Harold Gault in 1947 from Colin MacDonald.

MUNICIPAL HERITAGE TRAIL

Pamdenec

About 1907, two Saint John Methodist Ministers, Rev. James Crisp and Rev. Neil MacLaughlan looked over 30 acres of vacant river-front property just above Pamdenec. They hoped to establish a campground similar to the Beulah Camp at Brown's Flat. Epworth was the home of John Wesley, the founder of the Methodist Church.

The land belonged to a prominent farmer, Charles Hayter, who was willing to sell the land near the river for \$1500. There were two interesting statements in the original deed. For domestic purposes, the owners could have the use of a spring of water known as the Boiling Spring and the other statement was that a small piece of land about 20 feet square, occupied by the graves of John Hayter, May Hayter, William Hayter and Walter Biggard shall never be built upon or used for any purpose. Cottages began to be built, mainly for Methodist families from Saint John. When the Church campground idea was dropped, families of various denominations started building summer cottages.

The first construction was a wooden foundation for a tabernacle located at the northwestern corner of the field. It never got past the foundation stage, but for many years open-air services were held there with the congregation seated on wooden stringers. The earlier residents were very conscientious in attending open-air services on the beach at Ingleside and sailing on boats to services at Crystal Beach. An added pleasure at the latter was the choir made up of boys from an English Orphanage up river, known as the Bernardo Home.

The first inhabited structure was a one-room cabin built by Bernard Holder, and the first completed cottage was for Rev. Neil MacLaughlan in 1909. Other cottages built in the following years belong to George Higgins, Will Spence, H.P. Robertson, William Young, Hiram Williams,

George E. Chase, R.A. Corbett, W.H. Myles, along with the Featherstones who also lived in the Park.

There was no public road into the Park, and until about 1923 a narrow road up to the old highway, up a very steep hill, was the only vehicle passage. Vehicles had a very hard time traversing this road and most families used the train or boat. The C.P.R. established a small station at Epworth Park and the train leaving the City at 1 p.m. on Saturdays was sometimes 16 cars or longer. The other means of transport was by boat. In 1909, a wharf was completed. It was used for the transport of building supplies and groceries as well as passengers. Regular calls were made by the old Sincennes, the Majestic, the Hampton and occasionally by the large Victoria. They would almost always call in on their way upriver, but only when a white flag was erected on a post for down-river trips.

For many years, water sports were very popular. Each year races were held in swimming, diving, rowboat and canoe competitions at Epworth Park. The Park would also compete each year in races held at Pamdenec and at Westfield.

Prior to good roads and plentiful cars, obtaining milk was quite a chore. Young boys would have to go each day or two to the Hayter Farm on the old road, the Stephens' Farm at Brandy Point to the Finley Farm and store near the tracks at Ingleside.

Before radios, television and outdoor movies, people had to make their own fun and that included the Sunday evening sing-song frequently held at Clint Regan's where his bagpipes furnished extra enjoyment. A 'chivari' was quite the custom when a park resident was married. Early on, a tennis court was built and the ball field held exciting contests with games against Sand Point, Pamdenec and Grand Bay. Field sports were also held, with one of the most exciting being the ladies' run with egg on spoon, and their pounding a nail into a board.

Shortly after the First World War, the Epworth Park Outing Association was formed and continues to this day.

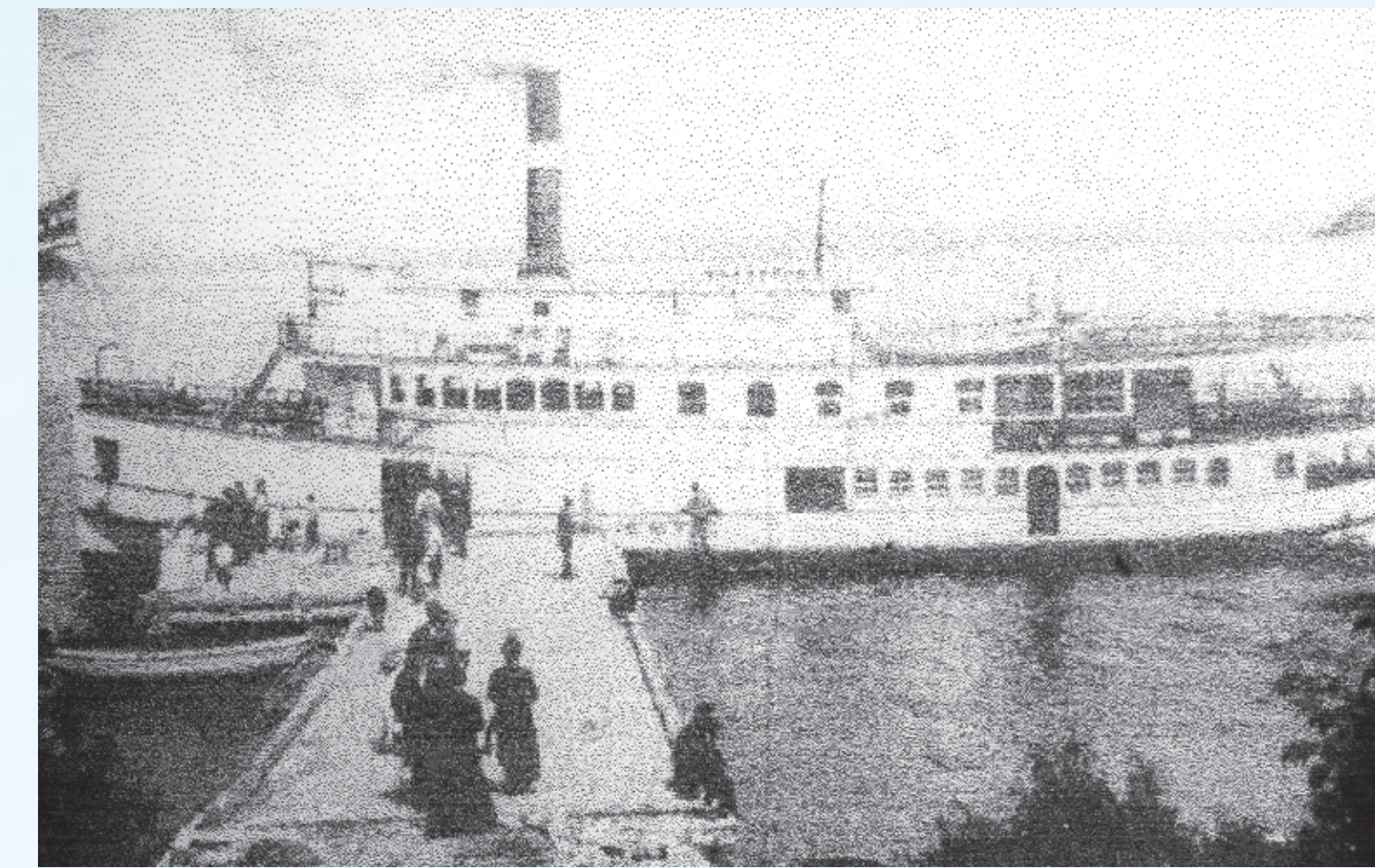


THE EPWORTH PARK OUTING ASSOCIATION – 1949
Newton Fanjoy, President

Loyalist Captain John Hayter was granted 400 acres of land on the St. John River and settled at what is now called Epworth Park. His brother William, who had settled in Parrtown, afterwards built the first frame house near Epworth Park, to which his brother John Hayter and his family moved, when they left the log house which they had erected in 1783. John Hayter died in 1811, and was buried in Epworth Park.



Enjoying a horse and buggy ride, pulled by Lulu Belle, were Joan Hamm, Dorothy Buckley, Diann Gallop and friends in 1953.



STEAMER MAJESTIC AT EPWORTH PARK WHARF – 1903

The Majestic was built in Toronto in 1899 and operated by the Richilieu River Navigation Company of St. John's, Quebec.

Purchased by a local firm, the Star Line Steamship Co., she was the first steel-hulled boat on the St. John River, and was destined to be its last steam passenger boat. Among other owners were the "Gault-Taylor" interest, the Eastern Canada Coastal Steamships Limited, the Saint John Marine Transports Limited, and finally, T.A. Jarvis of Nauwigewauk.

The popular and speedy river steamer was conveyed by two sturdy tugs in May, 1946, and beached back at Darling's Island, where she was intended to be turned into a restaurant and dance hall, but it never came to pass.



An early sailboat at rest along the River.



ST. JOHN RIVER GEOLOGY

The geological history of the river basin indicated that the great River has developed at the expense of the other river systems of New Brunswick, owing to changes in the earth's crust in the course of ages. Thus it has materially robbed the headwater supplies of the Restigouche, Nepisiguit, Miramichi and Richibucto. Indeed, the upper part of the St. John which runs westerly, once discharged by the Restigouche into Chaleur Bay, but it later diverted southwards.

The valley of the lower St. John was once much higher than at present and extended some distance out into what is now the Bay of Fundy where its course has been traced by soundings. Near Partridge Island there was a considerable fall in its course.

Historical Guide to NB, published in 1928.



Enjoying a horse and buggy ride, pulled by Lulu Belle, were Joan Hamm, Dorothy Buckley, Diann Gallop and friends in 1953.



ST. JOHN RIVER WOODBOAT WITH LOG BOOM

Woodboats were built almost exclusively on the lower St. John and its tributaries. Many of these boats were built by farmers in winter to keep themselves and their hired men busy. The vast majority were owned either by farmers or lumber merchants.



In front of the cottage at the turn of the century.



Beach Crowd in 1925.



THE PRENTICE BOYS

Front: Well Marks, Fred Morrow, Dave Hamm, Willie Davis, Leslie Vair, Fred Hamm, Jim McLeod

Middle: Charlie Stevens, George Chilton, Carl Bonnell, Jim Calvin, Billy Smith, Jim Geddes

Back: Howard Muir, Melvin Vair, Allan Shaw, Tom Shaw, Harry Truesdale, Ora Carson

The Prentice Boys met in the Orange Hall, located to the right of the Home Hardware building. It was demolished in 1998.

MUNICIPAL HERITAGE TRAIL

Epworth Park



TRAIN TIMES SHOWN HEREON NOT GUARANTEED. DAYLIGHT SAVING.

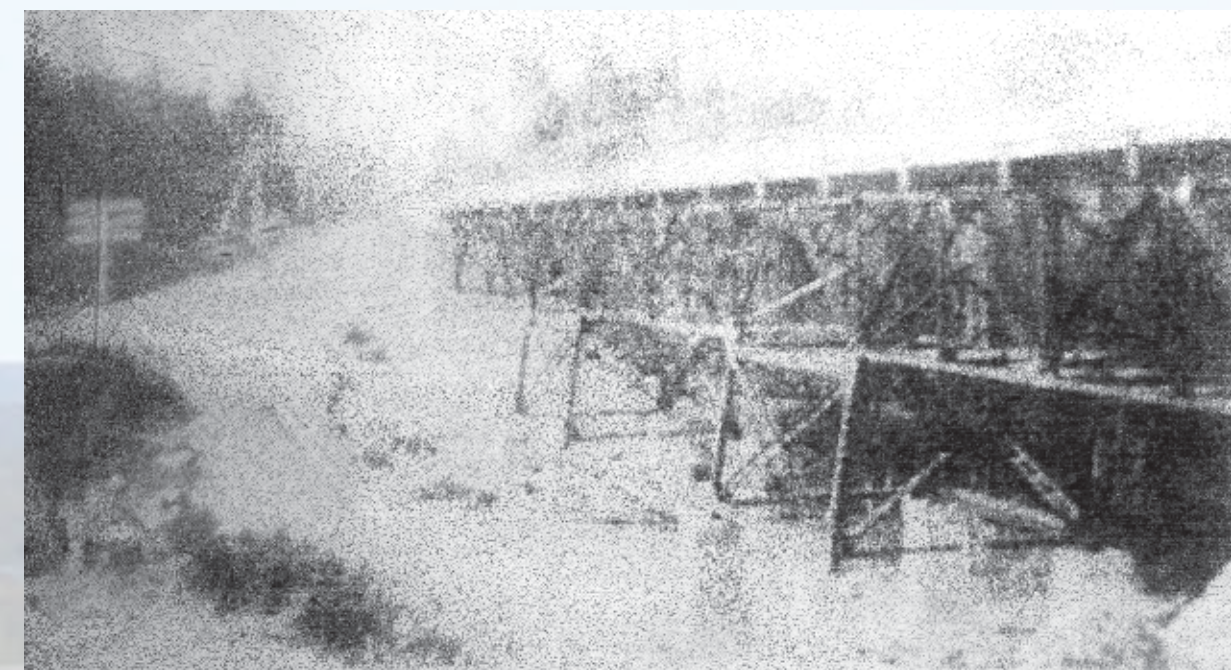
SAINT JOHN TO WELSFORD

Miles	STATIONS	119 Sunday Only	125 Saturday Only	127	105	120 Fri. and Sat. June, July & Aug. First Trip June 1
0	Saint John	10 00 am	1 15 pm	1 5 15 pm	6 15 pm	10 15 pm
3	Fairville	10 10 "	1 25 "	5 25 "	6 25 "	10 25 "
3	South Bay	10 15 "	1 35 "	5 30 "	6 30 "	10 30 "
6	Acamae	10 18 "	1 39 "	5 34 "	6 33 "	10 38 "
7	Ketepoc	10 20 "	1 42 "	5 37 "	6 35 "	10 40 "
8	Morna	10 22 "	1 45 "	5 40 "	6 38 "	10 43 "
9	Martinton	10 24 "	1 48 "	5 42 "	6 41 "	10 45 "
10	Grand Bay	10 28 "	1 53 "	5 46 "	6 46 "	10 50 "
11	Pandener	10 31 "	1 56 "	5 49 "	6 49 "	10 53 "
12	Epworth Park	10 32 "	1 58 "	5 51 "	6 49 "	10 55 "
12	Ingleside	10 34 "	2 03 "	5 53 "	6 51 "	10 57 "
13	Ononette	10 36 "	2 05 "	5 55 "	6 53 "	10 59 "
14	Hillandale	10 39 "	2 08 "	5 56 "	6 53 "	11 01 "
14	Westfield Beach	10 44 "	2 13 "	6 00 "	7 00 "	11 05 "
15	Lingley	10 46 "	2 14 "	6 05 "	7 02 "	11 06 "
17	Sagwa	10 48 "	2 17 "	6 09 "	7 06 "	11 10 "
19	Nerepis	10 51 "	2 22 "	6 14 "	7 10 "	11 17 "
20	Blagdon	10 54 "	2 25 "	6 18 "	7 13 "	11 21 "
22	Eagle Rock	10 58 "	2 28 "	6 21 "	7 17 "	11 25 "
23	Bayard	10 58 "	2 31 "	6 24 "	7 19 "	11 26 "
24	Welsford	11 02 am	2 40 pm	6 30 pm	7 27 pm	11 30 pm

WELSFORD TO SAINT JOHN

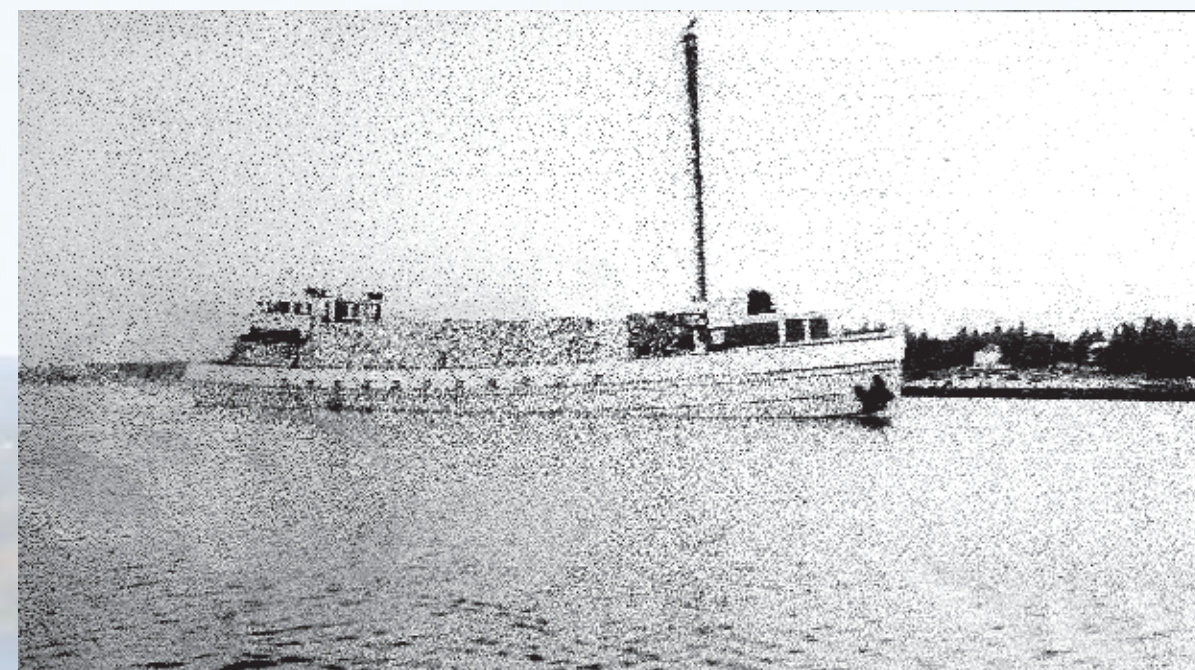
Miles	STATIONS	124	106	128 Saturday Only First Trip June 2	120 Sunday Only	130 Sat. Only in May June, July & Aug.
0	Welsford	1 6 40 am	1 7 35 am	3 20 pm	6 54 pm	7 30 pm
1	Bayard	1 6 42 "	1 7 38 "	3 23 "	6 56 "	7 32 "
2	Eagle Rock	1 6 47 "	1 7 43 "	3 27 "	7 00 "	7 36 "
4	Blagdon	1 6 50 "	1 7 46 "	3 30 "	7 02 "	7 38 "
7	Sagwa	1 6 54 "	1 7 50 "	3 34 "	7 05 "	7 41 "
9	Lingley	1 6 56 "	1 7 53 "	3 37 "	7 08 "	7 43 "
10	Westfield Beach	1 6 59 "	1 7 57 "	3 40 "	7 11 "	7 46 "
10	Hillandale	1 7 01 "	1 8 00 "	3 43 "	7 14 "	7 48 "
11	Ononette	1 7 03 "	1 8 02 "	3 46 "	7 16 "	7 50 "
12	Epworth Park	1 7 05 "	1 8 05 "	3 49 "	7 19 "	7 52 "
12	Ingleside	1 7 07 "	1 8 07 "	3 50 "	7 21 "	7 54 "
13	Pandener	1 7 09 "	1 8 08 "	3 52 "	7 22 "	7 55 "
14	Grand Bay	1 7 15 "	1 8 15 "	3 55 "	7 26 "	7 58 "
15	Martinton	1 7 16 "	1 8 17 "	3 58 "	7 29 "	7 59 "
16	Morna	1 7 19 "	1 8 19 "	4 01 "	7 32 "	8 02 "
17	Ketepoc	1 7 21 "	1 8 22 "	4 04 "	7 35 "	8 04 "
19	Acamae	1 7 24 "	1 8 25 "	4 06 "	7 38 "	8 06 "
19	South Bay	1 7 30 "	1 8 29 "	4 10 "	7 42 "	8 10 "
23	Fairville	1 7 35 "	1 8 35 "	4 15 "	7 47 "	8 23 "
24	Saint John	1 7 45 am	1 8 45 am	4 25 pm	7 55 pm	8 30 pm

1 Fla. stop on St. John. 1 Deliv. ex. Sun.



CONSTRUCTION OF THE MILLIGAN BRIDGE - 1919

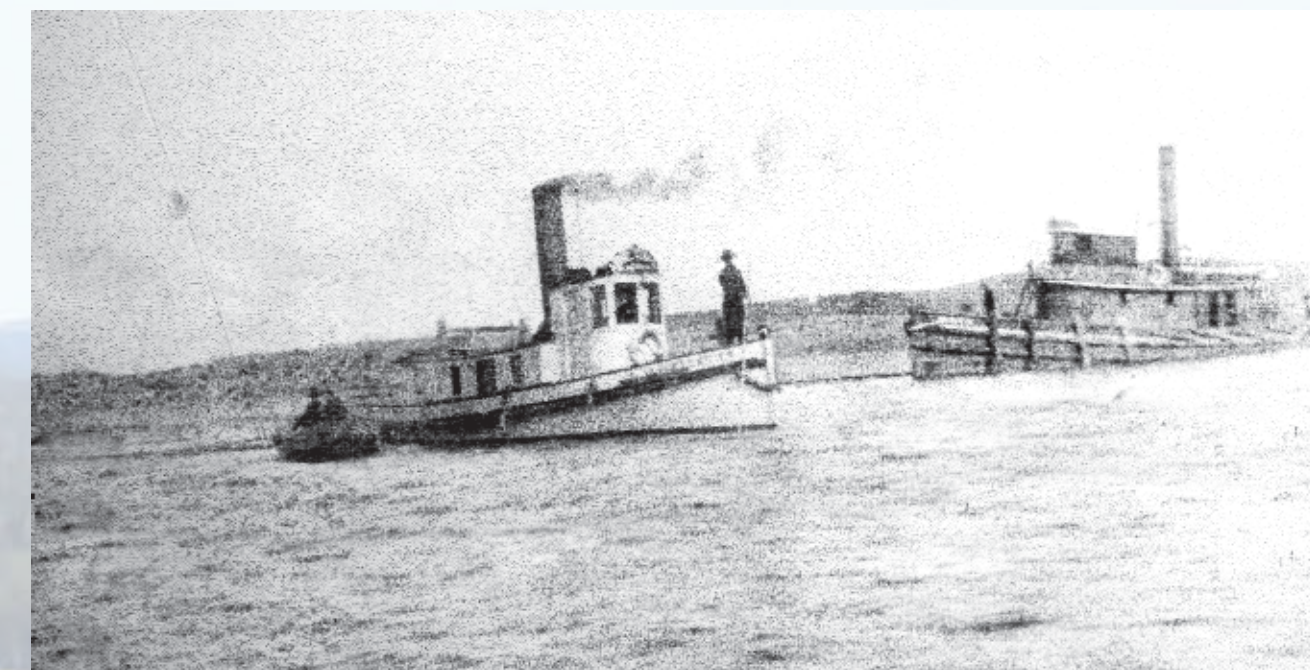
This bridge linked what is now Woolastook Drive with the Old Nerepis Road, between Grand Bay and Westfield. The bridge lasted until 1953 when the new highway #177 was built, around 1953.



A Wood Boat on the St. John River filled with Fir or Pine Deals - ready for transport to Europe or for our own pulp mill.



The Lagoon at the entrance to Milligan Brook. For many years, summer residents kept their canoes, row boats and kayaks moored there for easy access.



The Annie Currier off-loads her passengers. A century ago, cargoes of country produce and general freight were taken by the steamers, and scows towed by small tugs captured the wood-carrying business along the St. John River.



Brandy Point was a most desirable location for a summer cottage with its sandy point and great swimming area.

CANADIAN PACIFIC RAILWAY
Suburban Train Service,
Effective - May 20, 1928



December, 2010



Prior to the advent of electricity along the River (pre 1920), ice was cut from the river and stored in icehouses, filled with sawdust. This ice would keep all year.

MUNICIPAL HERITAGE TRAIL

Ingleside

At the time of its incorporation in 1966, the Village of Westfield consisted of the communities of Ononette, Hillandale and Westfield Beach. The village was expanded in 1973 to include Lingley, Sagwa and Nerepis. On January 1, 1998, the Village of Westfield was amalgamated with the Town of Grand Bay to become the Town of Grand Bay-Westfield.

In 1902, the name Ononette was given to the Canadian Pacific Railway station serving the area from Milligan Brook to the Inglewood Road. With its location along the St. John River, Ononette once boasted a summer population larger than that of any other area in Westfield. The summer cottages have been converted to year-round homes.

**FIRE WIPES OUT WHOLE VILLAGES
IN WESTFIELD DISTRICT
RESIDENTS FLEE FOR LIVES
ABOUT FIFTY HOUSES BURNED**

These are the headlines in the Monday morning of August 8, 1921, issue of the Saint John morning newspaper, "The Daily Telegraph and The Sun".

December, 2010

The article states: **"Flames Sweep Through Ononette, Hillandale, and Lingley With Terrifying Suddenness and Men, Women and Children Are Driven Out - Happily There is No Loss of Life.**

The Scene Almost Indescribable as Inhabitants Compelled to Abandon Homes, in Many Cases Without Saving a Thing - Several Persons Narrowly Escape Death - Refugees Taken to Safety in Automobiles, Motor Boats and Trains - One Large Party in Danger as Motor Boat Crosses River - The Danger By No Means Over and Rain is Hoped For - A Terrible Experience".

A terrific fire which leaped from the woods on a five mile front swept through the village of Ononette, Hillandale and Lingley, in the Westfield District about 4 o'clock on Saturday afternoon, burned to the ground half a hundred suburban houses and, for a time, threatened the lives of hundreds of persons many of whom were compelled to flee without saving any of their household effects. The destruction followed a sudden swoop of the forest fire which had been menacing with varying ugliness the fair river for

several weeks past. The blow came with such sudden unexpectedness that a veritable stampede ensued. Happily there was no loss of life.

Transportation - When the first suburbanites moved to Ononette, the only means of transportation for their furniture were horses and hayracks. As more families moved to Westfield, the C.P.R. gave a better train service. There were nine return trips daily by train. Bus service was added later.

The Westfield Golf and Country Club is an attraction to people who live outside the Village. The first clubhouse was begun in 1919 at 5 Inglewood Road by the men in the community and completed in the fall of 1920. The golf pro, Harry Mealy, helped lay out the first golf holes. The Community Club, as it was known, was sold in 1932 and a new one was built. A nine hole golf course was to be built on top of the hill. This expanded to 18 holes in the mid sixties. The Clubhouse burned in a disastrous fire of May 1977. Everything was lost. A new Clubhouse was built and opened in July 1978.



Milligan Brook Bridge once divided Grand Bay from Westfield. It was situated at the end of the Old Nerepis Road.



Mid 1940's, 4 Ononette Road
Front: Helen (bridesmaid), Peggy (groom), Pat (bride), and Claire (bridesmaid) Stephenson.
Back: Dorothy Anne, Nancy Stephenson and Ruth Anne Barbour.



This is a view of Ed Cosman's store, in Ononette, 1942. He and his brother Bert rented the little space in Kilpatrick's house, just off the kitchen.



One of Westfield's attractions burned in May 1977 - the Westfield Golf and Country Club. It was soon rebuilt on the same property.



Following the Westfield Fire of 1921, many found shelter in tents. Many were pitched on the Howard Lingley farm in Lingley. They stayed until new homes were built.

MUNICIPAL HERITAGE TRAIL

Ononette

A Saw Mill was run by George W. Crawford at the Westfield Wharf area. It consisted of several buildings for sawing and storing wood. It was sold to the Wilson Box Company in the 1920's and attracted permanent residents to Westfield. Logs were milled there and boards sent to Saint John where boxes, box shooks, and wooden packages were made. T.H. Estabrooks was President; Stanley Elkin, Vice President; Alexander Wilson, Managing Director. The mill burned in the Fire of 1921 and was not rebuilt.

During the World War of 1914-1919, Westfield sent a number of men to the front. Enlisted were Aubrey Caulfield, George Flanagan, Byron Greer, George Greer, Roy Lunnin, Ronald Machum, Fred McKenzie, Harold Parker, Talmadge Porter, Wellesley Porter, Fred Wallace, and Arthur Wheaton. The ones who gave their life were George Flanagan, Roy Lunnin, Ronald Machum, Fred McKenzie, and Talmadge Porter.

The Westfield Elementary School was built in 1962. The school known as the "blue" school was built in 1951. This replaced the school at 214 Nerepis Road, and before that the one at 201 Nerepis Road.

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The area known as Hillandale (formerly called Ballentine), so named by the C.P. Railway in 1902, extends from the Inglewood Road to the ferry landing at Brundage Point. It has fewer residents than other parts of Westfield, but it is the hub of the community.

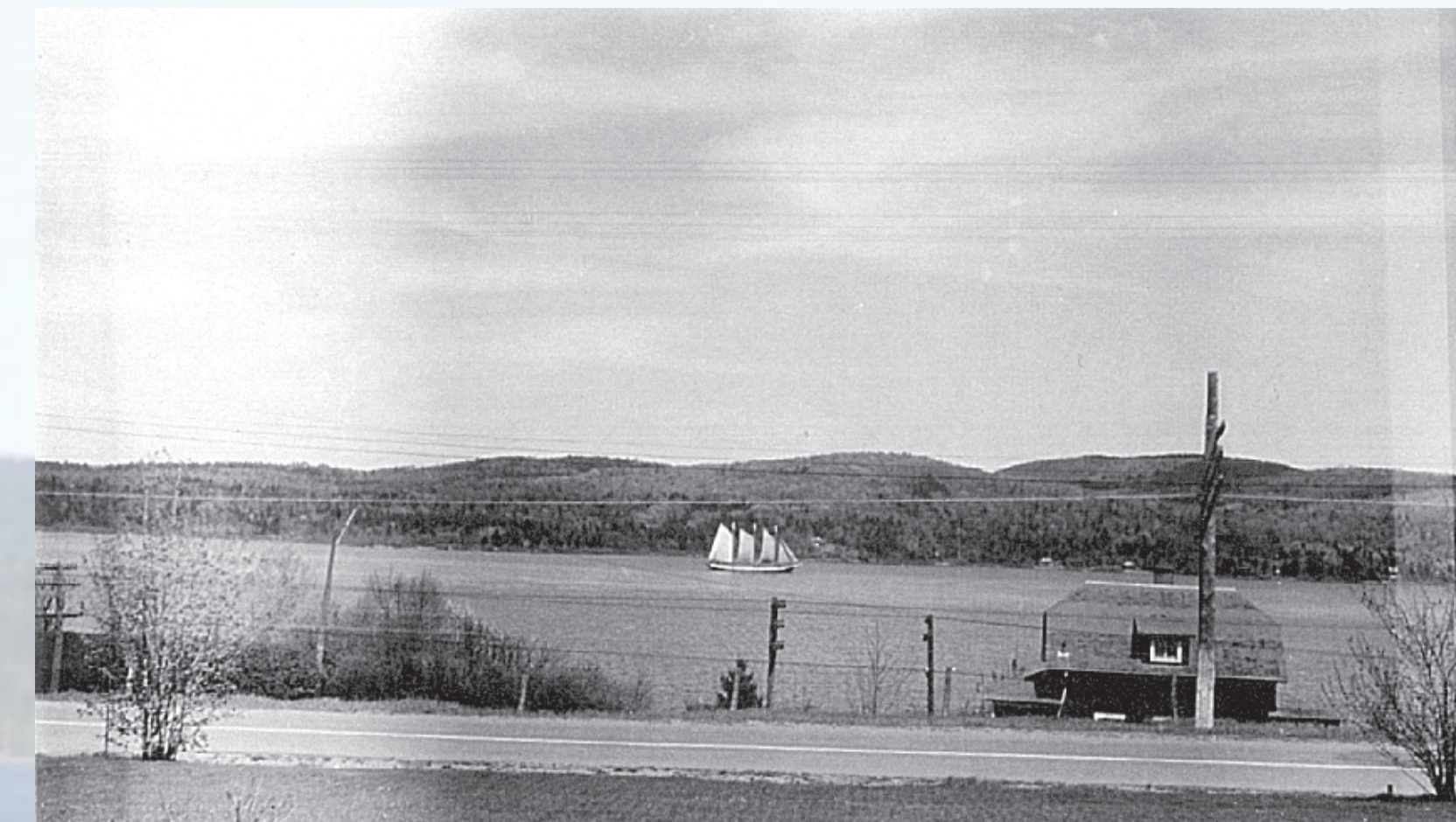
The Buchanan House, a large home at Westfield Wharf owned by Squire Buchanan, held an open house to encourage river travelers to stop and refresh themselves. After 1886, rooms were rented to summer people. The home was sold to James Baxter in 1913.

Westfield Country Store was built in 1946 by Fred Michaelson. Purchased by Ivan Kierstead in 1949, he expanded the store. It burned in a fire in 1997, but was rebuilt and opened in September 1998.

Westfield is noted for its flowers - mayflowers, snow drops, crocus, white and blue violets, dog tooth violets, trillium, and lady's slipper. Popular trees are cherry, bilberry, rowan and hawthorn. An abundance of birds can be seen such as the robin, cardinal, chick-a-dee, oriole, fox sparrow, grasshopper sparrow, moose bird, swallow, cedar wax wing, old tom peabody, owls, whippoorwill, native partridge, Hungarian partridge and pheasant.

There are lakes in all directions. Westerly are Loch Alva, Sherwood, Labrador, Eagle, West Lake, and Augur. In the north-westerly direction are Turtle, Duck, Ogden, Little John, and Robin Hood. To the north is Negro Brook, McNulty and Negro Lake. Belvedere and Nelson Lakes are to the south.

Seven Gables was an apartment house behind 155 Nerepis Road, next to the present Service Station. It was built by Lebaron Jones and run as a hotel in the 1920's by A.B.Pipes.



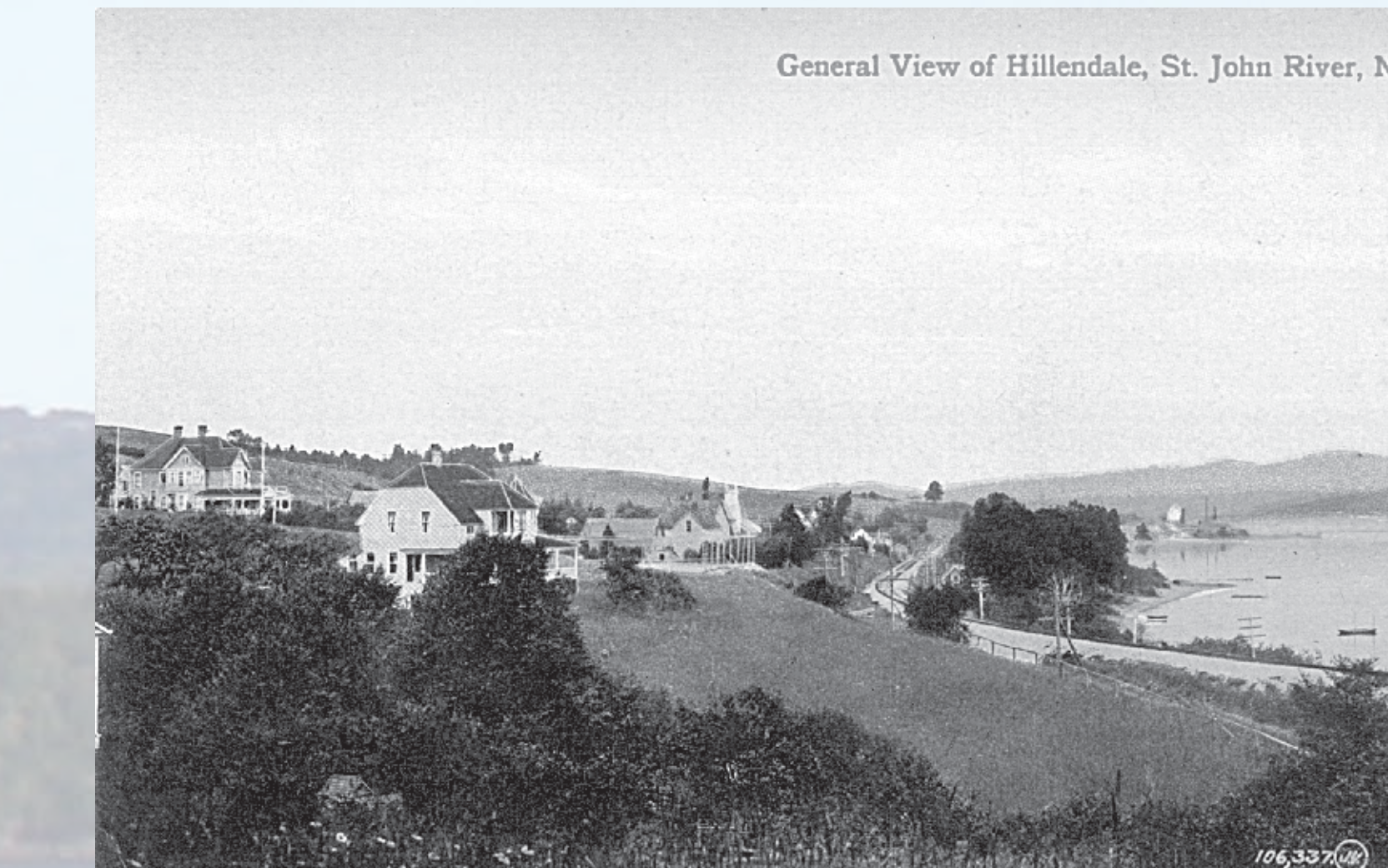
One of the many sailboats seen on the St. John River.



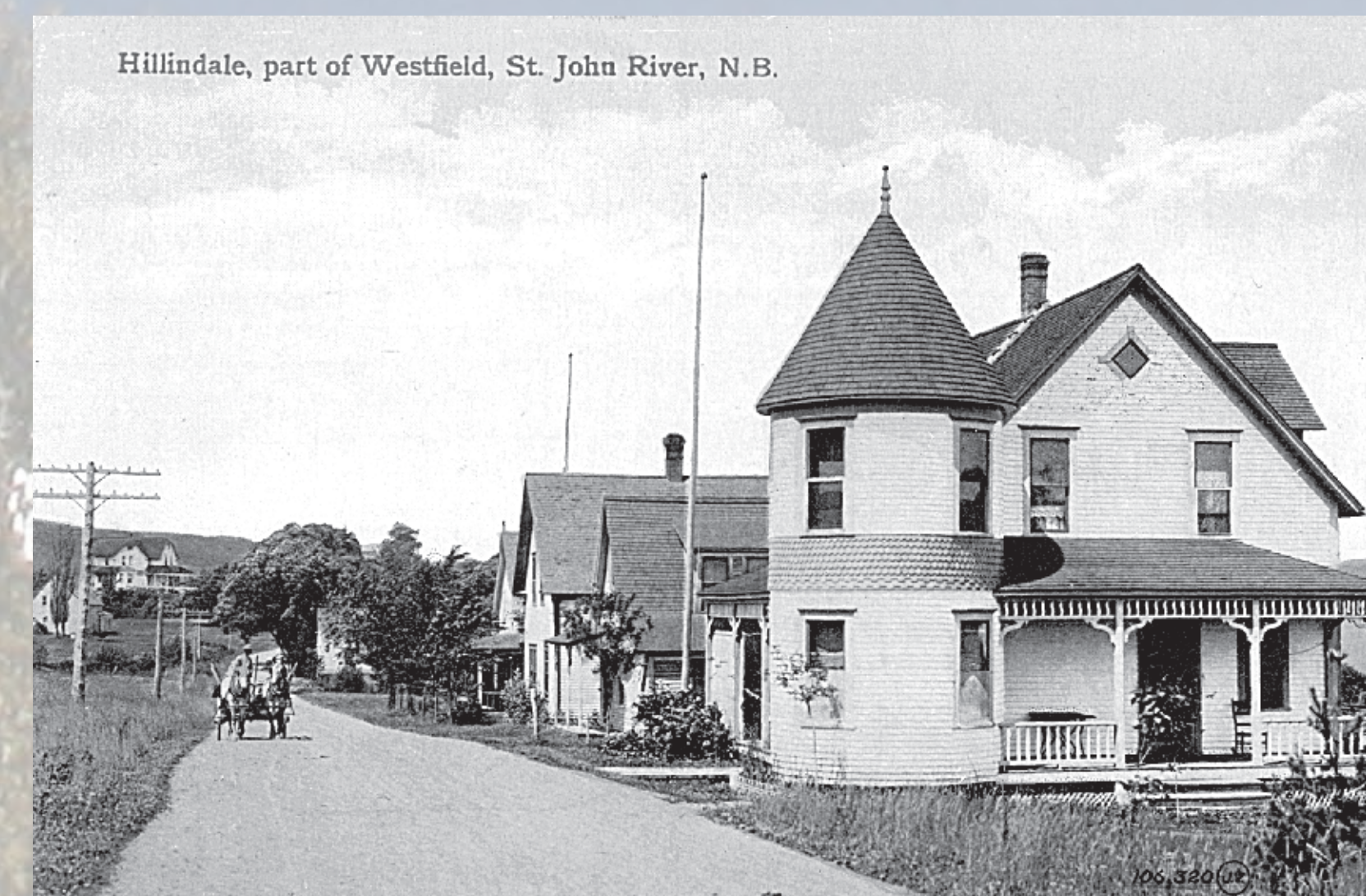
An aerial view of Hillandale.



The Stage Coach House, Brundage Point.



Hillandale Station was situated near the crossing at 144 Nerepis Road across from Ballentine Place.



A horse and buggy in Hillandale.

MUNICIPAL HERITAGE TRAIL

Hillandale

At the time of its incorporation in 1966, the Village of Westfield consisted of the communities of Ononette, Hillandale and Westfield Beach. The village was expanded in 1973 to include Lingley, Sagwa and Nerepis. On January 1, 1998, the Village of Westfield was amalgamated with the Town of Grand Bay to become the Town of Grand Bay-Westfield.

Westfield Beach, named for the long, sandy beach popular with picnickers in the early 1800's, extends from the Brundage Point Road to the mouth of the Nerepis River. This beach was changed considerably by the construction of the New Brunswick Railway in 1869. The area became a centre for rail traffic.

Agricultural Hall on the Hall Road was built in 1889 on property donated by Captain McMurdo. He settled in Westfield from England. The Hall was owned by the Agricultural Society until 1930 when it was sold. This Hall was used for many community events.

In October, 1869, the first train went from Westfield to Fredericton. It had an engine, the "Yo-ho", and six passenger cars. Another engine "John Parks" was in Westfield at the time, but had become

damaged the day before. It had run into a barn which the "Gale" had blown across the track near Sagwa. This train was brought from the United States to Westfield in a schooner.

The beach has always been a great attraction. Boating, paddling, bathing, and bonfires are enjoyed by young and old. Salmon boat races were held on Saturday afternoons. Some of the family names of these taking part were - Warwick, Allen, Church, Clawson, Smith. Canoe races became popular. In 1915, Westfield hosted the Ononette Fair on the property of four families - Warwick, Durrant, Patterson and Likely.

Westfield Ferry has 24-hour service and is toll free. It operates between Harding's Point and Westfield.

Westfield Hi-Neighbour Days became an annual event. It was organized by volunteers to give the residents and surrounding areas an opportunity to meet old friends and make new acquaintances. Many events were enjoyed by all - Firefighter's breakfast, variety show, canoe races, teas, children's games, bingo, dunk tank, church suppers, yard sales, and much more.

A one-room schoolhouse existed from 1877 to 1912 at the corner of 207 Nerepis Road. John Caulfield, Annie Hayter and Alexander Gorham taught here.



Prime's store and the Crawford house at Brundage Point, pre 1921 - burned in the fire. The lot was purchased by James Baxter.

It burned in 1912 and classes were held at the Agricultural Hall. In 1913, another one-room schoolhouse was built at 214 Nerepis Road (across the road). Some of the teachers here were Greta Hopey, Gertrude Kempster, A.T. Patstone and Mona Orchard. This school was used until 1951.

The first summer residents were believed to have been Samuel Crothers and Dr. P. Robertson Inches, who began summering in Westfield Beach in 1863 and 1884 respectively.



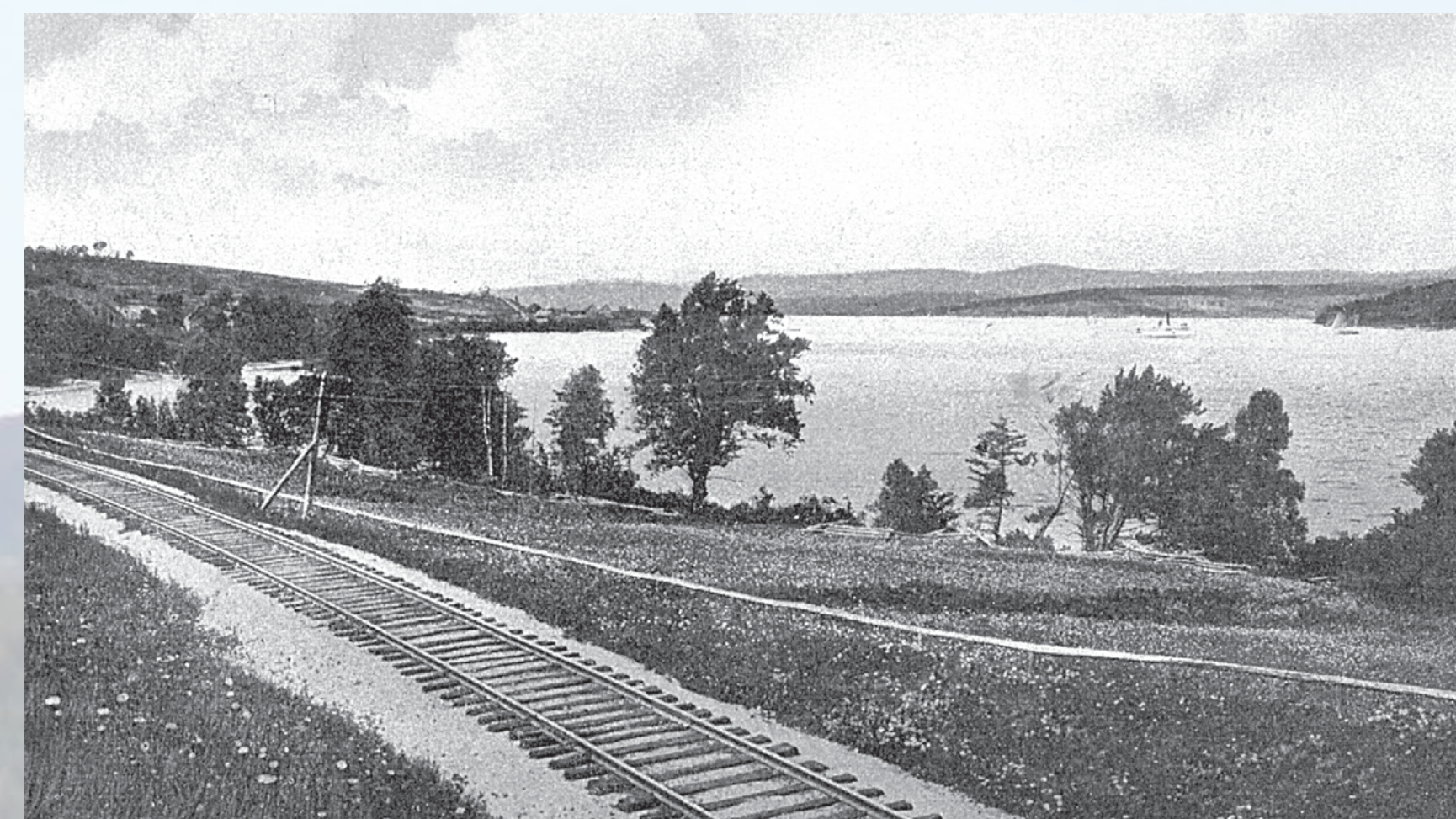
Westfield Beach was popular among summer people. Riverboats and trains dropped people off so they could enjoy the River. The beach close to the Nerepis Bridge was popular.



Westfield Beach Railway Station, the train centre for Westfield, was fully enclosed with a waiting room, a baggage room and an office. There were at least 10 trains per day and closed in 1961.



The first engine on the tracks in Westfield. It was delivered by scow. After the closure of the station in 1961, the structure remained and trains continued to make stops here.



A view below Westfield Beach, the social centre of Westfield. It was almost untouched by the Westfield Fire of 1921. Many Indians summered near the beach.

MUNICIPAL HERITAGE TRAIL

Westfield Beach

Several woodboats have been built at Grand Lake by residents of Westfield. In 1849, James Thiel built a 57-ton woodboat called "Cumberland". James M. Rose built "Guitar", 64-ton, in 1853 and Joseph Fanjoy, an 87-ton called "Inkerman" in 1855. "Osprey", a 67-ton riverboat was built by Charles Theall in 1857.

The official opening of the R.C.M.P. Detachment at 21 Chestnut Drive was June 13, 1991. The R.C.M.P. have policed Westfield since and continue with the amalgamation of Grand Bay and Westfield.

Leander Lingley Farm consisted of 684 acres from the intersection of Highways 102 and 177 to 315 Nerepis Road. He died in 1915.

One notable house in Sagwa is the Coffin House, the one in which General Coffin died in 1838.

It sat in front of what is now 465 Nerepis Road. Another important building was the small C.P. train station and a C.P.R. section house which was located where the Sagwa meeting place is erected. The house was torn down in the last 1970's.

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Sagwa, Micmac for "waist deep water", runs from the lower end of Chestnut Drive to Gibson's rock cut (the Gibson property encompasses the rock to mark the division between Sagwa and Nerepis). The entire community was part of the 6000-acre grant known as Glazier's Manor, which was acquired by General John Coffin in 1783. Families in Sagwa, unlike some of the other communities, lived here year-round. They have remained rural for much longer, the focus being on cultivation and agriculture. Very few homes were lost here in the Great Fire.

John Coffin was the first General in the Canadian Army, but he distinguished himself in many other ways. A Loyalist from Boston, Coffin arrived in Saint John in September, 1783. By the end of October, he had acquired Glazier's Manor, which he renamed Alwington Manor, and had taken up residence at Beaubear's Point (now Woodman's

Point). There he built a large estate house and established a farm which included a grist mill. In 1816, he joined his wife in England. He returned each year to check on his holdings and moved here for the last time in 1829. He took up residence on his property in Sagwa and died in 1838.

Westfield was noted in the early days for the fine timber, especially the tall, straight pines which were required as spars for the King's Army. All trees for pine spars were marked with a broad arrow to show they were not to be taken for any other purpose. One of these record spars was so long that a hole had to be made in the captain's cabin while the butt was passed through the cabin while being transported on a voyage to England.



Although not housed in Sagwa, the Westfield Ambulance services Grand Bay-Westfield and surrounding communities. This "award winning" photograph was taken by Kathy Gangi.

Lumber mills have been operated in Westfield since the establishment of the Parish.



In this house died General John Coffin - May 12, 1838.



The home of Thomas Lingley of Sagwa.

MUNICIPAL HERITAGE TRAIL

Sagwa

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Lingley was named for Peter and Mary Lingley, Loyalists from New York State who established a large farm there. This community, extending from the mouth of the Nerepis River to the lower end of Chestnut Drive, sustained more damage than any other during the Great Fire of 1921.

The "Maple Inn", 367 Nerepis Road, was erected by Charles Duplissie, father of Mrs. Ned Lingley, as a private home. He later moved to Vancouver and the place was sold to Mrs. Belle Norman. She added rooms and because of the beautiful maples, named it "Maple Inn". It became very popular with an excellent cuisine. After the death of Mrs. Norman, the Inn became an apartment house.

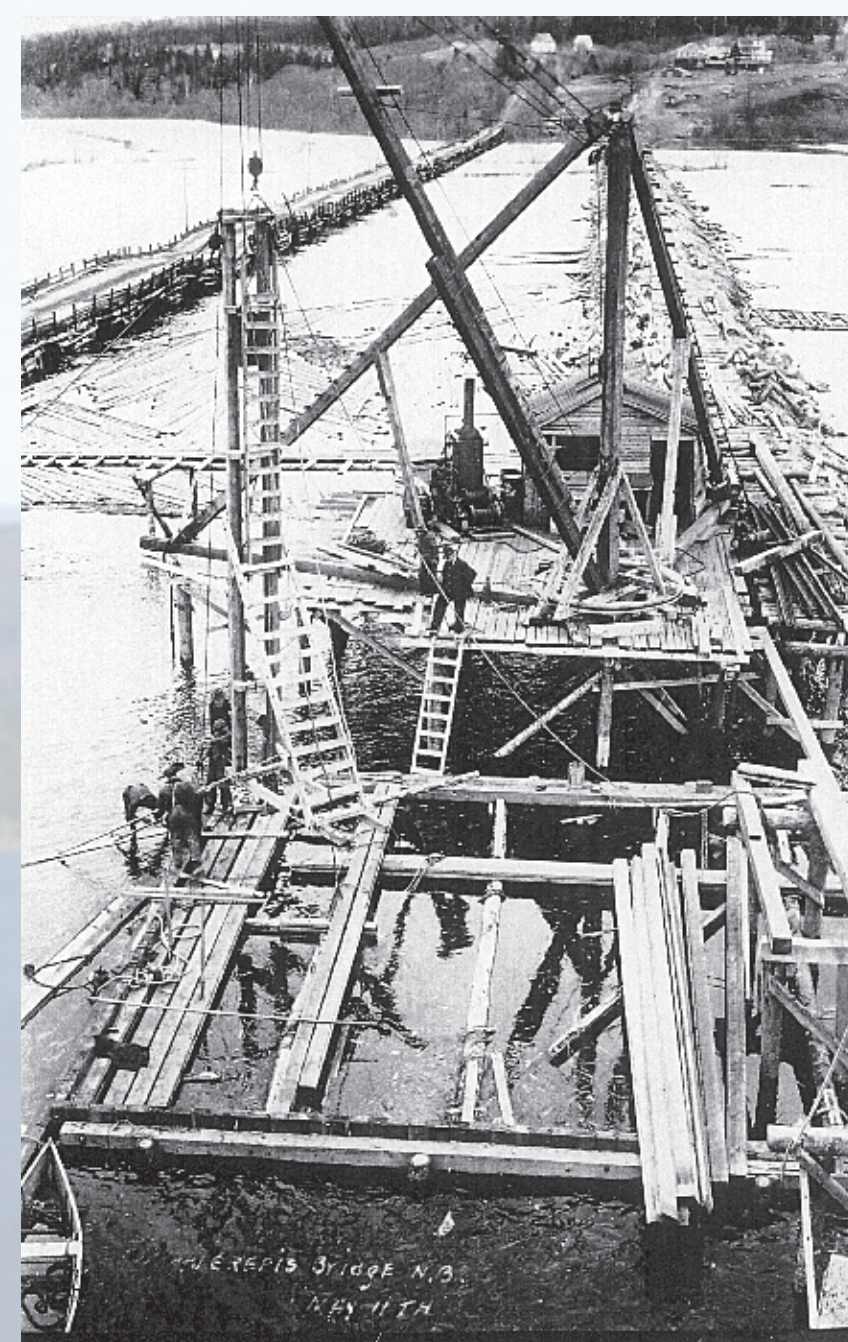
One of the first things established in Westfield was the Post Office. This was located 11 miles

northwest of Saint John and built in 1865. In later years, a post office was built in Hillandale near the railway station. This was relocated during the 1950's to the mouth of the Nerepis River and that was replaced by a postal service in the local grocery store in Lingley at 308 Nerepis Road. Lingley is best known for its post office which closed in June 23, 1990.

The Westfield Municipal Building was officially opened on November 1, 1986. It housed the Council Chambers, a meeting room, offices for the Village Clerk and Development Officer, Volunteer Fire Department and the Westfield Ambulance Brigade.

The Village received a Coat of Arms (Armorial Bearings) on June 30, 1989 by Gilbert Finn, Lieutenant Governor of New Brunswick, representing Her Majesty the Queen. Westfield was the first New Brunswick municipality to be granted armorial bearings from the Sovereign through Her Majesty's Canadian Officers at Government House in Ottawa. The armorial bearings of Westfield consists of the shield, the crest, the helmet, and the motto. The Latin motto chosen was "INTER AGROS ET FLUMINA HABITENS" which means "a dwelling between fields and rivers". The armorial bearings of

The Nerepis Bridge being constructed in 1919 by the Saint John and Quebec Railway.



Westfield tell something about its Loyalist heritage and its rural setting.

In 1998, a high freshet did much damage to the N.B. Railroad, which at the time was taken over by the C.P.R. It also carried away the Nerepis Bridge that connected Lingley and Woodman's Point. This bridge, three-quarters of a mile long, was replaced. A bridge, highway and railroad combined, was built in 1916 - 1919, owned by the C.N.R.



By 1938, the Maple Inn had 28 bedrooms for guests. It was lost to fire around 1963.



The beach at Woodman's Point near Lingley. Note the Nerepis Bridge.



A general view of Lingley.



The Lingley Station, upriver from the post office, at the mouth of the Nerepis was built in 1902

MUNICIPAL HERITAGE TRAIL

Lingley

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Named for the Nerepis River, Nerepis extends from Gibson's rock cut beyond the boundaries of the Village of Westfield to the area known as Blagdon. The word itself comes from the Maliseet Nelepeeck, meaning "valley between the hills". The Nerepis is surrounded by mountains noted for their beauty. Nerepis is best known today as the home of Colonel Henry Nase.

The Nerepis is noted for canoeing. The River is narrow and shady - serpentine in its windings. Since the surface is always smooth, it is an ideal stream and a delight to paddle. It forms a loop called an Ox-Bow, a round trip of several miles of canoe.

December, 2010

The "Blagdon House" was a railway stop managed by John and Sally Blagdon. Sally was famous for her donuts and hospitality. The rapids in the Nerepis River spanned by the Blagdon property were named "Sally's Rapids".

The original Women's Institute Hall, 655 Nerepis Road, was built in 1924 by the Agricultural Society. It was used for many community events - dances, suppers, teas, meetings, Sunday School, and school. The present structure was built in 1974 and remains active today. It is a non-denominational group of women who provide support for women and give aid to local institutions.

A Loyalist from New York, Henry Nase was sent by John Coffin to Beaubear's (now Woodman's) Point to erect a dwelling and prepare for his arrival. In 1876, Nase built the house now known as Mount Hope Farm. The Nases have remained on Mount Hope Farm for the past 200 years. The house is currently being operated by Nase's great, great-granddaughter and her husband as a Bed and Breakfast. In May 1997, the farm was designated a provincial historic site.

Mount Hope Cemetery is situated on the hill overlooking Mount Hope Farm, between the Nase land and the Coffin property. It is non-denominational and administered by a committee. It is maintained today.

The railway station at Nerepis was only a shelter and quite small. It was built on the down-river side of the beginning of the Brittain Road. Boxcars were often left here on a siding near the station. Near the station was a school - on the lower side of the Nerepis Road around the corner past the Brittain Road.

Westfield received its Coat of Arms on June 30, 1989. The shield is a tudor rose with the numeral 4 in the center. It represents the badge used on the tunic buttons of the King's American Regiment, the Loyalist unit in which Henry Nase served for six years during the American Revolution. The regiment was placed on the British Army's regular establishment in 1792 as the 4th American Regiment, hence the numeral 4.



The Nase family in 1938 - Philip and Lily with their children Charlotte, Christine, Freddy, Lillian, and Esther. A portrait of this photograph now hangs at Mount Hope Farm.

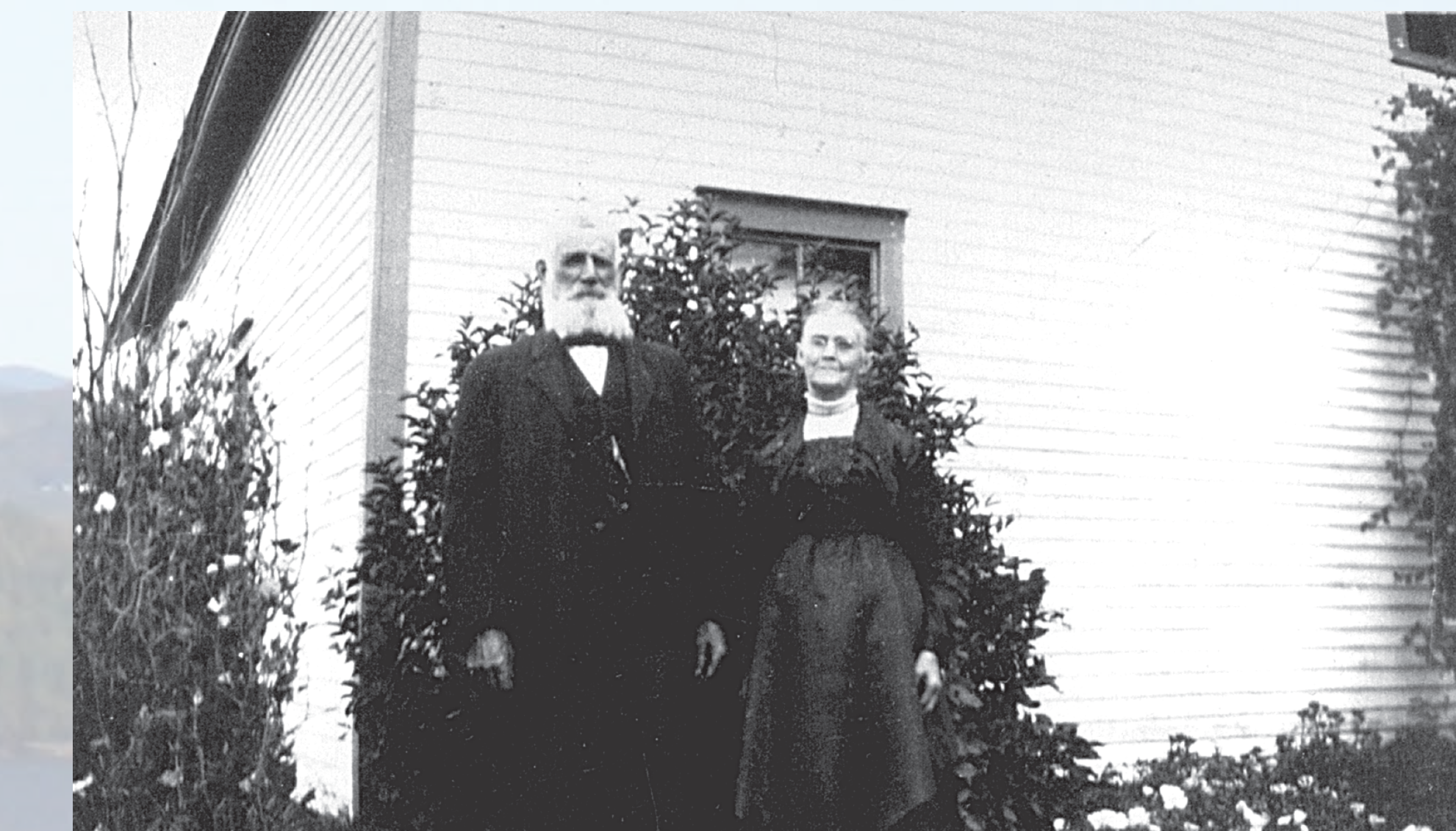


Richard Likely, a volunteer in the Village for many years, giving the starting signal to the participants in the annual Canoe Races. Later, the races began in the Nerepis.

A group of children attending the Nerepis School, located on the lower side of the Nerepis Road at the turn past the Brittain Road - established in the 1800's.



The Nerepis Station in May 1917 - located on the down river side of the Brittain Road entrance and used as a shelter.



The Nase homestead in the early 1920's.

MUNICIPAL HERITAGE TRAIL

Nerepis