

P.E.I. COLLECTION
LIBRARY OF U.P.E.I.

THE HISTORY OF EMERALD

by Kevin Mayne

P.E.I.

PC

2649

.E5H

N39

November 15th, 1982

History 231

Father F.W.P. Bolger

156429

LIBRARY USE ONLY

Prince Edward Island is the smallest province in Canada. The Island has a colorful landscape that appeals to everyone who sees it. The history of the Island has been illustrious like the sea that surrounds it.

Fishermen lived on the Island during the summer prior to its initial discovery by the French explorer Jacques Cartier on July 1st 1534. The Island name has been changed several times. As a French colony from 1534-1632 the Island had no significant name, but Samuel de Champlain in his explorations named the Island the Isle of St Jean in 1632. The Island name changed in 1758 when the colony was taken over by the British as they changed the name to St Johns Island. However once again the Island name changed on February 1st 1799 to what it is called today Prince Edward Island.

This paper will examine the history of one of the small communities on Prince Edward Island, Emerald. The early origins of the community as well as the current characteristics will be discussed. Each of the commercial establishments in the early days of Emerald will be included in the analysis of the history. The first thing to do in writing the history of any community is to locate it on the map.

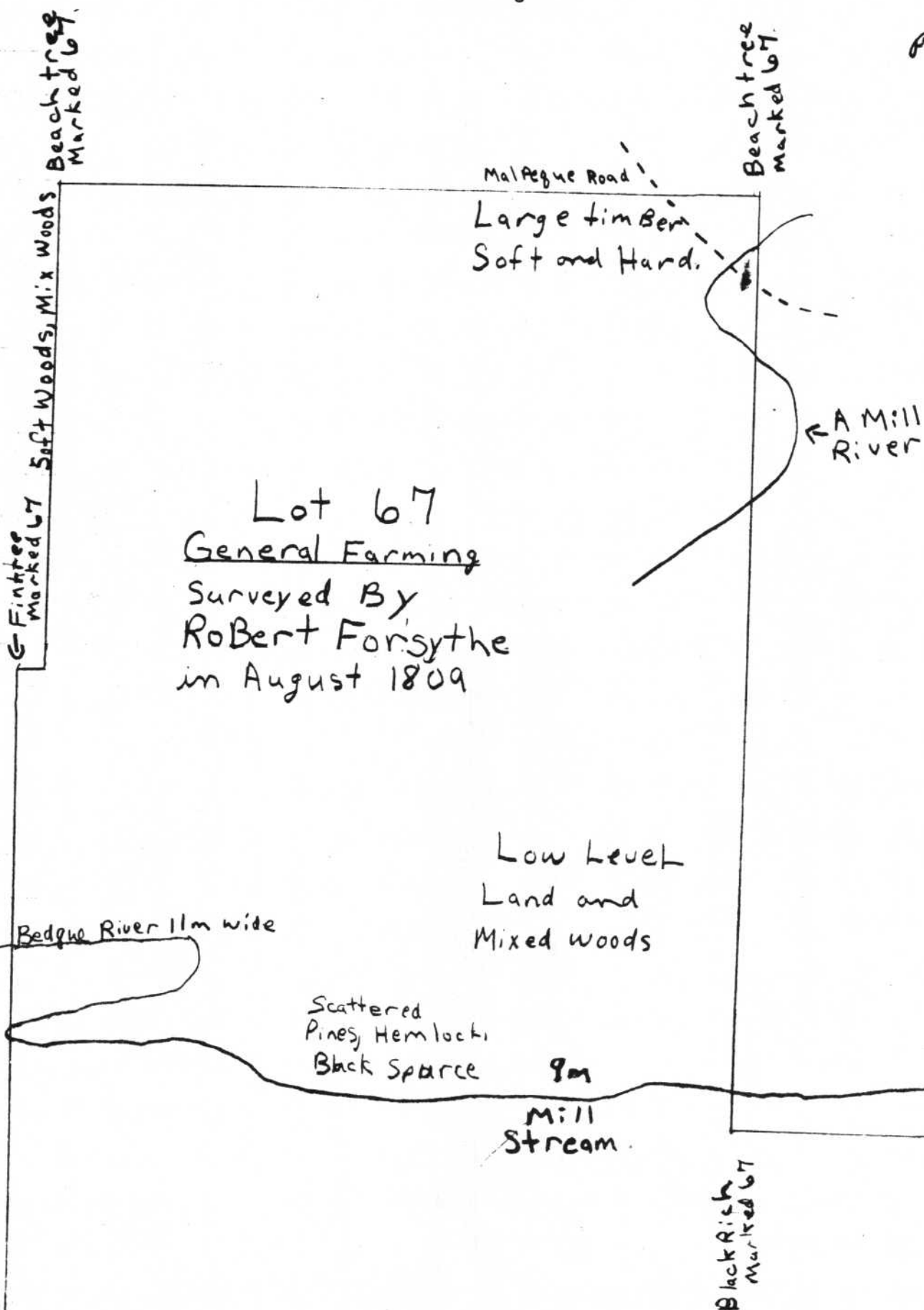
Lot 67

In 1764, Samuel Holland surveyed the Island and divided it into lots of about 20,000 acres each. At the end of the survey there were 67 lots, the largest of which was Lot 67. This lot included the area of what is now known as Emerald, Springfield and Bradalbane plus many other communities. These lots were given out by lottery in July of 1767.

Lot 67 was given to a man by the name of Robert Moore who showed no interest in the land as he never recorded the deed or paid the quit rents. Consequently, on November 17, 1781, Lot 67 was sold by "auction" to Walter Patterson who was the Governor of the Island at the time. After a dispute about his governing with the British government, Patterson returned to England in 1787. The lot once again changed hands, and Edmund Fanning (newly appointed governor of the Island) obtained possession and it remained in Fannings estate until the end of the lottery system. The following figure shows the composition of the lot when it was surveyed in August of 1809. Emerald was part of Lot 67.

Emerald

At first a large portion of the land was wilderness but this was gradually settled. The land did have its drawbacks for example it never touched the water and much of the land was hilly and hard to work. Lot 67 has made



great progress since that time. Today the lot contains some ¹⁵⁰⁰⁰ of the most productive farm land on the Island.

The village of Emerald is located in Lot 67 by the Dunk River, on the boundary between Prince and Queens County at the junction of the Canadian National Railways' Borden lines and the main lines from Souris to Tignish.

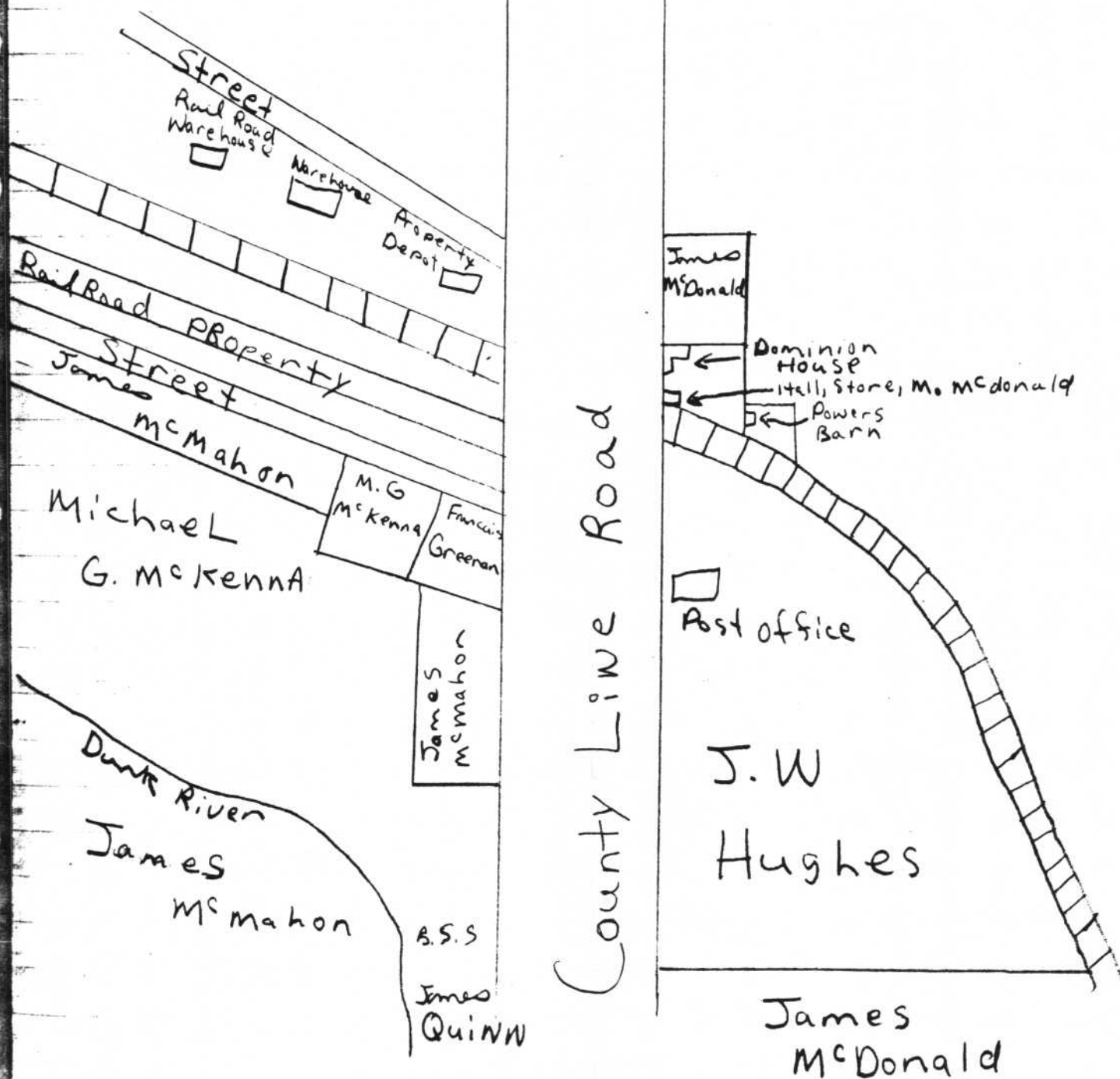
The first settlers of the village were: the Maynes, the McMahons, the McEntees and the Gillis' on the north side of the river. The Clarks, Greens and the Duffys lived on the south side of the river. Since that time Emerald has grown, and now has a population of 153 people.

Emerald was originally called "County Line" as a result of the county line that divides Emerald into Prince and Queens County. Since that time the main road (Route 232) has been called the County Line Road. In 1885 the name was changed to Rose Emerald. In 1890 the Rose was dropped and the community became known as Emerald. Emerald was chosen as the name of the village because of the green pastures and the significance of the name for the Irish settlers. The following page shows the map of County Line in 1880.

Emerald prospered during the early 1900's. The community supported a sawmill, a school, a carriage shop, three general stores. two dress shops, a railway station, a dairy a bank, a hall, two hotels, a post office and two livery stables.

County Line

1880



Sawmill

The sawmill had been used during the 1800's along the Dunk River, south of the Thomas Hughes residence. It was owned and operated by the Haslem brothers of Springfield. Large portions of the land were not settled and contained a large amount of heavy lumber.

A road was cut through the woods from the mill to the Haslem^A brothers homestead. This road was called and still is known as the Mill Road, because the road was constructed to reach the mill.

The sawmill provided employment for the new settlers in Emerald. During its time, the mill produced much excellent lumber. The sawmill ceased to function in 1890 as the lumber decreased and the settlers became interested in farming.

School

In 1871, a grant of 5 pounds was given to the County Line district to build a school. Nineteen or twenty years later a second classroom was added. The first teacher to teach at the school was a Miss Hogan from the South Shore. Some of the teachers that have taught at the school were Peter F. Hughes, Elmer Roberts, Elizabeth Trainor, Margaret MacDonald, Gerald McCarthy, J.A. Johnson, Katie Trainor, Phyllis Cairns, Joan Glover, Sharon Cash and Lorraine Mulligan.

The school ceased operation in the 1971-1972 school

year because of the Provincial Government's efforts to consolidate the smaller schools into a larger school. This act meant the end for the Emerald school that had operated for one hundred years. The school district had a large number of students graduate from it during its years of operation. Each student went to the one room school and as was the custom at the time, the teacher would teach many grades in the same classroom.

With the addition of the second classroom more students could be educated. Most of the students were farmers' children who came to the school to learn a few of the basics such as reading, writing and arithmetic.

The last graduating class from the Emerald school in 1971-1972 consisted of the following students: Leonard Croken, Elaine Morrell, Cynthia Mayne, Teresa McSweeney and Kevin Mayne. The school is now closed. The building was bought by Clayton Hughes and is used for storage. His son Ronnie Hughes and his family and Mrs Bill Curley have put trailers in the school yard.

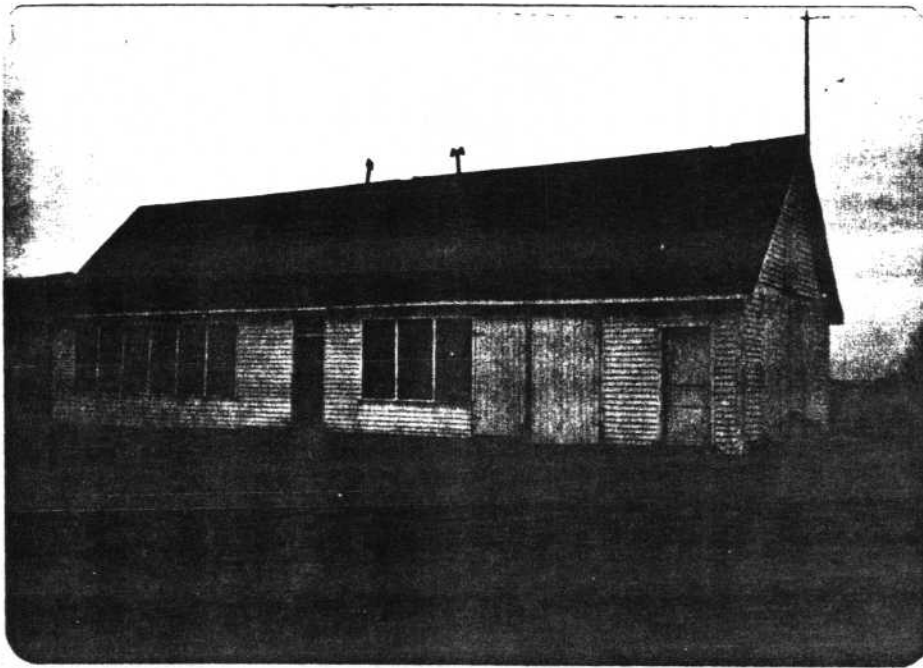
As one walks through the school yard one can almost hear the sound of the school bell summoning students to class. These sounds of yesteryear echo back to us as we stand and look at the memories that are staring us in the face. The school has been the scene of happy times and it has also produced talented and educated people for society. The following page

1/10/78
Kevin
Mayne

No
Dne

presents a picture of the Emerald School as it appears in 1982.

EMERALD SCHOOL



Carriage Shop

In the early 1880's a carriage shop was opened and operated by Terance Goodwin. This shop was located at the present day area of land between Robert McSweeney and Austin⁹ Trainors. Mr Goodwin repaired any damage done to the carriages. Sometimes there were carriages constructed there but it was ^{primarily} mostly a repair shop. The shop ceased operation in

1916 as the horse and the carriage were replaced by the car.

Blacksmith Shop

In 1882, Mr James Power opened a blacksmith shop later he went into operation with his son George. Mr Power shod many horses in the shop which was an important aspect of life in the community.

Mr Power owned a Massey Harris agency for a number of years. The shop ceased operation with the retirement of George Power and was torn down in 1972.

Stores

There were a number of stores in Emerald. The first store was owned by Archibald Ferguson who sold a wide variety of items. Mr Ferguson sold his store in 1886 and moved to Ottawa. The store was purchased by J.E. Hughes and subsequently Albert Craig who moved to Emerald from Freetown. He continued to do business until the establishment was destroyed by fire in 1913.

Another store was run by Parnell McMahon and Merdick Kennedy. This store was in the house presently owned by the late Emmett Clow.

Peter F. Kennedy built a store on what is known as the Hilary Moynagh corner. This store was run by Peter Hughes until the early 1900's. The new owners were Vince McQuaid Ale Murphy and Harold Murphy. After the store went out of business, it was used for storage and was torn down in 1971.

In 1918, Fidelle Perry built a store which was then

bought by Harry Ford who ran the business until 1958 when it went out of business, The store was the present day site of Elmer Deighan's residence.

In 1918, Watson Fyfe moved from Stanley Bridge to Emerald and expanded the drug store that was constructed by Dr McGuigan. The store was sold to the late Clayton Green who operated the store until April of 1976 when the store was then rented to Barry and Carol Mayne who operated the store until April 30th, 1979. '

Stores played an important role in Emerald history. People in the community came together for a social chit chat and to catch up on the latest gossip while they did their shopping. Some of the stores have burned while others were closed down as a result of a lack of business.

The echo of bargains and the stores are gone. The stores that once made Emerald a thriving centre are gone. Thus yet another aspect of Emerald life has disappeared into the past. ^{the end}

The following page presents a picture of the store that was owned by Clayton Green prior to his death.

EMERALD STORE

Dressmakers Shops

One of the dressmakers shops was run by Bernard Murphy's daughters. This shop turned out many fine dresses during its fifty years of operation. The shop was located above the Parnell McMahon and Merdick Kennedy store.

There was another dressmakers shop which was founded and operated by Mr Fred Kelly. It was situated in a little area which is presently the lawn of Mrs Pauline Trainor. Many good and useful dresses were turned out by these excellent dressmakers.

Many people ordered fine dresses for the numerous dances held in the hall and other social events of the time. These dress shops played an important role in the time period that they existed. These shops are now just another part of Emerald's past.

Telephone

Emerald had its first private telephone at the home of George Mayne Sr. in 1906. Since that year the telephone has increased in importance and now there are more than fifty telephones in the community. The people of Emerald had the old crank phone until the early morning of October the 11th, 1976 when the dial phone went into operation.

Electricity

Electricity came to Emerald at 10:30 a.m. December 29th 1950. Since that time electricity has become an essential part of everyday life replacing the old kerosene lamp that was so well used in the days gone by.

Dairy Factory

The Dairy Cooperation was founded in Emerald around the year 1895. It did a large business for a number of years in the manufacturing of butter and cheese. The first cheesemaker in the community was Will Clark. Many communities such as Rose Valley, Springfield, Bradalbane and Emerald itself hauled milk to the factory. Many people found employment in the dairy factory which was always busy processing dairy products

(cheese and butter) for the people who took their milk there. The factory was sold to the Champion family and it was closed during the middle part of the 1900's.

Bank Of Nova Scotia

The Bank of Nova Scotia opened a branch in Emerald in 1913. The Bank did business in Emerald for almost ten years. In 1923 a fire destroyed the building and the bank moved its branch to Albany. The Bank was located on the property which is currently owned by Arthur Lambe. There is very little else known about the bank and its short history in Emerald.

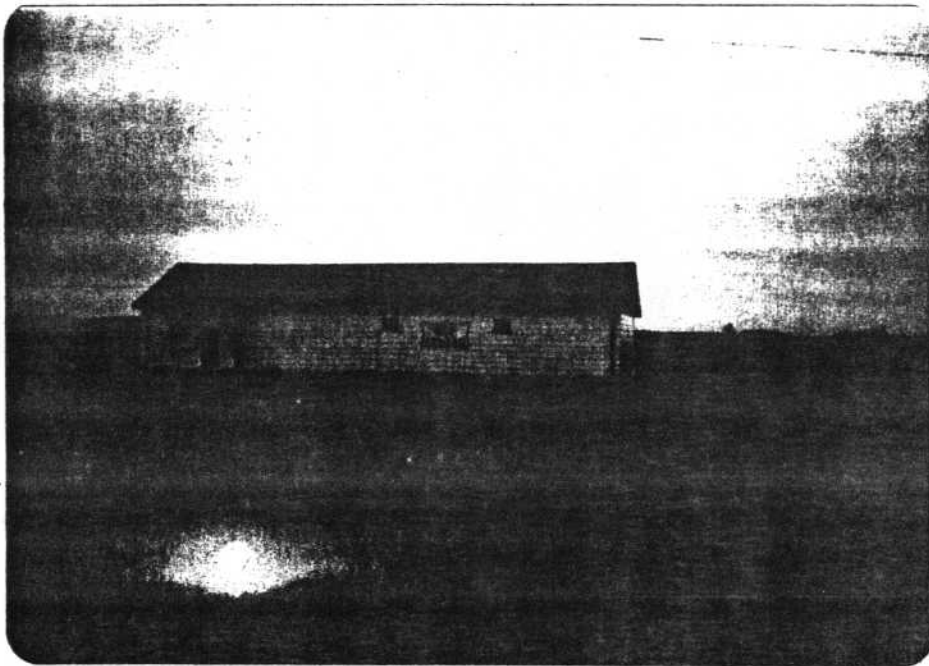
The Benevolent Irish Society Hall

Around the year 1895, a hall was established and built by the Benevolent Irish Society. The Hall was used for public meetings and other social gatherings. Dances were held every two to three weeks and there were people who came from the surrounding areas. The Society who build the hall was quite active and sponsored many interesting events. The hall was the scene for several plays, and actors would come to Emerald to participate. People came from all around to see the events that were quite popular.

The Hall is something which is now only a memory for the senior citizens who remember the Hall. It ceased operation in the mid 1900's and fell into disrepair and was demolished in 1972.

In 1976 a Rec^{Activity} Centre was constructed and has been used for numerous activities such as dances, showers and suppers. The Centre is also used for the annual Emerald Day celebrations. Below is a picture of the Rec Centre.

EMERALD REC CENTRE



Hotels

In the late 1800's, a hotel was established which was owned and operated by Mr. John Hughes. It was later purchased by Mrs Johnny Croken. The hotel served many people that were travelling by train in the years of its operation. The hotel was destroyed by fire in 1932.

Another hotel was operated by Mrs Austin Murphy during

the same time period. The hotels complimented the busy train station. The owner of the land ^{and house, the} that ~~the~~ hotel ~~was on~~ is

Mrs Catherine Croken.

These hotels provided the weary traveller with rest between trains. Usually the travellers found their way to the hotels to get some refreshments or a light snack. These travellers were accom^modated in grand style and left Emerald with happy memories of their stay here.

Women's Institute of Emerald

This organization held its first meeting on November 13th, 1925 at the home of Mrs Austin Murphy. The Institute had many special activities, such as catering to weddings, taking care of the schools welfare/ health supplies and organizing parties for the community.

On September 23rd, 1978 at a meeting held at Mrs Leeland Mayne, the ladies of the Institute decided to dissolve the group due to a lack of interest.

Post Office

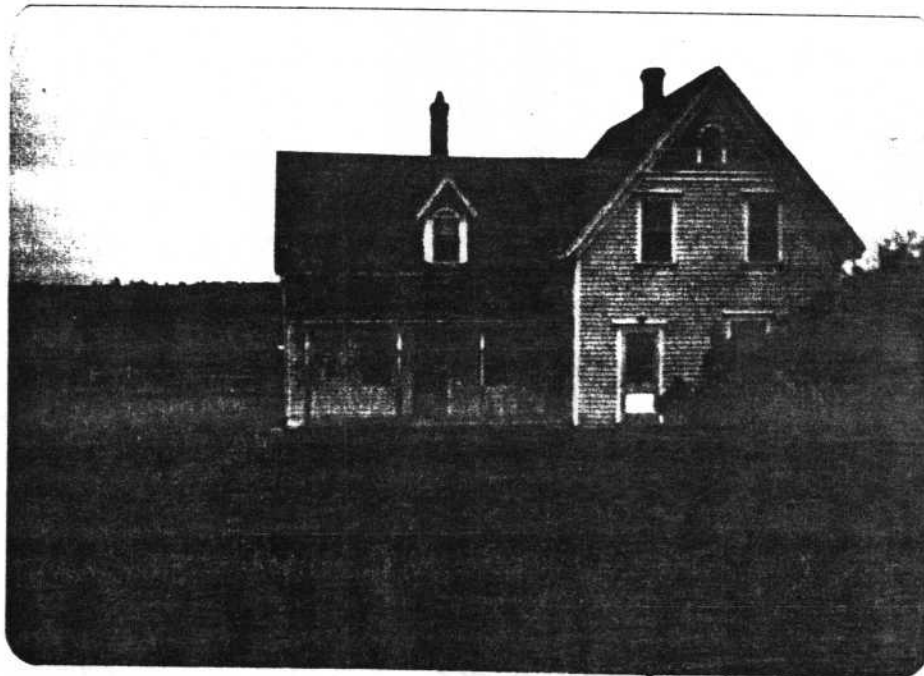
The first post master was Mr Archie Ferguson. He was replaced by Mr J.W. Hughes who in turn was succeeded by Frank Murphy who held the post until his death in 1935.

Percy Murphy was appointed postmaster and he served in that position until the post office was closed on April 21st, 1970. At that time there were three routes that came out

701 080
Should
be
Admin

from Emerald serving Newton, Springfield, Norboro, Grahams Road, Clinton and New London. When the post office closed there were two post offices that supplied Emerald with its mail which were Kensington and Kinkora. Below is a picture of the post office that served Emerald for many years.

EMERALD POST OFFICE



Livery Stable

The livery stable in Emerald was built by Mr J.W. Hughes and run by Mr Johnny Croken. It was situated on the property presently owned by St Clair Croken. The stable had all sorts of carriages and horses to cater to the travelling

public. Travellers used the stable quite frequently in their travels. Another reason could have been because liquor was sold over the counter.

Mr John Canning operated a livery stable on the present site of Albert Rowe's home. This too was of great importance to the travelling public.

The livery stables played an important role in the history of Emerald, but as the automobile became more popular the livery stable became obsolete. Another part of Emerald's past slipped away due to modernization.

Doctor

The first practicing physician in Emerald was Doctor Michael Wall during the teens of the 1900's. After Dr Wall stopped practicing in Emerald, Doctor Johnson began his practice. Dr Johnson was replaced by Doctor McGuigan. He built a drug store where the old Clayton Green store was situated. Dr McGuigan sold numerous items at the drug store. Since he left in 1922 there has been no practicing physician in Emerald.

Canadian National Railway Station

As shipping of produce such as potatoes and as business flourished, a station house was erected in 1887. In 1906, across the railway tracks from the old station a new double station house was built.

Dr. Wall
McGuigan
Johnson
1922?

The reason for the construction of the double station house was that there was usually one end of the station for the males and the other for the females. The men liked to smoke and chew tobacco which the women ^{usually} detested, hence the need for their own end of the station.

Following is the list of persons who served as the stationmasters.

Mr Byrne in 1887 (from Georgetown)

Mr McMahon in 1887

Mr Arthur Seamen and Mr Thomas Arbing

Mr James Allen

Mr Albert Rowe 1956-1966

Mr Gerard Allen 1966-

The Station was the establishment that caused Emerald to grow and prosper. Emerald Junction is the main shipping station for potatoes, as farmers come from all around Emerald to have their potatoes shipped to nearby ports or markets.

Passenger trains played an important role in the community. People came and went, some staying for only 2-3 hours while others stayed at the nearby hotels until the train arrived to take them to their destination.

The automobile slowly reduced the amount of travel on the passenger train as it was a much faster means of transportation and one was able to chose your own departure

and arrival times.

In 1967, the CN was forced ^{AT LEAST IT DID} to cease passenger train service on the Island and except for the few people who used it regularly the train was not missed. Yet another part of Emerald's past slipped out of our grasp.

The station stood vacant for nearly 10 years until early in 1980 the CN decided that since the Station was not being used, it would be demolished. The community reaction was swift.

There was a community meeting held on September 19th, 1980, and it was decided that the community would try to save the station. One of the well known residents of the community Bennett Deighan said: "The train station is the only identity we have left here in Emerald". With this remark the community united to save the station. The following two pages show excerpts from the Guardian on how the community planned to fight to save the station.

A committee was set up with the following members: Mrs Bernice Deighan, Patsy Mulligan, Elmer Mulligan, Bill Trainor (treasurer) Catherine Croken (secretary) and Herman Mayne (president). The committee was to decide what would be done with the station.

After much discussion, the people of Emerald decided the station would be transformed into a small convenience store

Group Plans Proposal

EMERALD JUNCTION — A proposal on the future of the old railway station to Canadian National in the near future will be presented from a citizens' committee from Emerald Junction, says the co-chairman of the committee.

Bill Trainor said a meeting held recently attracted 37 people, or a representative from almost every family living in the community.

He said the proposal must be presented by a Sept. 30 deadline set by C.N. The crown corporation had planned to demolish the old structure until it was opened to a C.N. and government.

C.N. held off any decision on the building at the request of the department of community affairs and tourism.

Mr. Trainor said a number of ideas were discussed including turning the station into a craft shop, leisure centre, for youth, steam locomotive museum or a store.

One suggestion was selected and will be taken before C.N. said Mr. Trainor. He declined to say what it was, explaining it should hear about it first.

The committee is also working on applying for a federal government assistance program grant with a deadline later this month. If successful, the grant would provide some funds to renovate the station.

Some of the options for C.N. include selling the building to the community or leasing it, depending on the proposal presented said Mr. Trainor.

The co-chairman said the road needs repairs, some re-wiring is required and the

insurance needs upgrading but the building is in good shape.

The station was built in the 1930s and replaced the first station which was located just across the tracks. Mr. Trainor said the citizens want to keep as much history as possible associated with the station.

He explained Emerald Junction was the site for all trains from Borden heading east to Charlottetown or west to Summerside. Hotels, stores and other business establishments were located in the village at one time to handle all the passenger traffic.

"Things are looking bright. We're enthusiastic about saving the station," added Mr. Trainor.



MLA Leone Bagnall cuts the ribbon to officially open the Emerald Station after the station was renovated

by the community of Emerald. The station will be an artifact room, general store and recrea-

tion room for children. Holding the ribbon are Herman Mayne, LEFT, chairman of the restoration com-

mittee and Pauline Trainor, long-time resident of Emerald. (26-7-82-4)

OLD CN STATION RE-OPENS

Emerald Days Open

EMERALD — People are the most important factor in getting us through the difficult times ahead, UPEI President Peter Meincke said during the official opening of Emerald Days here Sunday.

"The kind of thing you are doing here in this community gives me the message that all is well on P.E.I.," Dr. Meincke said.

He noted the purchase by the community of the old railway station which had

been slated for demolition but instead, is now being put to good use.

INVOLVEMENT

The university, too, he said, is trying to get involved in community development through such outlets as the Island Community Theatre.

"There is a great deal of concern about centralization. I think there is a tendency to think far too much in the large scale," the UPEI president said. "The kind of things going on here today

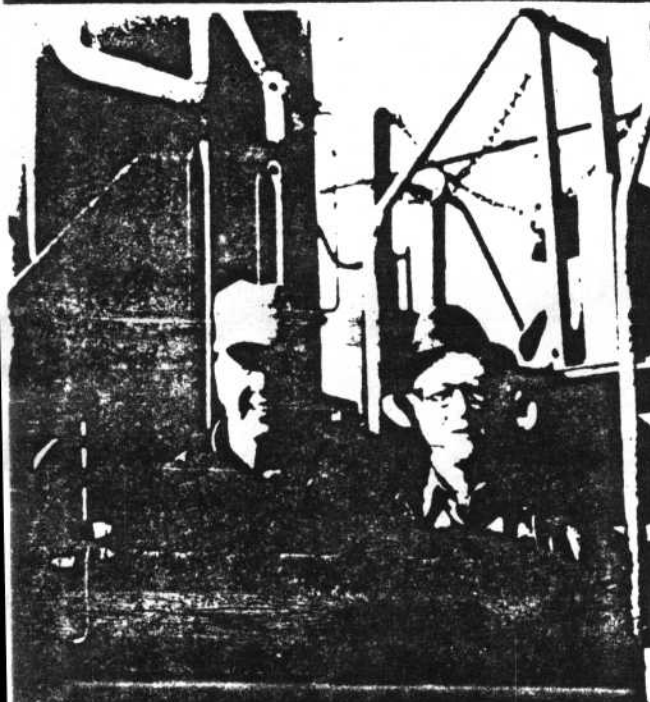
show very clearly the high degree of vitality and success that can occur here."

The ceremonial opening ribbon was cut by Miss Kinkora, Michelle Gauthier of Emerald, assisted by one of the youngest residents of the community Tara Hughes (daughter of Brian and Leone Hughes) and one of the community's oldest residents, Bennett Deighan.

The 88-year-old Mr. Deighan termed the people in Emerald as "the best

class of citizens on P.E.I." and Miss Gauthier hailed the community as "the heart of the Island."

The three days of festivities featured a ceremonial ribbon cutting to officially open the CN railway station by Queens'ist MLA Leone Bagnall, hayrides, a bicycle rodeo, doll carriage parade, and entertainment supplied by area musicians. Suppers were served Sunday night.



TRAIN engineer Charlie Deighan, left, and his uncle, 86-year-old Bennett Deighan, talk in front of a

train in Emerald Junction. Area residents have joined forces in an effort to save the old railway station in

Emerald Junction. The elder Mr. Deighan terms the old building "the only identity we have left here."

"ONLY IDENTITY WE HAVE LEFT HERE"

Emerald Junction Fighting For Old Railway Station

By BILL McGUIRE
EMERALD JUNCTION — Residents of Emerald Junction and area have joined forces in an effort to save their railway station, a building which 86-year old Bennett Deighan says "is the only identity we have left here."

The railway and Emerald have always been closely identified ever since the first tracks were laid in the late 1880s, said Mr. Deighan, the oldest resident living in the village.

The western line from Summerside and the eastern from Charlottetown join at Emerald. Even today two freight trains make a double trip through each day and there is still a full time station agent on duty.

But the agent works out of a new office built next to the old station. CN had planned to tear down the old station built in 1917 but Mr. Deighan said villagers protested and succeeded in having those plans delayed until a proposal could be brought forward to save the historic structure. With most other businesses closed or torn down, the station house, with its waiting rooms for men and women and offices, is the last remaining piece of history dealing with the trains in the village, states Mr. Deighan.

"My father used to tell me

that when the first train pulled into Emerald people almost went through the walls with fright because of the noise," chuckled Mr. Deighan.

His father worked for CN part-time, his duty being to keep the big water tank filled for the steam engines to load up.

Mr. Deighan said the old station was closed when CN took off the passenger trains some years ago. Buses now take passengers to connections in Amherst.

He blames the automobile for the demise of the passenger trains. "Cars killed the passenger trains."

He said 40 years ago trains were still a convenient way to travel. For \$1.40 return, a person could catch the noon train for Charlottetown, do his business and be back in Emerald in time to do the barn work, recalls Mr. Deighan.

ONCE BLOOMING SPOT In the hey day of the passenger trains Emerald was a booming little community. He pointed out there was a blacksmith shop, large general store, bank, carriage shop, cheese factory, two room school, post office, hotel and boarding house.

All are gone now and the community doesn't even boast a store. The school is closed

because of consolidation and students are bused to Kinkora while Emerald is now a rural route for Kinkora post office. There was never a church in the village without a priest always used to live here along with a doctor.

Before the advent of the diesel engines trains were powered by steam produced by burning coal, says Mr. Deighan. His father worked for 30 years keeping the tanks full.

The old station built when the first tracks were laid was torn down in 1917 and the present station was built across the tracks. At this time, or about the close of the First World War, that the shift was made from narrow gauge tracks to the modern wide gauge.

Mr. Deighan says he remembers German prisoners of war laying down a third track to accommodate modern trains. The wide gauge was laid first from Borden to Summerside and Charlottetown and it took over five years to lay the eastern and western sections to be changed over, he added.

He also stated Emerald was a key loading area for potatoes out now most of the island crop is shipped out in trucks.

SNOW HEAVY Winters with heavy snowstorms also brought back



EMERALD JUNCTION RAILWAY STATION

memories of Mr. Deighan. He says there used to be a period of up to a week where trains would be struck by snow drifts and men would work night and day to shove them out of the way.

He said, "We get snow this winter like the rain we got this summer, there could be a lot of snow coming I hear it will be a winter."

Since the old station was closed some 10 years ago it has been vacant and idle but plans to demolish the building has sparked villagers into action.

The station could be turned into a tourist attraction and also provide a much needed store, says Mr. Deighan. It could also be a steam train museum or even a youth cen-

tre. He said a committee formed to save the station has applied for a federal grant to restore the building and the committee hopes to buy the station from CN.

"If we are successful, it will mean a bit of history has been saved," he concluded.

and a landmark for the village. In the fall of 1980, the committee applied for a government grant to refurbish the station.

February 1981 work began on the station. There was much work to be done such as new wiring. The structure was painted inside and out, the roof was shingled and the floor was restored. In the early part of 1982 the work was completed.

On July 5th, 1982, the convenience store and the historical section of the station were officially opened. The store was run by two people in the community Catherine Croken and Dorothy Moynagh. The store has a few shelves of groceries and a small counter where they serve hamburgers, hotdogs and submarine sandwiches. The historical section has many reminders of the past such as tickets from the early 1900's which were found during the renovations. There is also a record book of the train's arrival and departures, an old lantern and an old telegraph. There are other items that remind the people of Emerald and its visitors about Emerald's past.

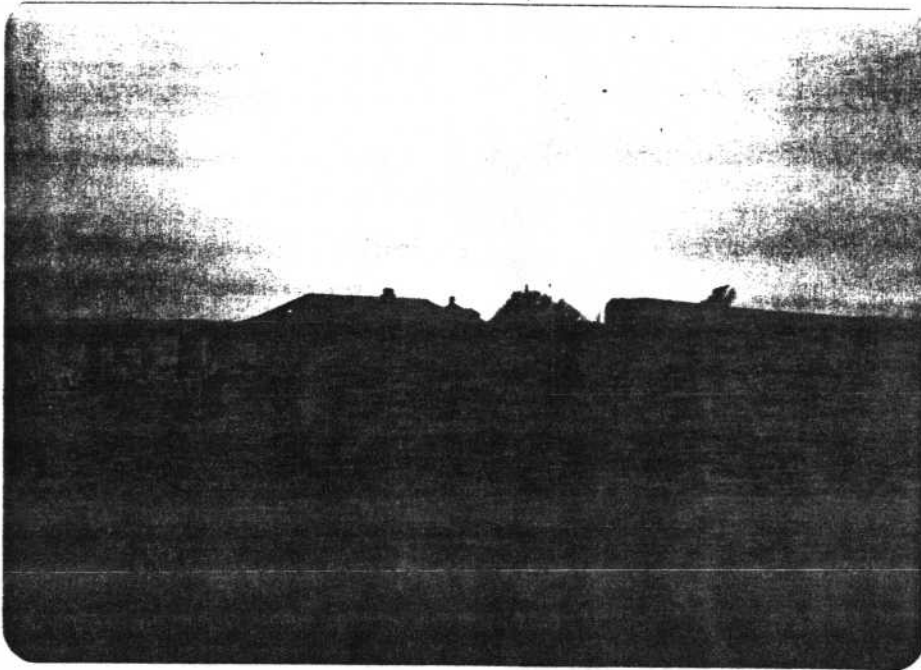
Then on a sunny afternoon on July 24th, 1982 the station was officially opened. Most of the community was present as well as visitors from other parts of the Island and even some from Alberta. There were several speeches made by the people on the committee and others who had worked at the

station in the past, and Carol Mayne gave a brief history of the station. Leone Bagnall First Queens MLA officially cut the ribbon to open the station.

The following excerpt from the Guardian reports on the details.

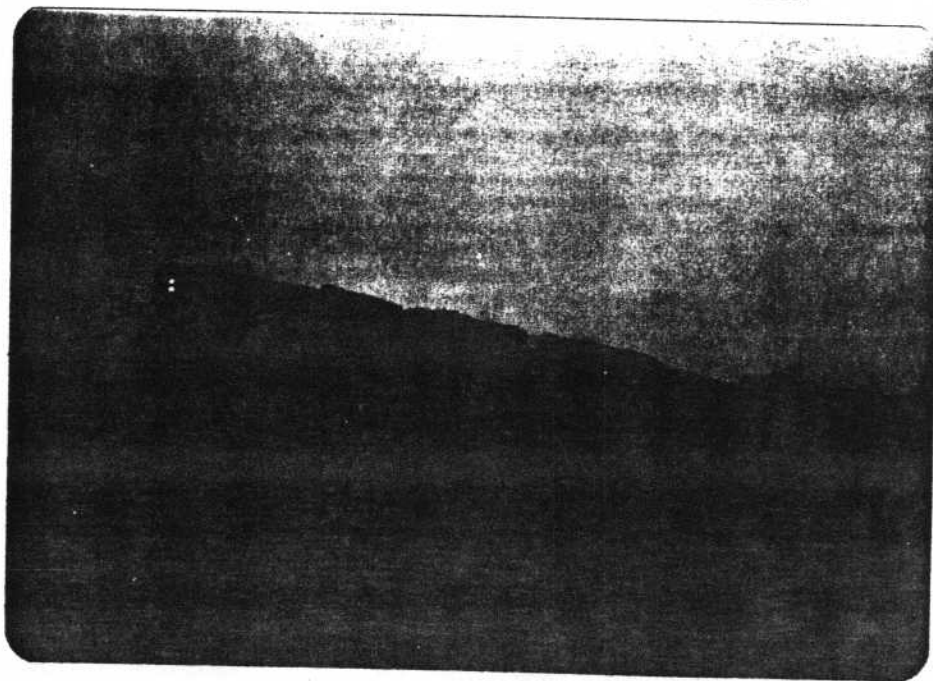
In the fall on September 26th, 1982 the store and the station closed its doors for the winter months in the hopes of opening again in 1983. Below is a picture of the station as it looks in 1982.

EMERALD STATION

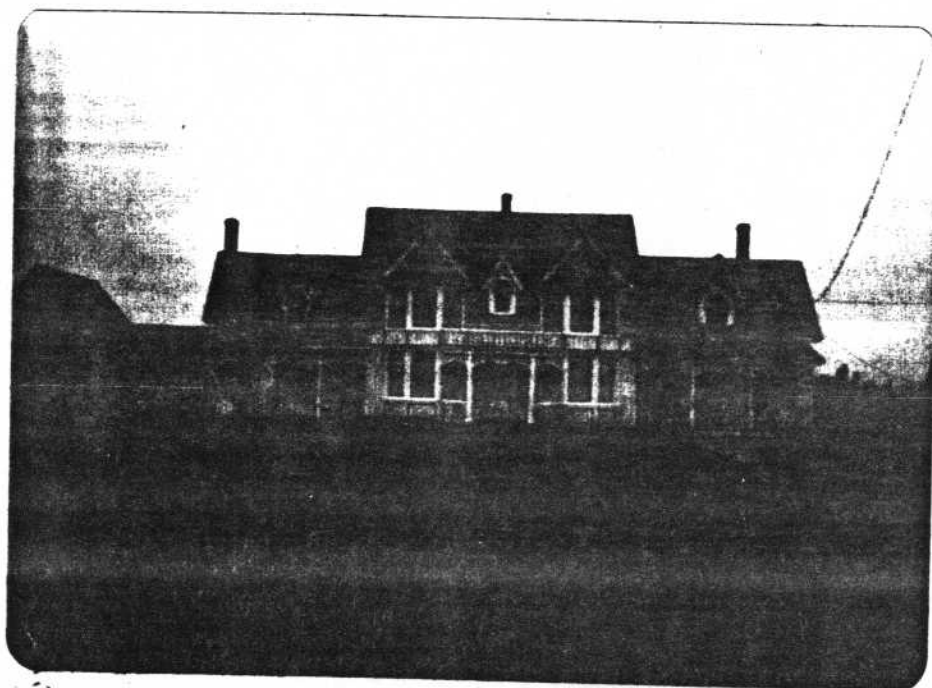


The station played a very important role in Emerald's history. Passenger trains have disappeared from the village

CN TRAIN PASSING THROUGH EMERALD STATION



WOODLAND VIEW FARM TOURIST HOME



A
GEM

and trains themselves hardly stop any more. The station faced demolition but was saved by the people of Emerald. The station was and is a reminder to us of the important role the station played. This part of Emerald's history was saved and would not be lost as much of Emerald's history has been.

The map on the following page shows how Emerald looked during the early part of the 1900's.

Woodland View Farm Tourist Home

Today Emerald has only one business, not including the farms in the area. This business is the tourist home which is owned and operated by Mr and Mrs Leeland Mayne.

The business began in 1975 and has flourished ever since. The Maynes have had guests from nearly all corners of the globe, from Europe, Japan, New Zealand and of course the United States and Canada.

The people who have visited the home have left with a new kind of experience. They learned what farming was like by participating in farm activities. They have had many laughs on the farm.

Some people who visited are now considered family coming back each year for picnics and to help with the farm chores.

Mr and Mrs Mayne have made many new friends because of their business. They have had long talks with tourists over a cup of coffee and make the tourists feel at home.

THE
MAYNES
WILL
DO
THAT
WITH
DIGNITY

Emerald
in
the 1900's

HALL

Goodman's
Carriage
Shop

Powers
Blacksmith
Shop

Delivery
Stable

J.W Hughes
Hotel

A. Craig
Store

Bar

Store

Store

Restorant

Ford
Store

Murphy
Post
Office

Store

Cheese
Factory

Cheese

The Maynes enjoy their business and have hopes to operate for many years to come. Given the kindness and hospitality, their business will continue to succeed.

This completes the assessment of the commercial establishments of Emerald however this ignores one of the main foundations of the entire community that of farming.

Farming History of Emerald

Some of the first settlers in Emerald were farmers. They had to clear the land to begin their new farms. Tree stumps had to be pulled out or burned. Days of backbreaking labour were spent clearing enough land to farm. Life here was difficult as people had to walk a great distance to get water. Money was not abundant in these times. Farmers barely ^{VA} survived the cold long winter months but they survived and struggled along coping with their difficulties.

The women made all of the clothing for their families working long hours, mending and making clothes and preparing meals for the family. They also helped with the harvest and prepared food for the winter.

There was ususally a great deal of visiting done during this time. They, as neighbours, helped one another during the harvest and they made sure their neighbours were doing well. The people were happy and as one Emerald resident suggested: "Maybe they were happier than the people of today

... A little bit of work never hurt anybody."

The crops grown on the small farms were basically hay, grain and potatoes. Each farm consisted of at least one cow to supply the family with milk, a horse was used for travel and work and some sheep to provide clothing made from the wool.

The method that was used to take in the hay is quite different from ^{how} what is done today. First it was cut with a mower. Then it was raked into rows known as windrows by a wooded rake. These windrows were collected into piles and put on a wagon and taken into the barn where the hay was pitched on the floor. This was a great deal of work for the farmers but they did it with the help of their neighbours and horses. Many days were spent on the hay crop trying to bring it in before the fall. Nowadays the hay is cut by a tractor driven mower.

Then the hay is ^baled and the bales go into the barn. It is not uncommon to take in 1,000 bales per day. Grain was another crop that was grown in Enderald. The grain was cut with with a sickle and in later years the cradle was used to cut the grain from the straw. The cradle cut the grain and gathered it into a reaper. This fastened to a scythe and could cut a swathe from ^{four} frou to six feet wide. When the grain dried it was hauled by a drag sleigh to the threshing floor. Here the sheaves were thrown loosely on

on the floor. The flail (two long peices of wood fastened together by a leather tong) was then used to thrash the grain. The straw was then raked and the grain was gathered from the floor. The grain was cleaned by someone facing the wind and pouring the grain from one vessel to another and was subsequently ground at the North Granville mill.

The flail was replaced by a horse power threshing machine. The drum or cylinder was propelled by the horse walking on the ground around in a circle. After that the tread mill was proven to be more superior. The mill had an endless floor of 8 inch plank and the horse walks around on the planks. The motions propels the fly wheels connecting the belts to the machine.

After the cradle came the reaper which dropped the sheaf inbund. Next came the binder which thrashes the grain in the field with a blower attached and run by a tractor.

Today a combine is used to do this job. The combine thrashes the grain and puts it into a hopper, and when the hopper is full the oats are put into a grain box, then an auger carries it into a bin. The straw is left out in the field and baled if needed.

Potatoes were another crop grown and harvested in Emerald. The first means was by fork, then the potatoes were

ploughed out by a horse ^{drawn} plough. Then a digger came and picked up the potatoes from the soil and ran them on a ^{chain} and dropped them on the ground and they were then picked up. Each worker had his own section.

Later the potato picker was invented and it was pulled behind the digger and the potatoes were bagged from the machine. Today the potato combine can dig as many as eight rows at a time. The potatoes rise on the machine where they are graded and rocks and grass are removed by the workers. The potatoes then go into bulk boxes and then are put into storage areas.

The potatoes are hauled to the plant in New Annan or shipped by boat ^{or train} to other parts of Canada and the world.

Homes and the Land in Emerald 1982

At present there are 48 families in Emerald. We shall trace the houses and land in Emerald. The map on the following page illustrates the structures in Emerald presently.

The land owned by Austin Trainor was owned by Wellington Haslam who sold it to Thomas Hughes. Spencer Hughes bought the land from Thomas and when Spencer moved to Toronto he sold the land to Gerard Gauthier and the farm to his brother Clayton. The mill that the Haslams had is still on the Gauthiers' lot.

The farm owned by St Clair Croken Junior was owned by James McDonald. Mr McDonald also owned the land that belonged to Mr James Power and the McMahons. One of the lots is now owned by Austin Trainor and the other is owned by the Clows.

Parnell McMahon bought a lot and sold it to Gordon Murphy who sold it to Madge Clow who in turn sold it to Albert Rowe. Joe McDonald sold his farm to Maurice Croken. After Croken's death, the land was purchased by St Clair Croken Sr and then by St Clair Croken Jr. After his marriage in 1969 another son Arnold Croken built a house on part of the land directly across from the site of the old hall.

The farm owned by St Clair Croken Sr was formerly

Emerald Junction

November
1982

COUNTY LINE ROAD

Leigh Morrell →
Woods →

Austin Trainer →
Mrs Peter Clark →

Kenny McCarville →

Brian Hughes →
Clayton Hughes →

Albert Rowe →
Carl Clow →

Arthur Lamb →

St. Clair Crocker Jr. →
Arnold Crocker →

Wayne Ready →
St. Clair Crocker →

MILL ROAD

Ray McCarville →

George Mayne →

Fenton Mayne →

← Robert McKenna

Clark Sinott

NEWTON ROAD

← Tommy Hughes

← Ronnie Hughes

← Mrs. Bill Curley

← Allan MacKinnon

← Gary Ross

← Stewarts

← Hillary Maynagh

Percy Catherine Mrs
Murphy Crocker Feed
Lawless

Barry McCarville Elmer Gerard
Mulligan Allen

Robert Mulligan

Rec Centre

Gerard Gauthier

Dorothy Rofferty

NORD ROAD

← Kay Green

← McSweeney

← Billy/Pauline Trainor

← Reginald Smith

← Aeneas McEntee

← Jimmy Mayne

← Herman Mayne

← Barry Mayne

← Ireland Mayne

Robert McSweeney

Junior Mulligan

Brian Nicholson

Loyale
Deighan

owned by John Croken who gave it to his son Edward and after his death the farm was taken over by St Clair Croken Sr.

Frank Murphy ran a post office in the house which he sold to Jack Cash and the house is presently owned by Cash's daughter and her husband Hilary Moynagh.

Fidelle Perry came to Emerald and started a store which was purchased by Harry Ford. After he retired Mrs Leslie Trainor bought the house. The house and lot formerly owned by Austin Murphy is now owned by Mrs Catherine Croken.

The house next to it was owned by Mrs Frank Murphy at one time. The house next to it was built by Joseph Hughes and after his death the house was given to his daughter Lorraine Caseley. ^{Don't mistake name for land agent's daughter} F.E. Murphy owned the land prior to Elmer Mulligan. Before Mr Mulligan, Mr John Noonan and Mr Charles McCarville owned the house.

The house next to it was built by Mr James Allen and it is now owned by his son Gerard Allen.

The lot owned by Robert Mulligan was owned by Peter F. Hughes, then his son Carroll who sold it to Mrs Neil Croken. The late Pius Croken bought the lot and sold it to Mr Robert Mulligan.

The next site is the Rec Centre. The land was donated to the community by Mrs Alice Hughes. The next home

is that of Gerard Gauthiers which was mentioned previously.

The house owned by Robert McSweeney was built by Mr Craig around 1898 and it was sold to Joseph White who later sold it to his son James. James was the owner prior to Mr McSweeney.

The next home to this is Junior Mulligan's and then Elizabeth Trainor's which was owned by Tom Trainor.

Fred Jones house is next door but now is vacant as Mr Jones has left Emerald. The next lot is owned by Mrs Betty Nicholson and her son Brian.

The house now owned by Upton Jones was owned by Emmett Moynagh who sold it to Harold McCourt who sold it to Mr Jones.

The house across the road was owned by Jack Clow who sold it to Ray Goodwin and then to the present owner Edward Rafferty.

The Deighan residence was formerly owned by Will Deighan then it was given to Jack Deighan and then to Bennett Deighan who has given it to his son Loyola Deighan.

The farm owned by Reginald Smith was owned by his father Benny Smith. The farm next to this was owned by Alex Gillis then Jim Gillis and finally Dan Gillis. After his death, his sister Patricia sold the land to Campbell and Burns.⁵⁰

The farm owned by Aeneas McEntee was owned by Pat

McEntee and then John McEntee. They also owned what is now the James Mayne farm.

Herman Mayne sold most of his farm to James Mayne and James has purchased a mobile ^{home} and now resides on the land.

The farm formerly owned by Earl McCarville is now owned by George Mayne son of Herman Mayne. Before McCarville owned it the home was owned by Tommy McCarville.

Further up the road is the home of Fenton Mayne who inherited the land from his father George Mayne Senior.

The farm and residence now owned by Mr Leeland Mayne was owned by his father George who had obtained it from his father John. Beside the Leeland Mayne home, his son Barry has built his own house.

The farm owned by Jim Sinclair was formerly owned by the Mathesons and before that Mr John McEntee. Mr Sinclair still owns the land and rents it out while he resides in Springfield.

Next is the farm of Ray McCarville which he inherited from his father. His brother Wilbur owned a farm nearby which was owned previously by Duncan and Angus Gillis. The farm land is currently being farmed by Campbell and Burns.

The farm owned by Mrs. Peter Clark was owned by Nick Clark and the land was given to William Clark who gave it to his son Peter. The land is now owned by Peter's son

Michael.

The home next to the Clarks is now owned by Austin Trainor who bought it from Al Green who bought it from the original owner Peter McMahon.

The house owned by Doctor McGuigan was sold to Watson Fyfe who sold it to Mr Clayton Green. This house is now owned by Mrs Kay Green, the wife of the late Mr Green.

Beside the school there are two mobile homes one of which is owned by Ronnie Hughes, Clayton Hughes' son. The other is owned by Mrs. Eleanor Curley mother of the late Norma Hughes wife of Clayton Hughes.

The house next to the school was formerly owned by Mrs Martin and is now owned by Mr Alan MacKinnion. The home owned by St Clair Stewart was owned by James Trainor.

The house owned by Alex Murphy was owned by his father Jim Murphy.

The Pius Croken farm was once owned by the Deighans. It is now owned and farmed by Pius' son Wilfred.

This completes the analysis of the history of Emerald, but what of the future?

The Future of Emerald

SO TRUE
The future of Emerald largely depends upon how much the people of Emerald are willing to participate. The Rec Centre and the Station should contribute to the social

aspects of the community. Things will begin to thrive if people are willing to join and work together and create a true spirit in the community.

To conclude , Daniel W. Dafoe aptly summarized the challenge of the future: "It would be well to bear in mind that the present of today is the future of yesterday and that it is what it is because of the human actions and the human decisions. " Therefore our future will be exactly what we make it.

Appendix I lists some of the interesting facts about Emerald.

Summary

The history of Emerald has been traced from when it was a wilderness to its present state. Emerald was once a thriving village with a number of stores and other commercial establishments. However, today the community has only a tourist home, a Rec Centre and a Station. Many things occurred to cause the decline of the community.

The factors were first the change in the means of transportation. The livery stables, the carriage shop and the blacksmith shop were all dependant on the horse as the means of transportation. Thus when the automobile replaced the car as the primary means of transportation these establishments were forced to close. With the decline in rail transportation the hotels and the station itself were affected.

Fire also took its toll as several establishments were burned down and were never rebuilt.

Even though Emerald is no longer a thriving centre in the area it still enjoys community pride and spirit. *YES INDEED*

Appendix I

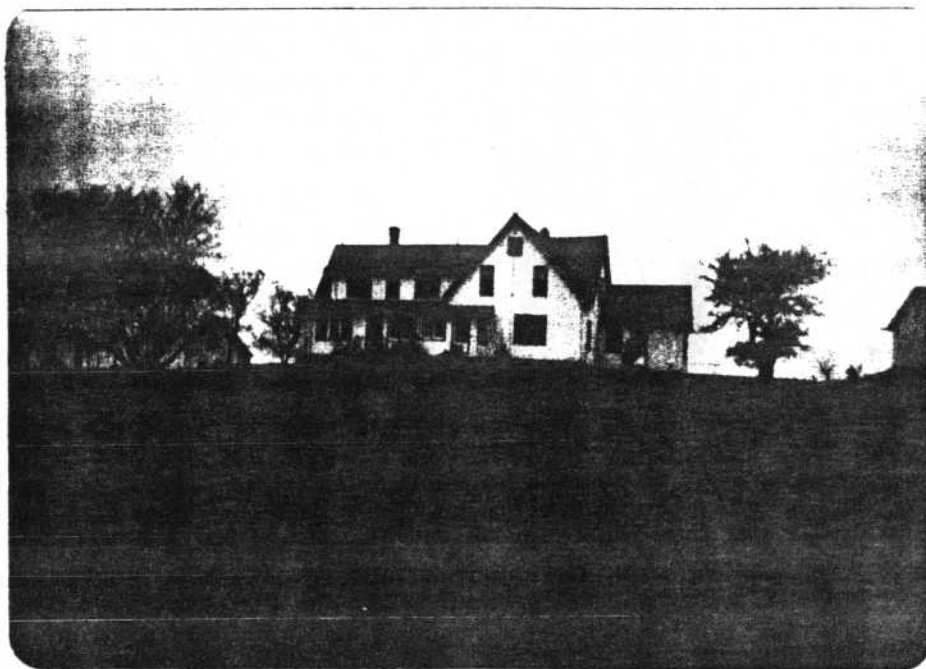
Some Interesting Facts About Emerald

Oldest man Bennett Deighan

Youngest child Tara Hughes

Oldest Couple Mr and Mrs Bennett Deighan

Oldest House Mrs Leslie Trainors (see picture below).



Lovely

First Television Clayton Hughes

First Radio James Allen

First Car Doctor McGuigan
 First Haystooker Donald Matheson
 First Combine Clayton Green
 First Telephone George Mayne Sr.

Bibliography

Bolger, Father F.W.P. (Editor) Canada's Smallest Province
1973, John Deyell Company Ltd, Canada.

Illustrated Historical Atlas of the Province of PEI
1880, J.H.Meachen and Company Limited.

Young Emerald Improvement Project History of Emerald 1973.