

Dolders in Canada.

Details of our July 26 - 29, 2004 Trip.

Clicking on the thumbnail picture will download a larger version. However, if you are using a 56K Dial-Up Modem, be aware that the download time could be long as each photo is approximately 400KB.

For additional information on THE Marmorah AREA please go to:

<http://www.marmorahistory.com/> and

<http://www.ilap.com/bredberg/geo/min/arsenicm.html>

On July 26, 2004, Ken, with his wife Janet, Dolder set out to visit the birthplace of his father, Henry Francis Dolder.

This first section is for those that are not familiar with the background. If you wish to skip this preamble, please click [HERE](#) to reach the start of the trip

As far as can be determined, my grandparents, Charles Henry Dolder and Elizabeth Helen (Tallowin) Dolder, were married on June 26, 1904 and they emigrated from England to Canada with several other family members, in February 1906. They had a six month old son at the time of their departure, Charles William Dolder, who was born in 1905. We know that they lived in one or more of the following towns as my father, Henry Francis Dolder's, birth certificate states that his "Address" was Deloro and that his "Place of Birth" was Lot 9, Con. 8, Marmorah. We also know that another brother, Albert Thomas Dolder's birth certificate states that his "Place of Birth" was Malone and that the birth certificate was issued in Madoc and that his father lived in Madoc. There were five brothers in total and the oldest four were born in Canada. My grandparents, along with their five children, moved back to England in, as far as we can determine, 1920 but the rest of the family that accompanied them to Canada is believed to have stayed. There is a story that the reason for the return to England was that my grandfather was somehow involved in a death, but there is nothing to support that except my cousin Margaret's memory of such a tale. The chronological order seems to be:

1904, June 26	Charles Henry Dolder and Elizabeth Helen (Tallowin) Dolder, were married.
1905	Charles William Dolder born, died 1991.
1906, February	Emigrated to Canada
1907,	Albert Thomas Dolder born in Malone, died September 1980

	in England.
1909, October 28	Henry Francis Dolder born in Deloro, died 15 November, 2003 in Ilford, England..
1911	Herbert Edward Dolder born, died December 2002.
1913	George Leonard Dolder born, died 1936 in a motorcycle accident.
1920	Family returned to England.

All of the Canadian locations are in Hastings County, Ontario Province.

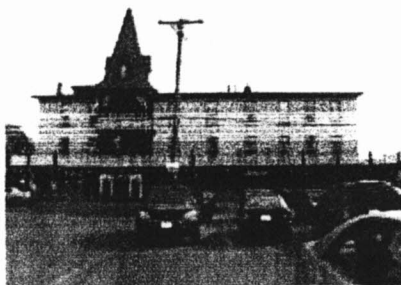
I have created a Dolders Descendants Report in Adobe Acrobat (pdf) format, which might help identify the individuals. If you are aware of any additions, corrections or deletions please let me know by email at dolders@verizon.net

We also know from a web search, that there are three Dolders in graves in the Belleville Cemetery in Sidney Township, Hastings County. They are Ellen Dolder, Herbert E. Dolder and Ada Maud Dolder, however, we have no idea of age or date of death and no real tie to the above Dolder family.

Another piece of information is that we do know that someone from Canada visited Nan in Gants Hill, Ilford, England and died during that visit but we have no record of who or in which year. We believe that this person was accompanied by possibly a person named Tom.

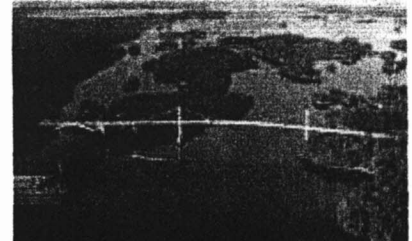
The Trip. [Click here for map of route \(pdf\)](#)

We, Janet and Ken, left Ashburnham, Massachusetts on July 26, 2004 and traveled west on Route 2, through the Berkshires and on into New York State. The section of Massachusetts through the Berkshires is beautiful country with the road weaving through



valleys, alongside the river with large hills, some call them mountains, rising on either side. We traveled round Troy and Albany,

1000 ISLANDS BRIDGE



New York and picked up Interstate 90 to the west for the drive to Syracuse. There we turned north on Interstate 81 and took that road to the Canadian

border at the Thousand Islands International Bridge which spans the St. Lawrence River. Travel time, including the stop for lunch, for this 330 miles was approximately 8 hours, therefore we decided to find a hotel in the nearby town of Gananoque, heading for the waterfront and The Gananoque Inn. We took the only remaining room,



one of their best overlooking the St. Lawrence Seaway.

This area of the St. Lawrence Seaway/River is know as 1,000 Islands and is at the mouth of Lake Ontario. It is a most beautiful area. After settling in at about 6:00pm, we wandered round to the waterfront and found that the last hour-long cruise of the day left at 7:00 pm. We took it and cruised along and around some of the 1,000 islands, a great end to a long day. *The photo on the left is of the hotel and the one on the right is the same hotel but from the boat.*

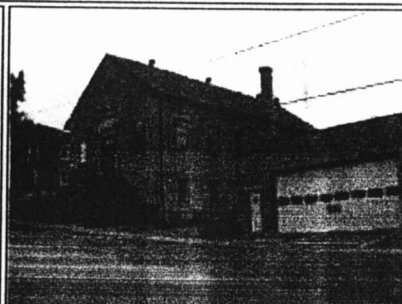
The next morning we woke up to rain, checked out of the hotel and proceeded via Belleville and through Stirling to Marmora. As we left the St. Lawrence River the area changed to very flat terrain with no large timber. It appears that this whole area was harvested of its timber in the late 1800's and/or early in the 1900's. Marmora is a typical small North American town intersected by two highways, similar to many in

the USA and obviously with little wealth. The entire area is far from affluent and many of the store-fronts are empty. The Marmora Historical Society, at the main intersection, only opens on Wednesday afternoons and Saturdays so we called in at the town offices and were given the name, address and phone number of the local historian. Unfortunately he was not home so I plan to call him in the next few days. We did pick up a street listing and map of the area from the clerk, which identified the location of Deloro and Malone, both part of Marmora. Marmora and Madoc are above Belleville and slightly to the west on the left side map, whereas Deloro and Malone, what there is of them, are East North East of Marmora on the right side map, which I hope you can see when you enlarge tthem. Malone is a bump in the road above Deloro.

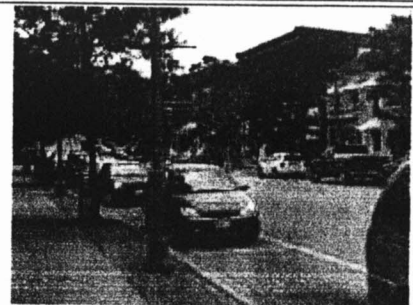
Here are a few photos of the four towns in question.



**Marmora Forsyth Street.
Cars are at crossroad.**



**Marmora Town Offices.
and Fire Department.**



**Marmora Mathew Street
Highway 7. (East-West Road)**



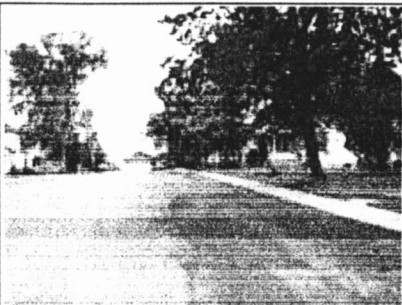
Entering Deloro, Valley of Gold.



The Deloro Mine Site Cleanup Project.



The only nice piece of lawn town.



Main (and only) Street, Deloro. That's the one and only store just over the hill.



Workers Duplex in Deloro built late 1800's. Probably the Dolder house in early 1900's. see below.



Sign a Entrance to Deloro

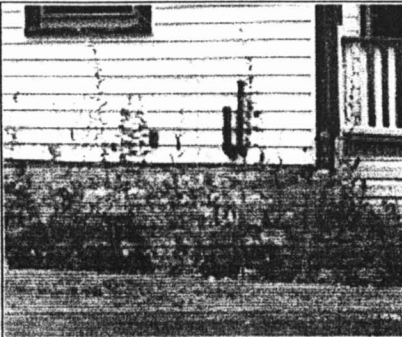
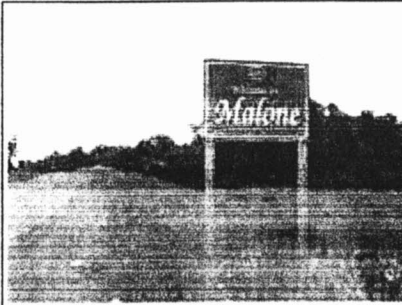


Photo on left cut from above photo. Photo on right taken in about 1914.

Notice the similarity between the two houses.

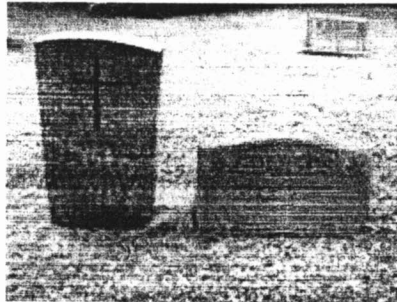
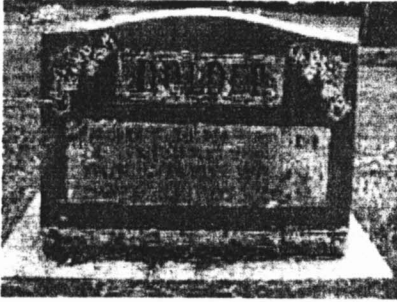


Sign on the way into Malone.

Malone, and that's just about all there is of Malone.

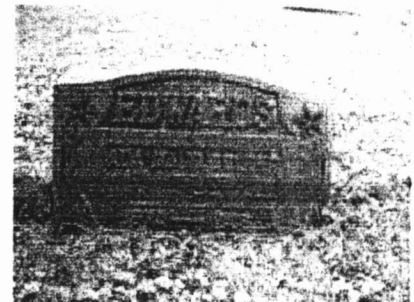


Madoc, a few miles east of Marmora.



Inscription

**Sapper
WILLIAM EDWARDS
C. R. T. C. E. F.
16TH MARCH 1938**



Inscription

**EDWARDS
ADA MAUD DOLDER
Wife of
WILLIAM EDWARDS
1874 - 1946**

At that point we decided to head for the town of Picton on an island below Belleville and find a hotel as that looked like the most interesting area. That night we stayed at a motel overlooking the bay. Not the most impressive of lodgings but a beautiful view from the room, as can be seen in the photo. The weather wasn't the greatest but the room was comfortable and we did go out for a very nice dinner.



**This was the view from
our motel room at the
Picton Harbour Inn. Not a
bad sight to wake up to.**

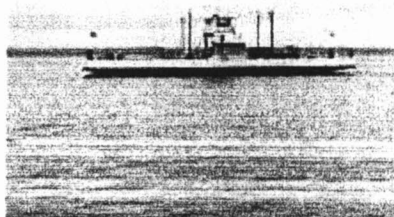


It was now Wednesday morning and time to head towards the United States. We found a route that avoided the 1000 Island Bridge but involved three car ferries,

the first to get from Picton to the north shore of the St. Lawrence River and the second to hop to an island in the river. The third would take us from that island to the US soil. Interesting fact, the St. Lawrence River is more than a mile wide at its narrowest point and about four miles wide at its widest. Our first ferry from Picton to Adolphustown was not very big and the trip was not very long, as you can see below.



Leaving Picton



Sister ferry on the reverse trip.



Not a full load

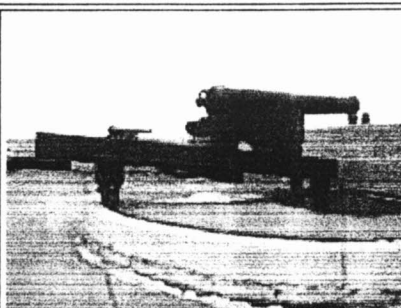


Not a pretty sight.

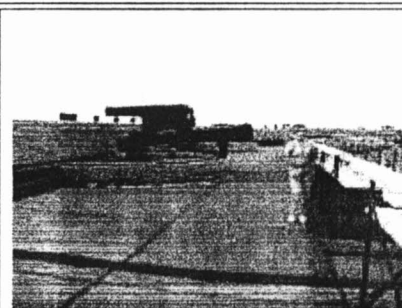
On leaving the ferry we headed towards Kingston and the second ferry but noticed there was a historic fort just beyond and had to take a look. Fort Henry is not only a national historical site but also an active military academy. We spent a couple of hours there taking a short tour and looking around. Below are a few pictures taken at the historic site.



The courtyard.



One of the many cannons.



Along the ramparts.



Cadets preparing to fire the hourly announcement round.

**Center - music demonstration.
One of many demonstrations during our brief visit.**

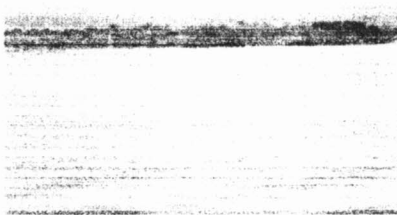


**View overlooking the academy. While there military bands were rehearsing. Wafting across the waters were Oh, Canada and God Save the Queen.
A very nice background.**

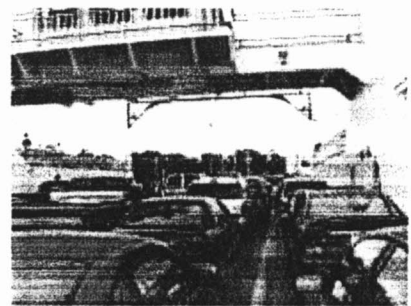
Just down the road from Fort Henry was our second ferry, the largest and busiest of the three. As you can see, the weather was still not on our side. It's a dastardly Canadian scheme to upset Americans. They do it all the time, sending us their cold air all winter and keeping the cool air in summer.



The bridge between Fort Henry and the ferry.



The fort from the ferry.



**A full load on the ferry.
Our car is there somewhere.**

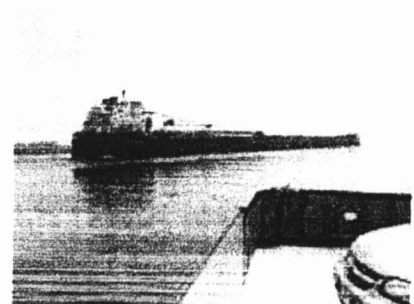
The ferry took us to the town of Maryville on Wolfe Island. However, there was little else on the island, just a lot of open land, thus we drove straight across to the last ferry in Port Alexandria. That ferry, which took us back into the US, was the smallest but also the only one that had a price attached. That could have been to support the group of customs officials awaiting us on the other side. All we needed to get into Canada was a driving license, but to get out it was necessary to have two forms of ID plus provide the correct answers to a list of questions. We did pass the test and my four bottles of Branston pickle and jar of HP sauce were not confiscated. You can't imagine what a relief that was. They are not available in the states and I still miss them immensely



No more free ferry rides.



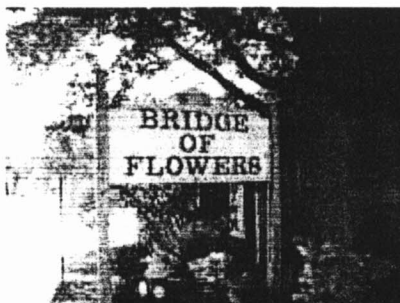
This is the south side of the St. Lawrence and the route for the larger ships.



And this is one of them on its way into Lake Ontario.

My last curiosity is the route my grandparents took to get to Marmora and the route they took to get back to England. Obviously they crossed the Atlantic by boat and I assume it must have been a steamship but there were also Packet Ships (sailboats) crossing at that time. I believe it was possible for ships to reach Montreal at that time but beyond there are locks which were built much later. How did they travel the long distance from the ship to the Marmora area, which is a good distance inland from Lake Ontario? That is something I need to research.

Anyway, once on US soil we drove via lesser roads and spent the final night in Utica, NY. The next morning we headed home, again via Route 2 and across the Berkshires. However, Janet cannot traverse the Berkshires without visiting "The Bridge of Flowers" at Shelburne Falls, so that is where we had lunch. Below are a few pictures of the "Bridge". As you will notice, the sun is shining again.



This bridge was originally for trolley cars to cross the river and is always full of flowers in bloom. We also visited earlier this year and the hummingbirds were out on force, doing their thing just inches from us. This time it seemed to be the bees time. We left Shelburne and headed directly home, arriving at about 3:00pm, having covered 966 miles.

That is the conclusion of our story. We hope you enjoyed it and that it wasn't too long, didn't bore you too much and didn't take too long to load.