

History of Morrell

By Geneva Morrell

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INTRODUCTION

The area included in this article is from Tom Green's Crossing to the Hitchcock Crossing on the old road, a distance of approximately five miles.

Not much is known about this community before 1800 - Maliseet Indians rowed their canoes up and down the river and traveled over the land which was at the time forested, hunting game for food or cutting ash or other trees needed for their work. There is nothing to indicate that there was ever an Indian settlement here. The community is called Morrell on account of the railroad, whose station was Morrell. The school district was first called Ranger settlement. In 1887 the name of the school district was changed to Costigan.

In 1952 it became known automatically as Morrell. The school district number was always No. 9. The post office address also changed several times: from Costigan, Cliffordvale, Fourfalls, and finally Aroostook.

Not until the close of the American Revolution did any white men attempt to make settlements along this part of the river. Records were scarce because few of the original settlers could read or write. This whole area was part of York County until 1832 when it became part of Carleton County. In 1850 it became Victoria County.

THE EARLY SETTLERS

The Morrell area, along with all the land from Meductic to Grand Falls was granted in 1684 to Rene D'Amour by the king of France. About that time France and England had both sent explorers to Canada and both countries claimed the land. It was customary to give grants of thousands of acres to a relative or friend. Most of the grantees never saw their land and naturally they didn't develop their grants.

During the wars between Napoleon and England the British West Indies were fortified against the French. English soldiers were stationed there to protect the islands some of which were French possessions. These soldiers were called the West India Rangers and were stationed on the island of St. Kitts.

When the war ended, in 1819 the soldiers were brought to St. John and the regiment was disbanded. The men had the choice of being given mustering-out pay or receiving grants of land along the St. John River, between the Tobique and the Salmon Rivers. Salmon River was the northern extremity of the military settlements. The soldiers were given provisions and equipment for three years. They were of mixed origin: English, Scotch, and Irish. The settlement that was established on both sides of the river was given the name Ranger. Although more rangers settled

on the east side of the river, the west side received the name Ranger settlement. The rangers who settled on the west side were Sergeant John Watson who came with a wife and one child, and the Corporal Ben Hitchcock with a wife and one child. The rangers were all non-commissioned officers. After 1819 private soldiers from the Napoleonic war and the war of 1812-14 came up the river and settled here. The original settlers were thus mostly soldiers, although a few were loyalists who came first to Saint John from the U.S. and gradually made their way up the river. If you were not a soldier you had to pay for the land.

Around 1860 a Labor Act was passed by which land was given to settlers for a small fee. The settlers had to clear a certain amount of land and help build a road. This was to encourage land to be opened up for farming. To qualify for one of these grants one could not own any other land.

The first task of the newcomers was to establish a shelter of some sort: a lean-to, tent or wigwam of bark and boughs, and finally a log house. As soon as the first shelter was built land had to be cleared to make room for the log house, and the planting of crops. Corn was about the first crop to be raised in any quantity. It was ground into meal to make bread. In the meantime it was necessary to live on what supplies they had brought, supplementing their diet with wild berries, fiddleheads, apples, maple syrup, wild grain, fish, rabbits and other wild game. Fortunately fish and game were plentiful. Somehow the settlers had to produce a market able surplus of something they could give in exchange for the goods they needed from the outside world.

Most of their furniture was made by hand. Candles, soap, butter and bacon were all made at home. Father made the footwear of rough rawhide moccasins. Most women had their own spinning wheel and spun wool into yarn. Some had handlooms and wove cloth. Sheep were first brought up the river by towboats. Nearly every family owned a few sheep. Wolves were recorded as early as 1774 and they killed many of the settler's sheep.

Peddlers came around with tin ware, needles, scissors, combs, buttons, etc. There were no matches. Matches were invented in 1827 in England but were a luxury in Canada until Eddy Company, Hull, Quebec was established in 1851.

When a settler erected a building his neighbors came from far and near to help. The ladies also got together for quilting bees. The winters were especially hard on the early settlers and many did not survive the severe weather.

EARLY GRANTS

Starting at the Tom Green Crossing:

WELLINGTON MURPHY and his wife Hester Ann were of Irish descent. They had a son Albert and six daughters. Albert had a son Hiram who married Lottie Griffin. Their family was George, Walter, Roy and Ferne. Their land was sold to Tom Green who lived there with his wife Pearl and their children Paul and Elizabeth until his death. The land is now the property of Merton Morrell.

WILLIAM GRIFFIN had two sons George and Havelock. The farm was sold to Henry Morrell, later to Myles Morrell and now is the home of Merton Morrell.

WILLIAM UNDERWOOD and his wife Mary. Their family was Thomas, Jane, Ann, William, Emily, John and Ellen. Later their farm was sold to William Goodine. William Jr.'s and Eveleigh's homes are situated on this land.

JAMES MORRELL married Catharine Grumble in the parish of Douglas, York County. Their family was James, George, John, Catharine, Alice, Betsy, and Mary. James died and Mrs. Morrell married Christopher Johnston. James Morrell (son of James and Catharine) married Hannah Dee; family: John, James, George, William and Mary. George (son of James and Catharine) married Susan Brayall; family: Charles, Shepherd, William, Henry, Oliver and Daisy. George settled on the 100 acres across the road. All of George and Susan's family moved to the states. The farm is now owned by John Morrell. William H., James F., George and Mary lived on the grant given to James and Catharine. Now the land is owned by Bernard Morrell. The house was destroyed by fire. John (son of James and Hannah) married Ettie Baker: family: Myles, William, Erlen, Raymond, Bernard and Mabel.

JOHN COMBES, of Scottish descent obtained the next grant. Nothing can be found concerning him. After his death he was known as Jock Coon. He had built a barn and a small house near by. The barn in later years was known as "Jock Coon's Barn," and was a great gathering place for men from both sides of the river. They would sit on the south side of the barn on sunny days in spring and swap yarns. There is a legend that John Combes buried his money. He said that he walked over his money every day on his way to the brook; the gold has never been found, So it must still be there. Later the farm was bought by Alex Johnston and still later by John Morrell and Raymond Morrell.

ANDY JOHNSTON (son of Christopher Johnstone and Catharine Grumble Morrell) married Jane Bowmaster; family: William, Henry, Charles, Bruce and Andrew. Andy was half-brother to George and James Morrell. This farm was bought by William Johnston and now belongs to Milfred McLaughlin.

PETER WATSON married Martha Murchison; family: Alexander, Alfred, Grace and Susan. Later the land was bought by Henry Johnston and his wife Ethel. Now it is the property of Stafford Price who resides there with his wife and family.

A. WATSON (front part) **J. UNDERWOOD** (back). Bought by Charles Johnston who had two sons Hollis and Ernest and a daughter Velma. Hollis bought the farm and sold to Hubert Crawford. Now the property of Vaughn Bragdon who resides there now.

WILLIAM MURCHISON (no buildings).

ERNEST JOHNSTON settled on the next 100 acres. Buildings are gone now.

SERGEANT JOHN WATSON who was one of the West India Rangers. Being a sergeant, he received 200 acres. His sons were Horace, Robert, Steve and Andy. Robert lived there for a time and later moved to the states. Horace lived there with his wife Mary and son Jack and daughters Pauline and Edith. This place was sold several times. Now Perry Hitchcock lives in a new house on the original site and William Goodine Jr. owns the rest of the land.

THOMAS SMITH sold to Steve Watson. He built a house down on the flat near the bank of the river. A block of land was sold for a schoolhouse to be built.

MARTHA SULLIVAN was granted two lots. Sullivans lived there until the farms were bought by Fred McCue. Now one farm is owned by Stafford Price, the other by Donald McCue.

HENRY BOWMASTER got a grant of the next two lots; seventy acres in one and seventy-six in the other. Hermie's house is on one of these lots. Henry had a son Daniel who married Mary McCluskey. Sons: Herman, Harry.

W. J. AUSTIN, WILLIAM F. AUSTIN, J. R. AUSTIN (none of these were original settlers). William Austin and John Austin both built homes and lived their lives here and raised large families.

A. RAINSFORD who moved to Grand Falls and sold to William Bowmaster, who had a son Jake. Jake and family lived on the farm for many years and later sold to Chester Baker whose wife and family live there now.

TOM DIXON and wife Mary. Later Alonzo Dixon and his wife Agnes lived there; then Ernest Dixon lived there with his wife Blanche.

GEORGE DIXON who married Annie Austin; family: Ernest, Cash, Reid, Alonzo, Mabel, Myrtle. Sold to Herman Bowmaster and his wife Lillie in 1919.

RICHARD DEE married Alice Morrell. Sons: Nicholas and John. Later the farm was sold to John Dee who married Esther McLaughlin. The house has been destroyed by fire.

JAMES McCALLAN, who did not do much farming or lumbering but was a businessman; he was a peddler. With a horse and wagon, he peddled yard goods, pots and pans, shoelaces, etc. As cash was scarce he would take trade from the housewives such as butter, eggs, cucumbers, salt pickles, etc. He was always welcome as he made his calls, staying for meals and overnight wherever night overtook him. Children never strayed far from their mother's knee after listening to one of his grisly tales. He was known as "Old McCallan" or "Uncle Jimmy." His place was later owned by Sanford Sullivan, then by Peter St. Peter. The house burned.

T. N. SULLIVAN, who lived on the land a few years before he got his grant. His son Leigh, wife and family lived there. Later was purchased by Edward and Alberta O'Hagan. Now it is the home of Ida Williams.

BENJAMIN HITCHCOCK is the last grant in the area covered by this article. He was a soldier and a corporal. Family: Bunyan, Ben, George, John, Mary and Evangeline. Bunyan, who married Elizabeth Watson lived there and raised a large family of boys and girls. The house was destroyed by fire.

EARLY TRANSPORTATION

At first most of the transportation was on the river. Steam sternwheelers used to travel up the river with supplies. The first sternwheeler was called "reindeer" and at first most of the transportation was on the river. Steam sternwheelers used to travel up the river with supplies. The first sternwheeler was called the "Reindeer" and traveled from Saint John to Grand Falls in 1874. It had stopping places all along the river. Towboats were used on the river between April and November; they were first drawn by oxen and then by horses. In 1786 there was not a real road in the province; only portages. In 1792 commissioners were appointed and money was voted for a road along the St. John River from Aroostook to Grand Falls. The Government built the road but it was up to the settlers to maintain it. Every male settler had to work two days on the road each year to work out his road tax. This custom still prevailed until the 1950's. The first roads were of mud, built up with rocks in the wet places. These roads were fine for horse or foot travel. Snow was also plowed from the roads with horse-drawn plows. Even the doctors came by horse and sleigh or wagon and the mail was delivered the same way. Each spring drives of logs and pulp came down the river. Men followed along the shores. Some rode the logs down the river to lumber mills in Saint John.

TRAINS

What is now C.P. Rail traveling through Morrell was first used in December, 1877. The railroad line was constructed by the N.B. Railway Company, which was incorporated under N.B. legislation on April 7, 1870. The railway had a provincial land grant. The president was Alexander Gibson. The railway was constructed using rail weighing 40 pounds to the yard (today C.P. Rail uses rail weighing between 85 and 130 lbs.) and it was built to the narrow gauge width, 3 ft. 6 ins. (standard gauge used today is 4 ft. 8 1/2 ins.)

In 1881 the N.B. Railway widened its gauge to standard width, enabling it to interchange with other Canadian and U.S. railway systems. In 1891 the railway was leased in perpetuity to Canadian Pacific by whom it has been operated ever since. Passenger trains passed through here from St. Stephen to Edmundston. They operated two trains, one crew staying in Edmundston all night. They changed engines at Aroostook from a G-2 to D-5 so it was always D5-400 that went by here. A freight train worked out of Aroostook to Edmundston hauling freight, express and a passenger car in the rear. There was a little station here or flag stop. The station was called Morrell because the land on which it stood was purchased from the Morrell family; hence the whole area was known as Morrell Siding. In September, 1955 Rail diesel cars made by Bud Manufacturing Company, a self-propelled unit replaced the express. In 1963 this unit was discontinued because it was not paying. This unit hauled mail, express and passengers. Freight trains still pass every day from Aroostook to Edmundston. (Up to 1987 flood)

MAIL

The first record of an established mail route in the upper region of the river was in 1760 when Dr. Larlee built a log hut below Perth at what is now Larlee Creek. His home served as a mail depot and he carried mail between Saint John and Riviere du Loup. He used a dugout then later a birch bark canoe in summer and in winter travelled by dog team and on snowshoes.

When the postal system was first introduced, mail was delivered only once a month and by the time the newspapers arrived they were outdated by several months. The mail was delivered by courier on snowshoes in winter. As late as 1830 mail was delivered this way. After that time mail was delivered by stagecoach.

After the trains came in 1877, the mail came on the trains. The mailbag was thrown off at the station and the postmaster was on hand to get it. From 1885 to 1918 the post office was at Bowmaster's. People came there for their mail. The address was Costigan. In 1918 the post office was moved to Clifford's at Limestone Siding. Mail was delivered three times a week: Monday, Wednesday and Saturday. Residents had to buy mailboxes. Mail was delivered with horses. The address was changed to Cliffordvale R.R. No.1. The mail was delivered by Morrells, Cliffords and Mr. and Mrs. Henry Dixon. Later the post office was moved to Four Falls and the mail was still delivered three times a week. The new address was Four Falls. The delivery was made by Mr. and Mrs. Frank Murchison. In 1957 the post office was changed to Aroostook and the address was changed again to Aroostook, R.R.1. Mr. and Mrs. Elwood Williams delivered the mail and it was during that time that we got daily mail. Simon McLeod has delivered the mail for the last 18 years.

The first Victoria County News was published in Perth in 1900. Many people from here subscribed to this paper. Later the name was changed to "Victorian".

TELEPHONE LINES

The telephone company was organized in 1899 and was called the Victoria Company. In 1903 the Victoria Company was sold to the Union Telephone Company. Later lines were bought up by N.B. tel. The first telephone in the area was in the lower part of the area in the 1920's. The line was brought across the river. By 1933 telephones were in homes as far up as Hollis Johnston's. The company kept pushing their way up until anyone on the road could own a phone.

HYDRO

Hydro came to this little settlement in the 1850's. Before this houses were lighted kerosene lamps. Lanterns were used in the barns. Washing was done by scouring the clothes on a washboard. As soon as hydro came every house was wired for electricity, bringing electric lights, irons, washing machines -- everything to make life easier. The schoolhouse was wired in 1953 and a very good lighting system installed.

FERRY

On July 8th, 1896 the Victoria County Council agreed that the ferry known as the O'Neil ferry be closed and the ropes, blocks, and boat be utilized for the Johnson ferry. Fares were laid down by the County Council. The first record of a ferryman was Elbridge Watson who died in 1904, and it is said that after his death his wife operated the ferry for a time. While she was the

operator the wire broke and the ferry drifted downstream. This stouthearted pioneer lady did not get excited or panic but waited for help to put her ashore this side of the Dorsey Ferry.

Shepherd Morrell is mentioned as running the boat but there is no mention of the period of time. The first mention of Barney Baker is 1913 when he bid the boat in and paid 60\$ to the Secretary Treasurer. In 1914 the ferry committee brought to the notice of the council that the farmers on the eastern side of the river were being used very unjustly, having to pay for crossing the river with produce especially potatoes in the fall, some having to pay several dollars a day for such a privileges. The council finally passed a law making the ferry free for the fall of 1914.

It was called the Johnston ferry because the road to the landing was on the farm of Alex Johnston. In 1923 the name was changed to Morrell Ferry because Morrells bought the farm from Johnstons.

The ferry was under the jurisdiction of Victoria County Council and was operated by the lowest bidder. In 1923 the ferry rates were:

Double-team one way	\$.20
Return the same day	\$.30
Single team one way	\$.15
Return the same day	\$.25
Autos one way	\$.25
Foot passengers	\$.05

As early as 1926 certain councilors moved that the government take control of the ferries and that they be operated for free. At every council meeting there was much controversy over the ferries but free ferriage did not come about until much later, and applied only to Canadians. People from the U.S. had to pay a fee.

Barney Baker operated the ferry until his retirement in 1952 with the exception of one year when Myles Morrell bid and operated the boat for a year. For the last thirty or forty years the ferry was known as the Baker Ferry.

Herman Baker operated it from 1932 until the building of Brooks Bridge in 1956.

In 1915 the road leading to the ferry on the Morrell side was washed out. The following letters in connection with this might be interesting

Costigan,N.B
26 Apr, 1915

I hereby certify that I, H.E.Murphy, Supervisor of Roads and S.E. Currie, road inspector, have laid out, on the 26th day of April,1915,a piece of road known as the Johnston Ferry Road, that was washed out this spring. I am sending you the return of the road wishing you to record same.

H.E.Murphy
Supervisor of Highways
Dist. No.1 and 2.

Parish of Grand Falls

I hereby consent to the change in the road leading to the Johnston Ferry where the same crosses my farm known as the Alex Johnston farm, the change herein referred to by H, Murphy.
Dated: 26th April 1915

(Signed) John Morrell

SCHOOLS

The school was built in 1874 when the district was called Ranger. The first teacher was called Dora Everett, third class, in 1885. Trustees were Richard Dee, Henry Bowmaster, and William Dee.

There is no record of school in 1876. In 1877, Elizabeth Everett, third class, taught. Trustees were Richard Dee, Henry Bowmaster, and Thomas Dixon. The school district was called Ranger Settlement No.9.

In 1878 there was no record of schools.

No record of school in 1881 and 1882. At this time the school year started in January and ended in December. Students attending school were 18, 19 and 21 years of age. The reason for this was that during the winter months young people took advantage of the slack time to further their education. Some students came from across the river when it was frozen over and they could walk over on the ice.

No record of school in 1886. In 1887 the school district's name was changed from Ranger Settlement to Costigan in honor of John Costigan who was born in St. Nicholas, Quebec of Irish descent. He was first elected as conservative member of Victoria County in June 1861. He was defeated in 1866 but was re-elected in 1872 and held office for nine consecutive years, until appointed to the senate in 1907. No record can be found of why the name change was made.

Starting in 1901 the school terms began in September and ended in June.

Around 1942 the woodshed was repaired, a new door was installed, the blackboard was painted, the stove was repaired and new blinds were bought for the school.

In 1944 a new woodshed was built.

In 1947-48 school repairs were: new chimney, brick siding, insulation, new window frames and sashes, roof shingled, new toilets, flagpole.

In 1952 and 1953 a well was drilled and the schoolhouse was wired (cost of wiring \$175). Also around this time lavatories were installed in the basement and an electric pump was installed to provide water pressure. A new porch was also built.

Prior to the 1940s in this school Grade Eight was the highest grade taught. Any pupil wishing to go to high school had to board at a high school in town or get there the best way he/she could. Many rode to Aroostook on bicycles in summer and drove a horse and sleigh in winter. During the 40's the school board engaged Mr. William Goodine, a retired railroad man to drive the high school students to Aroostook in his car. Tom Bowmaster drove them next in his car. The first person to drive the students to Andover was Herbert Williams who first used a panel truck. During the year he traded for a car.

The next bus driver was Simon Mcleod. He drove a 1-ton dodge truck with a box built on the back and a heater in it. Later Tom Bowmaster drove the students in a car to Andover. Chester Baker was next with a 2 ton truck with a box on back. He drove the students to the old Aroostook Bridge, where they were transferred to a government bus driven by Alan Nunn. At that time the old road around the mountain was considered too narrow and dangerous for a larger bus. Later Chester built a larger box on the back. Then he bought a panel truck (G.M. C.). Still later he bought a secondhand school bus.

Tom Bowmaster was the first to drive a government school bus and he is still on the job.

During the days of the Morrell school a big concert was held in the schoolhouse on the eve of the school's closing for the Christmas holidays. People from near and far attended to hear a program of plays, carols, recitations, drills, etc. The week before the pupils put their names in a hat and each one drew a name to see for whom they would have to buy a present. These gifts were brought on the happy evening and put under the tree, which the pupils had been decorating for days beforehand in their spare time. Of course the highlight at the end of the evening was sleigh bells announcing the arrival of Santa with a big pack on his back. He passed each child a bag of candy and the gifts that were under the tree. The little red schoolhouse would be filled to capacity. Everybody seemed to enjoy the evening.

A big picnic usually highlighted the last day of school in June. God always sent a nice sunny day. Tables would be made ready down on the baseball diamond below the school. Parents came with all kinds of goodies including lots of ice cream, sometimes homemade. Mothers brought all their pre-schoolers and babies. They had a big day admiring and comparing their off-springs. Everyone old and young alike enjoyed these get-togethers.

The schoolhouse was heated for years with a big box stove in the middle of the room, with a long stove pipe extending to the flue at the back. The pipe falling down was almost a daily occurrence. Of course it was strongly suspected (but could never be proven) that the pipe had a little help, either with a long ruler or a broom. There was a hole near the flue where from time to time a mouse would venture out. Poor mouse must have suffered many heart attacks. The teacher and half the girls jumped up on chairs or desks and let out death-defying screams, much to the delight of the boys.

Many anecdotes can be recalled. On one occasion we noticed our woodpile in the shed seemed to be receding every night. Some of the pupils decided to make a trap, if not to scarce, at least to make the thief uncomfortable. A little later one of the pupils forgetting about the trap (which was a bucket of water overhead, placed so that it would overturn when someone went in) went to get some wood and got the full benefit of the trap.

There was never much music in the school; no band or orchestra, but sometimes when the bell rang and a few were a little slow about getting into classes, the teacher on investigating found a make-believe orchestra putting on a show for the passing train. One girl was really doing her thing on a make believe violin.

If the train passed during breaks kids would run along beside the train and wave. Certainly the trainmen were all cooperative about waving.

Hot lunch was served at noon during the winter months. A beef stew once a week with the families taking turns bringing the meat and vegetables. The pupils seemed to enjoy it -- a big treat after the old sandwiches!

At one time, after the lavatories were installed in the basement, a skunk decided to visit us. A window in the basement was left open and we could see Mr. Skunk lying on the window ledge in the boys' lavatory, sunning himself. This caused much inconvenience because no one had the courage to go to the lav. We called on Chester Baker, our handyman and he put a plank from the floor to the open window, hoping that Mr. Skunk would leave of his own accord. However, two of our most venturesome boys decided to hurry the skunk out. Instead of the skunk going up the plank, the boys, as they saw the skunk coming towards them, made a very hasty and ungracious escape up the plank and out the window.

The Board of Education made a decision in 1963 to close all the rural schools and bus the elementary pupils to Aroostook and the high school pupils to Andover. The pupils and parents alike looked on this new era with mixed feelings, some happy, some sad. June 30, 1963 was to be the last school picnic at Morrell School. Everyone who had ever attended the school was invited. Between 85 and 90 people gathered on the ball diamond. It was one of the nicest, sunniest days that June had ever seen. A very enjoyable afternoon was spent, eating salad, homemade ice cream, cakes and all kinds of goodies.

The little red schoolhouse is still standing. It is the oldest building in the area, approximately 105 years old, and is now used as a dwelling house by Vaughn and Vella Bowmaster and their family.

Many useful and talented people including doctors, nurses, accountants, secretaries, engineers, teachers, electricians, carpenters and many other useful professions got their start at the old red schoolhouse.

FACTS OVER THE YEAR

Before the government took over the schools, each July there was an annual school meeting. Money was voted to run the school for the coming year. Any other business, such as repairs on school were brought up and discussed.

During the winter of 1932-33 Gordon Johnston built fires at the school for 8¢ per fire.

One teacher taught for 28\$ per month during the depression

Some school secretaries were: George W. Johnston, Mrs. Ernest Johnston, Lester Austin and Mrs. Herman Bowmaster Sr.

Constables in 1881 were George Morrell and William Dee.

Poundkeeper in 1881 was Henry Bowmaster.

Surveyor of roads in 1881 were Richard Dee and Daniel Bowmaster, Jr.

In January 1957 a B-52 6-engine plane, on maneuvers from Limestone airbase (at that time an \$8 million plane) exploded in the air and crashed over an area of five or six miles. The main wreckage was found on the back of Morrell property but there was debris all over the place, even across the river. The plane was operated by a crew of eight men. There was only one survivor, Joe Church, the co-pilot, who came down in a parachute and was rescued by a group of men who were out cutting wood. They rescued him from the parachute and signaled a helicopter to pick him up. The temperature at the time was well below zero (Fahrenheit). People swarmed over the hill for months dragging out souvenirs of the plane.

There are no longer muddy roads. The roads have been widened and chip-sealed.

There is a private cemetery down on the flat, back and to the south of the school. At one time it was fenced in.

MODERN TIMES

Great changes have taken place since the first courageous settlers arrived here. Large fields are cultivated and some farming is carried on, there are a few large dairy farms. Many men work for C.P. Rail and commute to Aroostook daily to work. A few work for the Department of public works. There is still some lumbering. A few have earned their retirement -- Pensions are paid to the senior citizens. A school bus hauls all the children to school. Many of the old homes are torn down or repaired. At least ten new homes have been built during the past few years.

The old river drivers are a thing of the past. Logs and pulp are hauled on big trucks or on the trains.

Every family owns at least one car, plus trucks, tractors, etc.

We owe debt and gratitude to the old pioneers who had the courage to face the wilderness and the unknown so that we of today can live a life of security.

MORRELL RE-UNION

Every summer, sometime during the month of July or August, the Morrells and their descendants congregate on the Morrell flat for a re-union.

Early in the evening on Saturday, many move their campers, trailers and tents down on the flat to spend the night there. A big bonfire is built. Everybody sits in a circle around the campfire toasting wieners and marshmallows. If corn is in season, a big corn boil is in order. A sing-sing, accompanied by guitars, is enjoyed. Bean hole beans are started for breakfast the next morning. Breakfast is served on the flat anytime between 9 and 11, consisting of pancakes, bacon and eggs and the bean hole beans.

More of the clan arrives as the day progresses and along about four in the afternoon a big picnic gets underway. By that time any number between 75 and 100 have arrived. The children have a fantastic time playing and running over the flat. It's a chance for the adults to get together and meet relatives whom they see only on these occasions.

The first reunion on the flat took place on August 16th and 17th in 1975. In 1976, it took place in July 10th and 11th. In 1977 on August 6th and 7th. In 1978 on August 26th and 27th. In 1979 on August 11th and 12th. 97 attended. 1980 on August 9th and 10th. 1981 on August 15th and 16th. in 1982 August 7th and 8th, 103 attended.

Hopefully these get-togethers will continue for many future generations.

This little community did its share in helping to defend our country in World War I and II.

Herman Bowmaster Sr. enlisted February 8, 1915. With the 55th Battalion he saw action in France and Belgium for four years. He was wounded twice. In World War II, he enlisted February 8, 1943 and served in the advance guard in Sherbrooke, Que., Fredericton, Sussex and Val Cartier for three years.

Roy Pius and Jack Bowmaster also saw action overseas in World War I.

Edwin Austin served in World War I and was reported missing in action.

Ralph Austin and Percy Hitchcock served overseas in World War I.
Earlen Morrell Sr. was in World War I. He died in England.

Bruce and Harold Johnston were killed overseas in World War I.

Howard Hitchcock was overseas in World War II

Thomas Dee was overseas in World War II. Wounded in Italy.

Frank Bowmaster served in the Airforce overseas in World War II. He was a prisoner of war for 10 months.

Gordon Johnston, Louis Johnston and Douglas Johnston saw action overseas in World War II. Louis was on the beaches of Normandy on D-Day

Arthur Bowmaster was killed overseas in World War II

Harold Edgecomb piloted a Lancaster bomber overseas during World War II

Earlen Morrell Jr., Douglas Johnston and Rodney Johnston were in Korea.

John Morrell, Vaughn Bragdon, Edward O'Hagan, Willie Bowmaster and Stafford Price were in the Armed Forces, stationed in army bases across Canada.

Louis D. McCue served in the Royal Canadian Air Force for 20 years.



School Children



Parents and children at school closing



Stafford Price and Phyllis Morrell



Raymond Morrell with son Don



Beatrice and Glenna Morrell



Kennie Curray and Merton Morrell
on Jinny and Duke



Don, Beatrice, Victor and Carl Morrell



Raymond, Don, Beatrice, Carl,
Phyllis and Victor Morrell



Beatrice and Glenna Morrell



Group of Children



School children
at Morrell School



Group of school children



Hubert Morrell



Raymond, John Arthur, Elle, Phyllis and Mary
at Victor's wedding



Geneva Morrell as a child



Geneva Morrell at her graduating class
(front row, second from left)



Maurice Geneau



Philip Geneau