

# The Loyalist Loop Tour

TRACING THE LIVES OF LOYALISTS PHILIP & SARAH CROUSE'S 18 CHILDREN.

At the Crouse Loyalist Memorial stone, turn and stand with your back to the river. You are now standing at the bottom-right corner of Loyalist Philip Crouse's 400 acre British Crown Land Grant. It encompassed all the land from the Keswick River up past Route 104, including most of Morehouse Corner.



Larry Crouse, b.1940-d.2007, sealing the memorial plaque

Starting at Crouse Loyalist Cemetery on Crouse Road two of Philip & Sarah Crouse's children are buried here, Polly, born ca.1807 (12<sup>th</sup> child), and Jonas, born ca.1810 (14<sup>th</sup> child). Both were children when they passed away. At a time when the average family lost around half their children before they reached adulthood, Philip and Sarah were more fortunate than many families to have sixteen of their children reach adulthood.

Before automobiles the Keswick River was the local "highway." Philip and Sarah's family would travel on the river by canoe or other type of boat in warm weather and by sleigh, snowshoes, on foot, etc. on the frozen Keswick River in cold weather.

Still with your back to the river, look to your left and this is the direction of the old trail along the right bank of the Keswick River that was used by the pioneers as the land-based alternative for travel.

Looking to your right, not far from where you're standing, was the upriver edge of Philip's Land Grant. It is also the beginning boundary of the 200 acre British Crown Land Grant owned by his son, John Crouse, b.1795-d.ca.1875 (3<sup>rd</sup> child of Philip & Sarah Crouse). John's Land Grant hugged the upriver boundary of Philip's Land Grant for a total of 600 contiguous acres granted to the Loyalist Crouse family.

In 1826 John married Sarah (Jones) Crouse, b.1792-d.ca.1865, and lived on this 200 acre Land Grant on the right bank of the Keswick River.

In your car head back on Crouse Road toward its intersection with Morehouse Corner Road, where it comes to a stop sign. Take a right and stay on the main road as it



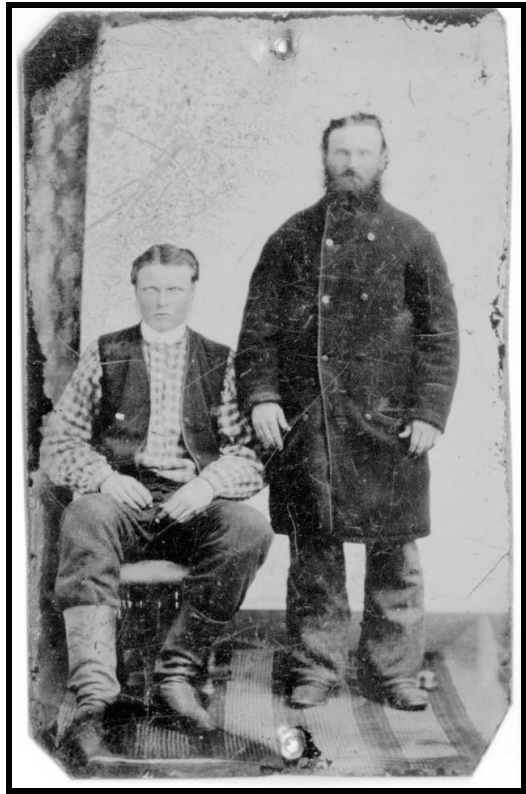
Carvel Crouse, circa 1940, a few hundred meters downriver from the Crouse Loyalist Cemetery Memorial.

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curves first left then right. Soon you will come to where, up to 2008, spanned the last covered bridge over the Keswick River. It was built in 1914 and was 37.6 meters in length. Like all covered bridges in New Brunswick it was covered to protect the roadway planking from rotting. Uncovered wooden bridges might last ten years, but covered the builders expected it might last eighty years. Unintended side benefits of a covered bridge included, its beauty in design, quick cover from rain squalls, a great rainy-day play area for restless children, and a private place for a couple to steal a romantic kiss as they passed through in their buggy. During the winter, snow would sometimes be brought *inside* the covered bridge so sleds and sleighs could easily pass.

Once across the bridge [this bridge is due to be replaced in 2010] you'll immediately cross a trail that at one time was the trackway for the C. P. R. railway, first laid through Keswick Valley in 1873. It was an economic boon for every community along its path.

In 1993 the trackway was abandoned by the C. P. R. and merged into the *Trans Canada Trail*, a 21,500-kilometer recreational trail which winds its way through every province and territory of Canada, from the Atlantic to Pacific to Arctic Oceans. When completed, it will be world's longest recreational trail, linking close to 1,000 communities and over 33 million Canadians. Today almost 70 percent (14,500 kilometers) is complete and thousands of people use it to walk, hike, cycle, ski, horseback ride and snowmobile.



L-R: Wesley Crouse (probably), Burden Crouse (maybe)

At the "T" intersection take a right and continue downriver along the left bank of the Keswick River. You're now on Upper Stoneridge Road. Drive for about four kilometers until you come to a place where the old C. P. R. railway trail once again crosses the road. Stop the car for a moment. To your left going up the hill is a dirt road called Lower Stoneridge Road. You are at the intersection of Upper Stoneridge Road (paved), Lower Stoneridge Road (dirt) and the old C. P. R. railway trail.



Zealand Station, 1942 (looking upriver)

Looking forward, down the trail, you can imagine the busy Zealand Station depot that once stood there and Samuel

Crouse, the son of James Crouse (17<sup>th</sup> child of Philip & Sarah Crouse), busily working as Zealand Station's section foreman.

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To your left, the dirt Lower Stoneridge Road is called “Lower”, even though it climbs *up* to Stone Ridge. The “Lower” refers to its position on the Keswick River and not to its elevation. The paved road you have been driving is “Upper” Stoneridge Road because it comes from further upriver.



Zealand Station, 1942 (looking downriver)  
Troop Train  
Intersection of Upper Stoneridge Road and Lower Stoneridge Road

Also note Stone Ridge is not named for rocky terrain, but rather for Loyalist Benjamin Stone’s family that settled on the ridge in the late 1700’s.

In the early 1800’s Lower Stoneridge Road (back then it was likely just referred to as Stone Ridge Road) was the first and only road on this side of the river in the Zealand area. Like today, back in the early 1800’s, the other end of the road started in present-day Burt’s Corner and from there it climbed the ridge in an upriver direction. It continued along the ridge until it came to a sharp-left turn and then traveled straight down the ridge to the loca-

tion where you are now. In the early 1800’s, at the sharp-left turn at the top of the ridge to where you are now, was Loyalist Gould Burt’s property, the brother to Loyalist Philip Crouse’s wife, Sarah.

So far the path of the road has not changed much for two hundred years. Where the road has changed, since those early pioneer days, is it used to continue past the point where you are now, onward to your right, past Gould Burt’s home, and then curved slightly downriver before reaching the Keswick River (see 1851 map).

Now looking to your right, past the bushes along the road, this house (see photograph) was built in the second half of the 1800’s by Moses Burt, a great-grandson of Philip & Sarah

Crouse. In 1851, in the original house (now gone) that was just upriver a few feet from this current house, lived Gould Burt. Living with him were several extended family members including the children of his son John Burt, b.1811-d.1849, who had recently passed away. John Burt, in 1833, married Huldah Crouse, b.1801-d.1847 (8<sup>th</sup> child of Philip & Sarah Crouse).



Ca.1920 Gus & Eva (Crouse) Wilson house, built by Moses Burt in the late 1800’s.

Family tragedy frequented Huldah’s family. Only three of her seven children, Tyler, Elizabeth and Whitman (two children were named Whitman) grew up to have families of their own. The first Whitman died as an infant. Peter, Rebekah and Susan

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died of “Consumption” (pulmonary tuberculosis). Huldah’s husband, John, was only 37 when he died, and Huldah was only 46 when she passed away.



Zealand Bridge over flooded Keswick River, 1950 (same location as current bridge).

Continue on the paved Upper Stoneridge Road until you reach the concrete bridge that crosses the Keswick River.

This bridge is named “Oswald Burttt Bridge” after the long-time bridge superintendent for the department of transportation in York and Sunbury Counties. Oswald was the great-great grandson of Elizabeth (Crouse) Burttt, b.1798-1882 (6th child of Philip & Sarah Crouse).

After the serious Keswick River flood of 1950 (see photograph) the Zealand Covered Bridge was replaced in 1951 with an uncovered creosote bridge, which was in use until 1986 when the concrete bridge was built.

Just across the bridge is a stop sign, make a left turn and soon you’ll see the Zealand Convenience Store on your left. You are now on Route 104 which, in the 1800’s before it was paved, was known as the “Woodstock Road” because it was the road by which the mail coach went from Fredericton to Woodstock.

A little further on your left the Keswick River bends and comes near the road, though you likely can’t see it for all the bushes and trees. At this bend in the river was the “Old Pioneer Burying Ground”. Many early pioneers were buried there. It was all washed away when the Keswick changed course.

Soon on your right you’ll see a sign that reads “St. Paul’s Anglican Cemetery”. Take a right up the dirt entry way and stop your car at the point where the drive becomes level, park, and get out. Looking to your right, you are now at the lower left-hand corner of the older part of St. Paul’s Anglican Cemetery.



St. Paul’s Anglican Cemetery, circa 1940’s.

Look around for a nearby black tombstone for Theodore Roosevelt Crouse, 1917-1997. Theo, as he was known, was a veteran of WWII, serving with the Carleton York Regiment in Europe from 1942-1945. Use Theo’s black tombstone as your starting point. Now start walking along the bottom edge of the cemetery; to your right will be the dirt drive you just drove up and to your left is the old cemetery. Walk as far as you can, until you get to the far bottom right corner, turn left and walk along the edge of the cemetery for

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about twenty paces. Look for one of the oldest stones in the cemetery, Elizabeth Estey, died 23 Jun 1841. Near this tombstone, if you look in the bushes you'll see the vestiges of the old road into the cemetery used long ago.

Now look around, not far from the Elizabeth Estey tombstone, lying flat on the ground you'll find the 1846 tombstone for Abigail Crouse and her daughter, Hipzibeth, who also died the same year. Turn around and you'll see her footstone with her initials A. C. on it. Abigail, nee Burt, b.ca.1808-d.1846, was the wife of Thomas Crouse, b.1804-d.1879 (10<sup>th</sup> child of Philip & Sarah Crouse). Thomas is buried with Abigail, but doesn't have his own tombstone. Thomas' family life was full of heartbreak. Beside losing his daughter Hipzibeth in 1846, and also his wife Abigail in 1846 from the rigors of childbirth (giving birth to their son Wesley), he then lost two children, Rachel and Abigail, to "Consumption" (pulmonary tuberculosis) in the 1850's.

Now turn and face the cemetery, with the river at your back and the dirt road entry way to the cemetery on your left. Look at the ground nearby and notice all the grave impressions in



Flooded Keswick River, 1962.  
Route 104, St. Paul's Anglican Church in the distance (left side of photo).

the earth for people who were buried here but have no tombstone, and imagine Huldah (Crouse) Burt (8<sup>th</sup> child of Philip & Sarah Crouse) buried in this area with her family. She would have been buried near her brother Thomas Crouse.

Huldah's husband, John Burt was the brother to Abigail Burt (Thomas Crouse's wife). These two devoted Anglican families had many family members die around the same time, mostly from

terrible diseases that are preventable today. In 1851 Huldah and John's surviving children lived with elderly grandfather, Gould Burt, in Zealand, as mentioned earlier.

All the pioneer Burt family members actually spelled their name with only one "T". For example, Gould Burt (mentioned earlier) always spelled his name "Gould Burt". In the later half of the 1800's gradually various Burt families started spelling their surname "Burt" so by 1900 it was the overall accepted spelling.

Again, with your back to the river, walk about 15 paces straight into the cemetery. Now look for another tombstone, lying flat on the ground, for David Burt. He was the first husband of Mary Crouse (16<sup>th</sup> child of Philip & Sarah Crouse). Mary is buried with her husband, David, but doesn't have a tombstone of her own. Mary and David married in 1830 and raised their family in present-day Burtt's Corner.

In the late 1830's and early 1840's David was the Bye Roads Commissioner for the roads and bridges around present-day Burtt's Corner. All roads were dirt roads back then and the bridges were open, not the covered bridges that would become popular later. He received money from the provincial government to repair local roads and bridges and he'd run a crew of local hired men to complete each project. In 1840 he built what is thought to be the first bridge to cross the Keswick River at present-day Burtt's Corner.

Around 1841, or a little after, Mary and David moved to Naskwaaksis village (now Fre-  
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dericton North) where David operated a gristmill. David died suddenly in the fall of 1851 leaving Mary a widow with five children, Allen, Moses, Cyrus, Emestry and Almira.

Now continue on the same line as before, walking away from the river, for an additional 15 paces or so, and look on the ground for another tombstone lying flat. Look for “Jane wife of



Damage caused by Keswick River flood, Zealand Covered Bridge, 1950.

Thomas Staples” who died in 1852. Thomas Staples is buried with her, but doesn’t have his own tombstone. After Thomas Staples’ wife Jane passed away he married David Burttt’s widow Mary (Crouse) Burttt (16<sup>th</sup> child of Philip & Sarah Crouse) in 1853. Mary moved her family of five children from Nashwaaksis village to Keswick Ridge and added to her responsibilities the care of Thomas Staples’ children.

Again, walk on the same line as before, away from the river, for another 17 paces or so.

Lying flat on the ground on your right you’ll see the tombstone for Peter Crouse who died in 1864. He is the son of John Crouse (3<sup>rd</sup> child of Philip & Sarah Crouse) and Sarah (Jones) Crouse. John and Sarah may be buried here as well. In one tragic week in 1863, Peter and his wife Mahalah (Jones) Crouse lost three of their children in a diphtheria epidemic. Then Peter died in 1864 of typhoid fever, at age 29.

Continue on the same line, your back to the river, for about 39 more paces until you come to the Hiram Brewer tombstone. Here you are going to make a right-hand turn and walk about 14 paces, but pause for a moment at Hiram’s tombstone before you start those 14 paces.

Hiram Brewer lived on Lower Stoneridge Road. His father Philip Brewer, b.1818-d.1888, had twenty-three children, by two wives. His first wife was Hannah Brewer who gave birth to seven children, Hiram being one of them. His second wife, Angelina Stone, gave birth to sixteen children. Angelina was from the Stone family line from which the name Stone Ridge was derived.

If you had kept walking further from the river, a few feet past Hiram’s tombstone, you would be at the currently unmarked grave of Philip Brewer.

Philip’s grandparents were Cornelius Brewer, b.ca.1768-d.1852, and Rebecca (Burttt) Brewer, b.ca.1768-d.1850. Rebecca was the sister to Sarah (Burttt) Crouse, Loyalist Philip Crouse’s wife.

Now back to that right turn at Hiram’s tombstone. Start those 14 paces mentioned earlier (the river should now be to your right). At the end of the 14 paces you’ll find only a white stub of a tombstone. Not enough left for any inscription to remain, but look nearby for two small footstones with the initials “S. J.” and “J. J.” These are the gravesites of Sarah (Crouse) Jones, b.1792-d.1876 (1<sup>st</sup> child of Philip & Sarah Crouse) and her husband James Jones, b.1787-d.1877. Sarah gave birth to 16 children and raised them on Stone Ridge, across the river and about a kilometer upriver from your current location. Just two months prior to Sarah giving

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birth to her first child, Darius, in December of 1811, Sarah's mother gave birth to her fifteenth child, Richard Crouse.

Walk over toward the center of the cemetery and you'll find a very unique memorial, a very large boulder with MOREHOUSE chiseled on it. This is where the respected Dr. Oscar E. Morehouse, b.1857-d.1935 is buried. Oscar is the grandson of Thomas Crouse (10th child of Philip & Sarah Crouse) and was the doctor for most of the local residents. His son Dr. Oscar E. Morehouse, Jr., b.1907-d.1980, also highly regarded, carried on the medical tradition as the doctor for most of the local residents. In 1954 he addressed the graduating class of Keswick Memorial High School, and to his amazement he had delivered every one of the graduates.

In 1798 Loyalist Joseph Butt, b.1765-d.1859, the brother of Loyalist Philip Crouse's wife, Sarah, purchased the 200 acres of land where St. Paul's Anglican Cemetery is now located. He bought it from Loyalist Amos Estey, b.1759-d.1833, and his wife, Mollie, for the sum of 36 pounds, 10 shillings. Around 1835 Joseph donated a portion of his land for this cemetery.

When you are ready, get back in your car, drive back down the dirt entryway to the main road, and make a right turn. Notice on your right St.

Paul's Anglican Church which has had an important role in the community since it was built in 1866. The earlier St. Mary's Anglican Church located downriver at the village of Mouth of Keswick was condemned as unfit for use by 1869 and St. Paul's Anglican Church is the guardian of the key to that older church.

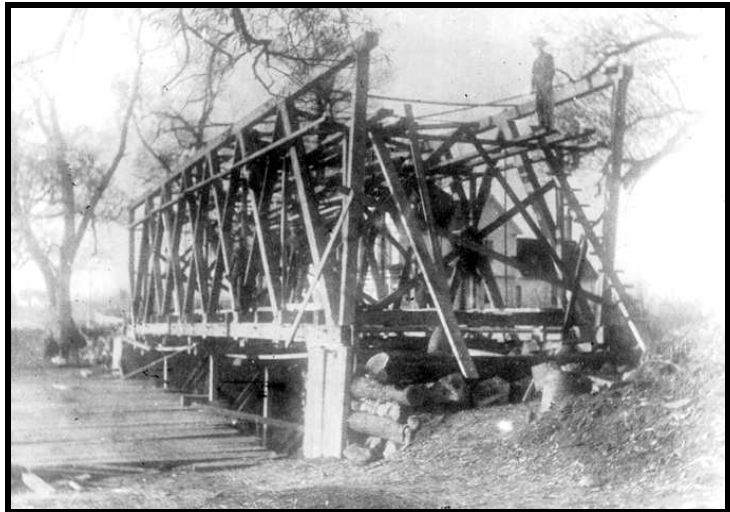
Travel approximately 2 kilometers, passing Griffiths Road on the right. Shortly thereafter you'll come to the United Church Cemetery (no sign), again on your right. Stop your car in front of the cemetery and gaze past the cemetery into the fields. This is the approximate area where Rebecca (Crouse) Allen, b.1794-d.1886 (2<sup>nd</sup> child of Philip & Sarah Crouse) owned her 118.5 acre farm. Rebecca married Isaac Allen, b.1794-1837, in 1816, and they lived in Millstream, Kings Co., New Brunswick, but when Isaac died Rebecca moved back to Keswick Valley and bought this farm for £80. She owned her farm from 1837 to 1847, when she sold it for £250 in 1847 and moved to Baysville, Ontario, to be near some of her children.

Continue back on the road in the same direction as before (take a right out of the cemetery) and soon you'll see a road sign that reads "Sisson Settlement Road". In the old days this was an important intersection called Smith's Corner. In the 1800's it even had a post office way station at one time.

Continue on the same road as before (Route 104) and you'll see a little concrete bridge over the Keswick River. Just before you go across the bridge, the house to your left (mostly hidden by bushes) once belonged to Dr. Oscar. E. Morehouse, b.1857-d.1935, the respected local doctor mentioned earlier.

This little bridge, sometimes called the Upper Keswick Bridge, was first erected some-

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Upper Keswick Covered Bridge construction, 1901

time before 1824. Back then it was made of wood and was uncovered. It was damaged by the river and rebuilt in 1827 by brothers Isaac and William Estey. The river damaged the wooden bridge again so it had to be rebuilt in 1841. In 1901 it was once again rebuilt, but this time as a wooden covered bridge.

Immediately across the bridge is the trail that once was the C. P. R. railway line. As you



Burt's Corner, 1905

cross the trail, just to your left, was the long ago location of the Lawrence Station depot.

Driving on, you'll pass the other end of Lower Stoneridge Road on your left and soon you'll see Keswick Valley Memorial School, also on your left.

Further on you will come to Jones Forks Road and you're now in "downtown" Burtts Corner. Continuing past Jones Forks Road, count five telephone poles on your right. Approximately here, on your right, was where

Elizabeth (Crouse) Burttt, b.1798-d.1882 (6<sup>th</sup> child of Philip & Sarah Crouse) raised her family of 13 children.

Elizabeth, known as "Lizzie", married Benjamin Burttt, b.1799-d.1879, and their son Benjamin R. Burttt, b.1836-d.1917, opened the first Burttt Store. Elizabeth and Benjamin's grandson, Elwood Burttt, b.1864-d.1914, carried on the Burttt Store business and was responsible for naming the community *Burttt's Corner*, in 1893.

Living with Elizabeth's family was her bachelor brother, Richard Crouse, b.1811-d. ca.1860 (15<sup>th</sup> child of Philip & Sarah Crouse). Richard was a shoemaker.



Burttt's Corner Hotel, ca. 1895.

Also in this area Rebecca Jones, b.1808-d.1897, grew up as a child. Around 1827 she married Peter Crouse, b.1800-d.1835 (7<sup>th</sup> child of Philip & Sarah Crouse). Peter was presumably named after his paternal uncle, Loyalist Philip Crouse's brother Peter. Peter and Rebecca had four children, Elias, Dean, Samuel and Sarah, before moving to Calais, Maine, around 1834. There Rebecca gave birth to their fifth child, Mary. Tragically in 1835 Peter died in the Calais, Maine area, while still in his thirties.

Urial Crouse, b.1808-d.1904 (13<sup>th</sup> child of Philip & Sarah Crouse) married Sarah "Sally" Tracy, b.1813-d.1908, and they had eleven children. Early in their marriage they probably farmed in the present-day Burtts Corner area.

By 1841 Urial and Sally had moved to Charleston in Carleton County, looking for better opportunities and to be near Sally's family. Urial and Sally are bur-

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ied in the Charleston Cemetery across from the Charleston Baptist Church, which as of 2002 consisted of a Baptist minister and a four-person congregation.

Continue not far across a little bridge and up a little hill. Look for the sign on the right that reads, “Burt’s Corner Community Cemetery.” Turn right and drive into the cemetery until you come to the flag pole. Stop the car for a moment. Just past the flag pole, in the empty patch of grass at the edge of the cemetery, is where James Crouse, b.1815-d.1898 (17<sup>th</sup> child of Philip & Sarah Crouse) and his wife Rachel (Jones) Crouse, b.1820-d.ca.1890, are buried. Their grave is not marked though descendants are in the process of raising money to buy a headstone. James and Rachel raised their 10 children on Crouse Road near the Crouse Loyalist Cemetery. The location of James and Rachel’s grave is known today because locals remember the story of their son, Samuel Crouse, b.1857-d.1942, coming to this spot and using his scythe to clear the grass around his parent’s grave.

Continue driving into the cemetery until it comes to a “T”, turn left and park. As a reference point look for a fairly large red tombstone for William and Emma Crouse. William was the grandson of Thomas Crouse (10<sup>th</sup> child of Philip & Sarah Crouse) and his wife Abigail (Burt) Crouse, both buried in St. Paul’s Anglican Cemetery, as mentioned earlier. Abigail died from the rigors of childbirth after giving birth to her son, Wesley Crouse, William’s father.

Face the side of the William and Emma’s red tombstone that has the inscription, turn right and walk toward high ground in the cemetery, about 70 paces, and look for a tombstone lying flat on the ground for Darius and Phebe Crouse. Phebe (Jones) Crouse, b.1804-d.1881 and Darius Crouse, b.1796-d.1880 (4<sup>th</sup> child of Philip & Sarah Crouse) lived about one kilometer east of this cemetery in the 1850’s, but later moved to St. Mary’s Ferry (now Frederickton North) where Darius was a general labourer (probably mostly a carpenter). His name is pronounced “da-RYE-us”. He was named after his maternal uncle, Darius Burt, the pioneer mill owner in Zealand whom you’ll learn more about later.

In the same direction as before walk about 20 more paces, then turn right and walk about 6 paces. Start looking for the tombstone of Benjamin and Elizabeth Burt (as mentioned earlier, Elizabeth was the 6<sup>th</sup> child of Philip & Sarah Crouse).

Keep going on the same path another 15 paces, turn right and pace off 29 steps. Look for three tombstones in a row, two for different men named Richard Jones, with a tombstone between them for Amy, wife of Richard Jones. Amy (Crouse) Jones, b.1805-d.1905 (11<sup>th</sup> child of Philip & Sarah Crouse). Amy and Richard, b.1804-d.1852 (his tombstone is to the left of Amy’s), raised their family on Stone Ridge. Richard died at age 48 in 1852, while Amy, known informally as “Anna”, lived to be 100 years old. On 7 May 1895 the newspaper “The Daily Gleaner” reported, “Jones’s Forks,



Elwood Burt’s sawmill, 1920’s

May 4 – Mrs. Amy [(Crouse)] Jones of Zealand is at present visiting her daughter, Mrs. R. [Ruth] Jones at the mill house. She is nearly 90 years of age and looks hale and hearty.”

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When you are ready, get back in your car and drive out to the main road. At the very end of the cemetery entry way, on your left, was in the 1800's the location of the first Baptist church in this area (the existing structure is newer). Many of the individuals buried in the cemetery, especially earlier burials, were Baptists.



Burt's Corner bridge "Cardigan Bridge", washed out in 1970.

Now take a left onto the main road. At the bottom of the hill, just before the bridge, take another left onto Tripp Settlement Road. As you cross the old C. P. R. railroad trail, to your left you'll see a big red building. This was Burt's Corner's railroad depot (in the 1800's it was called Cardigan Station). On your right, where there is now only bushes, is where Elwood Burt had his sawmill. At one time he employed around 60 men.

Continue across the bridge over the Keswick River. Soon the curves in the road end and there is a straight section heading directly away from the river. This straight section, long ago, used to continue straight, all the way across the river and up the hill to Burt's Corner. That bridge

mentioned earlier which was erected in 1840 by David Burt, husband of Mary Crouse (16<sup>th</sup> child of Philip & Sarah Crouse) was built at this location. That bridge was replaced ca. 1873. Since then a covered bridge was built in the same location of the bridge you just drove over. That covered bridge washed out in 1970.

Drive a kilometer or so to the first intersection you come to and turn right on Sisson Settlement Road. Drive a few minutes to the "T" intersection and you are at the old "Smith's Corner" once again.

Turn left retracing your earlier path (Route 104) along the Keswick River's right bank (the river is on your right), passing St. Paul's Anglican Church. It was in this area that Loyalists Daniel and Mary (Burt) Morehouse made their homestead by 1784. Mary was the aunt of Loyalist Philip Crouse's wife, Sarah. Daniel and Mary came to this location because Daniel was a New



Morehouse House, Zealand. Built in 1810 by Daniel Morehouse, the son of Loyalists Daniel and Mary (Burt) Morehouse. In 1853 Elisha Morehouse (Daniel & Mary's grandson) married Eunice Crouse, daughter of Thomas Crouse (10<sup>th</sup> child) and this was the home where they raised their family.

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York Volunteer fighting with the British against the rebels in the American Revolution. Members of the New York Volunteers were granted land from the British Crown, for their loyalty, in the upper part of Keswick Valley.

In 1787, when Loyalist Philip Crouse's wife, Sarah, was a teenager her family came to this area of Keswick Valley to be near the family of her aunt Mary (Burtt) Morehouse. Philip Crouse left North Carolina in 1789 as a Loyalist and came to Keswick Valley because he had contacts with people in the New York Volunteers. Soon after Philip arrived he met Sarah Burtt, they courted, and then married in 1791.

Keep driving the same direction (Route 104) and just a very short distance past the Zealand concrete bridge take the first left. At one time in the mid-1800's you could have made a right here as well since that was where the bridge across the Keswick was located.

Now you are driving up a hill away from the river. The first two houses on your right (the ones right next to the road) are on a steep bank. Stop at the second house, get out and look over the bank. This natural valley opening was once the millpond for Loyalist David Burtt's gristmill built ca.1786. David Burtt, the uncle to Loyalist Philip Crouse's wife Sarah, and brother to Loyalist Mary (Burtt) Morehouse was interested in building and operating a gristmill. In 1775, in Richfield, Connecticut, he had inherited a part ownership in his family mill from his father, Seaborn Burtt, but it was confiscated by the rebels in the American Revolution. David and his wife, Mary (Resseguie) Burtt, came to this area to build David's new mill because his sister's family lived here. David took his nephew, Darius Burtt (Sarah (Burtt) Crouse's brother) as an apprentice and taught him the mill trade. David died ca.1792/1816 and Darius took over the mill. The small creek that runs through this little valley is still today called Mill Brook.

It is mostly likely Philip Crouse's future wife, Sarah Burtt and Sarah's widowed mother Rebecca, along with Sarah's siblings, lived very near David Burtt's mill or perhaps actually within David and Mary (Resseguie) Burtt's household when they first arrived in Keswick Valley.

Get back into your car and continue a short distance to the intersection and make a right (if you had made a left you would have ended up on Keswick Ridge). After making your right, drive about a kilometer until the road ends, intersecting with Route 104 once again. In the old days it was a struggle for the pioneers to keep the section of Route 104 (to your right) open from Darius Burtt's Mill to this intersection. Regular flooding would wash out this section so anyone traveling from, say, St. Paul's Anglican Church to where you are right now, would have to take the same roundabout route you just drove.

Make a left onto Route 104 and drive about a mile to the road named Steenberrick Court, turn right and drop down into the area known as Morehouse Corner.

If you had continued on Route 104 a short distance you would be where Gould Crouse, b.1802-1894 (9<sup>th</sup> child of Philip & Sarah Crouse) had his home. In 1829 he married Hepzibah "Hepsie" Clark, b.1808-d.1878, from Keswick

Ridge. In 1831 he purchased 200 acres of his father's original British Crown Land Grant. It was Gould who named the area "New Zealand" (later shortened to just "Zealand") in honour of his

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Crouse Loyalist Cemetery, Zealand, New Brunswick.

father Philip’s birthplace in the Province of Zeeland in the Netherlands. Gould was a logger and in search of fresh timber to harvest, Gould moved his family to Aroostook Valley in 1850 to what is today known as Crouseville, Maine. Gould and Hepzibah are buried in the Crouseville Cemetery.

Still on Route 104 but closer to the intersection of Steenberriek Court and Route 104 is the area where Benjamin Crouse, b.1817-d.ca.1895 (18<sup>th</sup> child of Philip & Sarah Crouse) lived with his wife Anne “Annie” (Morehouse) Crouse, b.1820-d.ca.1905. When Loyalist Philip was a very old man he lived with the family of his son Benjamin. Benjamin and Annie didn’t have any children of their own, that we know of, but did raise their adopted daughter, Huldah. In 1840 Benjamin bought the 200 acres of his father’s 400 acre British Crown Land Grant (the half that his brother, Gould, didn’t buy in 1831). These two hundred acres covered most of the Morehouse Corner area. Benjamin and Annie were “Final Distinctionist” in the early 1860’s, but by the 1870’s they joined the Adventist movement. The old Adventist church house still stands not far from where they lived, though now it is in private hands.

After the short drive down Steenberriek Court, make a left onto Morehouse Corner Road. Follow this road to Crouse Road and make a right. Driving on Crouse Road, about half-way back to the Crouse Loyalist Memorial, on your left was where the home of Philip Crouse, Jr., b.1797—d.ca.1875 (5<sup>th</sup> child of Philip & Sarah Crouse) was located. In

1823 Philip, Jr. married Elizabeth “Betsy” Brewer, b.1796-d.ca.1875, and they raised seven children on their farm next to the Keswick River. Their upriver neighbor was the family of James Crouse (17<sup>th</sup> child) who was buried in the Burt’s Corner Community Cemetery that you visited earlier.

Arriving back at the Crouse Loyalist Cemetery Memorial, you have now completed the *Loyalist Loop Tour*.





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## Zealand, New Brunswick

Loyalist Philip Crouse came to New Brunswick in November 1789<sup>[1]</sup> and settled in Keswick Valley, eleven kilometers from the mouth of the Keswick River. He built his log cabin on the right bank of the Keswick River next to what is today Crouse Road.

There he obtained a 400 acre British Crown Land Grant.<sup>[2]</sup> Adjacent to his Grant, his son, John Crouse, obtained an additional 200 acre British Crown Land Grant,<sup>[3]</sup> for a total of 600 contiguous acres granted to the Crouse Loyalists.

In 1831 Philip's son, Gould Crouse, purchased from his father 200 acres of his original Grant.<sup>[4]</sup>

In 1838 the Provincial Government provided money to improve local roads. They granted "The sum of fifteen pounds for the road from Darius Burt's [mill] to Gould Crouse's [homestead]."<sup>[5]</sup> In 1841 the Provincial Government extended their road maintenance; "Fifteen pounds to improve the road from Darius Burt's to the upper end of the Settlement, passing Gould Crouse's."<sup>[6]</sup>

Circa 1840, Gould Crouse named the area **New Zealand** (sometimes referred to as **New Zealand Settlement**<sup>[7][8][9]</sup>) after the birth place of his father in **Zeeland**,<sup>[10][11][12]</sup> a southern province of the Netherlands. In 1850 Gould moved his family to Maine to further his logging interests where he founded the town of Crouseville, Maine.<sup>[13]</sup>

Keswick Valley's Gibson Railway Line (New Brunswick Railway) was commissioned in 1870 and the section of the railway that came through New Zealand was completed in 1873.<sup>[14]</sup> The railroad owners had to administratively decide where to put their stations to best accommodate passenger and commercial business. Railroad stations became established as access points to the local communities. Sometimes these community access points were quite a distance from the established community centers. About 1 kilometer downriver from New Zealand, and on the opposite side of the Keswick River, they established a railroad station. The expectation was to have this station service the entire area of New Zealand. The existing roads, trails and lay of the land funneled New Zealand residents easily to this location, and to indicate this intent the name "Zealand Station" was chosen for the depot. They couldn't bring themselves to name it "New Zealand Station" probably because of concerns that freight, mail, etc. would inadvertently be sent to the country of New Zealand.<sup>[12]</sup>

Immediately the center of the community started shifting toward the economic and social center growing around the railroad station, and in short order the community became known as **Zealand Station**. Years later the railroad was discontinued. In 1962, the government shortened the town's name to **Zealand**,<sup>[12]</sup> which is the name the community is known as today.

1. "Land Petitions: Original Series 1783-1918", Provincial Archives of New Brunswick, RS108.
2. "Philip Crouse 1811 Crown Land Grant", Provincial Archives of New Brunswick, RS686, Vol. E, No. 589.
3. "List of Persons included in the Sur'y Gen'l [Survey General's] Return of the 16<sup>th</sup> Jan'y. 1815 – who have  
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taken out grants”, page 1, Provincial Archives of New Brunswick.

4. Deed #4814, January 28, 1831, Provincial Archives of New Brunswick.
5. "Acts of the General Assembly of Her Majesty's Province of New Brunswick passed in the year 1838", page 48, Provincial Archives of New Brunswick.
6. "Journal of the House of Assembly ... New Brunswick from ... January to ... March [1841]", page 244, Provincial Archives of New Brunswick.
7. "Journal of the House of Assembly of the Province of New Brunswick", February 24, 1853, page 292, Provincial Archives of New Brunswick.
8. "Journal of the House of Assembly of the Province of New Brunswick", February 9, 1854 - May 1, 1854, page 365, Provincial Archives of New Brunswick.
9. "Journal of the House of Assembly of the Province of New Brunswick", October 19, 1854 - November 3, 1854, page 321, Provincial Archives of New Brunswick.
10. "Geographical Names of Canada" Natural Resources Canada, 2006.
11. "Community Place Names in New Brunswick, Canada", Robert F. Fellows, 1998, page 274.
12. "Crouse Family History, Second Edition", Roguer Crouse, Field Interviews, 1982-2000.
13. "An Informal History of Washburn, Maine", Ray H. Carter, 1987, page 31.
14. "New Brunswick Railway", University of New Brunswick (2004).

## **Burtts Corner, New Brunswick**

In 1819, Benjamin Burttt married Elizabeth Crouse,<sup>[1]</sup> the daughter of Loyalists Philip and Sarah Crouse, and they settled six kilometers from the mouth of the Keswick River in what is today Burtts Corner.<sup>[2]</sup>

Their son, Benjamin R. Burttt, opened the first Burttt's Store in the community<sup>[3]</sup> between 1861 and 1871.<sup>[4][5][6]</sup> During this time the community was known as **Upper Keswick**.<sup>[5]</sup> In the store's early days, customers would often trade eggs for groceries. Later, he expanded his store and included a post office way station.<sup>[7]</sup>

Keswick Valley's Gibson Railway Line (New Brunswick Railway) was commissioned in 1870 and the section of the railway that came through the community was completed in 1873.<sup>[8]</sup> The railroad owners had to administratively decide where to put their stations to best accommodate passenger and commercial business. Railroad stations became established as access points to the local communities. Sometimes these community access points were quite a distance from the established community centers.

Several kilometers away from Upper Keswick was the town of Cardigan and the railroad wanted an access point for them. They built a depot at Upper Keswick and named it "Cardigan Station".<sup>[8]</sup> The expectation was to have this station service the entire area, including the distant town of Cardigan. Soon the community of Upper Keswick became known as **Cardigan Station**.

By the 1890's, Elwood Burttt - Benjamin and Elizabeth (Crouse) Burttt's grandson - had taken over the Burttt's Store and opened his own storefront in the village.<sup>[9]</sup> He also owned what became the town's biggest employer, Burttt's Sawmill, which employed up to sixty men.<sup>[7]</sup>

By taking over the Burttt's Store business, Elwood naturally took over the responsibility of the post office way station. Running the post office was a profitable endeavour because it brought people into his store. In 1893, when the Canadian government was formally organizing a nationwide postal system, Elwood Burttt arranged for his Burttt's Store to be selected as the official post office location for the community and, more importantly, for himself to be the official postmaster.<sup>[3][10]</sup>

At this time, the rapidly growing community of Cardigan Station resulted in confusion with the mail destined for the nearby community of Cardigan. The community needed a more distinctive name, and Elwood Burttt was in the perfect position to influence the choice. Although other names were proposed, **Burttt's Corner** was the name that Elwood, as postmaster, helped get officially recognized.<sup>[10]</sup>

The last, and generally unpopular, name change took place around 1985 when the town's name was modified by the government. The possessive was dropped, so that Burttt's Corner became **Burtts Corner**.<sup>[7]</sup>

1. "York County, N.B., Marriage Records", Vol. 1, 1812-1837, page 7, transcribed by George H. Hayward, Provincial Archives of New Brunswick.

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2. 1851 York County Census, Parish of Douglas, pages 31-32, Provincial Archives of New Brunswick.
3. "Lifetime Resident Recalls Early Burtts' Corner Days", Daily Gleaner, November, 25, 1961.
4. 1871 York County Census, Parish of Douglas, page 59, Provincial Archives of New Brunswick.
5. "New Brunswick Directory for 1871", page 242, Provincial Archives of New Brunswick.
6. 1881 York County Census, Parish of Douglas, page 52, Provincial Archives of New Brunswick.
7. "Crouse Family History, Second Edition", Roguer Crouse, Field Interviews, 1982-2000.
8. "New Brunswick Railway", University of New Brunswick (2004).
9. 1891 York County Census, Parish of Douglas, page 42, Provincial Archives of New Brunswick.
10. "Elwood Burtts, 77, Died Suddenly At Home This Morning", Daily Gleaner, October 16, 1941.