

Anglo-Celtic Roots

The Cowley Family Saga: From Sherwood Forest to the NHL—Part 1[©]

BY CHRISTINE JACKSON



After researching her own family history in England for some 35 years, the 400th anniversary in 2013 of Samuel de Champlain's voyage up the Ottawa River unexpectedly offered Christine an opportunity to research a pioneering Canadian family with deep roots in England. The search for the Cowley family's beginnings and their significant and sometimes colourful role in the development of the Ottawa Valley quickly became what is now an ongoing obsession.

This is an account of an Ottawa Valley pioneer family—the Cowley family—who arrived here from England in the 1830s and, after a tragic start, “made good.” This article (Part I) traces the lives in Canada of some of the family members, while Part II will shed light on their English origins in Sherwood Forest and the English Midlands, and will speculate about what may have led one of them, at the age of 65, to bring his young family to British North America.

My involvement with the history of this family started early this year, when a friend sent me two papers on the natural and human history of our Ottawa neighbourhood of Champlain Park, written by members of the community association.¹ The authors were seeking support and suggestions for

marking this year's 400th anniversary of the French explorer-cartographer Samuel de Champlain passing by our area on his way up the Ottawa River.

I have always been interested in the history of my community, as well as the age of my house on Cowley Avenue, where I have lived for 25 years. I had always known that my street and several others in the neighbourhood were named by Robert H. Cowley, when he laid out the subdivision in 1903.²

He called it Riverside Park, although the name had to be changed in 1950 (to Champlain Park) when this section of what was then Nepean Township was annexed by the City of Ottawa.

Between the 1890s and the First World War, a property boom was

underway across Canada, and in Ottawa the opening of the Britannia streetcar line in 1900 brought large areas of what was then Nepean Township within commuting distance of the city.

While residential subdivisions set back from the river were generally aimed at the working classes, those laid out along the Ottawa River were promoted as summer resorts to the middle class, and they began to fill with cottages. Riverside Park was one of those, and Nepean assessment rolls show that, by 1911, 34 of the 52 assessed buildings there were cottages.³ My own house was likely built in 1918 as a seasonal clapboard cottage and subsequently winterized.⁴

One of the aforementioned papers contained preliminary research on the Cowley family done by a fellow resident. From that I learned that the father of the R.H. Cowley who had planned our neighbourhood had a connection to Champlain's lost astrolabe, supposedly found upriver in 1867.

Intrigued, I studied the research paper and started using *FamilySearch*, *findmypast* and *Ancestry* to check genealogical details online about the Cowley family and to fill in some of the unknowns. As a result, I was able to make a little progress, the details of which I passed on to the author of the Cowley paper, suggesting that she may wish to update her

document and, at the same time, offering to work on providing further information.

Not unsurprisingly she took up my offer of help—and I was off and running!

My assignment was this:

If you are someone who likes to go digging into the past, I have a mystery you may wish to help me solve. I would love to know why Captain Daniel Keyworth Cowley's body was exhumed from Beechwood Cemetery and moved to an unknown cemetery in North Bay, Ontario. I learned this tidbit during a phone conversation I had with a staff person at Beechwood Cemetery. She had the register of burials in front of her and told me about this notation describing his exhumation. Is this something you would like to follow up on?

My research last fall tells me that Mary McJanet Cowley (the Captain's wife) lived until 1919. She was buried in Bristol, Québec. Why are this husband/wife not buried together? And since she was alive for a good 20 years after he died, why did she agree to have him exhumed and buried elsewhere?

"Exhumed" and buried miles away from his wife!—that certainly caught my attention. Being unfamiliar, however, with Canadian family history resources, I knew of only one expert on cemeteries—fellow BIFHSGO member and blogger John Reid.

In no time John found the entry for Daniel Keyworth Cowley in the

Beechwood Cemetery Burial Register, which records his death date as 4 February 1897, the removal of his remains on 14 May the same year to “North Bay,” and the notation “vault” in the Remarks column.⁵ In fact, most of the entries for February 1897 show interment in the vault shortly after death and burial at Beechwood in May, June and even July.

It turned out that there was nothing strange or unusual about what had happened. Capt. Cowley’s remains had been temporarily interred in a vault at Beechwood, pending a time in the spring (May) when the problems of frozen ground and winter transportation out of town would permit burial. The same thing happened in 1927 on the death of his son Robert. So that solved the mystery of the so-called “exhumation” of Capt. Cowley’s body.

There remained, however, the issue of the body having been sent to North Bay for burial. And once again, John Reid came to the rescue. John found photographs of some Cowley headstones online in the *Canadian Gravemarker Gallery*—graves which are at **Norway Bay** United Cemetery, in Bristol Township, Pontiac County.⁶ That had to be the answer! Captain Dan’s wife Mary was from Bristol Township, so it was logical that her husband and other family members would be buried there. (By now I

felt I was getting to know Daniel Keyworth Cowley and I had begun referring to him as “Captain Dan.”)

Someone at Beechwood Cemetery must have mistakenly entered “North Bay” in the burial register (they even added quotation marks), perhaps being unfamiliar with the tiny settlement of Norway Bay upriver and/or unsure of what s/he heard.

Some Googling took me to the *Cemeteries of Pontiac County, Québec* website, run by the Upper Ottawa Valley Genealogical Group. There I found the legal land descriptions of the Norway Bay Anglican and United cemeteries and a reference to the transcription of headstones completed there in 1977 by Joan McKay.⁷

Consulting the cemetery transcription at the Ottawa Public Library, I found that it describes a section of the cemetery as being devoted to the Cowleys and includes the mention of a gate on the “enclosure” and the name “D. Cowley 1871” with a coat of arms.⁸ There follows a list of some 14 Cowley family members, including Capt. Daniel Keyworth Cowley himself and his wife, Mary McJanet Cowley.

I have since visited the cemetery and seen the headstones, and I am now quite satisfied that Captain Cowley was buried at Norway Bay with his wife, and not at North Bay.

This information I also reported back to my community association colleague who had written about the Cowley family. But I did not yet tell her that I had become hooked on researching this family, largely as a result of reading Captain Dan's lengthy 1897 obituary in the *Ottawa Citizen*⁹ and the book on which my colleague had based her research—a biographical memoir of Captain Dan's son, Robert Henry Cowley,¹⁰ which contains much family history and a family tree going back to 1697.

Using these two documents and trying to confirm in modern genealogical databases the dates and places that were mentioned in them, unsourced, proved to be an absorbing process. But throughout, it became clear to me that Captain Dan was a larger-than-life personage who rightly earned the title of patriarch of the Canadian Cowley dynasty, which he founded and dominated during his long life from 1817 to 1897. His obituary-writer referred to him as a venerable figure who was one of the earliest pioneers of steam navigation on the Ottawa River, saying that

his life was one attended throughout with unwonted interest and adventure.

So where did this adventurer come from, and how did he get his reputation as a pioneer of steam

navigation in the Ottawa Valley? These were my initial questions.

Well, I found that he was the eldest child of Mailes Cowley, a “practical botanist” in the Botanical Gardens at Kensington (London), England, who, at the age of 65, arrived in Lower Canada with his wife, Harriott, aged 53, and their two children—a boy named Daniel Keyworth (age 14) and a girl named Harriet (age 8).¹¹ (Their second child, Robert, born in 1818, had died just one year after birth.)

Daniel Keyworth Cowley, the future Captain Dan, had been born 9 January 1817, at 19 Dartmouth Street in the City of Westminster (London), England.¹² Baptized in the Anglican parish church of Westminster—St. Margaret's, adjoining Westminster Abbey, his second given name of Keyworth was the family name of his paternal grandmother (Elizabeth Keyworth).

The biography of Mailes Cowley's grandson R. H. Cowley states that Mailes, having been commissioned to bring some soldiers out from England, came with his family to Montréal in 1831, where he established a garden.

After only one year in Montréal, however, Mailes died in the infamous 1832 cholera epidemic, which spread through Lower and Upper Canada and is believed to have killed at least 4,000 people in Montréal alone.¹³ He was buried in

Papineau Cemetery with some of the British officers who had accompanied him from England.

Sadly, Mailes' wife Harriott died the following year in nearby Lachine, Québec;¹⁰ her burial record¹⁴ notes that her late husband was a "labourer." Having wondered what was meant by the term "practical botanist," I have to conclude that it probably meant gardener, which would surely have been a seasonal occupation in Montréal.

At the ages of 16 and 10 respectively, the two Cowley children, Daniel and Harriet, were orphaned and left to face life alone. It is not known what immediately happened to Harriet in the Montréal of 1833, but she survived to marry and be widowed twice. I will return to her.

Daniel, however, had to leave school and support himself. He became a grocer's apprentice for three years, after which he got work as a purser's assistant on a passenger vessel plying the Lower St. Lawrence (Lac St-Louis to Trois-Rivières), an experience that introduced him to river travel.

In 1836 he moved to Bytown—founded only 10 years earlier and not even incorporated as a town yet—to work as a bookkeeper for Colonel Joseph Hammond. But Bytown then was the scene of what became known as the Shiners' War, a conflict between Irish Catholic

immigrants and French-Canadians that lasted from 1835 to 1845.¹⁵

A major Irish timber operator had organized a group of Irishmen, known as the Shiners, to vandalize other timber operations. They attacked French-Canadian timber rafts, fought against French-Canadians on the streets of Bytown, and also disrupted local political meetings.

Although in the spring of 1837 the government was able to bring the violence under control by deploying troops and arresting Shiners, Daniel Cowley had not been favourably impressed with Bytown and had already hastened up the Ottawa River to Arnprior.

These were turbulent times, however, and 1837 saw anti-government insurrection in both Lower and Upper Canada. Accepting the call to arms, Daniel Cowley, at age 20, enlisted in Chief McNab's militia at Pakenham, and his story of how he journeyed there in the dead of winter was reputed to have been one of the most entertaining in his repertoire.⁹ Although in uniform at the subsequent Battle of Saint-Eustache, he did not see action.

Once quiet was restored, Daniel became a purser on the early Ottawa River steamboat, the *George Buchanan*, which plied Chats Lake in the Ottawa River between Chats Falls (above Quyon) and Portage-du-Fort. In 1838, at the age of 21, he

took over as master of the vessel, thus beginning a storied career as riverboat-man, entrepreneur and pioneer of river transportation that was to last another 44 years.



Figure 1: Chats Falls, Lake Chaudière on the Ottawa, 1822, by Charles Ramus Forrest

Source: National Gallery of Canada (<http://gallery.ca/>)

The Cowley clan in Canada really had its origins in 1844, when Capt. Daniel K. Cowley married Mary McJanet (alternatively spelt McJennet or McJannet), a Scottish immigrant from Ayrshire, who lived in Bristol, Pontiac County.¹⁶ Daniel was an Anglican and Mary a Presbyterian, but they married in the Anglican Church at Sand Point, near Arnprior, immediately across the Ottawa River from Mary's home in Bristol. They then became one of the first families to settle the riverfront of Pontiac's Clarendon Township, adjoining Bristol, where they raised 12 children.

There is much more to Daniel's story, but I will digress a little here to recount how his younger sister, Harriet, was responsible for starting another branch of the family in the United States. As yet I have been

unable to find a record of Harriet's first marriage—to a John Ellis—but a legal report concerning a land dispute indicates that they lived in Perth, in Upper Canada, and that John died in February 1849.¹⁷ (Daniel Cowley was the executor of John Ellis' will.)

Harriet Ellis was certainly living in Perth when, in March 1851, she married for a second time,¹⁸ to Charles Pulker, 15 years her senior and a bookseller and stationer from Ireland, who had set up on Sparks Street in Bytown.¹⁹

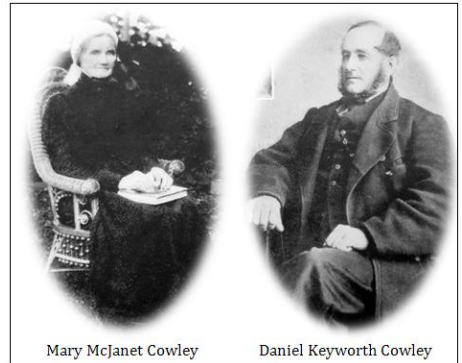


Figure 2: Daniel Cowley and his wife Mary McJanet (undated)

Source: Robert Stothers, *A Biographical Memorial to Robert Henry Cowley*

By the 1850s, most of the good farmland in the Bytown area had been taken up and patented; immigrants were having trouble finding land to settle. Newspaper advertisements began appearing in those years soliciting new settlers to the American Midwest.²⁰ So, by 1854, Harriet and Charles had moved to the so-called tri-state area

of Wisconsin, Illinois and Iowa, an area of recent and heavy Irish settlement.

Charles was soon appointed postmaster²¹ in Afton, a new settlement on the Chicago and North-Western Railway, just outside Janesville, Wisconsin, where, in 1855, the Pulkers' daughter Sally became the first child born in the village.²²

Charles Pulker became a naturalized American citizen²³ and the local newspapers tell us that he was politically active in the Democratic Party, liked public speaking and was very much in favour of whisky, which he was licensed to sell.²⁴ He bought land,

perhaps for development purposes, but did not always pay his land taxes, and, by the start of the American Civil War in 1861, was promoting the sale of an "air tight fruit jar" and advertising himself as a "general auctioneer and commission merchant." After what was apparently a varied life of 56 years, he died in 1864 in Cedar Falls, Iowa.²⁵ As for his English-born wife Harriet, after bearing seven children—or five depending on which census record you believe—she continued to live in Janesville for at least another 30 years, before moving to Battle Creek, Michigan, to live with a daughter and her family,²⁶ where she died in 1914 at the grand old age of 91.²⁷

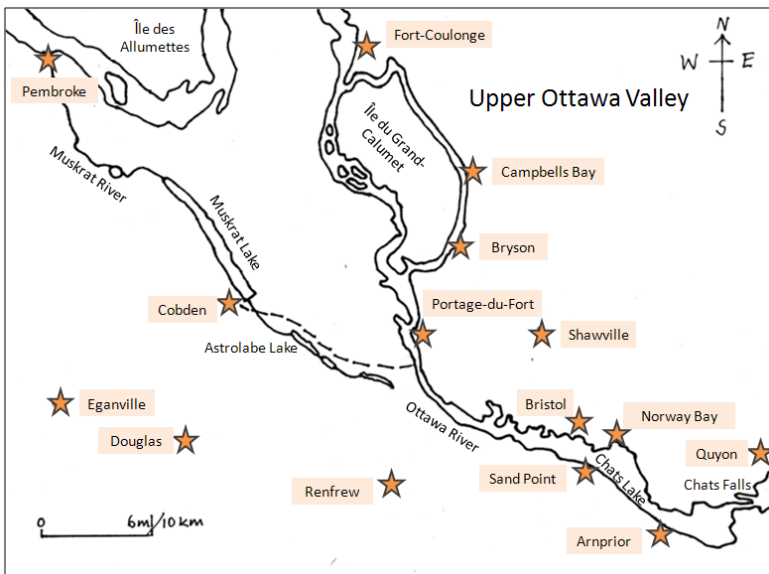


Figure 3: Map of the Upper Ottawa River Valley

Source: Christine Jackson

Around the time Harriett moved to the United States in the 1850s, her

brother Daniel's career was boosted when he partnered with Jason

Gould, who had recently constructed a popular overland link between Cobden and the Ottawa River at Gould's Landing. This route avoided obstacles in the Upper Ottawa River and improved access between Bytown and Pembroke.²⁸

It consisted of 13 miles of wooden "corduroy" road, over which passengers and freight were carried by stagecoach before transferring to barges for the remainder of the trip to Pembroke via Muskrat Lake and the Muskrat River. Replacing the barges, the new company built the *Muskrat*, the first steamboat on the Upper Ottawa River, followed shortly afterwards by a bigger and better steamer, the *North Star*.

August 1853 revealed something of the character of the now 36-year-old Daniel Cowley, when a terrible bush fire, starting on Île des Allumettes opposite Pembroke, ravaged Renfrew County, wiping out settlements and homesteads and devastating 800 square miles of territory.²⁹ Showing outstanding leadership and bravery, Capt. Cowley had his passengers on the *North Star* help prevent the steamer—and his clothes—from catching fire by repeatedly dousing both with water, while the crew worked to keep the craft in midstream.

Thus he and his crew successfully brought the *North Star* and its passengers through and under a canopy of raging fires and heavy

smoke from Pembroke down the narrow Muskrat River and lake of the same name to safety in Cobden. There they found the *Muskrat* had been burned to the waterline.

While Jason Gould never recovered from losses incurred in the fire, Capt. Cowley bought the *North Star*, which he operated alone until 1862.

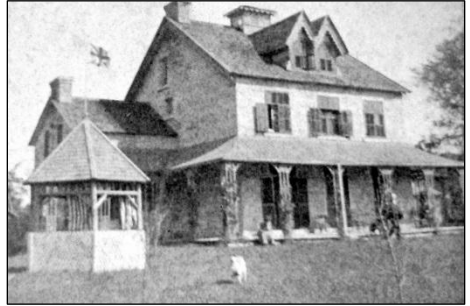


Figure 4: The Manor House on Richmond Road

Source: Cowley family collection

The year 1867 was an eventful one for Daniel Cowley and his family. The Captain bought 200 acres of land along the Richmond Road, outside Ottawa in what was then Nepean Township, and the family moved from their Clarendon home in the Pontiac into a handsome stone house called Maple Manor, which they renamed The Manor House. Destroyed by fire in 1903, it was said to have been located about 300 feet west of what later became Island Park Drive, placing it near the corner of today's Mailes and Patricia avenues in Ottawa.¹⁰

That year was also notable for the discovery of what has come to be

known as Champlain's Astrolabe and for the part played by Captain Cowley in the story.³⁰ Samuel de Champlain reputedly lost his astrolabe in May 1613 while portaging around rapids on the Ottawa River using the route Jason Gould chose over 200 years later—shown by a dashed line in Figure 3.

In 1867 a 14-year-old farm boy named Edward Lee found an astrolabe (dated 1603) while helping his father clear trees near one of those lakes—Green Lake (now Astrolabe Lake).

Lee was promised \$10 for his find by the property owner and steamboat captain, Charles Overman, but he never received payment. Overman gave the astrolabe to his employer, Richard Cassels of Toronto, President of the Union Forwarding Company, after it had lain some months in the desk of Captain Cowley, who was now that company's manager. Cassels in turn sold it to a New York collector, Samuel Hoffman.

The astrolabe was willed in 1942 to the New York Historical Society, where it remained until June 1989, when it was acquired by the Department of Communications for the (former) Canadian Museum of Civilization.

Capt. Cowley has perhaps been viewed in a poor light for his part in the handling of the astrolabe, but that story is invalidated by a

manuscript written by the Captain about the Muskrat Lake Portage—a manuscript now at the centre of the Pinhey Point Foundation's 2013 special exhibit, *"Whose Astrolabe? Origin and Cultural Ownership of a Canadian Icon,"* which presents Capt. Cowley's account of his role in the event and challenges whether the astrolabe found by Edward Lee in 1867 was even Champlain's.

For the next 13 years, Captain Cowley worked as superintendent of the Union Forwarding Company, and, under his stewardship, the company built 10 new steamers and extended operations up the Ottawa River to Deux-Rivières (Mattawa). But completion of the Canadian Pacific Railway along the Ottawa River to North Bay in 1882 put a final end to the once-lucrative steamboat traffic on the river, at which point the fleet was sold and Captain Cowley retired to his Manor House near Ottawa.

Like many families during this period, the Cowleys faced numerous personal tragedies.⁷ Lives then could be short—ended by diseases that today can be easily cured. Daniel and Mary Cowley lost 4 of their 12 children, who were between the ages of 7 months and 25 years.

Their eldest child, Harriet, had seven children with husband Archibald Smirle, but sadly none of them lived more than 12 years, and

Harriet herself died aged 39, having seen four of her children die before her.

Perhaps 1877 and 1888 were epidemic years, as two of Daniel's and one of Harriet's children died in 1877, while Harriet's three surviving children all died in 1888.

Life could be precarious, yet the Cowley family is notable for the number of members who have lived to a remarkably old age.

Left without father, mother or other relatives in a strange new land, Daniel K. Cowley had begun his business career at a very early age. His son's biographer said that Daniel "developed into a strong upstanding man of powerful leadership," blessed with good judgment and business acumen.¹⁰

He was successful enough to put two sons (Thomas and Daniel) through expensive medical courses at McGill University; another two sons (Mailes and John) followed him into the riverboat business, and yet another (Robert) became a highly regarded educator.

Captain Dan became widely known and trusted—enough to be selected to accompany HRH the Prince of Wales (the future Edward VII) in 1861 and Prince Arthur, Duke of Connaught in 1869 on their visits around the Ottawa region. Prince Arthur, in fact, travelled on the *SS Ann Sisson* on his tour.³¹

The steamship and some of those who worked on her are shown in Figures 5 and 6.

Besides the royal visitors, the Captain met with many well-known people during his years as a mariner—Lieutenant-Colonel By, who built the Rideau Canal; Sir George Simpson of the Hudson's Bay Company; companions of the Arctic explorers Sir John Franklin, Sir John Richardson and Captain Back; and Sir James Macdonnell, the "hero of Hougoumont" (Waterloo, 1815).

Captain Dan lived to the age of 80, dying at home of an aneurysm after a rich and successful life.⁵ His wife Mary, the Scottish immigrant who bore 12 children in the wilds of the Upper Ottawa Valley, outlived many of her family, dying in 1919 at the impressive age of 97.⁷



Figure 5: The SS *Ann Sisson* moored at Quyon about 1871

Source: http://www.railways.incanada.net/Articles/Article2006_10.html

While Captain Dan was the dominant figure in the Cowley family in the nineteenth century, several of his descendants led successful and interesting lives of



Figure 6: Group on the SS Ann Sisson, including Capt. D.K. Cowley(4) and R.S. Cassels(2)
 Source: Anson A. Gard, *Pioneers of the Upper Ottawa and The Humors of the Valley* (1906)

their own. The Captain's youngest son, Robert H., became a teacher specializing in the sciences. He was later named a chief provincial and Toronto school inspector, and was widely respected in his field.

In his thirties he was one of the earliest graduates of Queen's University's extramural courses, going on to obtain his M.A. in 1893. He was noted at university for the quality of his botanical specimens; one wonders, did he inherit an interest in botany and gardening from his grandfather Mailes and Mailes' brother Daniel, both of whom were botanists? An article by R.H. Cowley published in 1905 on the subject of "The MacDonald School Gardens" illustrates his progressive and liberal ideas as an educationalist.³²

R.H. Cowley (1859–1927) had also inherited his father Daniel's business acumen, as he became prominent in the various land transactions and speculation that were ongoing in Nepean Township in the boom period at the turn of the twentieth century. One of his land purchases was the tier of lots located north of the Canadian Pacific Railway line (the current OC Transpo Transitway trench) and reaching to the shores of the Ottawa River. This included what we now know as Champlain Park.^{1,2}

Two of Captain Cowley's sons became medical doctors. Thomas (1846–1871) sadly died at only 25, while the Captain's namesake, Dr. Daniel Keyworth Cowley (1856–1938), became a prominent physician, practising for nearly 30

years in Granby, in Québec's Eastern Townships, before being appointed medical director of the Protective Association of Canada, a Masonic insurance company based in Granby.

Mailes Cowley, Captain Dan's oldest surviving son, followed in the steps of his father as a riverboat captain, working between 1869 and 1879 for the Union Forwarding Company and subsequently running his own boat on Chats Lake to move passengers and freight between Arnprior and Portage-du-Fort. A resident of his native Clarendon Township, Pontiac County, he was a renowned storyteller who lived to the great age of 88.

Some of Mailes Cowley's stories about nineteenth-century life in the Upper Ottawa Valley were captured and recounted in the *Ottawa Citizen* in 1926—including the famous tar and feather case of 1852!³³

Descendants of Capt. Mailes Cowley and his wife Eliza Eaton still live in the Pontiac. His late son, John A.E. Cowley (1882–1979), owned a store in Bristol Township and a creamery in Ottawa. At least three children of John Cowley and his wife Edna Bennett distinguished themselves, all for very different reasons.

Their son Robert H. (1914–1943) flew in Bomber Command during the Second World War and was flying one of six planes lost without trace in 1943 somewhere between

Libya and Britain. A second son, Frank (1916–93), became a much-loved medical doctor who practised for 35 years as a physician, surgeon and coroner in Shawville, Québec.

A third son of John and Edna Cowley, William Mailes "Cowboy Bill" Cowley (1912–1993) might perhaps prove the greatest surprise to his great-grandfather, Captain Dan. Born in 1912 in "Cowley territory" in the Pontiac's Bristol Township, Bill grew up to be an award-winning all-star professional hockey centre in the National Hockey League (NHL), and is considered by some to have been the Wayne Gretzky of his time.³⁴

He became a star when he joined the Boston Bruins, leading the league in assists in 1939, 1941 and 1943, and helping the Bruins win two Stanley Cups, in 1939 and 1941.

Figure 7 shows Bill Cowley with his surviving brothers and father in a family photo taken in 1954/55 entitled "The Men of the Family." At the time of his retirement in 1947, he was the NHL's all-time leading point scorer and, in 1968, was inducted into the Hockey Hall of Fame.

After his hockey career, Cowley went on to coach and subsequently into business, owning a hotel in Smiths Falls, Ontario and the Elmdale Tavern/Hotel in Hintonburg, Ottawa. In 1967, he was a founder and part-owner of



**Figure 7: Bill Cowley with his brothers and father:
(L–R) Bill, Frank, John A. E. and Daniel**

Source: Cowley family collection

the Ottawa 67's junior hockey team. Bill Cowley died on New Year's Eve, 1993, of a heart attack at the age of 81. He is buried in Norway Bay, Québec, close to his birthplace of Bristol, where he had a home and spent much of his retirement years.

The title of this article includes the phrase “From Sherwood Forest to the NHL,” implying that the family has passed through enormous changes over the generations.

Although such changes occur in all families to some degree, as do the times in which we live, members of the Cowley family seem to have experienced particularly full and interesting lives and I have been fortunate to discover that others have also found them interesting enough to write about, making it much easier to bring the family to life than it would otherwise have been.

Some descendants of the 19th century Cowley pioneer family still live in Ottawa and the Bristol–Norway Bay area of Pontiac County, where the family first settled nearly 180 years ago; I am indebted to Jane Cowley Egan, daughter of Bill Cowley, and Robert H. Cowley, son of Dr. Frank C. Cowley, both of Norway Bay, for sharing with me their memories and their collection of family photographs and documents. I can only hope that this necessarily abbreviated account does justice to their ancestors.

Reference Notes

- ¹ Champlain Park is the Ottawa neighbourhood bounded by the Ottawa River (north), Island Park Drive (west), Scott Street (south), and Tunney's Pasture (east).
- ² Those streets are Daniel, Keyworth and Cowley avenues. I learned later that he named other streets after places in the region where he was born—Pontiac Street, as well as Bristol Street and Aberdeen Avenue

(both renamed in 1950) after townships in Pontiac County.

³ Bruce S. Elliott, *The City Beyond: A History of Nepean, Birthplace of Canada's Capital 1792–1990* (Nepean: Corporation of the City of Nepean, 1991), p. 195.

⁴ In 2012, when my front door was being replaced and the old wooden threshold was removed, I was excited to find in the cavity below a crumbling copy of the *Ottawa Citizen*, dated 29 August 1918, which I feel sure dates my house. I have yet to confirm the construction date in the Nepean Township assessment rolls, now located at the City of Ottawa Archives.

⁵ Edward & Elizabeth Kipp, editors, *Beechwood Cemetery, Ottawa, Ontario* (Ottawa: Ontario Genealogical Society, Ottawa Branch, Publication no. 00-07(CD), 2000).

⁶ “Canadian Gravemarker Gallery,” database, *RootsWeb* (<http://www.rootsweb.ancestry.com/~cangmg/>)

⁷ Kenneth F. Collins and Joan McKay, *Norway Bay United Church Cemetery: Lots 9 & 10, Range 1 & Norway Bay Anglican Cemetery, Lot 10, Range 2, Bristol Township, Pontiac County, Quebec* (Ottawa: Ontario Genealogical Society, Ottawa Branch, 1978). Available at Ottawa Public Library, call no. 929.3714215 N892 (Genealogy section, Nepean Centrepointe Branch; Ottawa Room, Main Library).

⁸ The enclosure has since been removed for ease of cemetery maintenance, but part of the gate has been saved by a Cowley family member.

⁹ “Death of a Pioneer: Capt. Daniel K. Cowley Passes to His Reward,” *The Citizen, Ottawa*, Friday, 5 February 1897, p. 7.

¹⁰ Robert Stothers, *A Biographical Memorial to Robert Henry Cowley* (Toronto: Thomas Nelson & Sons Limited, published for the author, 1935).

¹¹ Mailes was born in 1766 in Ollerton, Nottinghamshire, one of the eight children of Daniel Cowley and Elizabeth Keyworth. The given name Mailes was taken from the family name of Susanna Mailes, his maternal grandmother. He married Harriott Holmes (born 1778 in Lincolnshire) in 1816 in the City of Westminster (London), England.

¹² Cowley family documentation.

¹³ Geoffrey Bilson, “The First Epidemic of Asiatic Cholera in Lower Canada, 1832,” *Medical History*, 1977, 21: 428 (<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1082085/>).

¹⁴ “Québec, Vital and Church Records (Drouin Collection), 1621–1967,” database, *Ancestry* (www.ancestry.ca), burial record for Harriet Holmes Cowley.

¹⁵ “Shiners’ War,” *Wikipedia* (www.wikipedia.org: accessed 24 July 2013).

¹⁶ “Bytown Gazette and Ottawa Advertizer, Births, Marriages and Deaths, 1836–1845,” *Bytown or Bust* (<http://www.bytown.net/gazette&advertizer.htm>).

¹⁷ James Lukin Robinson, *Reports of Cases Decided in the Court of Queen’s Bench, Vol. XIII* (Toronto: Henry Rowsell, 1856), pp. 546–549 (avail-

able free online through Google Books).

¹⁸ "Bytown Births, Marriages & Deaths in the Perth Courier 1834–1849," *Bytown or Bust* (<http://www.bytown.net/courier.htm>).

¹⁹ "Pulker, Charles, bookseller and stationer, Athenaeum Reading Room, Sparkes st. (sic), Upper Town." From Bytown listings in *The Canada Directory*, compiled by Robert W.S. Mackay (Montréal: John Lovell, 1851), p. 46 (www.collections.canada.gc.ca).

²⁰ "Iowa, U.S.A.: Immigration from Ontario, Canada, region in the 1800's," *Bytown or Bust* (www.bytown.net).

²¹ "U.S., Appointments of U.S. Postmasters, 1832–1971," database, *Ancestry* (www.ancestry.com), Provo, UT, USA, entry for Charles Pulker.

²² *The History of Rock County, Wisconsin* (Chicago: Western Historical Company, 1879), p. 673 (available free online through Google Books.)

²³ "U.S. Naturalization Record Indexes, 1791–1992 (Indexed in World Archives Project)," database, *Ancestry* (www.ancestry.com) Provo, UT, USA, naturalization certificate for Charles Pulker, dated 30 September 1856.

²⁴ "Democracy in the Town of Rock," *Weekly Gazette and Free Press* (Janesville, Wisconsin), 29 October 1858; "Taxes, State of Wisconsin, Rock County," *Janesville Daily Gazette*, 3 July 1861; "New Advertisements: Air Tight Fruit Jar 1861," *Janesville Gazette*, 3 September 1861, digital images, *findmypast* (www.findmypast.com).

²⁵ Charles Pulker's gravestone in Greenwood Cemetery, Cedar Falls, Iowa, showing his date of death as 17 July 1864 and age as 56 years, digital image, *Find a Grave* (www.findagrave.com : accessed 27 July 2013).

²⁶ "U.S. City Directories, 1821–1989," database, *Ancestry* (www.ancestry.com), Provo, UT, USA: entry for Harriett Pulker in Janesville City Directory 1892, and in Battle Creek, Michigan directories 1904 and 1909–1913. "US Census 1910," database, *findmypast* (www.findmypast.com) Battle Creek Ward 2, Calhoun County, Michigan: entry for Harriett H. Pulker, living with Thomas and Mary Glass.

²⁷ Library of Michigan, "Calhoun County: Death Records, 1897–1920," *Seeking Michigan* (<http://cdm16317.contentdm.oclc.org/cdm/ref/collection/p129401coll7/id/60775>), death certificate for Harriet H. Pulker, died 9 June 1914, of apoplexy, age 91. The name of her father was given as Daniel (her brother) instead of Mailes.

²⁸ This route, consisting of a string of lakes and the Muskrat River, which drains into the Ottawa River at Pembroke, is now called The Champlain Trail, being basically the same route Samuel de Champlain took in 1613 to avoid rapids in his exploration up the Ottawa River. It was in one of those small lakes that Champlain is thought to have lost his astrolabe.

²⁹ This account is taken from an undated and unsourced newspaper column (probably the *Ottawa Journal*) by Harry Walker, "Ottawa Valley Days: Sturdy Craft Ran Gauntlet of Flame in Bush Fire of '53,"

in the Cowley Collection, Pontiac Archives, Shawville, Québec.

³⁰ The astrolabe story is found at the Canadian Museum of Civilization website (<http://www.civilization.ca/cmc/exhibitions/tresors/treasure/222eng.shtml>: accessed 3 August 2013) and in the 2013 special exhibit at Pinhey's Point Historic Site, *Whose Astrolabe? Origin and Cultural Ownership of a Canadian Icon*. The exhibit was prepared by the Pinhey's Point Foundation, based on the work of Prof. Bruce S. Elliott and a group of graduate students in Public History at Carleton University undertaken to mark the 400th anniversary of Champlain's voyage up the Ottawa. The Cowley manuscript, written in 1893, on which the exhibit focuses, is in a private collection.

³¹ Colin Churcher, "The Union Forwarding Company Railway, The First Railway in the Ottawa Valley: The Horse Railway that ran a Royal Train", *Colin Churcher's Railway Pages* (http://www.railways.incanada.net/Articles/Article2006_10.html).

³² R.H. Cowley, "The Macdonald School Gardens," *Queen's Quarterly*, 12, 4 (April 1905), pp. 391–419. Note: The Macdonald School Gardens was a movement (1899–1909) started by a philanthropist to solve the then rural school "problem" by using gardening as a means of social improvement. Cowley was obviously a supporter, as a number of experimental school gardens were subsequently started in Carleton County, for which he was a public school inspector at the time.

³³ "Capt. Mailes Cowley Tells Striking Up-River Stories of Clarendon and Other Districts," *The Citizen, Ottawa* ("Old Time Stuff" section), 23 January 1926, p. 2.

³⁴ "Bill Cowley," *Wikipedia*, (www.wikipedia.org : accessed 12 June 2013).

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