

THEN AND NOW

Bet You
Didn't
Know!

BY J. PETER HVIDSTEN

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THEN & NOW - BET YOU DIDN'T KNOW

Researched and Published by J. Peter Hvidsten

Published February 2024

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Preface

Over the more than 55 years in the publishing business in Port Perry, hundreds of stories have passed through my hands and onto the pages of our local newspapers and magazines.

It's from this vast archive of information I have extracted stories which document accounts of this amazing community from its early beginnings to the present. The changes we have seen, and experienced over the past century, and more, are often amazing and inconceivable.

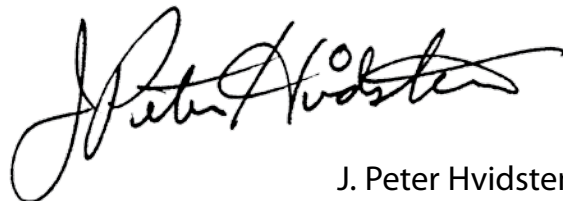
"Then & Now" takes the reader on a journey through a century of changes with topics describing, visually and in text, how this town and surrounding area has transformed and grown decade by decade.

Some of the stories provide an insight into some of our early businesses. Learn how Port Perry became the home of the "King of Butter Tarts"; how Haugen's Barbecue got its start over 60 years ago; the residents' embracement of the automobile and car dealerships; and the controversial Conway project.

A series of "Now & Then" pages located throughout the book, provides a series of illustrated articles chronicling businesses and properties that have come and gone, and the many changes in tenants and owners of commercial buildings.

Liberty was taken to colourize a number of old black and white photographs, to provide a better idea of how they would have looked at the time they were taken. This process is not an exact science, so some images will not be one hundred percent accurate, but it does provide a different view than that of a black and white photograph.

I hope you enjoy this look at our community "THEN" and how it has grown and changed until "NOW".

A handwritten signature in black ink, reading "J. Peter Hvidsten". The signature is written in a cursive style with a large, looping initial "J".

J. Peter Hvidsten

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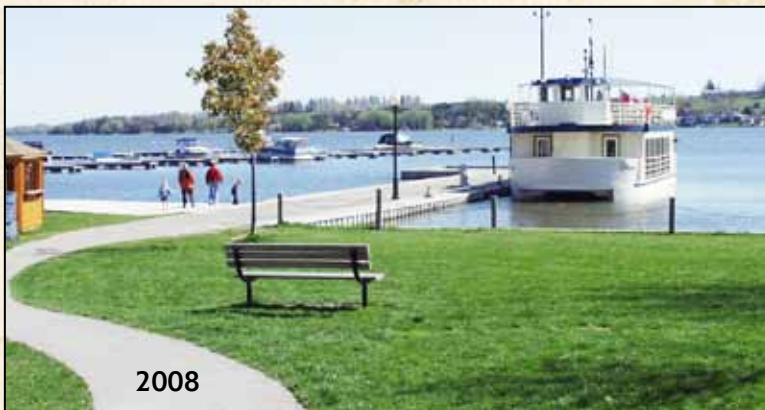
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THEN AND Now

PORT PERRY LAKEFRONT & PALMER PARK

Port Perry waterfront has been many changes over the past century, especially around the wharf at the foot of Queen St.

What we know today as Palmer Park has gone from a busy industrial site to today's beautiful park, with picnic benches, and seating scattered throughout for residents and tourists alike.



During the 1940s and 50s, there was a change house and a diving board at the end of the wharf, where children spent hours swimming and diving throughout the summer.

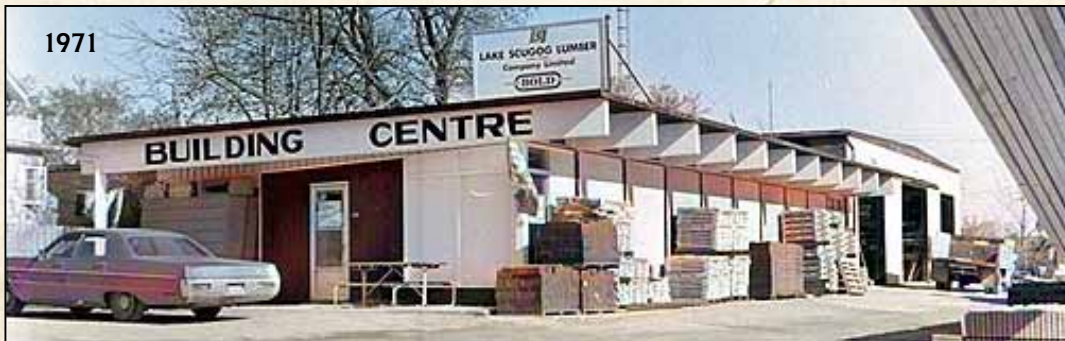
The top photo, taken in 1965, shows it was also a popular area for launching boats. This practice was stopped in the 1970s.

During the 1990s the wharf is used mainly for fishing, docking pleasure boats and a berth for the Woodman cruise ship, which provided tours of Lake Scugog for a decade during the late 1990s and early 2000's.

The entire waterfront underwent a make-over in 2010, with a decorative arch entrance, attractive red brick walkways, and an improved children's playground and splash pad added.

THEN AND Now

LAKE SCUGOG LUMBER SCUGOG LIBRARY



This valuable piece of lakefront property was originally the location of the Port Perry Farmers' Union Mills. It was purchased by James Carnegie about 1888, and along with family members the operated the Carnegie Union Mill until about 1935 when it was purchased by Ira Aldred, who operated it under the name James Goodall Ltd.

Samuel Griffen bought the property in 1951 and Lake Scugog Lumber operated from this location from this location until 1972 when the company moved to its present location south of town on Vanedward Drive. After moving, the 2.4 acre property was sold to local business Ken Jackson, who subsequently sold it to the municipality in 1979 for \$155,000.

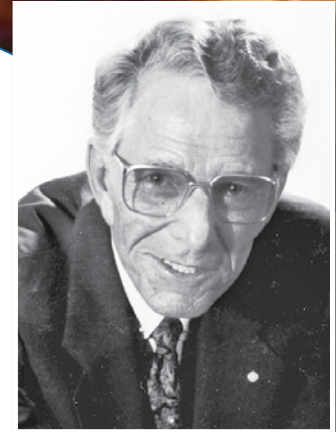
Scugog removed all the buildings to make room for a new public library which was constructed in 1982, with a large addition, including a computer room and the Kent Farndale Gallery, being opened in 2012.





King of Butter Tarts

The Flamingo Pastries Story



KENNETH JACKSON

KENNETH & MARJORIE Jackson entered into the food business in February 1952, not long after Ken quit working at General Motors. They borrowed \$1,000 and opened Flamingo Restaurant at 223 Queen St., and here they worked side-by-side 14 hours

a day to earn a modest living.

The restaurant quickly gained popularity and had reputation for its excellent cuisine. It became locally renowned for his baked goods, and particularly the tarts, which he made from his mother's butter tart recipe.

Realizing he was already baking 200 dozen but-

ter tarts a week at the restaurant, he made a decision to sell the restaurant and focus on his butter tart business.

The Jacksons sold their popular Flamingo Restaurant for \$15,000 and, much to the dismay of his bewildered customers, and in March 1966 converted their residential garage at their home into a small factory.

The garage measured 11' x 20' and in it he installed a three level oven, a packing machine, tables and rolling pins. The initial production of butter tarts was 400 dozens per week, but this quickly increased to 3,000 dozen.

Those early days were long and exhausting, although successful. Ken baked from midnight until noon the following day, then loaded his old station wagon with his fresh butter tarts, and delivered them to his customers.

Eight months after opening his bakery, the limited space became inadequate. A 30'x30' addition was being started, but it was outgrown before completion. By this time the Jacksons had a staff of 10 employees.

Over the following months orders from additional stores and restaurants began to pile up, so they started working in two shifts, and staffing grew to 40 workers, which helped increase their output to



The Jackson's "Flamingo Restaurant: at 223 Queen St., Port Perry one year before they closed in 1966.



Flamingo Pastres Limited, erected a large sign in front of their building in 1971 to celebrate Port Perry's Centennial year.

a high of 16,000 dozen per week.

In October 1967 work began for the construction of a 125'x60' plant on Simcoe St., close to their home. When building was completed the following year and the plant boasted the most modern facility and equipment in the bakery industry.

The bakery featured an oven is 32' x 10' and the pastry shells enter the oven at one end in a continuous flow,

are baked when they come out the other end, then continue on a 585 ft. conveyer system running from the oven all around inside the building, to properly cool the tarts before they arrive at the packaging station.

When production started in the new plant, there was a staff of 60 employees, but by the time of the factory's officially opened, on October 31, 1968, the staff had increased to 80 workers. In two-and-a-half short years, Flamingo Pastries had grown from an idea, and a small scale garage bakery producing 400 doz. butter tarts weekly, to the largest employer in Port Perry.

He expanded his line of products and began supplying lemon tarts, mince meat pies, muffins and brownies.

At the time of the official opening of the new plant, Flamingo Pastries Limited was baking 35,000 dozen tarts every week. To the layman, it is next to impossible to comprehend the amount of ingredients going into the production of all these tarts.

Every week 70,000 eggs are used, 7.5 tons of flour, 10 tons of sugar, 1% tons of margarine, 5 tons of lard, 1.25 tons of raisins and 20 gallons of vanilla.

By this time the company operated five trucks and three cars delivering to Prescott, Oshawa, Kitchener and North Bay.

Requests for Flamingo butter tarts were coming in daily. A Northern Ontario company was hired to distribute Flamingo butter tarts. They were shipped to a North Bay distribution centre from which the dealer shipped to the northern cities of Sudbury, Kirkland Lake, and Timmins.

By 1970, Ken realized he had to expand the Flamingo plant for second time and began preparations. He traveled to England where commissioned an engineering firm to build a state-of-the-art baking machine for Flamingo's new addition. The new baking machine would be 150 feet long, and consists of an oven, cooler and packaging unit, capable of producing 1,500 dozen tarts and hour.

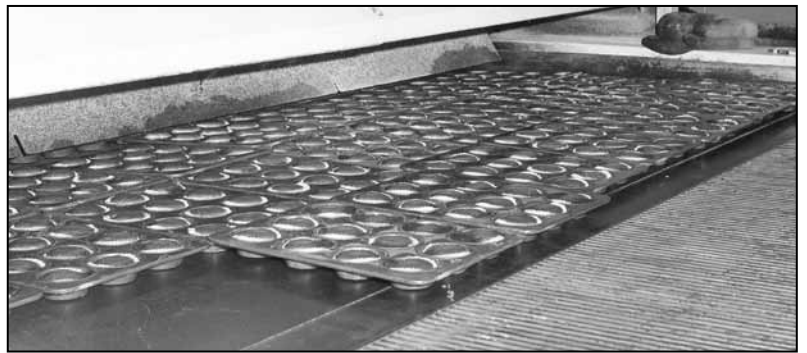
It took two years, but on October 25, 1972, an official open-



Marjorie and Ken Jackson at the opening of the expansion of the Flamingo Pastries plant in 1968.



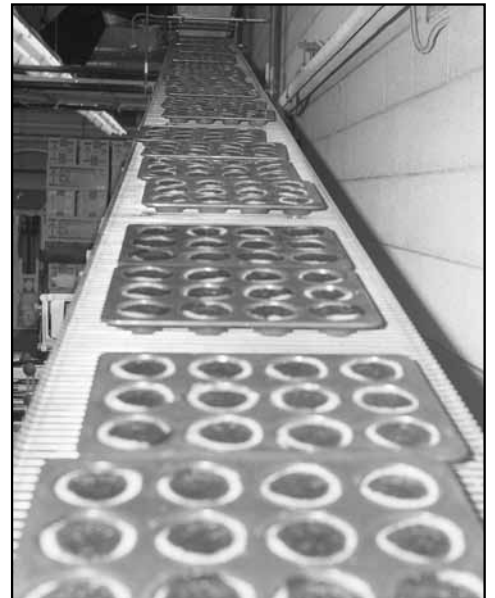
Ken Jackson in his new office at Flamingo Pastries, following its opening in October 1968.



Conveyer with freshly baked tarts starts its trip around inside the building, to cool the tarts.

Flamingo No.1
**BUTTER
 TARTS**
 doz. **99¢**

Grocery store price of Flamingo Butter Tarts in August 1977



Conveyer with freshly baked tarts starts its trip around inside the building, to cool the tarts.



Flamingo Pastries introduced their popular "two pack" of tarts during 1973.



Production line at the new Flamingo Pastries plant on Simcoe St. (no Old Simcoe St.), in October 1968. Allan Rahm is seen with a fresh batch of dough, which will produce 500 dozen tarts. The stuffing of tart tins was still done manually, but the filling of the tart shells was done by machine.



The Port Perry Flamingo manufacturing plant, 1987 when operated by Vachon Inc.

ing of Flamingo's 11,000 sq. ft. expansion took place, increasing the total floor space to more than 16,000 sq. ft. The addition contain more than \$350,000 in new equipment, with the capability of producing put to 100,000 dozen butter tarts a week.

Incredibly, in only years after the opening of the Flamingo Pastries plant, the company was producing more than one million tarts a week.

Flamingo staff, town officials and residents were completely shocked by a surprise announcement in February 1978, when Ken Jackson made public that Flamingo Pastries Ltd., was being sold to Vachon Inc., a susidary of Culinar Inc., Quebec.

Paul Lamontagne, vice president and general manager of Vachon Inc. said in making the announce- ment, that "the tremendous impact of Vachon's distri- bution network can only help the Flamingo operations to grow in the future."

Sales volume of the Flamingo butter tarts at the time Vachon purchased the business was \$4.5 million a year.

After selling his plant to Vachon, Ken built another food plant just south of the Flamingo building and opened Mother Jackson's Open Kitchens. Here he pro- duced frozen meat pies and tarts and other pastries for large food corporations.

As the business grew, the success of Mother Jackson's busi- ness necessitated a large expansion in 1989.

Mother Jackson's busi- ness was later sold to J. M. Schneider which con- tinued to operate from the Port Perry site.

Ken Jackson retired from the business in 1994, and passed away in November 1995.



New packaging for Flamingo tarts after its sale to Vachon.

VACHON BUYS A PLANT IN ONTARIO

Mr. Paul Lamontagne, Vice President and General Manager of Vachon Inc. of Sainte-Marie de Beauce, one of the subsidiaries of Culinar Inc., announces the conclusion of an agreement in principle with **Flamingo Pastries Limited** concerning the purchase of certain physical assets of the latter company, subject to conditions.

Flamingo Pastries Limited is known as the famous manufacturer of **Flamingo Butter Tarts**. The bulk of its sales are made in Ontario.

The tremendous impact of Vachon's distri- bution network can only help the Flamingo operations to grow substantially in the future. The Sales volume is around 4.5 million and the sale price has not been divulged. The Port Perry operations will continue with the same person- nel.

Announcement in February 1978 of the sale of Flamingo Pastries Ltd. to Vachon Inc., Quebec.

GINGER BEER & SODA POP

EXACTLY WHEN carbonated drinks such as soda water and ginger beer were first manufactured in Port Perry has not been determined, but an article written in a 1903 in the *North Ontario Observer* provides a hint.

Under the heading Ginger Beer, the article states: "It (ginger beer) is a summer pleasure. A beer that refreshes you but does not injure the digestion. It is manufactured by Mr. Joseph Cook, Port Perry, who for the past 40 years has the sole recipe for which he has received large sums."

Joseph and Mary Ann Cook and their three children arrived in Port Perry about 1865. It was here not long after he arrived that he began a small business in the manufacture and sale of soft drinks products, which he carried on for many years.

In addition to his manufacturing business, Joseph also worked as a "carter" or mail carrier, and it is believed that during his rounds he would distribute his soda pop beverages. He also operated a restaurant from the late 1870s until mid-1890s, and during the early 1900s became an importer of oysters from Baltimore.

During the summer of 1891 Joseph Cook advertised he was the sole manufacture of his celebrated English Ginger Beer. This was at the same time his son Thomas, was identified as a "soda water maker".

Mary Ann took an active interest in the family business, and following her husband's death in 1904, she, with the help of her daughters carried on with the business until Cook's youngest son, Thomas, better known as "Tommie" took over the local operation of soda pop manufacturer.

An anonymous writer reminiscing about the Cook's bottling works wrote:

WARNING!
TO THE PUBLIC!
NOTICE IS HEREBY GIVEN that I do not supply Mr. Stewart, of the Oriental Hotel, Port Perry, with my Celebrated English Ginger Beer.
JOSEPH COOK,
Sole Manufacturer of Cook's Celebrated Ginger Beer.
Dated at Port Perry, this 3rd day of June, 1891.

Joseph Cook advertisement June 1891.

THE undersigned would inform the public that he is opening a
Restaurant
In the premises opposite the Ontario Bank where every thing supplied in a first-class Restaurant will be provided and served in a manner which cannot be excelled as it will be conducted by first-class hands.
Hot and Cold Meals
AT ALL HOURS.
OYSTERS SERVED TO SUIT.
A call at Cook's Restaurant will satisfy all that this is what the public require.
JOSEPH COOK,
Port Perry, Sept. 24, 1879.

Joseph Cook advertisement September 1879.



Stoneware and glass bottles used by Joseph Cook, Port Perry for his ginger beer and soda drinks.

**BAY OF QUINTE
EATING HOUSE!**

THE undersigned wishes to announce to the inhabitants of Port Perry and surrounding country that he has opened a Restaurant in the Shop first door east of Messrs. Courtice & Jeffrey's Harness Establishment, where he will be pleased to serve all with everything in his line, Neatly, Tastefully and Quickly.

DINNERS, LUNCHESES & OTHER MEALS.

**FRESH ——— XXX
OYSTERS**

Received daily and Served in any style.
Fresh Fish (canned and otherwise) of every description constantly on hand.
Patrons may rest assured that no pains will be spared in catering to their wants, and the most fastidious lover of gastronomy may depend on having his palate pleased.
JOSEPH COOK.
Port Perry Sept. 26, 1894.

Joseph Cook advertisement September 1894.

"Tommie" Cook's bottling works was in the shed behind his house at the south-east corner of Bigelow and McDonald Streets. As children we would stand in his shed enchanted, watching a machine crimp bottle tops on the full pop bottles. His cream soda was my special favourite. I believe the business was later sold to the Goode's."

Clarence, the youngest son of Thomas, joined his father as an apprentice when he was 17 years old, and here he learned the business. The father and son continued to manufacture soft drinks until the mid-1920s, expanding his products to include; ginger beer, root beer, cherry crush, ginger ale, lemon sour, sarsaparilla, and many other varieties of drinks.

Three years before Thomas Cook passed away, he sold his soda business to Port Perry businessman Murell Goode.



Joseph Cook may have been the first to venture into the soda and ginger beer business in Port Perry, but he was not the only early bottler of these popular non-alcoholic drinks.

James and Roxana Broad settled in Reach Twp., about 1871 and after arriving he held a number of positions in the community, including a clerk, before opening a retail business called "Broads" selling groceries, meats, oysters and alcoholic beverages.

About 1875, or possibly earlier, he began manufacturing soda water and ginger ale from a location yet to be determined. An newspaper reported that "The manufacture of Soda Water, Ginger Ale and other cooling summer drinks has become quite an institution and the spread of temperance principals through the land."

Mr. Broad, operating under the name "Port Perry Soda Water & Ginger Ale Factory" had spared no expense in bringing the manufacture of Ginger Ale, Soda Water and other temperance drinks to market. His products were sought by all of the local hotels and temperance houses, with one hotel operator reporting, "45 dozen bottles of Mr. Broad's drink were consumed in one day."

Mr. Broad sold the business, stock and goodwill of his Soda Water business to two Port Perry men, James and William Paxton in 1876. It was said that new owners were "bright and intelligent" and capable of upholding the reputation of the products of the Port Perry factory.

Following the death of his wife in 1877, Mr. Broad sold his home and contents by auction and moved to Seagrave where he purchased the Ocean House hotel.

No further mention of the Soda Water and Ginger Ale factory was found after the company was sold to the two Paxton men.

Murell Goode was 29 years old when he purchased Thomas Cook & Son business



James Broad, and Paxton Co., gravitating stopper bottles, from Port Perry. Photo circa 1880.

PREPARE
FOR THE
HOLIDAYS

Every Delicacy of the Season in abundance of the best quality and at the lowest possible price, at

BROAD'S
PORT PERRY.

Go to BROAD'S for Choice Meals of every description.

At Broad's you will get pure and genuine
Liquors, Brandies, GIN, WINES & WHISKYS!
of the best Brands.

Every variety of Groceries Good and Cheap
Oysters! Oysters!
in Can and bulk—Fresh and Cheap at BROAD'S.

JAMES BROAD.
Port Perry, Dec. 16, 1874. 81

James Broad, December 1874.



MURELL GOODE

about 1927. He moved the plant into a former creamery building on Perry St., and renamed the business Port Perry Bottling Works. Here he continued Mr. Cook's production of soft drinks and ginger beer, and became the local bottler of Coca-Cola products.

In 1932 Mr. Goode placed a large order for ginger beer bottles with the Govancroft Pottery Company of Glasgow, Scotland. The 10 oz. bottles were orange and tan in colour with Port Perry Bottling Works "Ginger Beer" inscribed on the clay bottles. Many of these familiar clay bottles can still be found in the possession of local residents.

The bottling works was destroyed in July 1933, when in less than two hours his bottling plant and all its outbuildings were consumed by fire. Fortunately with the help of firemen and neighbours, movable contents including sugar, extracts and cases of bottled drinks were taken out before the fire could destroy everything.

Mr. Goode quickly made arrangements for new equipment and opened a temporary plant in the Port Perry Creamery on Water Street, (110 Water St.), which was owned by his father Allen. Here he continued bottling Coca-Cola for his customers, while plans for building a new plant on Perry Street took place.

Working under the supervision of the Coca-Cola Company, the Port Perry Bottling Works constructed a modern new plant, which was opened at the 247 Perry Street location later that fall. Mr. Goode's son, Gordon, joined the company in 1948.



April 1939 Coca-Cola advertisement from Port Perry Bottling Works.

Port Perry Beverages affiliation with Coca Cola came to an end in June 1952, when Coca-Cola consolidated its bottling operation into a single newer enterprise in Uxbridge.

The Goode's immediately took on the Pure Spring Company line of beverages. In a half page ad in June 1952 advertised they were the bottlers and distributors of Dry



A glass bottle from Port Perry Bottling Works, circa 1930.



A wooden case, labeled Port Perry Bottling Works, Port Perry, Ontario containing 24 bottles of Ginger Beer.

Ginger Ale, Mexican Cream Soda, Honee-Orange, Barrel Root Beer, Minted Grape and Grapefruit 'n Lime beverages. The company also bottled a lemon drink called 'Gini' and RC Cola.

In January 1975 Murell Goode sold the business to Keith Hobbs, who renamed it "Hobb's Beverages". Less than three years later, during July 1977, Mr. Hobbs announced the operation would be closing.

He explained that the Port Perry plant was the smallest of four bottlers of "Crush" products competing in the area, and their contract had been terminated. He cited rising operating expenses and a sluggish economy as part of the reason for the closing, but also felt that "the day of the small bottler may be over".

The building was torn down and the property sold to Peter and Nancy Hvidsten who constructed a Victorian-style residential home in 1985.



GORDON GOODE



Port Perry Bottling Works, 247 Perry St., 1933.



Port Perry Beverages announces Pure Spring in June 1952.



Port Perry Beverages and delivery truck at their 147 Perry Street plant, mid-1950s.



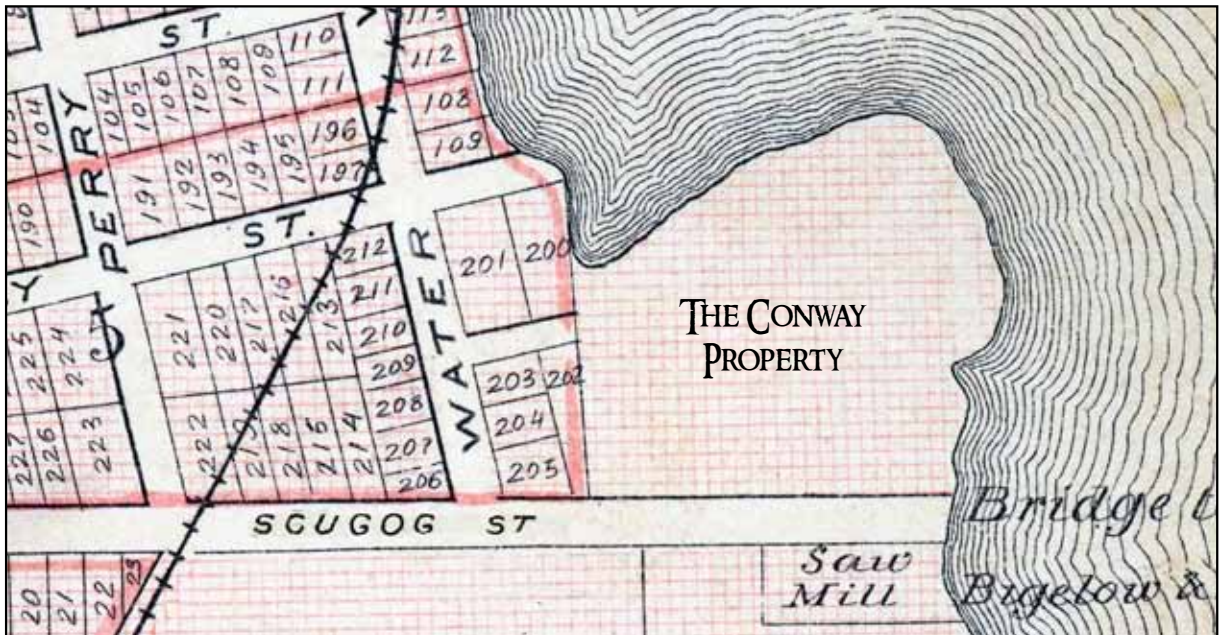
Foy & Starr, Port Perry, gravitating bottles, with stopper in bottom of the bottle.

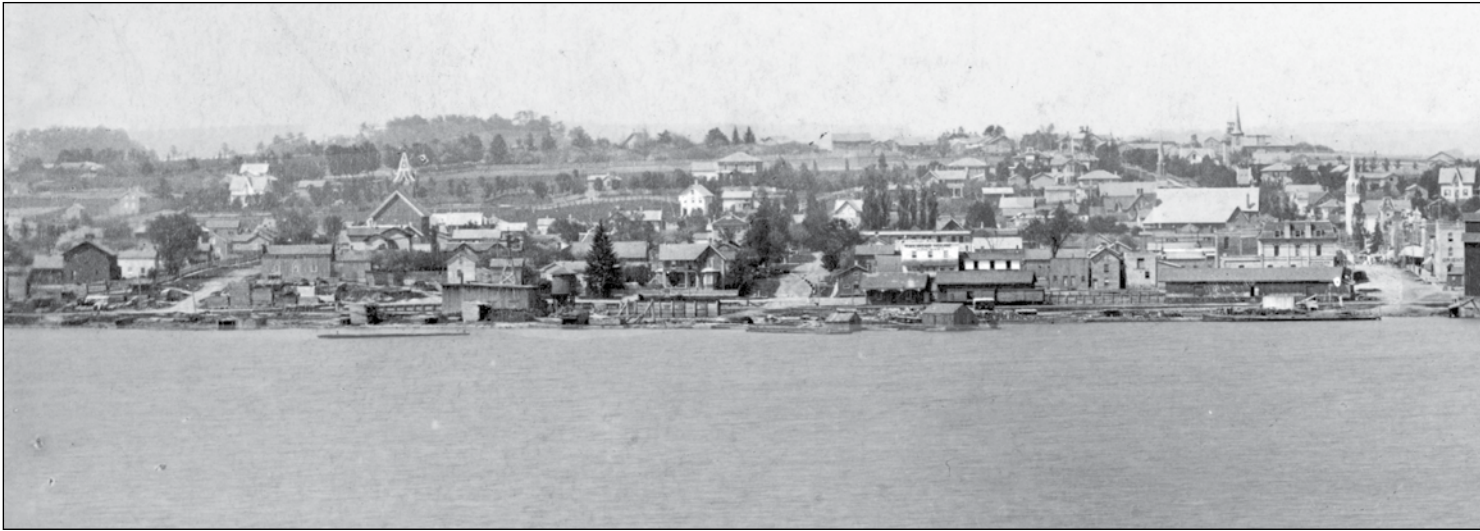
NOTE: There is evidence that there was at least one other bottler of soda drinks in Port Perry during the 1870s. This is documented from a listing in a Dominion of Canada reference book, dated January 1876.

This business operated under the name Foy & Starr, as seen on the bottle shown, right. Foy & Starr also had a soda water business in Peterborough.



ONE OF THE MOST controversial pieces of prime waterfront property in Port Perry is the Conway Property. This is the piece of land on which the Independent Grocery Store sits today. Local residents have grumbled for years about this lakefront property being sold to the Loblaws organization to build a large grocery store. There are those who feel the town's fathers should never have allowed a commercial store on this most important lakefront property.





In the beginning. . .

Joseph Bigelow

In order to understand how this came about, and provide some perspective, this document recalls the history of the property, and how it has been used commercially for more than 150 years.

Joseph Bigelow was not the first person to own this piece of choice lakefront property, known as Lot #273. Some of the earliest owners of this point of land, which jutted out into Lake Scugog included John Cameron and Caleb Crandell, before being purchased by Joseph Bigelow about 1868. Mr. Bigelow was one of the towns most energetic businessmen, developers and political figures during the 19th Century.

Beginning in the early 1850s, Port Perry's entire waterfront, from south of the causeway to the tip of today's Birdseye Centre in the north, was lined with dozens of large and small commercial business. Some of the industries which cluttered the weedy lakefront included saw and planing mills, grist mills, steamboat landings, tanneries and many smaller industries.

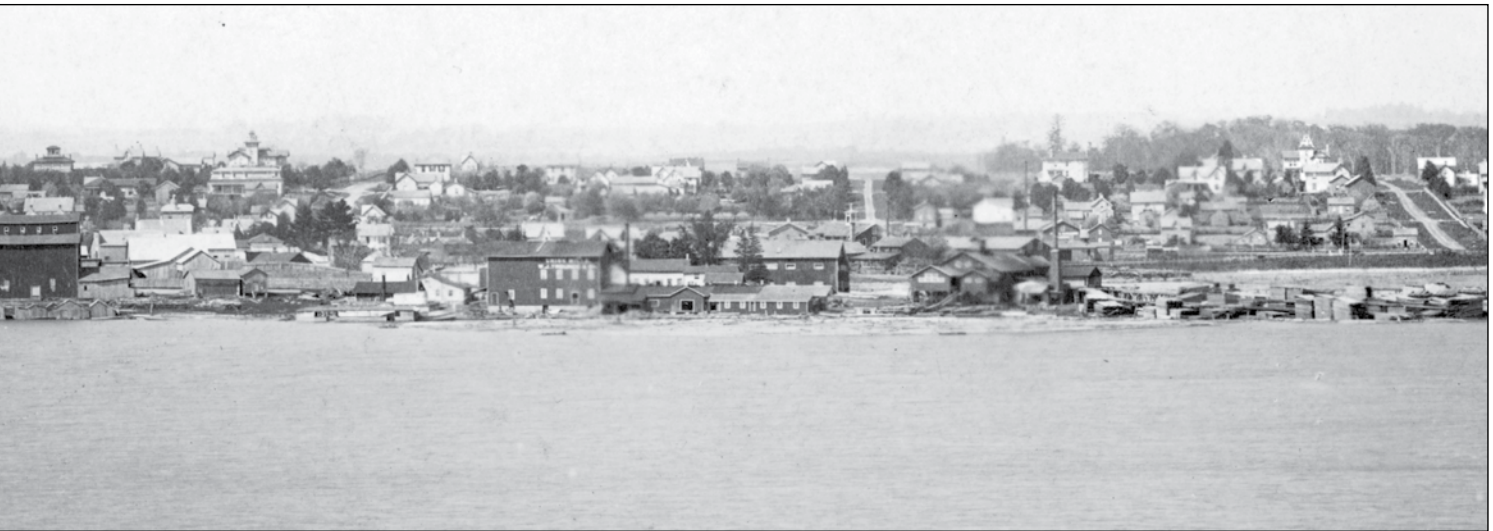
Stephen S. Doty had erected a sawmill on this property about 1857 near Scugog's "floating bridge". The sawmill was later purchased by Mr. Bigelow and was operated for a number of years in partnership with Wm. J. Trounce.



JOSEPH BIGELOW



Area circled shows the location of Joseph Bigelow's property in 1867.



Port Perry's lakefront, taken from Scugog Island circa 1895, show the large industrial base along the shoreline.

Joshua Curts

In 1865, the Mr. Bigelow drafted a plan for the property, dividing it into lots. One of these lots was later sold to Joshua Curts, who was one of Port Perry's industrious businessmen who served as Reeve of the village in 1895.

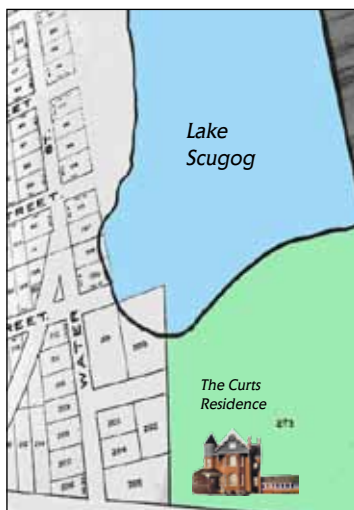
About 1890 Mr. Curts built an impressive three-storey red brick home with a turret, wrap-around verandah and a greenhouse which they called "Lakeview Lodge" on the site. Joshua Curts died in 1921, but his family continued to live at the home. The name given to the property was fitting as the home looked northeast over the water of Lake Scugog and Scugog Island.

The beautiful Curts house was destroyed by fire during the afternoon of November 4, 1930. Firefighters were unable to get to the home in time to save it due to its distance from the fire hall.

Following the fire, the property changed hand a number of times, with the Raines family purchasing the most western portion of the property, fronting on Water St. and Hwy. 7A .



JOSHUA CURTS



Mr. Curts home was built on Lot #273 shown on this village plan.



Colorized photo of the Curt's home, which was built near the corner of Water and Scugog Street, about 1890. Was destroyed by fire in November 1930.

Years later . . .

Have-A-Nap Cabin Park

Irene Shaw & Jack Brickstock

The larger, easterly portion of the property, referred to by locals as “The Conway” property, borders on the south shore of Lake Scugog, and was purchased Irene Shaw in 1953. Ms. Shaw was a native of Gananoque, Ont., and worked as an assistant supervisor at the Ontario Hospital in Brockville, before coming to Port Perry.

It’s not known what attracted her to leave here job and purchase the property and is unclear if the cabins were on the property at the time of her purchase.

During her ownership, the small tourist park became known as the Have-A-Nap cabin park. It is believed the park opened about 1956, and the nicely manicured property consisted of about a half dozen small cabins and an office building. The slightly larger cabin (below) served as the office, refreshment booth also was the residence for Ms. Shaw.

After operating the site a couple of years, Irene hired the services of Jack Brickstock, who had been working as a manager in Toronto. Mr. Brickstock moved to Port Perry and became the park’s caretaker. Over the years, Mr. Brickstock became attracted to Ms. Shaw and they were married.

The Have-A-Nap cabins continued to operate until about 1961 when Irene returned to her vocation as a nurse.

It’s not known how long Mr. Brickstock continued to rent the cabins, but eventually the Have-A-Nap cabin park was shut down, although the cabins remained on the property for a number of years before being removed.



The Have-A-Nap office and home for Irene Shaw.



Jack Brickstock is seen here standing in front of the Have-A-Nap cabin office.



JACK & IRENE BRICKSTOCK



A few of the cabins lined up along the lakefront, 1960s.



Three of the smaller short-stay cabins.



Some guests of the Have-A-Nap cabin park arrived in their sports cars.

The Conway Garden era . . .

William "Bill" Tripp

William Tripp, a Port Perry area developer and businessman purchased the most western part of Irene Shaw's large property about 1958.

A few years later, Mr. Tripp erected a comfortable family restaurant on the first parcel he had purchased from Ms. Shaw, and Conway Gardens restaurant was opened on July 27, 1961.

Jack Brickstock became its first manager and chef of the well-equipped eating place with its large dining room. Under his management, the restaurant became the most popular dining spot in the town, and was the favoured location for many special occasions, banquets and business meetings.

It's popularity required the restaurant to expand its dining room and smaller banquet room on the north and west side of the building.

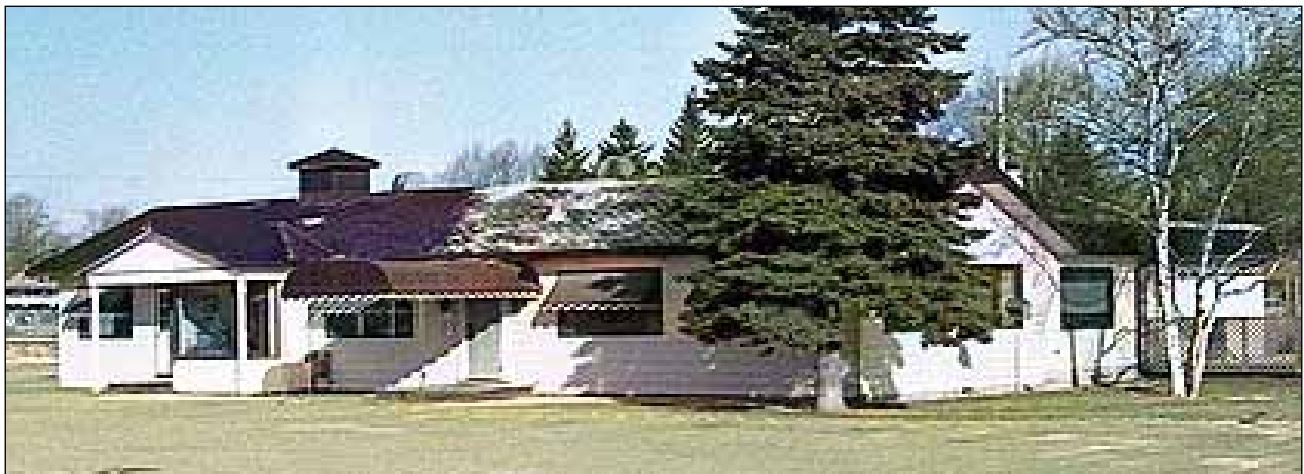
On September 31, 1968 Irene Shaw sold the remainder of the property, on which the cabin park was located, to Mr. Tripp and his wife Leona. Jack and Irene were married not long after the property was sold, but continued to live



WILLIAM 'BILL' TRIPP



The original Conway Gardens restaurant building about 1963



Conway Gardens restaurant in 1985, not long before it was torn down to make room for a large new development.



Conway Gardens restaurant in 1976, with some of the Have-A-Nap cabins along the shoreline of Lake Scugog.



Aerial photo of Bill Tripp's property along Hwy. 7A showing Conway Gardens restaurant, about 1985, the Bayshore Take-Out and car wash in the background.



MARCEL NEYROUD

liquor with meals in September 1971.

Fifteen years after arriving at Conway Gardens, Marcel desired a change, so accepted a job offer to be the head chef at Greystone Equestrian Centre, located south of town on the Shirley Road. It's not known how long he remained there.

Doug and Marilyn Hillier and their family were next to take control of the popular restaurant. The assumed ownership of the business in August 1985. It was at this time the restaurant was re-named "Conway Place".

The Hilliers were veterans in the food industry, being operators of the neighboring Bayshore Take-Out and the Port Perry Dairy Bar for a number of years.

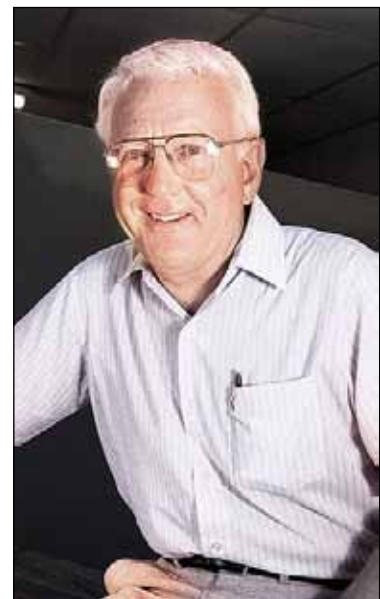
Only three years after taking over the Conway restaurant, William Tripp's entire 10 acre property, on which Conway



in the area for many years.

Following the retirement of Mr. Brickstock in September 1970, Marcel Neyroud, a chef of 20 years with experience at some of the best hotels in Europe and Canada took over the restaurant business, while Mr. Tripp continued to own the property and buildings.

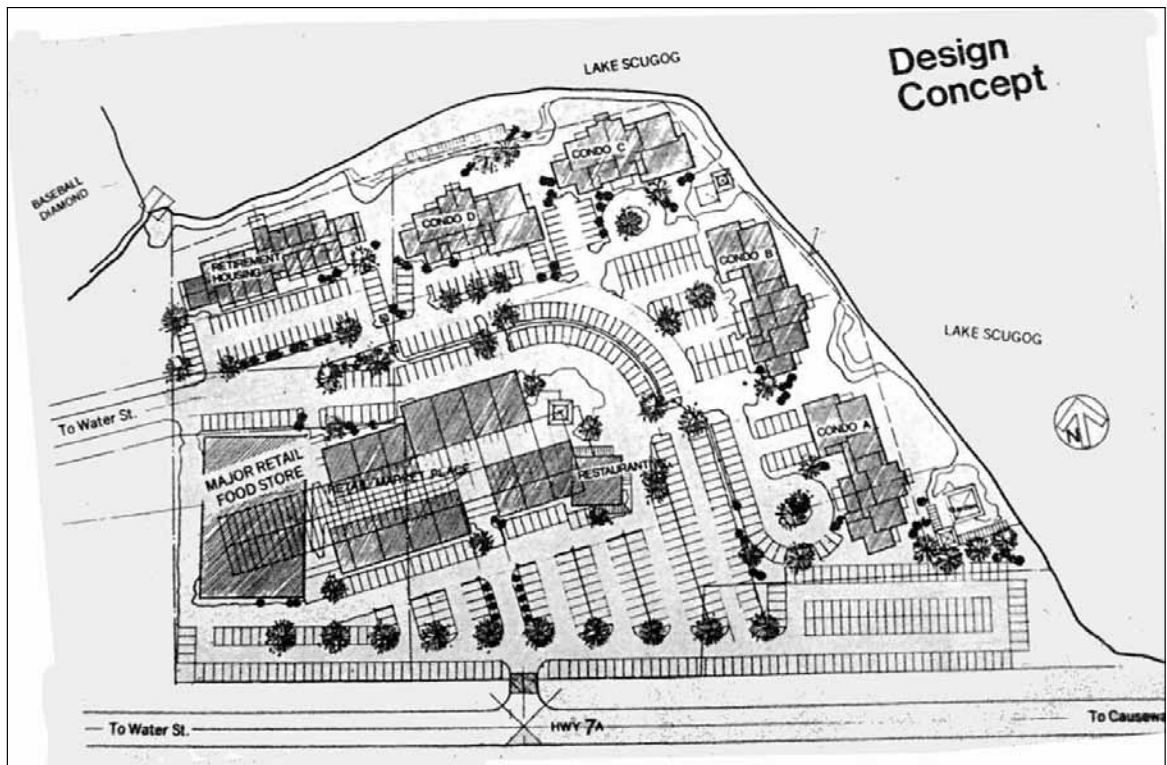
Marcel and his wife Dolores continued the good reputation of the facility and were instrumental in "the Conway" becoming the first restaurant in the town to acquire a permit to serve



DOUG HILLIER

The Hillier family official opened Conway Place restaurant ton August 28, 1985. The restaurant, which will specialize in family dining, is under the new management of Doug Hillier (centre, light jacket) with his wife Marilyn, daughter Nancy and son Steve. At the left in this picture is chef Bob Gourlie, and staff members Leona Dorland and Ann Beacock. At right are staff Jane Gobkes and Cheryl Jackson. The Hillier family also operated the Dairy Bar on Water Street, and the Bayshore Take-Out next to the Conway Restaurant.

Retail / Condo Project . . .



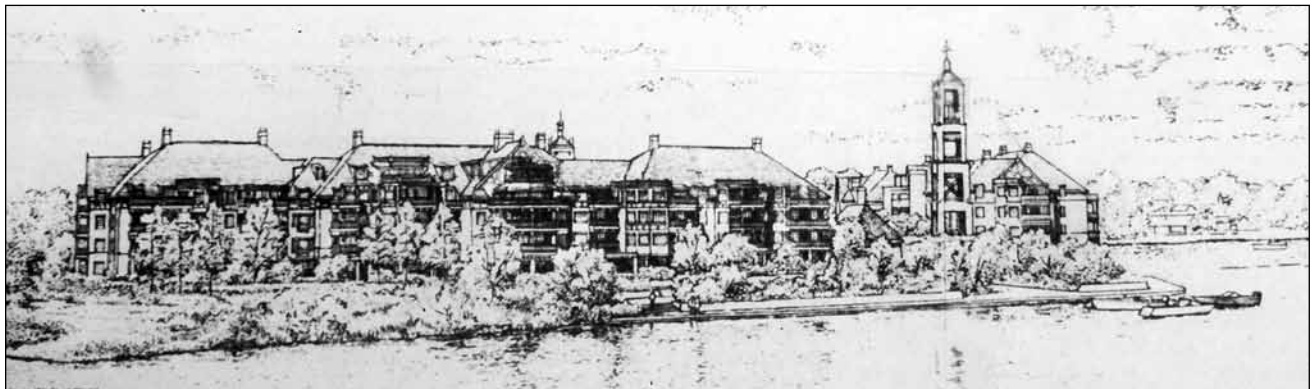
Developers construct a seawall around the project in March 1988.

Gardens, the Bayshore Take-Out, a car wash and coin laundromat were located, was sold to developer Hans Moehring, a Scugog Island resident.

Mr. Moehring, was a partner in the development firm, Compton Mercantile, and he unveiled plans for constructed a massive \$25 million commercial and residential complex on the property in September 1987.

The complex, which was to become known as "The Lakeside", was to include a 60,000 sq. ft. indoor shopping mall, a major food retailer, a 100 luxury condominiums in four large three-storey buildings, and a 100 unit senior's apartment complex overlooking the lake.

Architect Bill Woodworth unveiled an artists concept (above) of the project in February 1989, and explained the Tower Market building would be 70,000 sq. ft. of retail space, enclosed under a 400 foot long roof, designed similar to the St. Lawrence Market, in Toronto.



An artist's concept of "The Lakeside" development. The illustration shows a view of the complex looking south from Lake Scugog.



Developers construct a seawall around the project in March 1988.



Twinning the sewer lines along Water St. in May 1989.

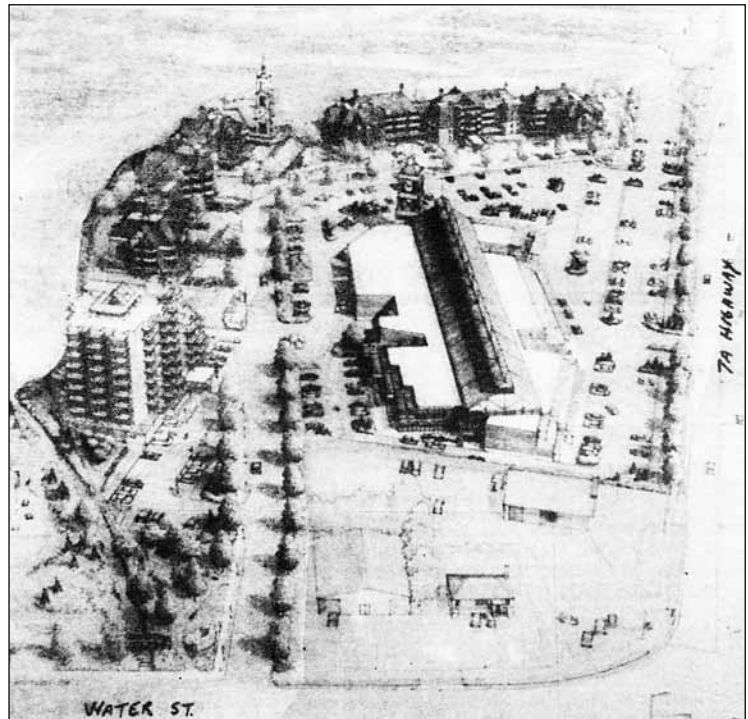
Mr. Moehring projected prices would range from about \$340,000 for a 1,200 sq. ft. single bedroom unit to \$750,000 for a massive 2,400 sq. ft. three bedroom unit. The complex would also include underground parking, an indoor pool, sauna, whirlpool, green garden area and sun patio.

Developers began preliminary work in 1988, installing a stone seawall along the properties lakefront, and the following year twinned the sewer line from the Queen St. pumping station south along Water St. to the development's site.

But the developers ran into serious financial problem before work got underway on construction of the buildings, and the entire project was called to a halt.

Hundreds of investors in the project took the developers to court, with most losing their deposits.

With Moehring's \$25 million Conway development project lost, it was about three years before another proposal came forward for the land.



Developers concept drawing of "The Lakeside" development.

Erin's Leigh Development Proposal

In February 1992, Scugog Council heard a development proposal from the Michael Stewart Group. The development plan, known as "Erin's Leigh," called for a 94,000 sq. ft. commercial/residential development. The following year, in September 1993, Scugog council gave its support to the waterfront development on the former Conway property.

Initial plans provided for a large residential and commercial complex, featuring number of commercial tenants, including A&P grocery store, a McDonald's restaurant, a Tim Hortons coffee shop, and a 120 unit condominium complex. For reasons unclear, this project was never completed.

Loblaws - Independent era . . .

In November 1995, after the property had been sitting idle and vacant for five years, IPCF the real estate and development arm of National Grocers informed Scugog council that they had purchased the 8.7 acres of land, and hope to start building immediately. They planned to build a 35,000 sq. ft. grocery store which would operate under the name "Your Independent Grocer and in addition to groceries, the store would provide a pharmacy, books, and flowers and a garden centre.

In June 1996, the abandoned Conway Gardens restaurant was torn down to make way for the large Independent Supermarket which opened on the former Conway/Bayshore property in 1996.

Jeff Reid became the first owner/manager of the new Independent grocery store in Port Perry which held its grand opening on November 30, 1996.

Mr. Reid operated the store successfully until about October 2008, when Terry and Christine Vos took over management of the local Independent store. The Vos family continues to provide great service to the community to this day.



Jeff Reid introduces the new Independent store in Port Perry in November 1996.



CHRISTINE & TERRY VOS

NOTE: Scugog council did have an opportunity to purchase this 10 acre parcel of Lake Scugog waterfront land for an estimated sum of \$2 million, before it was purchased by IPCF, the development branch of National Grocers and Loblaws stores, but lacked the funds for a purchase.

The property had for years been designated as "Main Central", meaning it could have multiple uses, including both commercial and residential.

In hind site, not purchasing this valuable piece of Port Perry lakefront may have been a mistake, but the council of the day was adamantly opposed to using tax dollars to purchase the site due to lack of money and reserves in the tight money times of the 1990s.

NOTE: The information in this document about the "Conway Property", has been compiled by a variety of sources which include newspaper articles, research on Ancestry.com, and interviews. It is a condensed history of the property and every effort has been made to be as accurate as possible. If new information, or corrections to information used becomes available, this document will be updated and corrected.

*J. Peter Hvidsten
June 2023*

Let's
Talk



Chicken

Part One

Ron Peel gave up his job as a beekeeper to take on the chicken industry, and became Canada's largest supplier of breeding stock to hatcheries during the 1950s & 1960s.

Peel's Poultry Farm

GROWING UP as the son of a farmer, it's not surprising that Ronald Peel ventured off into the world of agriculture, although in quite a different direction than that of his father and grandfather.



Ron Peel

The young man's first venture out on his own, came about 1924, when he worked as a beekeeper. This was the same year the 25 year-old married Margaret Janet Sanderson.

Three years later, he had moved from beekeeping to poultry, forming his Peel's Poultry Farm company, and beginning to raise Plymouth Rock capons.

But he wanted more than to raise them for eggs and meat, and envisioned creating a whole new strain of chickens.

His work paid off and he quickly became so successful, in 1939 he was asked to supply chickens for the King of England. So it was in June that year he was able to meet rush orders to supply 100 capons for King George IV and Queen Elizabeth when the Royal Train passed through southern Ontario.

Always watching for trends, when the meat chicken industry turned to broilers, Ron Peel was one of the first to change. He developed a

fast feathering, "bred-to-lay" Barred Rock, which became one of the leading breeding stocks in the world.

He applied a unique system of select breeding that produced a chick that was rugged, grew fast and developed into a larger bird than others. In addition, the pullets would lay a larger egg than the average Barred Rock.

By 1944, he was considered one of the outstanding poultry men of Ontario and his company, Peel Poultry Farm had grown steadily, supplying farmers, hatcheries and breeders from across the province.

This resulted in the need for a larger plant, so a new modern laying house was constructed, with two new incubators, bringing his setting capacity to 47,000, and hatching capacity to 10,000 chicks.

As his name and reputation grew, he began to see orders coming in from other countries. In 1946 he shipped 200 baby chicks to Washington by Air Express. This was his first attempt at shipping chicks by air, and fortunately all arrived alive at their destination. In 1949 Peel's shipped their largest order ever, 6,000 Feather Barred Rock chicks to New Brunswick, a trip of 800 miles by C.N.R. express.



Doug Hillier



But Peel's largest expansion came in 1967, with the official opening of its new hatchery on Hwy. 7A, just west of Port Perry. The massive 190' x 94' hatchery was one of the largest and most modern in Canada, and more than 300 guests were on hand for the opening ceremony.

Sales continued to grow and by 1969, Dr. John Price reported that "both foreign and domestic sales of Peel's breeding stock were exceeding the projections of two years earlier, and in some markets, requirements have more than doubled in the previous year." By this time the company was capable of producing 150,000 chicks per week.

With the glory years behind them, Dr. John Price announced in May 1973 that Peel's Poultry Farm had been sold to a group of investors. Two years later the properties were advertised for sale by tender. This included 36 acres of land and buildings with a total of 40,000 sq. ft. Also going up for sale, by auction, was all of Peel's farm equipment, hatchery and egg grading equipment, vehicles, office equipment and a 53 ft. fiberglass cruiser.

Thankfully Ronald Peel was not there to see the demise of business, which had been started with a dream and risen to be known far and wide as one of the largest and best chicken breeding facilities in the world.

By 1965 Peel's Poultry Farm was the world's largest producer of Barred Rocks for Canada and the United States, and was the largest Canadian supplier of broiler breeding stock to hatcheries in the country.

Douglas Hillier, manager at Peel's Poultry Farm in 1965, reported that all exports would be shipped by air, to get the chicks to buyers as soon as possible after hatching. "A charter flight of 23,000 chicks, hatched Friday morning, left Toronto airport on Friday night for Mexico, and the chicks were in the buyer's hand 28 hours after hatching," he explained.



Dr. John Price

Unfortunately Ronald A. Peel, who had operated Peel's Poultry Farm for 38 years, passed away April 7, 1965 in Oshawa Hospital.

Following his death, the company appointed Dr. John Price, as General Manger and Director of Research. Dr. Price had joined the firm in 1954 had been instrumental in the development of the Peel Breeder female and Peel "Cornish" Breeder male.

Throughout the 1960s, the company continued to grow as they expanded both their research and production facilities.

In addition to their large complex of buildings located in Port Perry, on the south side of 7A Highway at the Queen Street intersection (see photos), they had constructed research buildings in four new isolated buildings on their Prince Albert farm. They also added two new 20,000 sq. ft. brooding houses on their causeway farm, and on Scugog Island, they operated three farms, where an isolated unit for special disease studies was established.



The new Peel's Hatchery in 1966. Trusses and construction of the plant was done by Lake Scugog Lumber.

NOTE: The Peel Poultry Farm buildings (shown in aerial photo, top left), at the corner of Hwy. 7A and Queen St. was purchased by Jerry Jonkheer. He operated Jerry's Produce from the site for almost a decade before it was destroyed by fire in March 1982.

Let's
Talk



Chicken

Part Two

Art Brunton began his career raising Rhode Island Red chickens in his Toronto backyard

Brunton Farms

IT'S HARD TO BELIEVE two of the most successful chicken men in southern Ontario 70 years ago were located less than a mile apart in Port Perry. While Peel's Poultry Farm grew to become one of the biggest suppliers of broiler chickens, a young man by the name of Arthur Brunton was also making his mark in the industry.

Arthur Gordon Brunton was born in Ottawa, and it was here when he was eight years old that he exhibited his Rhode Island Red chickens at the Ottawa Winter Fair.

He moved to Toronto as a young man, becoming a bookkeeper in the city. It was here in Toronto, when he was 26 years old he met Edith Mark, who he married in 1936.

At their home on Winnett Ave., Toronto, Arthur began raising Rhode Island Red broiler chickens, and by 1945 he was offering a free catalogue on how to raise them through advertising in the *Toronto Globe & Mail*.

As his little business grew, and realizing the need to expand his facilities, Arthur and Edith moved to Port Perry in 1946 where they purchased a stately house with a large barn on the 6th concession of Reach Township, just west of the town. His new property was an ideal location for the expansion and growth of the small enterprise he had started in Toronto.

Using the barn as a hatchery, he raised prize winning Rhode Island Red and through many years of hard work he achieved world fame, including "Red Lady" who in 1944-1945 produced 346 eggs in 365 days.

Mr. Brunton faced a severe set-



ARTHUR BRUNTON



Arthur Brunton's chicken breeding barn on his farm just west of Port Perry on Hwy. 7A. Today this is the property of Century Home & Garden Greenhouses



This aerial photograph shows Arthur Brunton's chicken breeding facility and home during the 1950s. Today this is the property of Century Home & Garden Greenhouses

back during the winter of 1948 when, while frozen water pipes were being thawed with a blow torch, a fire started, destroying the large brooder house and about one hundred young chicks. But despite the set-back, Arthur returned to business with more determination, which paid off.

Two years later, Art was honoured by the Pakistan government in presence of 500 dignitaries at the Pakistan embassy, Ottawa, in recognition of his generous ges-

ture in sending to the Prime Minister of Pakistan, without charge, five dozen hatching eggs for a world record egg-producing strain of his Rhode Island Reds.



The incident which led to this presentation occurred in January 1950. Mr. Brunton received from the High Commissioner for Pakistan in Canada, an order for 2 1/2 dozen hatching eggs of his famous world's record egg-producing strain. Mr. Brunton filled the order, but sent five dozen eggs instead, and when asked for an invoice for the extra chicks, he said they were a gift as a gesture of goodwill from Canadian farmers.

The success of Arthur Brunton in developing his world record strain of Rhode Island Reds also won him fame in poultry circles across Canada. In the Canadian Poultry Review, of July 1949, a special article was devoted to Mr. Brunton's "Reds."

In 1952, his business was again interrupted by fire, this time destroying his hatchery building. But undeterred, he began planning for the future, and for a new facility, and in October 1952 his dreams were realized with the opening of a ultra-modern Brunton Farms Hatchery at the junction of 7A Highway, and the sixth concession, ironically almost across the highway from the famous Peel's Poultry Farm.

His imposing white building and up-to-date hatching equipment was the result of almost a quarter century in the hatching business and several thousand miles of travelling through-out the continent. Several of the innovations in the building, including the design itself, were taken from the very latest styles being used in the United States and Canada.

The one-storey, cement block, steel reinforced building, is set off by a pylon which is a story in itself. Besides adding character to the structure the pylon serves as a chimney and at the base as a vault. Inside was completed with the latest in hatchery equipment and



Art Brunton in June 1981, with one of his Rhode Island Red hens.



Brunton Farms Hatchery was opened in October 1952, at the west end of Port Perry. This building is now the Beer Store.

five incubator rooms that can handle 30,000 eggs. The new hatchery produced half a million chicks each year and were shipped across Canada and to several foreign countries.

In addition to the modern hatchery, Mr. Brunton built a small building adjacent the hatchery for retail chicken sales and ready-to-eat, Rotiss-O-Mat barbecued chickens. "This unique service is just a sideline to the hatching business", Mr. Brunton pointed out during the opening.

The following year, Art retired from business and moved from his farm home into a house about half a block east of the new hatchery. The hatchery building opened as a Brewer's Retail store in June 1958.

Despite retiring, Arthur carried on working with his famous Rhode Island Red chickens, more as a hobby than a business, but he continued his winning ways. In 1976 he received the Grand Champion award at the Royal Winter Fair in Toronto.

One of Mr. Brunton's most heartbreaking incidents happened in 1981, when a neighbour's dog scaled a fence around his back yard chicken pen and slaughtered 21 of his prize young birds. He feared that the killing could end the breeding stock chain which he'd spent his life developing. But in his optimistic manner he hoped that all was not lost and planned to breed several of his older birds in the fall. "I'm keeping my fingers crossed," he said.



Brunton Farms "Ready-To-Eat" chicken outlet, until recently operated as Chalet Restaurant, beside the Beer Store.



Art Brunton won trophies, ribbons and accolades all over North America, and in his modest Port Perry home he proudly displayed dozens of trophies, plaques and ribbons of his successful career.

Let's
Talk

Chicken



Part Three

J.J. Gibson opened a chicken processing plant during the 1950s and became a supplier to "Swiss Chalet" restaurant.



JAMES "J.J." GIBSON

J.J. Gibson & Chalet Farms

ANYONE WHO HAS ever licked the succulent flavour of barbecue chicken from their fingers, after enjoying a fresh chicken dinner at a Swiss Chalet restaurant, might be surprised to learn, that more than 60 years ago, one of the major suppliers to the chain of stores was located right here in Port Perry.

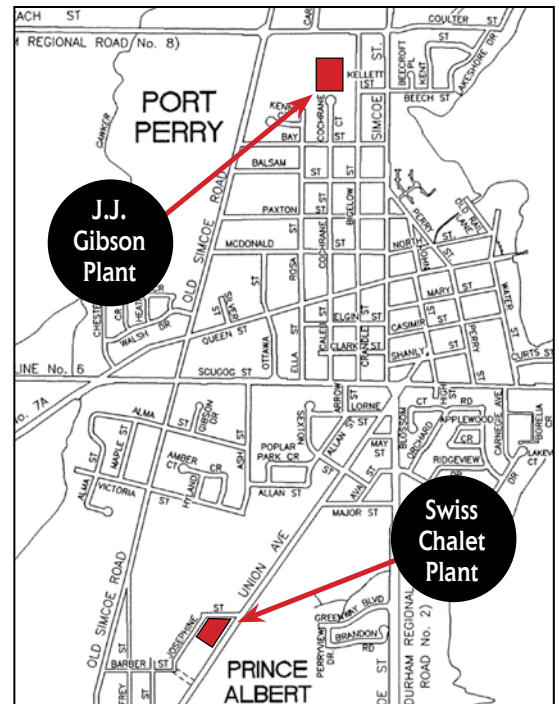
Swiss Chalet opened its first store on Bloor St., Toronto in 1954, and one of its first suppliers of fresh chickens was James J. Gibson & Sons. Mr. Gibson, better known as "J.J. Gibson", was an employee of Peel Bros. for about 10 years before moving to Whitby to work for Pickering Farms. Four years later he returned to Port Perry and established his own poultry processing plant.

J.J. Gibson & Sons plant was located just south of the fairgrounds on Bigelow Street, Port Perry. It was from here, freshly processed chickens were shipped daily to the Swiss Chalet chain of restaurants, as well as other south Ontario customers.

In February 1956, Mr. and Mrs. Gibson invited a busload of leading citizens from the area, including farmers, merchants and bankers to dine at Swiss Chalet's newest location at 1415 Yonge St., Toronto. In a reserved section of the restaurant, the guests enjoyed a delicious chicken dinner, followed by a tour of the kitchen and ovens in the basement, where they saw long spits of golden-brown chickens slowly turning.

Two years later, in October 1958, J.J. Gibson entertained 250 business acquaintances upon the official opening of new delivery loading and general office building at their poultry plant. The addition allowed for easier handling of loading and unloading trucks which could enter right into the building.

By the mid-1950s, Mr. Gibson had become active in local



Map of Port Perry shows location of the original J.J. Gibson processing plant, and later its new location, at Prince Albert.



An aerial view of the J.J. Gibson & Sons plant on Bigelow St.,

politics. After serving a few years as a councillor, in 1957 he was elected Reeve of the Township of Reach. As his interest and duties as a politician began to take up more time, he stepped back



GLENN MOASE

from the business, hiring Port Perry resident Glenn Moase to help manage the plant, along side his sons Bill and Jim Gibson.

Twenty years after starting his processing plant, J.J. Gibson decided to retire. Swiss Chalet Farms Ltd., bought out Gibson & Sons processing operations in 1965. The new owners continued to operate from the Gibson plant for another year before purchasing a small poultry processing plant on the southwest side of Union Avenue, Prince Albert. Here they amalgamated their operations by expanding the plant and bringing in new equipment to fulfil their requirements. All employees who wanted to continue working for the company were kept on and Mr. Moase was appointed vice-president and general manager of the new operation.

During 1970 Chalet Farms, along with residents of Prince Albert began complaining about shortages of water for their homes and businesses. Mr. Moase, who still managed the plant agreed

to help fund the installation of a six inch water pipe to the community. But Mr. Moase warned that as company grew, if more water was not available to them, they could be forced to move.

At this time, Chalet Farms Ltd. had a staff of 50 persons, and weekly shipments to various markets such as Toronto, Oshawa, Bowmanville and Whitby amounted to 28,000 chickens.

Roger Moase, son of Glenn Moase, was a teenager when his father managed the Prince Albert plant. He recalled the business offices were located at the south end of the plant, and to the north of the large processing plant.

"There were four or five loading doors on the west side of the building, where chickens were brought in each night, and made ready for processing the next morning," he recalled.

The interior of the processing plant was approximately the size of an ice pad, 85' x 200'; and it was here the chickens were killed, cleaned, packaged into boxes of ice and readied for market. Shipping doors were located on the north east side of the building, and at the far north of the property there were two retention ponds.

Chalet Farms not only delivered product to the Swiss Chalet restaurants in Toronto, but also to many small and large customers, including major grocery stores.

By the 1971, declining prices in the poultry and egg business made it difficult for the company to operate profitably and Mr. Moase, manager of Chalet Farms, announced to the staff and public the plant would close on July 9, 1971.

At top production, over 50 persons were employed at the local Chalet Farms Ltd. plant. Twenty employees had been laid off in March, but only months later the closure was announced. Mr. Moase estimated that 150 people were directly and indirectly affected by the shutdown.

HELP WANTED

2 FEMALE WORKERS for steady employment.
Also DRIVER, 25 years or over, night pick-up,
steady employment. Apply in person to

CHALET FARMS LTD.
Port Perry, Ont.

Chalet Farms advertisement, April 1966.

THEN AND NOW

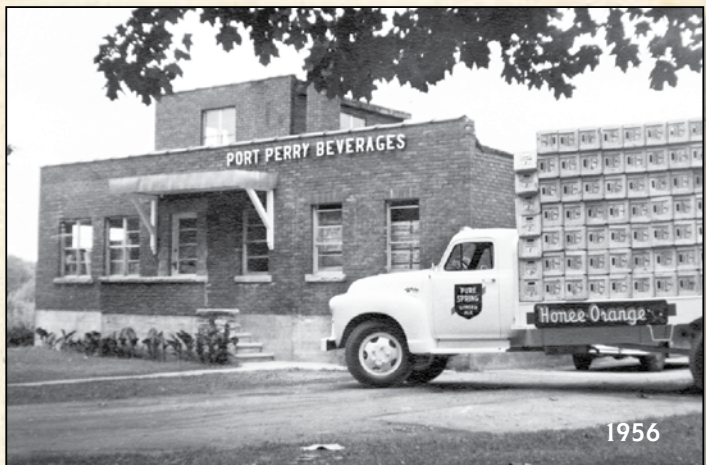
PORT PERRY BEVERAGES

This property, located at 247 Perry St., was originally the location of the A.M. Gibson's foundry. Later owners included Thos. Paxton & Wm. Tate, and the last owner was Madison William in 1907.

After sitting idle for many years, the property was sold to Murell Goode who began a bottling company. The plant burned down in 1933, and he rebuilt, becoming Port Perry Beverages.

The company was operated by Murell and his son Gordon before becoming a bottler of Pure Spring beverages in 1951. The Goodes had been the local bottler for Coca-Cola since the 1920s prior to this change.

The plant ceased operations in July 1977 and the property was sold in 1986 to the Hvidsten family, who constructed a Victorian style reproduction home which now occupies the property. Current owners of the home are Greg and Sandy Weeks.



THEN AND Now

UTICA MEMORY HALL



The Utica Memory Hall, above, was built in 1899 by Thomas H. Horn, a former village resident, as a gift to the community in which he grew up. The hall, which was the centerpiece of the community, was destroyed by fire on April 9, 1956.

A year-and-half after the devastating fire, a new Memory Hall was built and officially opened on October 25, 1957.

The new Utica Memory Hall was deemed surplus for the Township of Scugog and was sold for \$800,000 in January 2022.





Haugen's Chicken BBQ

THE NAME HAUGEN has been familiar to Port Perry area residents for more than 75 years, and to this day is remians associated with the food industry.

Ivan "Oivind" Haugen was born in 1910 in Sandvika, Norway and immigrated to Canada when he was 17 years old, arriving in Quebec on June 11, 1927. After arriving, he took jobs cooking on ships for a couple of years before moving to Kirkland Lake for a year before relocating to Toronto. It was while in Toronto that he met Irene Henry, whom he married in 1940.

About 1941 the newly weds purchased a farm south of Utica, Ontario, where they raised a family of three children, Bruce, Norman and Sharon. While Ivan continued to work in the city, Irene operated the farm.



Ivan Haugen in front of his restaurant, the Delicatery on Queen St., circa 1950. The restaurant was also known as "The Del". This building at 155 Queen St., has also been home to Emiel's Place, Millar's Market, and Bamboo Restaurant.

In 1945 the Haugen's purchased the former *North Ontario Observer* publishing building at 155 Queen Street, Port Perry, from Vic Stouffer and opened a restaurant there called the Delicatery.

They operated the restaurant in the western half as a restaurant and the eastern section was used as a banquet room he called "Little Norway." Mr. Haugen's Delicatery restaurant was a great success, so he began think about expansion.



IVAN HAUGEN

With no room to expand at in-town location, Ivan purchased a property south of Manchester on Hwy 7& 12. He worked cooking at the Community Memorial Hospital for about six months while their new building was being constructed. He left the hospital when their new restaurant, "Haugen's Drive-In Restaurant", opened about September 1955.

Haugen's restaurant became one of the most popular eating establishments in the area and attracted people from all over southern Ontario. A few years later, Irene opened a similar restaurant at Lindsay called the "Bonfire Restaurant", and some time later separated from her husband.

DELICATERIA RESTAURANT

PROVIDES

Full Course Meals

LIGHT LUNCHES

Soda Fountain

Cigarettes & Sundries

We seave Hot Rollß with Meals
and make our own Pies

Ladies' and Gents' Washrooms

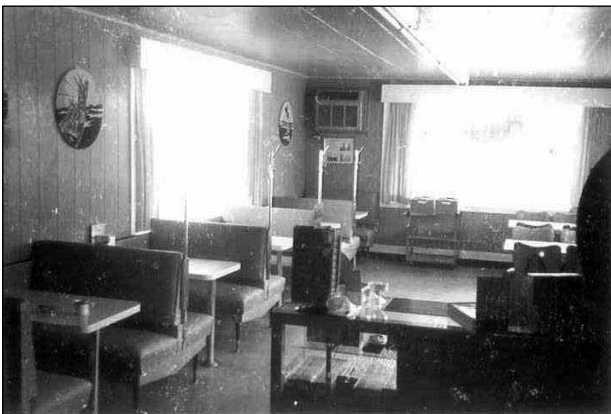
*Ivan's Delicatery restaurant
advertisement in April 1947.*



Dozen's of cars are seen here lined upat Haugen's Bargecue during the 1960s, to dine at Haugen's Chicken Barbecue.



Ivan Haugen's Drive-In Restaurant, also known as Haugen's Chicken Barbecu, on Hwy. 12, Manchester, 1955.



The original interior seating and check-out counter in the small, but popular Haugen's Chicken Barbecue restaurant.



The original Haugen's Drive-In Restaurant, also known as Haugen's Chicken BBQ, near Manchester circa 1960.

Ivan sold his Port Perry "Haugen's Chicken Barbeque" restaurant in 1969, after spending his entire life working in the food industry. The new owners, Tom & Kay Nicolaou and Chris & Angela Tzountzouris expanded the restaurant after only one year, knocking out a wall and adding more seats.

They continued with small expansion efforts until 1976 when they demolished the entire original restaurant. The new building when completed provided more than 8,000 sq. ft. of space, with seating for about 350 people.

Tom and Chris retired in 1987 and turned the family operation over to Chris' sons, Steve and John who continued the traditions of this restaurant which has served thousands of customers, year after year for more than 70 years.

Ivan "Oivind" Haugen lived out the remainder of his life in Port Perry, leaving behind a legacy that lives on to this day.



Chris Tzountzouris, left and Chirs Nicolaou are seen here at Haugen's Chicken Barbecue after re-opening for the season in March 1985.



Haugen's Barbequed Chicken & Ribs restaurant, on Hwy. #12, Manchester, circa 2020.

Port Perry Lawn Bowling Club



*George Gerrow
First President of
Port Perry Lawn-
bowling Club*

LAWN BOWLING IN CANADA dates back to the mid-1880s, but in Port Perry it wasn't until 1908 the game was embraced by the community. The first meeting to form a Lawn Bowling Club took place at the office of the Port Perry Star on July 2, 1908.

Twenty men attended the meeting and elected George Gerrow as its first president, James Carnegie, vice-president, Samuel Farmer, secretary/treasurer.

Initially the club held their games on the large lawn of Dr. Berry, which was located on the northwest corner of Queen and Lilla (Simcoe) Street. It wasn't until 1909 that the village purchased frontage on Queen St. for the construction of a proper bowling green.

The site chosen was the location of a carpenter's shop at the time. The ground was levelled, the creek straightened, a fence installed along



These 32 lawn bowler gathered on July 3, 1986 following the last bowling tournament to be held at old lawn bowling site.



This view of the lawn bowling club, circa 1935, shows the new Port Perry Memorial Library, right, along Queen Street.

the west side of the property, the land seeded, and the old building removed before the fall that year.

The following spring a cement wall was constructed along Queen St., south of the greens, and in 1911 the club installed electric lights so they could bowl in the evenings.

The first competition on the new lawn bowling green took place in September 1910 against the County Town Club from Whitby, resulting a lopsided win for the host club.

As early as the winter of 1913, club members made plans to use the bowling green during the months of January and February as an open air rink for the townspeople. It's unclear if this did materialize, but about 75 years later, it was used occasionally for that purpose.

Until this time the fledgling club did not have a

place to meet or store their equipment, but by 1917, the club finding itself in good financial condition, erected a modest clubhouse on the north side of the bowling green. Twenty years later they renovated and expanded the building to provide a meeting room, equipment room and washrooms.

In 1921 the lawn bowling club experienced its first disaster when a storm swept over this district. In a very short time the downtown streets and the bowling green were badly flooded, the green being covered by about 18 inches of water. This was the first, but not the last time the club endured flooding on its property.

Another milestone for the club was the formation of a Ladies' Lawn Bowling Club. At its inaugural meeting in June 1930 Lorena Murray, was elected president; Merle McKee, secretary and Minnie Mathers,



The lawn bowling green flooded in February 1975. This was just one of many floods on this site since it was established in 1909.

treasurer. Twelve ladies enrolled at the first meeting, and the annual fee was set at two dollars for the year.

The old cement retaining wall, along the south side of the greens, which provided an elevated view area for the public was damaged by a heavy rainfall earlier in 1941. The wall required repairs, and it was finally rebuilt during the summer of 1943.

The Lawn Bowling Club was honoured in 1953 when a member of their club, Merlin Letcher was elected president of the Provincial Lawn Bowling Association of Ontario.

By the late 1970s the club was in need of a larger facility so plans got underway to move the club from its convenient downtown location it had occupied for eight decades. Plans for the relocation did not materialize quickly, and it was another five years before a Wintario Grant, from the provincial government provided \$25,000 to help establish a new facility.

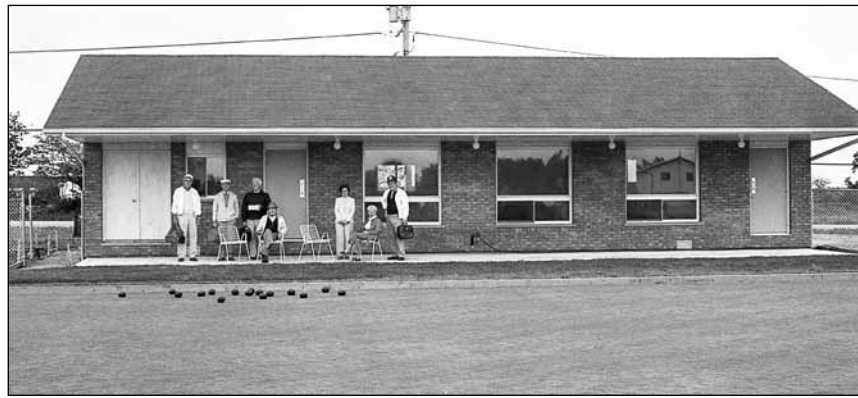
During the fall of 1984, Scugog Township acquired a two-acre site on Old Simcoe Rd. From a local developer and work finally got underway on the new facility.

The final tournament on the historic old Port Perry Lawn Bowling Club facility on Queen Street took place on July 3, 1986 with 32 lawn bowlers participating.

The PPLBC held the official opening of its new facility on August 23, 1986. The new facility was built at a cost of about \$125,000 with the help of grants, sale of the old site to the Township of Scugog and approximately \$30,000 raised by members.

More than a century after it was first formed, and 25 years after moving from downtown Port Perry, the Lawn Bowling Club continues to provide a recreation and service to the community.

It took more than 20 years sitting idle before the former lawn bowling green took on a new life as a public park which became known as "Reflection Park".



The PPLBC held the official opening of its new facility on August 23, 1986. The new facility was built at a cost of about \$125,000.

Reflection Park opens on former Lawn Bowling Club site

After five long years, local high school teacher Marg Snider-McGrath's dream, of a memorial park on the former lawn bowling green on Queen Street, became a reality. On Saturday, October 4, 2008 "Reflection Park" was officially opened with pomp and ceremony, including a visit by Durham MP Bev Oda, Mayor Marilyn Pearce and members of council.

The ceremony got underway at 11 a.m. with dignitaries, veterans and students representing Scugog's nine elementary schools parading into the park led by a piper.

The ceremony included a tribute to local war veterans, music ensembles from Port Perry High School Jazz Band, Choir and Prince Albert Public School Drummers.

More than 2,000 children from local schools, along with countless volunteers had worked for years to bring the park to reality.



Reflection Park opened on the former lawn bowling site in October 2008.

PORT PERRY DAIRY BAR



Port Perry Dairy circa 1945.

THE PROPERTY on which the Port Perry Dairy and Dairy Bar was located for more than 50 years was the original location of the Railroad House hotel during the late 1800s. The popular Port Perry Hotel operated on this Water St. site for about 35 years before falling into disrepair, becoming an eyesore to the village.

Arthur Dowson purchased the derelict Railroad House in March 1911, and immediately removed the



The Port Perry Dairy, beside a garage on Water Street during the late 1930s or early 1940s.



Railroad House hotel, Water St., circa 1880 was the later location for the Port Perry Dairy and Dairy Bar.

building, and built a modern, well equipped blacksmith shop with stables and livery connected.

Mr. Dowson operated his Livery Stables at this location until the mid-1920s when the building was converted into a dairy. Brothers Art and Frank operated the dairy, selling dairy products supplied by Hillside Dairy in Toronto.

Ironically, Hillside Dairy's president was William R. Stillman, who during the early 1900s, was the owner of



Port Perry Dairy, Water St., 1950s.



Fire damages the Dairy Bar in 1954.



Ideal Dairy Bar during the 1950s and 1960s.



Port Perry Dairy Bar operated by the Hilliers 1977-1988.



Mitchell family operated Pizza Delight during the 1990s.

the Port Perry Creamery.

The dairy operated successfully and in 1931, Hillside Dairy milk was tested as the best milk "for cleanliness, high testing and bacteria count combined".

In 1932, Glen Owen became the new proprietor of the dairy and immediately installed a new pasteurizing plant in the building. He continued to operate under the Hillside Dairy name.

The dairy changed hands again in 1948, being taken over by three local men, Don Pargeter, Ted Leahy and George Parry. The renamed the business Port Perry Dairy and operated successfully until April 1954 when it was severely damaged by fire and water. Damage to the building was extensive.

At some point during the late 1950s the business changed hands again, this time being taken over by Ideal Dairy, which had their head office and plant in Oshawa. It became known as the Ideal Dairy Bar.

In 1977, the Port Perry Dairy Bar, which it later became known, was taken over by the Hillier family. During the years it was operated by the Hilliers, the entire family, Doug, Marilyn, Barb, Steve and Nancy worked at the dairy. During this same period of time, the Hilliers operated the Bayshore Takeout and Conway Place on Hwy. 7A near the lake.

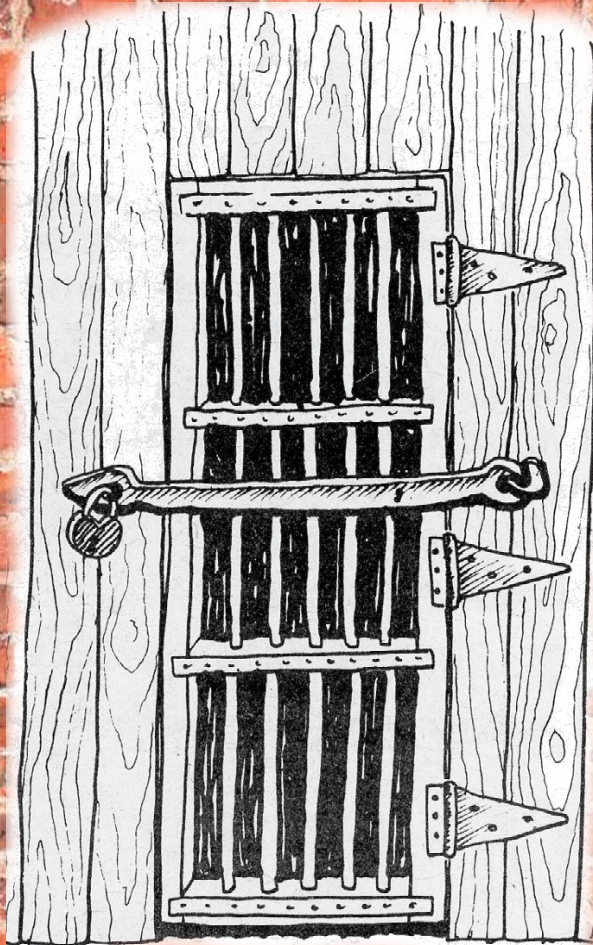
It was the end of an era for the "Dairy Bar" in 1988 when it was purchased by Don and Judy Mitchell. After taking over ownership, the building was completely renovated, refurbished and re-opened in March as the Port Perry Pizza Delight. The Mitchell family operated the thriving business for 10 years, before the building was destroyed by fire in December 1998.

Following the fire, the burnt-out structure was torn down and the attractive new building was constructed by Ratko Stoilevski on this prominent Water St. property.

While the new building is far more attractive and stately than the old Port Perry Dairy building, many in the community will remember with fondness, the good old "Diary Bar".

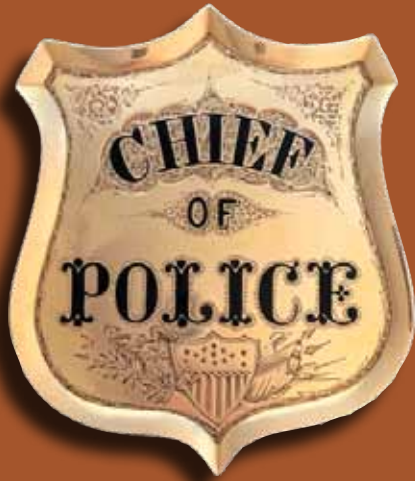


POLICE CHIEF WILLIAM NESBITT



Sketch of the holding cell in the Port Perry Town Hall.

IT'S THE LAW



Toronto Gaol (prison) , circa 1850.

POLICING SERVICES in Scugog Township today is provided by Durham Regional Police, but over past century and a half, their have been many individual men who provided protective services for the community.

The earliest of these men was George Gurnett, who as early as 1837 was "Clerk of the Peace" for the Home District, in which all communities in the former Reach Township were part of at that time. At Prince Albert, Abner Hurd held the position of Magistrate (Police Officer) for the township.



GEORGE GURNETT

It was reported that Mr. Hurd proved himself a terror to evil doers and a protector to those that did well. "In his decisions, he provided seasoned justice and his leaning

were on the side of mercy, but he never flinched from attacking vice wherever found, and would not shirk responsibility from any personal motive."

Following the death of Abner Hurd on November 24, 1873, Robert McKnight became the first Constable hired by the village of Port Perry.

In the Spring of 1874, Mr. McKnight was appointed town constable and street commissioner. In this position he was also assigned



ROBERT MCKNIGHT

the duties of collector of taxes, market clerk and his duties included ringing the town hall bell four times daily, and keeping the steps and sidewalk in front of the Town Hall clear of snow.

He was described as a kindly man; a friend of the poor, a neighbour to the afflicted and a help to the needy. He was seldom or never sick or absent from the job during his 40 years on the job.

The entire community was saddened on learning of the sudden death of Robert McKnight, on January 6, 1911. It was while attending to his duty of shoveling snow, he fell to the ground, and within an hour passed away.



SAMUEL GRAHAM

Samuel Graham became the interim Chief Constable, holding the position until John Cassidy was appointed the village law enforcement officer in October 1911. He served in that position for about five years.

While in Port Perry he took an active interest in the town and in addition to his duties as chief constable, he continued to undertake the responsibility of street com-



JOHN CASSIDY

missioner, as well serving as the tax collector and becoming a member of the local fire brigade.

William Nesbitt moved to Port Perry in 1917 and became the next town constable. He was best known as "The Chief" on the streets of Port Perry for 20 years. He was a faithful servant as constable and street commissioner, and like his predecessors, his duties included directing traffic, ringing the town hall bell, helping neighbours and hunting down law breakers.

William Nesbitt was kindly disposed and was ready with sympathy with those who really needed help, but he could be both stern and brave as required. Following his death in December 1937, "The Chief" was honoured by the town flying its flag at half-mast, and the town hall bell tolled as was buried.

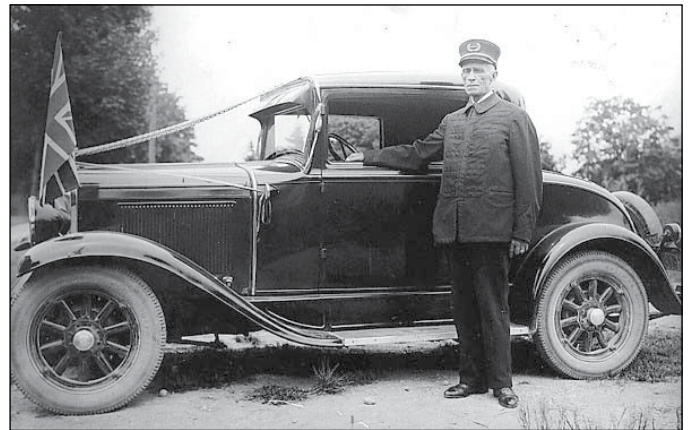


WILLIAM NESBITT

~

There is no record of who performed the constable duties until August 1942, when George Holmes, a constable with the Toronto Police Department moved to Port Perry to assume the position. He had served as a policeman in Toronto for 37 years before coming to Port Perry, and was appointed Chief Constable the following year.

Ten years after arriving Mr. Holmes retired for a second time and Port Perry officials began their look for another man to fill the position. While searching for a good candidate, the Ontario Provincial Police were hired to fill the void.



William Nesbitt seen here with the town's police car.

~

The next Chief of Police for the community was Peterborough native Archie Menzies. He was hired in October 1953, and for the next six years policed the entire village by himself, winning the respect and cooperation of both young and old.

One year after arriving in Port Perry he captured three men suspected of being the gunmen who held up post office in Prince Albert. He recovered a nine mm Browning automatic pistol, the hoods worn by the gunmen, and \$80 of stolen money.

Always looking to better his new found community, Archie made a number of recommendation to the village council, including construction of a new police station and courtroom; removal of angle parking on Queen St., and the elimination of U-Turns at the Queen and Water St. intersection.



ARCHIE MENZIES

In June 1959, Chief Menzies tendered his resignation.



Chief Robert Cameron at his desk in Port Perry.

~

One month later, Robert J. Cameron was hired as a Sergeant for the village of Port Perry, and later elevated to Chief of Police. He worked in Port Perry until October 1967, when the town abandoned local policing and reinstated the O.P.P. to assume policing in the town.

The O.P.P. provided policing services to Port Perry until 1974, when after the Region of Durham was formed, the policing services for Scugog Township were taken over by the Durham Region Police Service.



Reeve J.J. Gibson hands over the keys to Port Perry Police Chief Robert Cameron. The new 1960 Chevrolet was purchased from Beare Motors. Seen in the picture, from left, Robert Kenny, Chairman of the Police Commission, Storey Beare, representing Beare Motors, Reeve Gibson, Chief Cameron, Deputy Reeve Tom Harris, Irving Boyd, Vice Chair of the Police Commission and Constable Eric Place of the local police department.



Chief Robert J. Cameron, right, and Constable Roby Roy received the keys to Port Perry Police Departments, new 1964 Chevrolet police cruiser from Reeve J.J. Gibson, in July 1964.



Port Perry abandoned local policing and hired the Whitby OPP to patrol in Port Perry in September 1967. The first officers stationed to the town are; from left, William Muldoon, senior officer Tom Timleck and John D. Ross.



Scugog Mayor Jerry Taylor was on hand for the opening of Durham Region's new police office in a plaza at the corner of Hwy. 7A and Water St. in January 1979. Others attending the opening were Durham Police Chief Joh Jenkins; Bill Low and Tom Jermyn of the Police Commission and Durham Region Chair Walter Beath.

The
**HORSELESS
CARRIAGE**

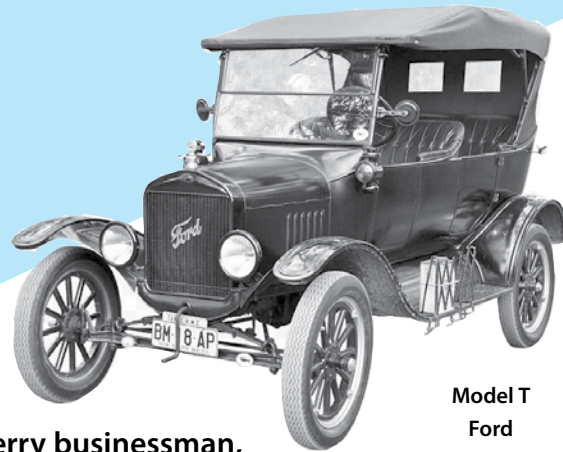
comes to
PORT PERRY





FIRST IN PORT PERRY

Two years after the first Model T. Ford rolled off the assembly line in Detroit, on October 1, 1908, Silas E. VanCamp, a Port Perry businessman, travelled to Toronto and secured the Ford motor car agency for the district. Mr. VanCamp had considered several different makes of cars, but decided that the Ford was the best on the market.



Model T
Ford

IT DIDN'T TAKE LONG for the automobile to become popular in Port Perry. During July in 1911 the Port Perry Star, under its local news reported – *“We are now on the map so far as automobiles are concerned, for the Ontario Motor League are putting up road signs in town.”*

By May 1912 eight of Port Perry's influential businessmen owned automobiles. In addition to Mr. VanCamp, they included William L. Parrish, Samuel Jeffrey, Edward H. Purdy, Dr. Samuel Mellow, Dr. Robert Archer, Percy C. Graham, H. Parr and Frederick A. Kent. At this time, in the early days of motor cars, it became common practice for the newspaper to report who was the latest to purchase an automobile.

Percy Graham was only 35 years old when he assumed ownership of the Ford dealership in

March 1913, and opened his garage on Perry St., in James Swan's carriage shop.

One year later he ordered two railway carloads of cars, of which at least three of these had been pre-sold to local residents. Mr. Graham was limited to the number of cars he could obtain, so advertised that any person desirous of purchasing a Ford automobile should put in an application well in advance of delivery.

The ambitious young man had plans to build a new 30'x80' garage building on the site of the former curling rink, but just two years after becoming the local Ford dealer, he died of Typhoid fever.

The local Ford agency was then taken over by William Graham and William U. Carnegie in April 1915. Three years later Mr. Graham disposed of his interest and Mr. Carnegie erected new Ford garage

REMOVED

To our new shop on QUEEN STREET, where popular.



Cars will have headquarters in Port Perry, and a full line of repairs and accessories will be carried




Get particulars from
GRAHAM'S GARAGE
Port Perry Ontario

February 1914




**New Model 1917
FORD
TOURING CAR**
\$495.00
F. O. B. FORD, ONTARIO.
Carnegie's Garage
Port Perry Ontario

October 1916



Coupe

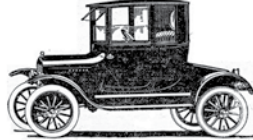
WE sell the Ford as the car to speed up business. By speed we mean going and coming with least loss of time, yet without the necessity of driving faster than the law allows.

Owing to its short wheel base the Ford wins its way smartly through traffic; it is quick to get away, will turn in small space and makes the trip with fewest delays. That is speed.

It will take you over all kinds of roads in all weathers. The sturdy Ford engine provides more than sufficient power. The protection and comfort afforded by this closed car permits you to keep your appointments.

This is the car business and professional men want.

Efficient to the utmost, the Ford spends less time in the repair shop. We are handily situated. We render Ford service promptly. The genuine Ford part you may want in a hurry is here on our shelves now. Should you need Ford service a thousand miles away you will enjoy the same prompt attention that we give you here.



McKEE & HOOD
LOCAL DEALERS PORT PERRY

November 1921

First owners of Ford cars

Among the first men to own automobiles during the early part of the century were local businessmen and physicians. Local harness manufacturer Samuel Jeffrey was one of the first, having purchased his Ford as early as June 1908.

Following are some of Port Perry's first automobile owners.

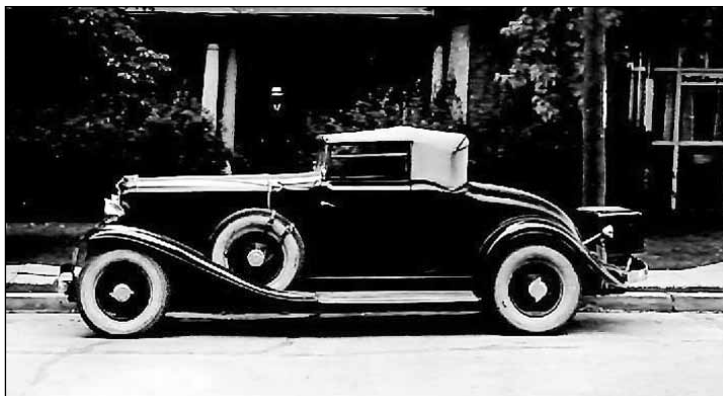


SAMUEL JEFFREY

In front of the Jeffrey home on Cochrane St. about 1910.



DR. ROBERT ARCHER
with unknown guests
in his circa 1910 Ford.



DR. SAMUEL MELLOW
in front of his Queen St.
office and residence.

at rear of Bank of Commerce and installed gas pumps in front of his hardware at 175 Queen St.

Port Perry had a number of car dealership by the mid-1920s. Among them were Beare Bros. selling McLaughlin and Chevrolet; A.F. Carnegie dealer for Overland; W.R. Murray the Gray-Dort dealer; F.W. Ferguson, the dealer for Whippet, and Durant being sold by the



June 1917

Standard Garage. Despite competition for automobile dealers, Ford still was the favoured car throughout the local district.

James McKee, and Ross J. Hood were the next owners of the Ford dealership, taking over in October 1919. Mr. Hood helped organize the Port Perry Motor Club, in which he served as a director, and four years later he took over sole ownership of the Ford dealership in Port Perry.

Always looking for an opportunity, Mr. Hood sold his Port Perry garage in 1927 and moved to Peterborough where he took over the larger Ford dealership. Mr. Hood sold his dealership to Jack Carnegie and William Day in 1927. The two men operated from a large building at the rear of Carnegie Hardware until 1931 when entire garage was engulfed with fire, destroying the facility and eight Model T. Ford cars.



June 1927



Manchester Garage, circa 1950, when operated by Mr. Denis McKinzey.

One year after the fire, Messrs. Carnegie and Day sold the Ford dealership to James Boe, who operated a modern garage on Queen St., which featured rest rooms and a canopy at the front over the gas pumps. He opened Boe Motors here in April 1932 (now Foodland). This arrangement lasted only three years before the Ford dealership was transferred to Gordon McDonald, a resident of Greenbank.

In February 1940, the Ford Motor Company announced Dennis McKinzey who operated the Manchester Garage, was the new dealer in Ford Products, including Ford cars and truck, Mercury, Lincoln and Ford tractors.

Mr. McKinzey operated the Ford dealership from 1933 to February 1955 when it was sold to Jack Wannikoff. Mr. Wannikof operated the garage and Ford dealership until late 1966 when it was sold to Cy Wilson.

Murray Williams became the Ford agent in 1946. He purchased Mr. Boe's Standard Garage, across from the lawn bowling club, and here he established Ford's Mercury dealership.

In 1952, on the advise of his physician, Mr. Williams announced that his Queen Street business, Williams Motor Sales, had been sold to Art and Vern Bryden. The new owners announced that the dealership would be switched to GM



MURRAY WILLIAMS



Murray Williams became the Ford dealer from this location on Queen St., Port Perry in 1946. This later became the Port Perry IGA, and is today known as Foodland.

Chevrolet and Oldsmobile, with Mr. Williams remaining is a sales capacity.

Despite his doctors recommendations to retire, Mr. Williams, who had been a veteran car salesman decided to re-enter the automotive business. In March 1956 he moved into a new building on Hwy. 7A at the western edge of Port Perry once again became the dealer for Mercury, Lincoln automobiles. Murray Williams retired, after 63 years in the automotive industry, selling his dealership to Colin Ball in 1977.

~

During the summer of 1966, the Manchester garage was purchased by Cy Wilson, and the Ford Motor Co. appointed Mr. Wilson as its dealer for the Port Perry area. A grand opening was held at its Manchester site at the corner of Hwy. 7A & 12., on February 17, 1967.

Unfortunately tragedy struck Mr. Wilson's dealership on April 1, 1974 when fire swept through the garage during the early hours of the morning, completely destroying the landmark building and dozens of cars. Without the resources for Mr. Wilson to rebuild, the Ford dealership ceased in the area for the next 13 years.

~

Larry and Fran Taylor, opened Taylor's Texaco at the intersection of Hwy 7A and Wilbur St. in 1975, and five years later were looking to expand their business.

In 1980 they purchased the former William's Motors property at the west end of Port Perry and here they opened Taylor's Gulf and Auto. The successful operation of their business led to them being offered the Ford dealership for Port Perry and 1987 they were rebranded as Taylor Ford Mercury.

Taylor Ford Mercury operated successfully at that site for 35 years.

Plans got underway during 2019 for a modern new Ford dealership on the opposite side of Hwy. 7A. Planning and construction for the site took about three years before the Taylor's moved across the high to their new facility in the summer of 2023.

The Taylor family celebrated on June 2023 when their new Ford dealership was officially opened.



Cy Wilson, right, with a sales and Ford customer in 1967.



Larry and Fran Taylor with their son Kent at the ribbon cutting by Mayor Jerry Taylor in October 1987. With them are far left, Cole Taylor, rep for Ford Canada, and Sam Cureatz, MPP.



Taylor Ford operated from this site from 1987 to 2022.

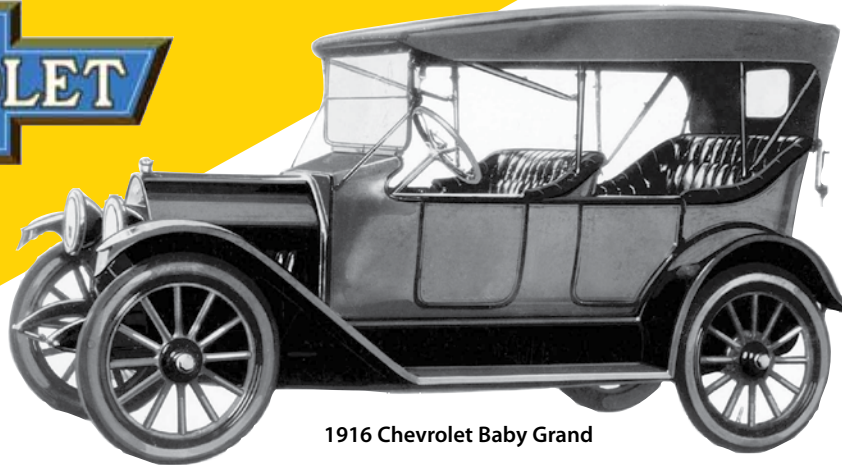


Taylor Ford moved to its new site, on the south side of Hwy 7A and officially opened in June 2023.

Note: This article is based on available information from extensive research. Every effort has been made to be as accurate as possible but it's possible that details unknown to the author at the time of publishing will be revealed in the future.

GM COMES TO TOWN

MCLAUGHLIN - CHEVROLET - PONTIAC - BUICK - OLDSMOBILE



1916 Chevrolet Baby Grand

THE BEARE FAMILY name was attached to the Chevrolet brand of automobile Port Perry for more than 60 years, dating back to 1915.

Two young brothers, Malcolm Beare, 26, and Earl Beare, 22, acquired the rights to sell Chevrolet in Port Perry. Their first car was sold to businessman James Stonehouse in September 1915.



Cecil Beare

Two months after becoming the local dealers for Chevrolet the brothers began construction of a brick garage facing Queen St., near the corner of John St.

By July 1916 the Beare

brothers became the local dealer for McLaughlin cars. Another brother, Cecil Beare joined the firm in 1919, allowing Malcolm and Earle to move to Uxbridge to open a new garage. Disaster struck the brothers in 1922 when their garage was destroyed by fire.

The Beares continued selling Chevrolet and McLaughlin cars until March 1933 when they disbanded GM and took on Chrysler's Dodge and Desoto line of cars.

Harold Archer took over the Chevrolet-Oldsmobile dealership following Beare's departure and operated the dealership until 1952, when it was sold to Art Bryden, of Bryden Motors.

Mr. Bryden sold Chevrolet-Oldsmobile unitl October 1955, when the GM dealership changed hands again, this time with Howard Challis becoming the new operator under the name Howard Motors.



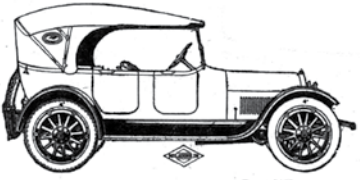
The CHEVROLET

The Product of Experience

NEW STANDARD EQUIPMENT

Mohair Tailored Top. Envelope and Side Curtains. Electric Horn. Clear Vision Ventilating Wind Shield. Speedometer. Electric Starting and Lighting System. Ammeter and Licence Bracket.

PRICE \$675. M. T. & E. Beare
f. o. b. Oshawa Agents - Port Perry



- SERVICE -

From no other car sold in Canada to-day does the automobile owner receive the service and the satisfaction of possession that he does from **Canada's Standard Car.**

McLAUGHLIN MASTER SIX

Port Perry - BEARE BROS. - Uxbridge



William Beare



Storey Beare



Beare Motors garage 1919.

Cecil's son, William joined the firm in 1938. His second son, Storey joined the firm years later, following the death of his father.

In the meantime General Motors announced Bryden Motors as its Port Perry dealer, working from a garage on Water St. In 1952 Howard Challis, operating under Howard Motors, was appointed the new local dealer for Chevrolet and Oldsmobile.

Beare brothers William and Storey dropped the Chrysler line of cars in 1960, and once again became the authorized Chevrolet and Oldsmobile dealership in Port Perry.

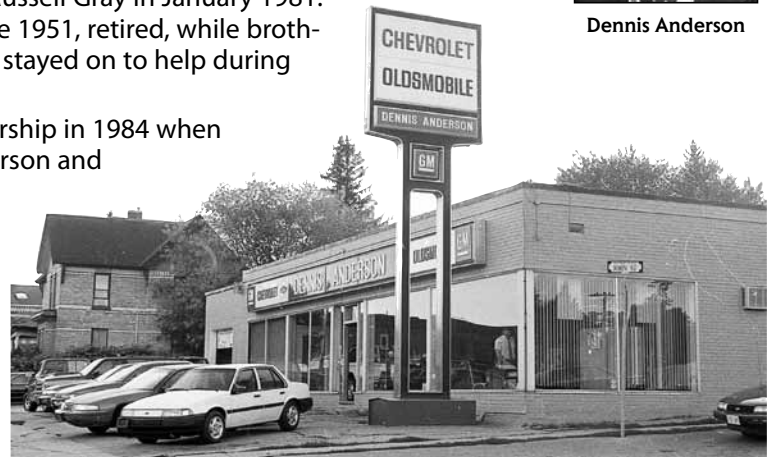
The Beares sold their dealership to Russell Gray in January 1981. Storey who had been with the firm since 1951, retired, while brother Bill, a 43 year veteran of the business stayed on to help during the changeover.

There was one final change of ownership in 1984 when the dealership was sold to Dennis Anderson and it became Dennis Anderson Chevrolet-Oldsmobile.

Mr. Anderson operated the dealership for about nine years before popular car dealership closed. The building was torn down in 1994 to make way for a large drug store chain.



Dennis Anderson



The New Series CHEVROLET

THE CAR FOR BUSINESS—THE CAR FOR PLEASURE

Canadians who want a reliable automobile fully equipped with every device necessary for comfort and convenience in motoring, choose the Chevrolet Four-Ninety.

The quality of the Chevrolet appeals to people of wealth. The price permits ownership by those of moderate means. Electric starting and lighting equipment built in as part of the car.

Chevrolet Motor Co. of Canada, Limited
OSHAWA, ONTARIO

WESTERN SERVICE AND DISTRIBUTING BRANCH: REGINA, SASK.

FOUR-NINETY

\$695
f.o.b. OSHAWA

SOLD LOCALLY BY
BEARE BROTHERS,

We also sell the McLaughlin Cars



1917 McLaughlin

THE FIRST MCLAUGHLIN motor car dealer in the village of Port Perry was opened in September 1915 when Arthur J. Carnegie took on the agency.

Less than a year later, Beare Bros., Port Perry, advertised that they have made arrangements with the McLaughlin Motor Car Company to handle their cars for the next years.

The arrangement enabled to supply the larger McLaughlin-Buick cars, as well as the popular Chevrolet.

The Beares continued selling Chevrolet and McLaughlin cars until March 1933 when they dissolved their relationship with General Motors and assumed the Chrysler's Dodge and Desoto line of cars.

Production of the McLaughlin-Buick halted in 1942 during World War II.



Model D-4-35
1917 Buick Motor Car

Buick
Motor Cars
Power and Silence

The Buick has always been known as a car of great power. This power, as in its 1917 model, comes from the fact that Buick's motor is the most powerful of its kind. It is a 4-cylinder motor, and it is the only one of its kind that has been built in this country. It is the only one of its kind that has been built in this country. It is the only one of its kind that has been built in this country.

BUICK MOTOR COMPANY, Flint, Michigan

MCLAUGHLIN

RESERVE POWER

THE McLaughlin valve-in-head motor actually develops from 15% to 20% more power with the same fuel consumption than any other type of motor of the same bore and stroke. This fact has been established by engineers, by block tests and tests in actual service. This means fuel economy and power.

Because this power is sometimes vital, it is found in abundance in McLaughlin Motor Cars, ready for instant application. It is "RESERVE POWER" and marks the dependable and efficient car.

Send for Catalogue "B" describing our complete line, to:
The MCLAUGHLIN MOTOR CAR CO., Limited,
OSHAWA, ONTARIO

Model D-4-35 is a new Four Cylinder Touring Car—the challenge in 1917 Motor Car values—105 in. wheelbase, 22 H. P. valve-in-head motor; Deluxe touring lighting and spares.
\$925.00 f.o.b. Oshawa. Spare tire extra.

The New Series McLaughlin cars include 4 and 6 cylinder models in Touring, Roadster and Sedan types, and at prices ranging from \$695 to \$2350, and a new 60 H. P., 6 cylinder, 7 passenger Touring car at \$1900.

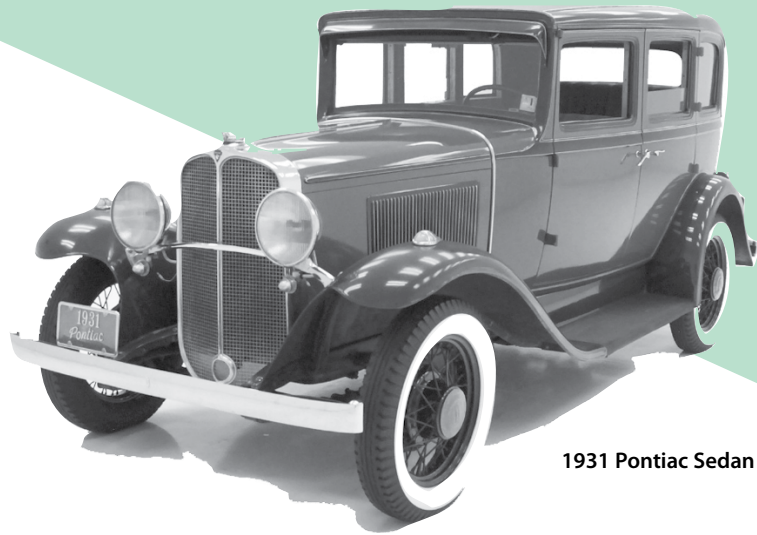
See the McLaughlin Models at the nearest McLaughlin Show Rooms
BRANCHES IN LEADING CITIES. DEALERS EVERYWHERE
LOCAL SHOW ROOMS

Sold Locally by **BEARE BROTHERS**

Canada's Standard Car

We also sell the Chevrolet

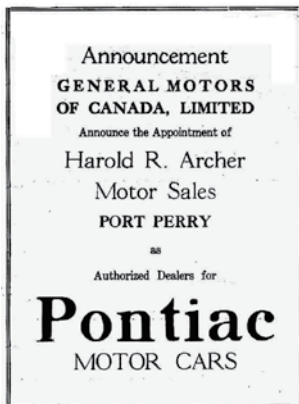
PONTIAC



1931 Pontiac Sedan



HAROLD ARCHER



March 11, 1926

IT WASN'T UNTIL January 1926 General Motors announced an addition to their Chevrolet and McLaughlin line of cars, with the introduction of the Pontiac Six. The exciting new automobile came in two models, a five passenger coach and a two passenger coupe.

Harold Archer ventured into the automotive business opening Archer Motors as a Pontiac dealer in January 1926, at 239 Queen St., beside the former Port Perry Star building.

Two years later he moved to the Willard Block, on the southeast corner of Queen and Perry St. He remodelled the building and turned it into a modern garage.

About the same time he ventured out in a Pontiac Six, travelling more than 3,000 miles to Winnipeg and back in five days. General Motors was so impressed with his venture that they ran full page ads in newspapers expounding on the dependability of the Pontiac.

In 1932, when Beare Bros. dropped Chevrolet cars to become a Chrysler dealer, Harold acquired Chevrolet and became the franchise dealer for Chevrolet, Pontiac, GMC and Buick vehicles.

He enlarged his service department in 1934 and again in 1945, remodelling the building with large modern show windows and nicely equipped



Harold R. Archer in front of his garage in 1926.



Pontiac-Buick dealership of Harold Archer circa 1940.



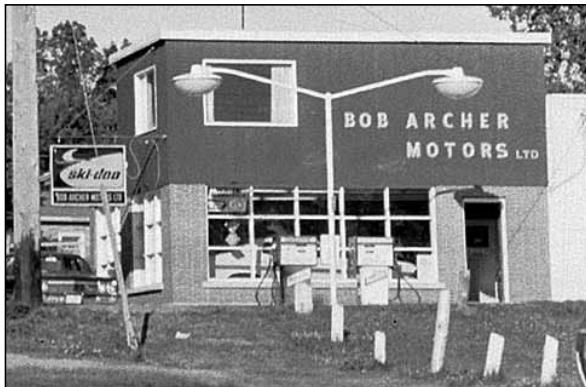
ROBERT ARCHER

interior. His son Robert, joined the firm in 1945.

In 1951 Harold marked his 25th year as a GM dealer, and was proclaimed to be oldest Pontiac dealer, for years of service, in Canada. The following year, Mr. Archer expanded opening a White Rose service station at the corner of Perry and Mary St. Harold retired due to ill health in 1956, and transferred the business to his Robert, who renamed the dealership Bob Archer Motors.

After the Pontiac-Buick dealership being located in the heart of downtown Port Perry for 28 years, Bob purchased Irwin Tripp's garage on the northeast side Water and Mary St., moved to the new location, and dropped the Chevrolet line of cars.

More than 40 years after Archer Motors first took on the Pontiac brand of cars for Port Perry, Bob Archer sold his dealership to John Majcher of Whitby.



Bob Archer Motors on Water Street in August 1968.

The dealership changed hands again in 1976 with Bryce Philp becoming the new Pontiac-Buick agent for Port Perry and area. In 1978 Mr. Philp opened a modern new car dealership, just south of town. After 28 years in Port Perry he sold the dealership to Conlin Motors and moved to Belleville in 2001.

Conlin Pontiac-Buick operated in Port Perry for only a few years before retiring in July 2008. Mr. Conlin sold the business to Gus Brown Pontiac-Buick-GMC of Whitby, who continues to operated in both Port Perry and Whitby to this day.

General Motors discontinued the Pontiac brand in the fall of 2020.



Chevrolet ad from 1950. Archer was the Chevrolet dealer for a quarter of a century, beginning in 1932.



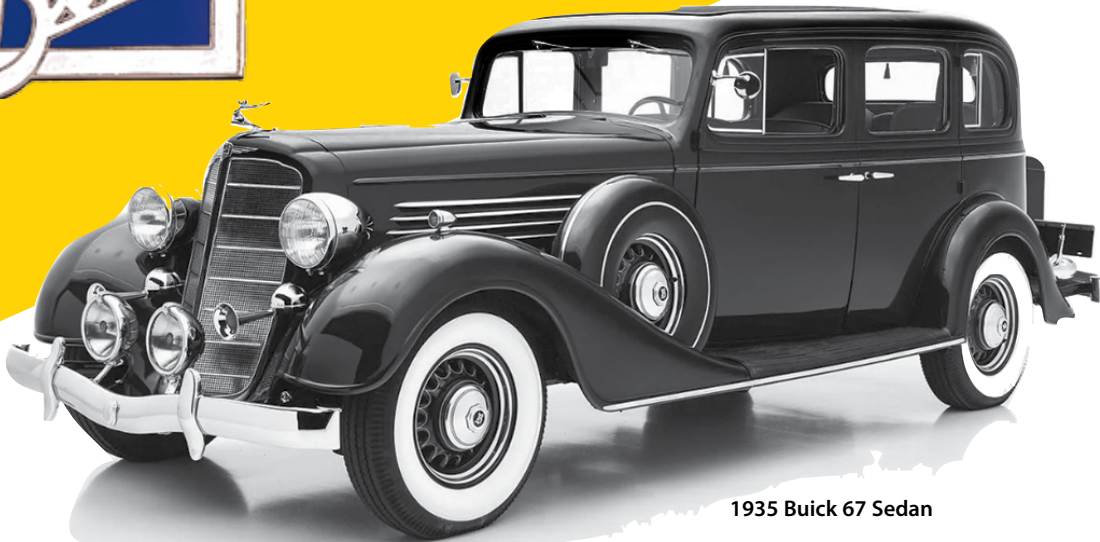
Philp Pontiac-Buick owners Joe Bessada, left, with Donna and Bryce Philp, celebrated the 15th anniversary of the dealership on Canada Day, July 1, 1991.



Philp Pontiac-Buick dealership on VanEdward Drive in July 1991.



BUICK



1935 Buick 67 Sedan

THE MOST ADVANCED CAR IN THE WORLD

GENIUS STRIKES TWICE!

Dynaflex Engine
Torque-Free Springing

and again it's an exclusive
McLaughlin-Buick story . . .

WESTERN MADE FOR WESTERN TRADE

Better Buy Buick
McLAUGHLIN

REMEMBER when McLaughlin-Buick engineers broke the news of the revolutionary Knee-Action ride? Now their genius strikes again . . . to score the stand-out ride and performance advancements of the year! One is the great new DYNAFLEX Engine—the other is TORQUE-FREE Springing. Slip into the driver's seat, feel the masterful power that's yours to command, and you'll know that the DYNAFLEX Engine stands alone and unequalled in performance. Then search out the toughest, roughest road you know—and let those coil-steel TORQUE-FREE rear springs, flexing in time with Knee-Action, bring you a new idea of riding comfort . . . No other car at any price has either of these two new features. Which tells you how important it is, before you buy, to drop in and enjoy a drive in the most advanced car in the world.

1938 Buick Advertisement

Buick traditionally dates its beginnings to 1903. That was the year the company was incorporated and moved from Detroit to Flint. From the beginning, "motor" was the key component for Buick and its original overhead-valve, single-cylinder was unbelievably powerful for its time

In 1905, Oshawa's Colonel "Sam" McLaughlin starting building automobiles. In 1907 Col. Sam signed a 15 year contract with Billy Durant and began the manufacture of McLaughlin automobiles with Buick engines. These new cars became known as McLaughlin-Buicks.

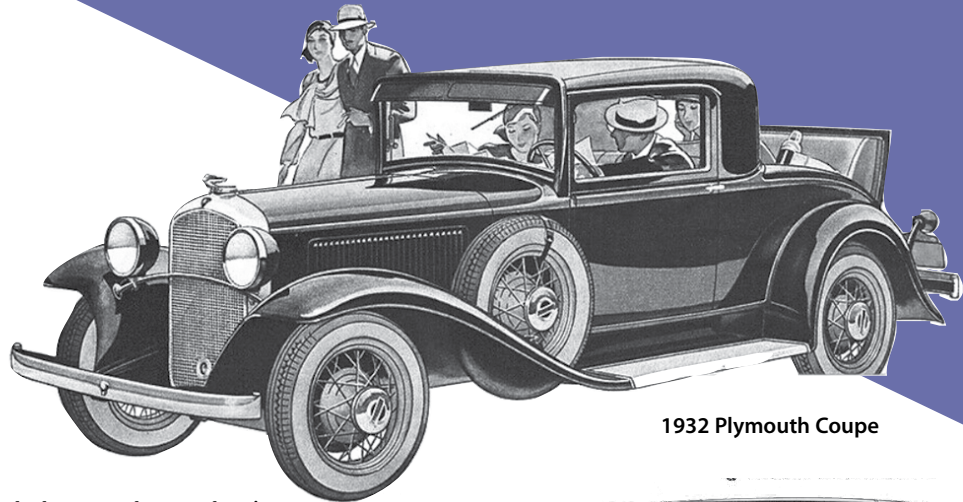
In July 1916 the Beare bothers became the local dealer for McLaughlin cars. Beare Motors was affiliated with McLaughlin-Buick until March 1933, when they disbanded GM and took on Chrysler's Dodge and Desoto line of cars.

After Beare Bros. dropped General Motors and McLaughlin-Buick to become a Chrysler dealer, Harold aquired Chevrolet and became the franchise dealer for Chevrolet, Pontiac, GMC and Buick vehicles.

The Beare Bros. returned to General Motors in 1960, becoming the authorized Chevrolet and Oldsmobile dealership in Port Perry.

Buick has withstood the volatility of the automobile industry for more than a century, and continues to be sold in Port Perry by Gus Brown Buick-GMC Limited.

CHRYSLER



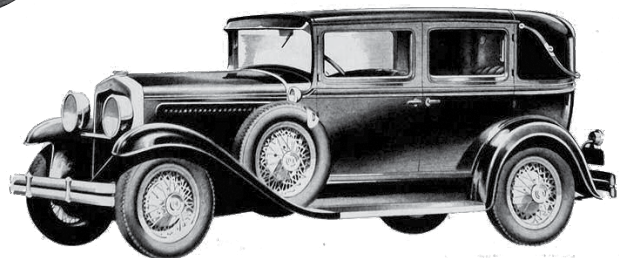
1932 Plymouth Coupe

Chrysler was a little later to the market in Port Perry than Ford, Chevrolet and other automobiles of the early 1900s, but when they arrived they were welcomed.

Although a Chrysler dealership had not been established in Port Perry before 1933, there are newspaper reports as early as 1928 of local residents having purchased Chrysler cars. This would have been the Plymouth, which came to the market in 1928.

Gordon Sweetman purchased Graham's Garage on Queen St., beside the Port Perry Star office (237 Queen St.) in 1929 and added the sales of Plymouth cars in March 1933. He sold Plymouth until 1937 when he sold his business to Mr. McDonald who continued selling Plymouth under the name McDonald Motors.

At the same time, in March 1933, that Mr. Sweetman became the Plymouth agent for Port Perry, Cecil Beare disposed of his Chevrolet dealership to become the Dodge and Desoto dealership for the area. Mr. Beare's sons, Bill and Storey joined the firm later, and in 1957 Beare Motors was given a Long Service Award from Chrysler Corporation for 25 years of service with the company.



1934 Dodge Landau Sedan

Surprisingly, after being a Chrysler dealer 25 years, the Beare brothers dropped the Chrysler line of cars in 1960, and once again became the authorized Chevrolet and Oldsmobile dealership in Port Perry.

But Chrysler was revived in the town three years later when in January 1963 Stuart Sweetman acquired the dealership for Chrysler products. For seven years

Have You taken a Ride in the New
Chrysler-Plymouth
CAR?

If you have, you know its smooth, easy-running power, the beauty of the car and its appointments; and, above all, the surprise that so good a car is sold at so low a price. . . . If you have not had a ride in the new Chrysler-Plymouth, call—

Sweetman's Garage, Phone Six, Port Perry

HAVE YOU HEARD THE NEWS?

DODGE AND DESOTO
 ARE NOW SOLD BY
BEARE BROTHERS
 PORT PERRY, ONT.

DODGE SIX DODGE EIGHT DESOTO DODGE TRUCKS

Advertisement in the Port Perry Star March 16, 1933 announcing Bear Bros. as the Dodge and Desoto dealer.



Stuart Sweetman's garage on Water St., Port Perry about 1960.

prior to his taking on Chrysler, his Port Perry Motors garage had been the location for Volkswagen sales.

Mr. Sweetman operated from his large garage on Water Street for 17 years before selling his dealership to Lorne Scanlon in November 1969. The garage was renamed Scanlon Motors.

Mr. Scanlon lost his life in a motor accident in 1980, and the garage was taken over by Gord Lewis, who operated Gord Lewis Motor Sales, but he did not acquire the Chrysler dealership.

Robert (Bob) Kuipers was next to become the local representative for Chrysler. In 1975 he purchased a garage on the west side of Hwy. 12 at Manchester, formerly operated as Werner's Service Centre. At this time Mr. Werner was the local Volkswagen dealer.

It wasn't until nine years later that Mr. Kuipers became the dealers for the full-line of Chrysler, Dodge and Plymouth products. The official opening of Scugog Chrysler took place on January 1, 1984 with a ribbon cutting by Mayor Jerry Taylor. Scugog Chrysler operated until at least 1996.

The date Scugog Chrysler ceased business has yet to be determined.



Stuart Sweetman in November 1969 with Lorne Scanlon the new owner of the dealership.



Scugog Chrysler dealership, located on Hwy. 12, at Manchester in 1990.

OVERLAND, DURANT & MORE



1915 Overland Model 82 Tourer

LOCAL DEALERS OF LESSER KNOWN MODELS

Silas VanCamp, an ambitious local businessman, announced in March 1915 that he had secured the dealership rights for Overland cars.

The Overland was a product of Willys-Overland Limited, of Toronto. From 1912 to 1918, Willys was the second-largest producer of automobiles after Ford Motor Company.

Silas arrived in Port Perry about 1900 and nine years later purchased Seven Mile Island, keeping it only for a year before selling it for

a profit. He dabbled successfully in investments by 1912 he was one of only nine men in Port Perry who owned motor cars.

Due to his entrepreneurial attitude, it didn't come as a surprise that Silas sold his Overland dealership only one year after acquiring it. Mr. H.G. Whiteway became the new owner of the Overland agency in April 1915.

The Overland automobile was originally manufactured by Willys-Overland in Toledo, Ohio and became one of the earliest mass produced automobiles. It began producing cars in Toronto, Ontario in 1915.

Two years after acquiring the Overland franchise, A.F. Carnegie became the new dealer in Port Perry. Then in 1920, his brother David took over the Overland dealership, operating until the Overland Co. went bankrupt in 1926.

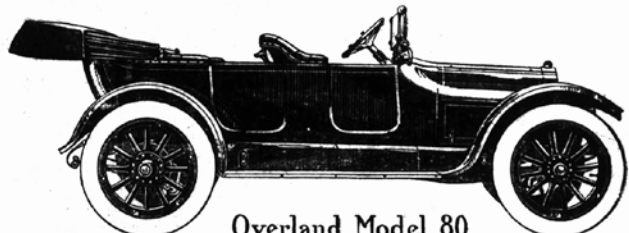
Overland
Motor Cars

<p>Built to Rigid Standards</p> <p>Every Overland Light Four is built to a rigid standard of performance, comfort and appearance. It has good style—built low with harmonious and sweeping lines. It is a beautiful car in every sense of the word. The motor is powerful, quiet and of sturdy construction. The turning radius is short. The car has quick acceleration, is built to tour safely and comfortably. With all these good qualities it rides beautifully. The soft cushions, the long, resilient cast-iron rear springs, the large tires (31 x 4) and the proper balance in construction, absorb all types of jolts—over all kinds of roads. Call and inspect this splendid value.</p>	<p>Light Four \$975</p> <p>Roadster - - \$950</p> <p>Country Club \$1110</p> <p><small>E. S. N. Toronto</small></p> <p><small>Subject to change without notice</small></p>
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A. F. CARNEGIE
LOCAL DEALER PORT PERRY



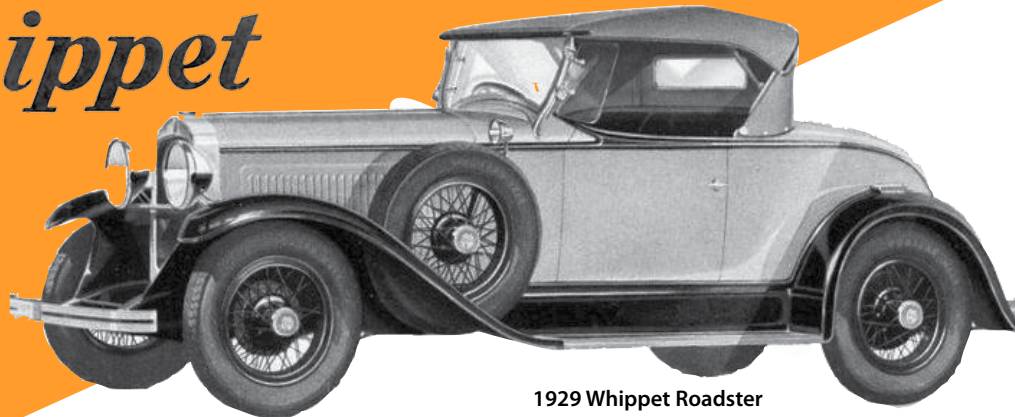
Willys-Overland Limited, Toronto, Ont.
Willys Eight and Overland Automobiles, Commercial Cars



Overland Model 80

S. E. VANCAMP, Agent Port Perry

Whippet



1929 Whippet Roadster

With the demise of the Overland automobile in 1926, the Willys Overland Company introduced a new car called the Whippet. The Whippet became an immediate success due to its good looks, small size, speed and low price.

Whippet cars were being built by the Willys Overland Company in Ohio and Toronto. They were the smallest, lightest and fastest low-priced cars offered for sale. Thus the name Whippet for the sleek canine racers — the world's fastest accelerating dogs that can reach a speed of 60 km/h.

Port Perry got its first look at the Whippet in April 1928 when

F.W. Ferguson was announced as the Whippet dealer in Port Perry. Mr. Ferguson invited the public to visit his showrooms.

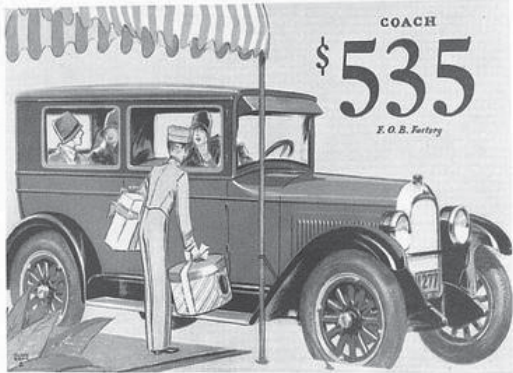
No further advertising or article mentions Mr. Ferguson and his Whippet dealership, and it's surmised that the dealership did not last long.

The Great Depression spelled the end for the Whippet and it ceased production of the smart little car in 1931.



*"Never before
such beauty and quality
for so little money"*

J. O. B. Factory
President
The Willys-Overland Company



COACH

\$ 535
J. O. B. Factory



Only Whippet
HAS ALL THESE FEATURES
Full Force-Feed Lubrication—Silent
Timing Chain—Gas Tank at Rear—
Big 4-wheel Brakes—Balloon Tires and
Sashbrakes—Adjustable Steering Wheel
—Single Plate Clutch—Banjo-type Rear
Axle with removable Shaft—Longer
Connecting Rods—Interchangeable
Chadwick-Type Main Bearings—Mod-
ern Hotchkiss Drive—Tryon Shackles
—Long Semi-elliptic springs with all
leaves of chrome vanadium steel.

Prices f.o.b. factory and specifications
subject to change without notice



The Perfected Whippet

Never before
such BEAUTY and QUALITY
for so little money!
the perfected Whippet



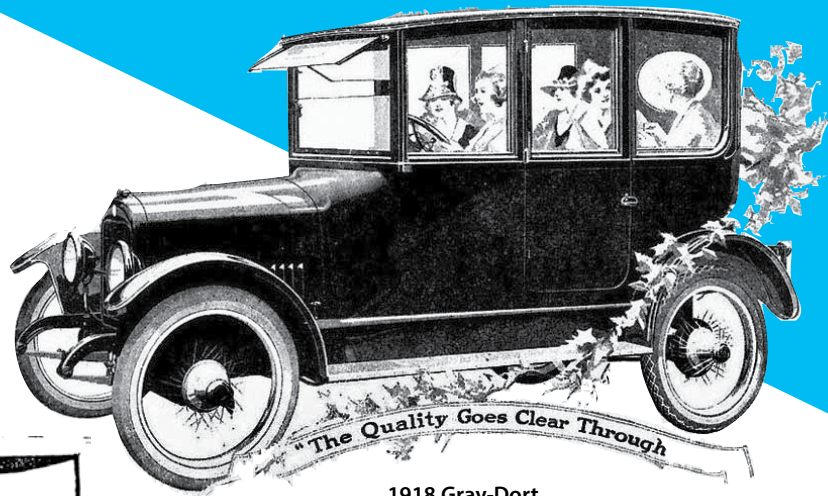
SEDAN
\$ 585 ¹⁴⁰

"A Quality Car at the Lowest Price
in Our History"

Touring	425	120
Coupe	335	90
Roadster	485	110
Cabriolet	325	85
Cabriolet Coupe	345	95
Coach	535	140

THE sensational success of the perfected Whippet is due not only to its remarkable performance qualities, but to the pleasing appearance of each of its body types. You will be proud of owning a Whippet and you will thrill at its thrillwork. It will deliver you all the speed you want—by pickup from 0 to 30 miles in 11.3 seconds; the 300 4-wheel brakes will bring it to a stop within 44 feet from a speed of 40 miles per hour. Above all, if necessary, you may purchase an additional coat. It has the A.A.A. Coast-to-Coast Economy Award with an average of 43.25 miles to a gallon of gas. These great values are for early delivery.

GRAY-DORT



1918 Gray-Dort



What Is Real Value

You can buy a four-cylinder, 5-passenger motor car at a lower price than the Gray Dort.

You cannot afford a car less good than the Gray Dort. You do not want service less complete.

Measure the service and satisfaction it gives you. Judge the power and quietness of its motor; the size and comfort of its body; its equipment; and the years of service you get from it.

All these things the Gray Dort gives you

abundantly. And for heaping value adds economy of operation.

The touring car is \$1245; the Gray Dort Special—the car with added refinements and extra equipment, is \$135 extra; there are also a coupe, and a sedan. All prices f.o.b. Chatham and are subject to change without notice.

GRAY DORT MOTORS, LTD.,
Chatham, Ont.
In the U.S.:—Dort Motor Car Co.,
Flint, Mich.

GRAY DORT

W. R. MURRAY
Dealer Port Perry

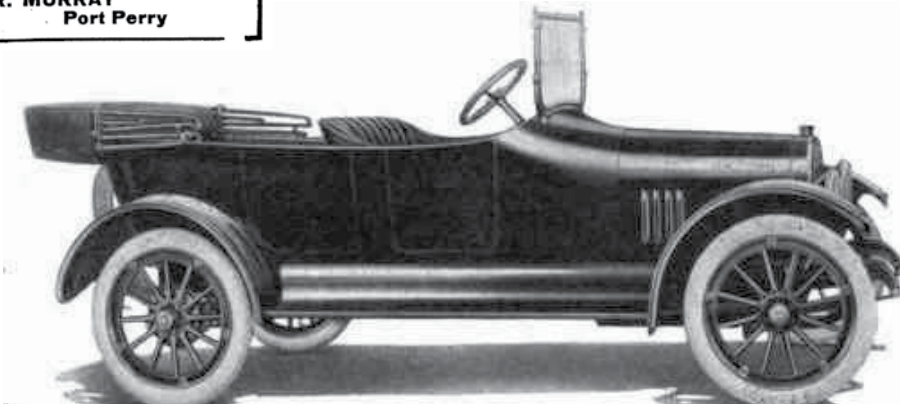
The Gray-Dort automobile didn't make its debut in Port Perry until 1917.

William R. Murray of Port Perry announced in the fall of 1917 he had acquired the Gray-Dort dealership for the area.

Mr. Murray and his wife Esther lived on Bigelow St., and he worked as a machinist in a garage before taking on the Gray-Dort dealership when he was 34 years of age.

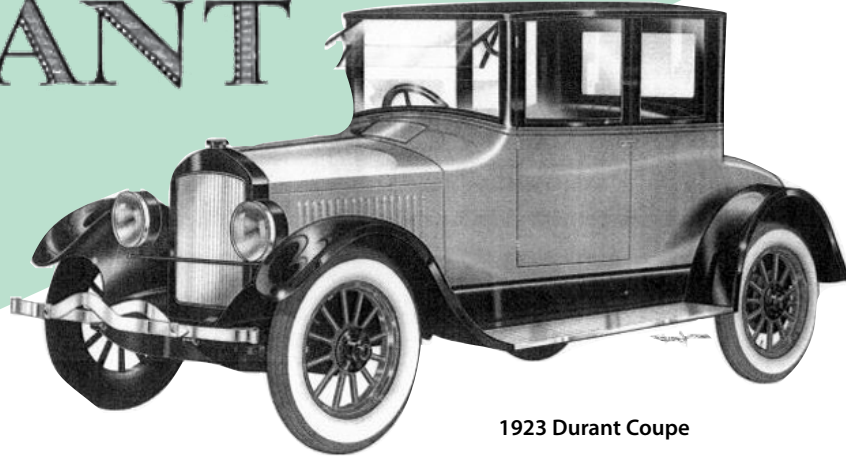
Gray-Dort was a Canadian based company and manufactured their cars from its factory in Chatham, Ontario. It quickly became popular and by the early 1920s, Gray-Dort was among the four most wanted cars in Canada, along with Ford, Chevrolet and McLaughlin-Buicks.

Unfortunately Mr. Murray's venture lasted only until 1925 when the Gray-Dort company ceased operation.



1915 Gray-Dort

DURANT



1923 Durant Coupe

James Boe was only 24 years old when he became the Port Perry dealer for an exciting new automobile called the Durant.

The Durant was named after William "Billy" Durant, a former CEO of General Motors in the USA. After being terminated by GM, in 1921 he started up the Durant Motor company and one year later, James Boe of Port Perry became one of Durant's Canadian dealers.

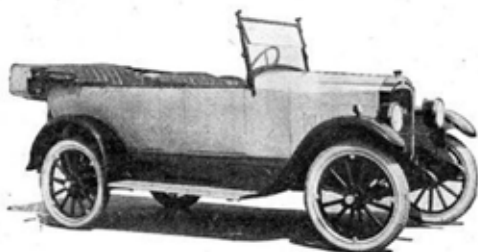
Mr. Boe was a local boy, born, raised and educated in Reach and Port Perry. As a young man he had worked at the Carnegie Hardware store, and when he was 22 years old opened a battery service business in Port Perry and became a dealer for the Delco Light company.

He operated from a garage on Queen St. called the Standard Garage. In 1922 after taking on the Durant dealership, he expanded his garage adding restrooms and a canopy over the gas pumps.

James operated the Durant successfully until it ceased operation in 1931. He then became the Port Perry dealer for Ford



James Boe sold Durant automobiles from his Standard Garage, located on Queen Street, Port Perry from 1922 to 1931. In 1932 Mr. Boe became the local dealer for the Ford Motor Co. of Canada.



Durant Rugby



Brilliant Performance...
Refreshing Style...
Moderate
Price



Durant 5-cylinder Standard Sedan
Model 0-14

**LOWER PRICES
GREATER VALUE**

BUILT BY
A CANADIAN COMPANY CONTROLLED BY CANADIAN CAPITAL
DURANT MOTORS OF CANADA, LIMITED
TORONTO (LEASIDE) CANADA

DURANT

A GOOD CAR

STANDARD GARAGE
PORT PERRY

CHARLES COOPER
CLAREMONT

Volkswagen

Volkswagen was founded in 1937 by the German government in 1937 to mass-produce a low-priced "people's car." The company was originally operated by the German Labour Front (Deutsche Arbeitsfront), a Nazi organization.

Following World War II, its iconic shape was branded as the "Beetle". The first shipment of Volkswagens arrived in cam during the summer of 1952, but it wasn't until four years later a dealership was established in Port Perry.

Ron Lowcock was the man to take on the Volkswagen agency in Port Perry in October 1956. He he called his dealership, "Port Perry Motors," and he opened it in the building occupied by Sweetman's Service Station on Water Street.

Mr. Lowcock abandoned his VW dealership the end of 1962 when Stuart Sweetman became the authorized dealer for a full range of Chrysler products and automobiles. He opened his new venture on January 18, 1963 with a large opened house (*see advertisement*).

Volkswagen, looking for a new dealer of its cars chose Werner Malischewski. Mr. Malischewski operated Werner's Service Centre opened on May 27, 1963 at the corner of Hwy. 12 & 7A Hwy, Manchester, where he specialized in Volkswagen service and repairs.

In April 1974 Mr. Malischewski announced he had sold his property and was going out of business.



Volkswagen Beetle



**Announcing
The Opening of
Port Perry
Motors**

Located at
Sweetman's Service Station
Authorized Dealer for
Volkswagen Cars and Trucks
PHONE 381
RON LOWCOCK

 **VOLKSWAGEN**
AUTHORIZED SERVICE

**Werner's
SERVICE CENTER**

ALL WORK DONE BY VW EXPERT

6000 mile or 6 months warranty on
parts & labor

• LOAN CAR AVAILABLE •

Manchester, Ont.

• White Rose Station •

12 & 7 & 7A HWYS. TEL. 985-7162

VOLKSWAGEN
adds prestige 
to your
business

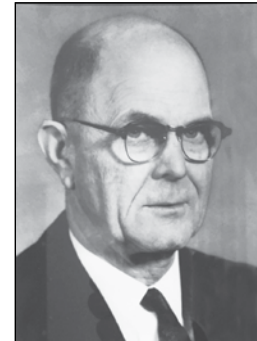


Sweetman's Service Station
PORT PERRY Phone 4J

RAMBLER



1967 Rambler
American



HARRY PEEL

The Rambler American was manufactured by American Motors Corp. (AMC) between 1958 and 1969 when it ceased production.

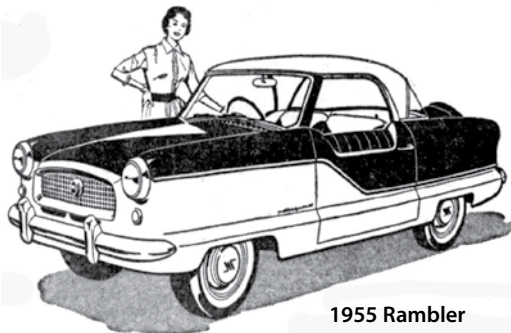
The smaller Nash Metropolitan was one of AMC's predecessors of the "American" in the early 1950s.

Harry Peel, a Port Perry businessman and hardware store owner, became Port Perry's Rambler American dealer in 1963.

Mr. Peel operated from his White Rose Service Centre on Perry St.

An advertisement on May 23, 1963 announced Mr. Peel as the newest member of the AMC car manufacturing company.

The Rambler American, its flagship model, had a relatively short life, when the last U.S.A. produced Rambler American rolled off the line on June 30, 1969.



1955 Rambler
Metropolitan

YOU HAVE SEEN THE REST OF THEM
NOW - COME AND SEE THE NEW
1967 RAMBLERS and
AMBASSADORS
 FROM **AMERICAN MOTORS**

THE MOST LUXURIOUS CARS EVER OFFERED BY AMERICAN MOTORS

A BOLD NEW WARRANTY
 5-Year or 50,000 Mile Warranty on Engine and Drive Train.
 Plus 2-Year or 24,000 Miles Car Warranty.

See These Beautiful Cars On Display
 COMMENCING

THURS., OCT. 6th

H. PEEL - RAMBLER
 Phone 985-2592 **SALES AND SERVICE** Port Perry

Ambassador DPL Hardtop

Rambler Rebel SST Hardtop

Ambassador 990 Hardtop

Rambler American Super Hardtop

No Cars Built In Canada Today Give You So Much Built - In - Quality Built - In - Value

THEN AND NOW



SCUGOG TOWNSHIP OFFICES



2020

A lot has changed during the past couple of decade in Scugog Township, but one of the most noticeable changes took place along Perry Street, beginning in 2003. This is when Scugog's old municipal office buildings were removed and construction began on a modern new facility.

The building in the centre photo, was known as the Tease Knitting Mill before being purchased by the town in 1960. It was renovated by Lake Scugog Lumber and opened in October the same year. The new facility provided room for a court room, town office, police department and hydro office.

A second building, at 208 North Street, top, was purchased and clerk Earl Cuddie and staff moved into the building in October 1989. The township operated out of the two locations until 2004.

Work on a new municipal office, just north of the old building, got underway in May 2003 and the building opened for business in January 2004. Six months later, on July 1, 2004 a time capsule was buried in front of the new township office, which is scheduled to be opened in 2074.

THEN AND NOW

SEBERT HOTEL to CIBC BANK

This former large attractive hotel, top right, is the Sebert House. Located at the intersection of Queen and Water Street, it literally rose out of the ashes after Port Perry's great 1884 fire.

The hotel was owned and operated by Louis Sebert until his death in 1902. Since that time the building has been owned by a number of people. The hotel operated successfully into the 1950s, but it gradually evolved into a rooming house, and later was converted to apartments on the upper floors and retail stores on the main level.

During the 1960s and 1970s, it was the location of a number of shops, which include Bill Carnegie's Real Estate, Jessie Hope's Smoke Shop, Bruce Kellett's Variety store, Durham TV Service and Ross McLean radio repairs in a small white building at the rear of the hotel.

The property was purchased by the Canadian Imperial Bank of Commerce in 1978. The old hotel, that had served the community for close to a century, was then demolished to make room for a new bank building. The CIBC building, a red brick, single storey structure, was officially opened in 1980.



Passengers walking from railway station to the Sebert House.



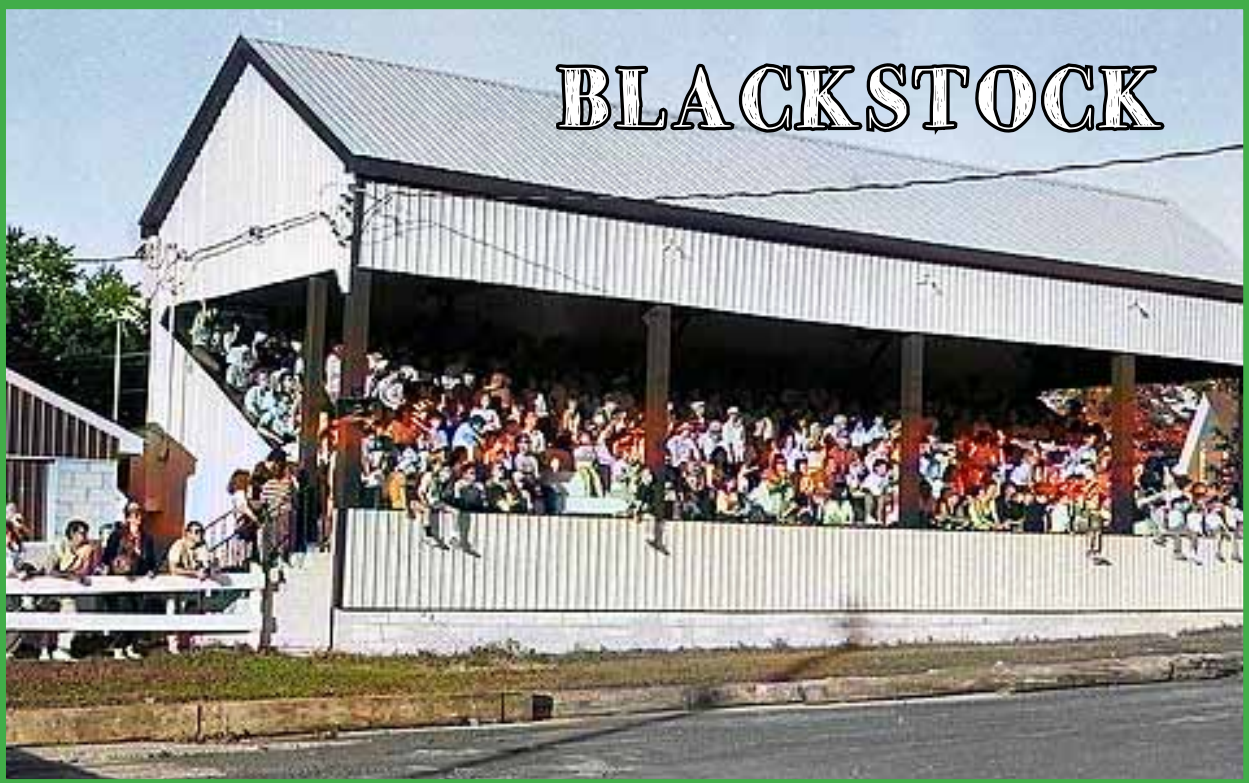
Sebert House hotel in 1978, before being demolished.



Sebert House under demolition during 1980.

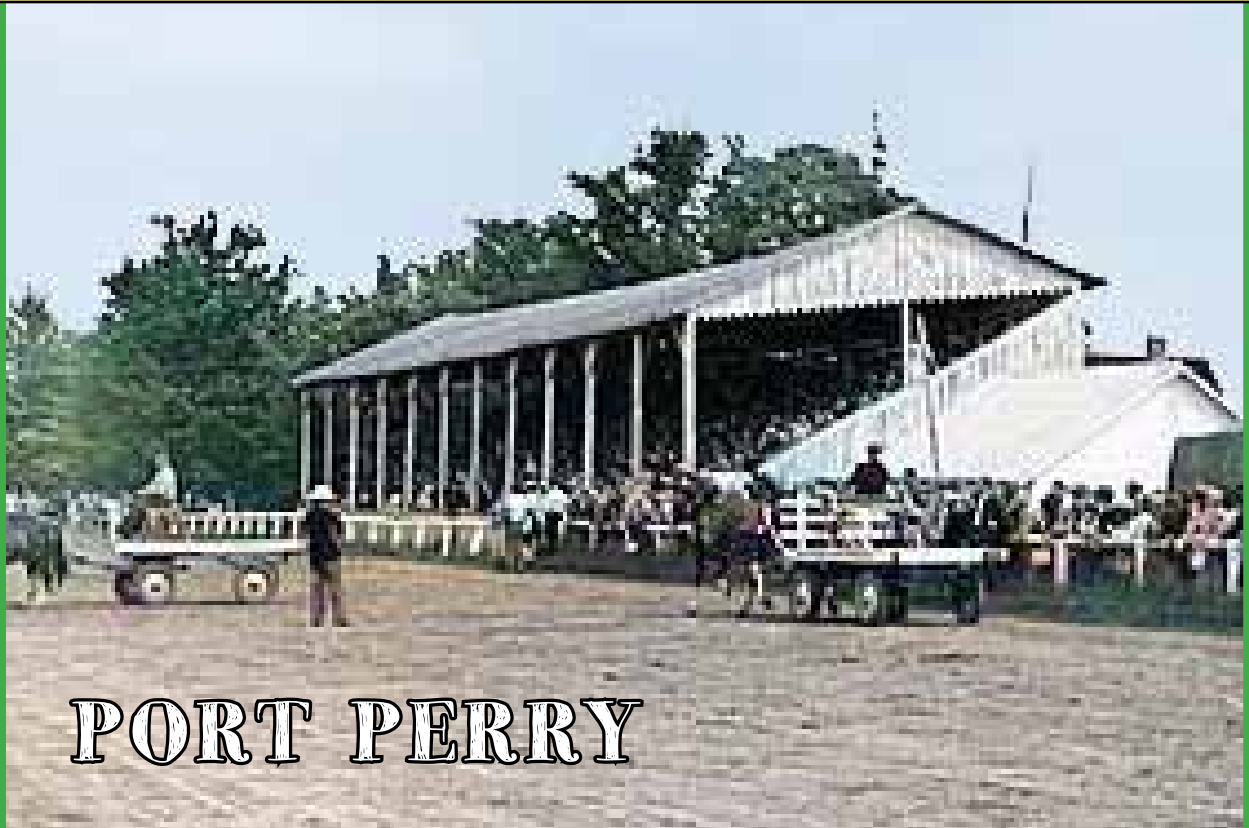


1981



BLACKSTOCK

GRANDSTANDS



PORT PERRY

Port Perry Grandstand



Crowds gather at the Central Ontario Fair, held in Port Perry, circa 1890.

THE GRANDSTAND at the Ontario Central Fairgrounds, Port Perry, was described as being one of the largest and best outside of larger cities during the late 1890s.

Although records do not pinpoint the exact date the grandstand was erected, it is speculated that it was during the late 1880s or early 1890s. The building was more than 100' long with a covered roof which could accommodate more than 1,000 people in comfort.

Also constructed at about the same time was a large exhibit building which became known as the Crystal Palace. The name Crystal Palace came from a huge glass building built for the 1851 World Fair in London. This elegant name was later used for exhibit buildings at fairs throughout the province.

Although the Port Perry's building was nothing like its namesake in England it was described as being without peer in the country for capacity and convenience for fair exhibits, and was the pride of the town.

In July 1893 the new grandstand was the location for a gathering of the Brotherhood of Railway Trainmen who arrived from Toronto by train. More than 500 people disembarked at the Port Perry Station and toured the town before making there

way to the fairgrounds for their celebration.

A few months later, a Toronto newspaper described the fair grounds as being thoroughly equipped with all necessary buildings, one of the best race tracks in the province, featuring a commodious grandstand.

In November 6, 1904, Port Perry's magnificent Crystal Palace was destroyed by fire. Thankfully, the town's large grandstand, which was located close to the Crystal Palace was saved from the flames.

Year after year, for more than 75 years, the grandstand was the favoured location for many of the town's largest celebrations. Some of these included



Looking east at the old grandstand during the 1961 fair.



Horses line up to be judged in front of the grandstand in September 1951.

Dominion Day celebration, Festivals, Old Boys Reunions, Concerts, and of course Agricultural Fairs.

When the 23 acre Ontario Central Fair Grounds was purchased by the Village of Port Perry in 1910 the grandstand was reported to be in poor condition. As the years past by the old wooden structure began to show its age and was in need of repairs. In 1922 foundation repairs were made to the structure, and the following year the shelter over the seating was re-shingled. It wasn't until 1925 a major renovation of the facility was undertaken.

The entire community was shocked in May 1967 when fire ripped through the aging wood structure. Firemen received a call at 9 p.m., but despite a quick response, by the time they arrived the fire had spread from end to end and nothing could be done to save it. The heat from the fire was intense and residents in the area used garden hoses to pour water on their houses in an effort to avoid the fire from spreading further.

Later that year the Fair Board signed a contract to build a new grandstand. The design called for a structure 85' long, with 10 rows of pre-cast risers for seating. Unlike the former wood structure the new grandstand did not have a roof to protect spectators from the sun.

The new facility was designed to accommodate 576 spectators, and provide six rooms beneath the stands for storage, meetings and washrooms.

The new grandstand, which is in use to this day, cost \$15,000 to construct and was completed just in time for the Port Perry Fair in Canada's Centennial, 1967.



An overhead view of the Port Perry Fair racetrack and grandstand taken in 1950.



Construction got underway on a new grandstand in the summer of 1967.

Blackstock Grandstand



A popular event at the Blackstock Fair each year was the horse show, shown in front of the grandstand in August 1980.

BLACKSTOCK FAIR has roots stretching back to at least 1867, but it wasn't until more than 50 years after the first fair, that the directors of the Cartwright Agricultural Society decided a covered grandstand was needed to provide comfort for those attending the fair.

In January 1921, the Agricultural Society Directors presented a proposal to its members to build a grandstand, which they said would provide both comfort and convenience for the fair patrons. About one year later they applied to Cartwright Council for a \$250 grant, earmarked for the construction of a grandstand.

Later that year, in November 1922, Cartwright Agricultural Society members Byers, Whitfield and Parr requested council to purchase the south part of Presbyterian Church property and the sheds on the site for \$200. They also informed council that the Agricultural Society would build a grandstand on the property, but requested that Society have control of grandstand for five years.

Councillors agreed to buy the property, but were reluctant to give Society control of the grandstand for the term requested. They limited Society control only for the duration of their annual gatherings.

Construction broke ground during the spring of 1923 on the project. The grandstand was a wood

frame structure, divided into four sections with tiered seating which allowed for excellent viewing. It provided easy access with entrances at both ends of the building, and a patrons sitting in the front seats were protected by a wood barrier the entire length of the grandstand.

The structure also featured a full pitched-roof to protect patrons from sun and rain, and provided seating for more than 200 people.

In October 1923, the new grandstand was officially opened at the Cartwright Fair, with an excited, capacity crowd seated in the new facility.

The grandstand, which was most often used only once yearly for the Cartwright/Blackstock Fair, often ran into minor vandalism, but on Saturday, December 14, 1996 vandals struck a death blow to the 75 year-old edifice. On that date, the landmark structure went up in a spectacular ball of flames that lit up the night sky for miles.

Shocked crowds gathered to watch the familiar landmark crumble into ashes, despite the efforts of firemen from Scugog Township's two fire halls.

The following spring, Cartwright's councillor, Joyce Kelly announced that the grandstand would be rebuilt with a new structure, which was estimated to cost about \$150,000.



A capacity crowd was on hand to view a horse show on the race track in front of the Blackstock grandstand in this August 1965 photo. The Armouries building and Blackstock Arena can be seen in the background.



The grandstand at Blackstock fairgrounds erupted into a wave of flames on a Saturday night December 14, 1996. It was speculated arson was the cause of the fire, which totally destroyed the structure, which was built on the property in 1923.

Photo by Blackstock resident Fred Ford.

Mechanics Institute

Centre for learning & public library

THE MECHANICS INSTITUTE, was constructed at the corner of Queen and Rosa Streets in 1858.

The auditorium of the building was often used for public meetings, and monthly lectures delivered by guest ministers and political figures were held in the hall. The Institute was also a popular place for holding special events, meetings and entertain, and it became the location for first public library.

The Institute building was purchased by the Port Perry Baptist Church congregation in 1866. The location of the building, on elevated land close to Borelia, provided a unobstructed view the village of Port Perry, Lake Scugog and Scugog Island.

Immediately after purchasing the Institute, the Baptists undertook extensive alterations to both the interior and exterior of the building. A vestry was constructed the rear of the building, a gallery added, and a 70 foot tower with a steeple at the front. Entrance to the church was made at the base of the tower.

It was said that when the builders were at the top of the scaffolding they used for the erection of the tower, they could see all the way to Lake Ontario.

As with any frame structure building, the church underwent many renovations during the Baptists ownership. In 1868 they repair the staircase leading to the gallery and had the interior painted with more "pleasant and comfortable" colours.

The Baptist Church boasted of forming the first church choir in town, and were the first church to have an



The Mechanics' Institute, circa 1885 which later became the Baptist Church. The tower and steeple were added to the church building about 1867.



The Port Perry Baptist Church, seen here about 1915, was located on the north-east corner of Queen and Rosa Street. This is the former Mechanics' Institute.



The old Mechanics' building was being used as a display building, as seen in this September 1952 picture.

organ. In July 1904 the congregation had a special social evening when they opened a new vestry.

Despite the strength of the church during its earlier years, by the 1920s their congregation began to weaken and the church was closed for lack of support.

The Port Perry Board of Education purchased the Baptist Church in October 1925, after receiving a \$1,000 debenture from the village council. The hall, which was located opposite the high school on Rosa St., was purchased to provide -additional space for physical exercise and household science work.

Two months after purchasing the former church, the Board of Education had the tower and steeple dismantled and removed, amid fears that in a wind

storm, the underpinning might have given away with disastrous results.

With the opening of the large, new Port Perry Public and High School in May 1927, the Board of Education had no further use for the old Baptist property.

In April 1927, W.A. Christy, secretary of the Port Perry Board of Education advertised for sealed tenders to purchase of the former Baptist Church property. The request described the property as being the "Baptist Church property - frame building known as the Mechanics' building. Frame outhouse, metal clad outhouse".

In 1929, the former Mechanics' Institute and later Baptist Church was purchased by the Reach, Scugog



The Port Perry Fair, 2009, shows the old Mechanics building looking much liked it did 57 years earlier.



After the old Baptist church was moved to the fairgrounds in 1929, the building was used for displaying a variety of agricultural products. It is seen here in 2007.

Agricultural Society and moved to the fairgrounds, in time to be used as an exhibits building for the September Port Perry Fair.

The historical old structure has undergone a number of improvements and renovations over the years. In 1999 it was raised three feet and placed on pillars to allow air circulation under the floor. At the same time, a ramp was constructed at the entrance.

For more than 80 years the building was an integral part of the fair, being used as an exhibit building for crafts, baking, vegetables and many other fair day displays.

A destructive storm making its way through Scugog Township in May 2018 doomed the future for one of Port Perry's most historic building. High

winds during the storm tore a large section of roofing off the junior fair building.

Despite concerns about saving the heritage building the damage was too extensive. It was estimated it would cost more than \$500,000 to repair.

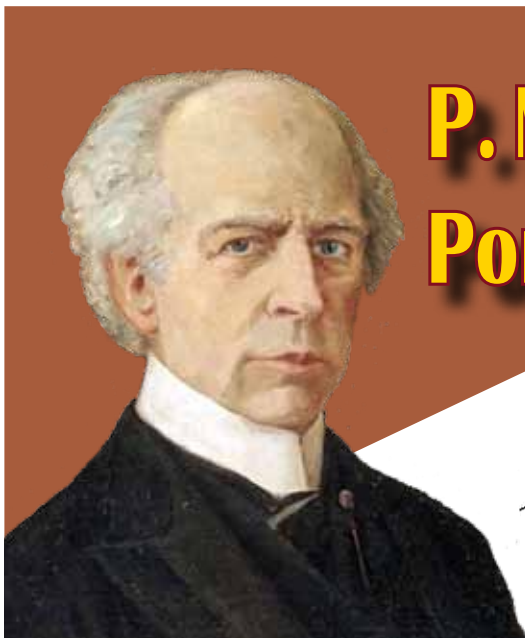
An engineers report determined the building was not stable enough to be repaired and the difficult decision to remove the structure was made.

The board of the Agricultural Society agreed to have the 160 year-old building dismantled systematically so that windows, doors and other historically significance fixtures could be preserved.

The building was completely dismantled, just in time for the annual Port Perry Fair on Labour Day.



Damage to the fair exhibit building after the destructive storm of May 2018.



P. M. Wilfred Laurier's Port Perry connection

Wilfred Laurier

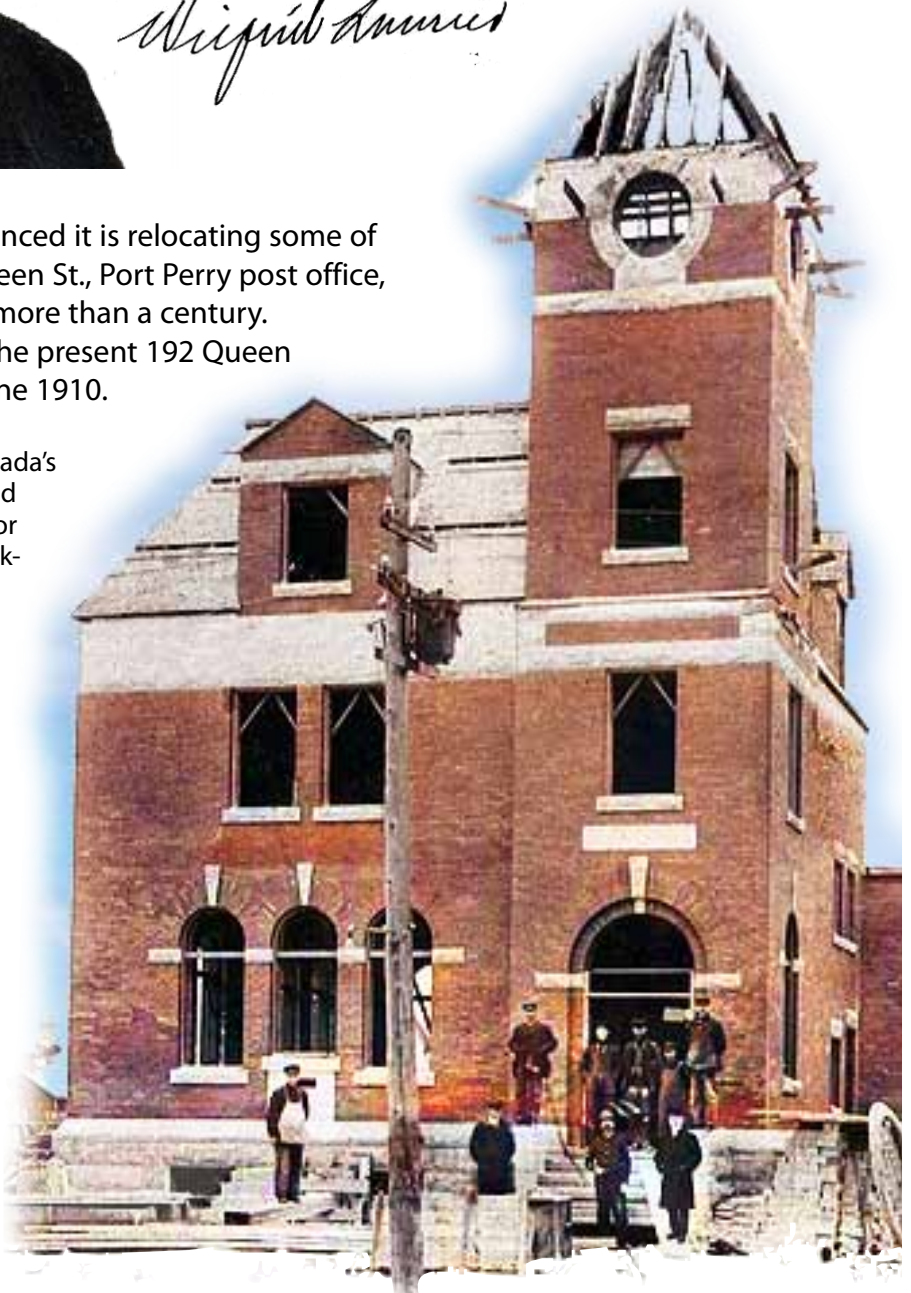
Canada Post recently announced it is relocating some of its postal services from its Queen St., Port Perry post office, which has been its home for more than a century. Following story reveals how the present 192 Queen St. site was chosen back in June 1910.

Sir Wilfred Laurier became Canada's seventh prime minister in 1896 and held the office of prime minister for 15 straight years. He won four back-to-back elections, and served the longest unbroken tenure of any other prime minister in Canadian history and is considered Canada's second-most important leader after Canada's first Prime Minister John A. Macdonald.

Aside from all of that – did you know that it was Wilfred Laurier, while still prime minister, that gave authority to purchase the site of Port Perry's present day post office on Queen Street?

Laurier signed a directive, dated June 4th, 1910, from the Minister of Public Works which recommended the government purchase the property of Mrs. Elizabeth Sinclair for the amount of \$1,800 to construct a post office on the site.

The Sinclair property was the former location of the Mansion House hotel in 1884 when fire



The partially completed new Port Perry Post Office during the winter of 1912.

On a Memorandum dated 4th. June, 1910, from the Minister of Public Works recommending that authority be given to purchase from Mrs. Elizabeth Sinclair, for the sum of \$1,800.00 which is certified to be a fair and reasonable price, the property in the Town of Port Perry, Ont., having frontages of 84 feet 6 inches on Queen Street and 66 feet on Mary Street, and consisting of Village Lots NOS. 61 and 62 on the South side of Queen Street, with the exception of that part of the last mentioned lot having a frontage of 47 feet 6 inches on Queen Street by a depth of 39 feet, the excepted part being bounded on the East by the East line of Lot No 62; also Village Lot No 72 and the North half of Village Lot No 71, the last mentioned two lots being on the North side of Mary Street, the said property being required for the purposes of a site for the proposed public building at that place, towards the construction of which Parliament, at its last Session, granted the sum of \$5,000.

The Committee advise that the requisite authority be granted accordingly.

W. J. D. Amies



The unsightly fence on the Sinclair property, Queen Street, which became the site of Port Perry's new post office in 1912.

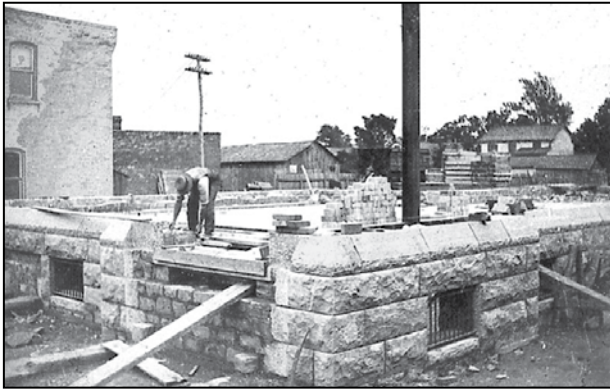
swept through the town of Port Perry. The fire which broke out about midnight on Thursday, July 3 is believed to have been started in the stables at the rear of the hotel and quickly spread in every direction, destroying the entire business district.

Although most of the new buildings were erected before the end of the year, Sinclair's parcel of land stood vacant in the centre of town for more than 25 years, surrounded by an old wooden fence which had become an embarrassment and eyesore for the town.

The document described the Sinclair property (see above) as being located on Queen St., Port Perry with a frontage of 84 feet 6 inches. It also described the property included parts of two lots



The Sinclair property, was chosen for the new post office. Picture shows the property after the fence was removed, and construction getting underway in the fall of 1911.



Work underway on the foundation and first floor of the new Port Perry Post office.

at the rear fronting on Mary Street.

The memorandum also stipulated *"the said property was required for the purposes of a site for the proposed public building at that place, toward the construction of which Parliament, at its last session, granted the sum of \$5,000."*

Town council approved the plans for the building in May 1911 and the contract for construction of the new post office was awarded to W.J. Trick Co., of Oshawa, for \$22,475.00, the lowest of four tenders received for the project.

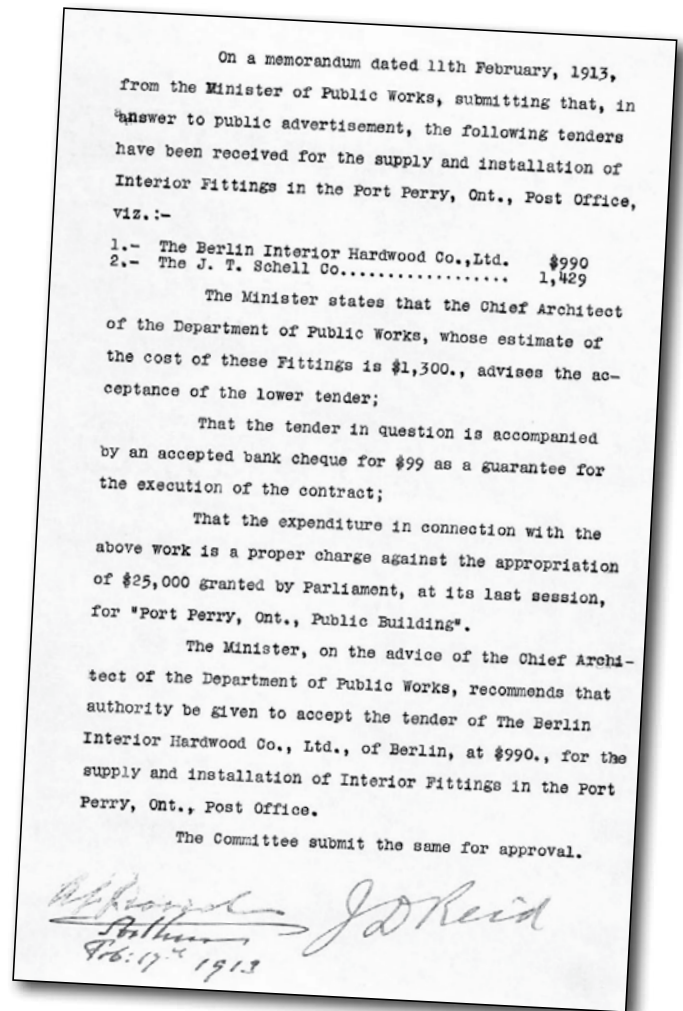
Another tender (above right) was issued in February 1913 for the construction and installation of the interior fitting for the post office. This tender was contracted out to Berlin Interior Hardware Company, at a cost of \$990.

In July 1912, a small official ceremony was held as the corner-stone of the new post office, on which was carved a simple maple leaf, set at the northwest corner of the building under the tower.

If you look carefully, tucked away closed to the ground on a white stone, the maple leaf is still visible today.



Post Office cornerstone was a small maple leaf carved into the white stone foundation.



The beautiful wood interior of the new Port Perry Post Office, circa 1915, installed by Berlin Interiors at a tendered cost of \$900.



ONE OF THE MOST popular summer places along Lake Scugog's shoreline from 1979 until the early 2000s, was Port Perry's "Kinsmen Beach".

The concept of a sand beach on the lakefront was first conceived in 1978, when the local Kinsmen Club approached the township council with an idea to construct a beach at the foot of Palmer Park.

As with any project dealing with waterways, red tape, applications and approvals slowed down the process. So it was more than a year later, in January 1979, when

Kinsmen representative Tom Armstrong met with council and announced that the final approvals had been received.

This put things into motion and within a month, work got underway on the project.

The beach project entailed rolling out sheets of plastic on the ice, covering an area of about 100 feet by 250 feet just north of the tennis courts. This was followed by 2,500 cubic yards of sand being spread over the plastic to a depth of three feet.

Over a period of about a week, beginning in





Above: Work gets underway, dumping sand onto Lake Scugog ice, in February 1979.



February, dozens of truckloads of clean sand was dumped onto the ice, then spread evenly across the area with heavy equipment.

As the weather warmed in the spring, the plastic and sand sank to the bottom. The plastic prevented the sand from being mixed into the loose silt and mud on the lake bottom, creating a firm, sandy bottom for the swimming area.

In addition, the Kinsmen spread another 500 cubic yards of sand on the shore to create a large beach in front of the swimming area.

Cost of the project escalated from \$5,200 when first conceived in 1978 to \$6,100 a year later. The project was partially funded by a provincial government grant of \$2,600 and the remainder being paid by the Kinsmen Club of Port Perry.

The Kinsmen Beach area became the most popular spot, with kids and families flocking the lakefront during the warm days of summer for many years.

Today the shoreline of this area has been reclaimed as a natural habitat, and the once popular beach and swimming area has been replaced by a modern new children's playground and splash pad.



Palmer Park and the Kinsmen Beach attracted hundreds of people to the lakefront on this hot summer weekend, in July 1980.



KEEPING TIME



Port Perry's Post Office clock has been keeping time for more than a century

FOR MORE THAN CENTURY, the clock on Port Perry's post office tower has been keeping time, although its hands have occasionally appeared to be frozen for periods of time.

Anyone who frequents the downtown has probably walked by this familiar landmark hundreds of times, but have no idea what keeps the large hands ticking behind those four large white faces. To all but the few who have maintained it over the past century, the timepiece is a mystery.



Port Perry's tower clock began its life on September 26, 1913, when J. Smith and Sons of the Midland Clock Works in Derby, England received an order for a timepiece for the new post office. The company's historic sales registers describes the order as a "Turret Clock with four - four-foot dials striking hours on an 800 lb. bell".

The assembly was shipped from Liverpool, England to Montreal in October 1913. Here it was loaded onto a train to continue its journey to Port Perry.

The new post office opened for business on Friday, January 2, 1914, but it wasn't until April that year that mechanics finally installed the clock.

In mid-May 1914, the local newspaper (*Port Perry Star*) reported, "The post office clock has started to strike, but it is far too modest and gentle about telling the hours. Its voice must have been trained in a ladies' seminary, and is "cultured".

This was publisher Samuel Farmer's criticism of the bell, which could barely heard unless you were outside the building.

In a second comment a few weeks later, Mr. Farmer wrote, "The clock has scarcely formed the habit of running regularly yet. Sometimes it "strikes"and sometimes it goes "on strike"and then of course, it "neither goes, nor strikes."

But despite it's rocky beginnings, the century old timepiece

The clock tower of the Port Perry Post Office has been a familiar landmark in the town since it was constructed in 1914.

Top photo, the tower during construction in 1913, and bottom, the tower about 1920.



The bell and striker can be seen in this picture taken in 2013, with the clock and tower in the background.

continues to sweep the large hands around its handsome face 26 feet above Queen Street.

The intricate mechanism, which keeps those hands turning, is made of cast iron with bronze or brass gears and steel shafts. The clock mechanism is composed of two distinct train gears, a time train (for the clock) and striking train (for the bell).

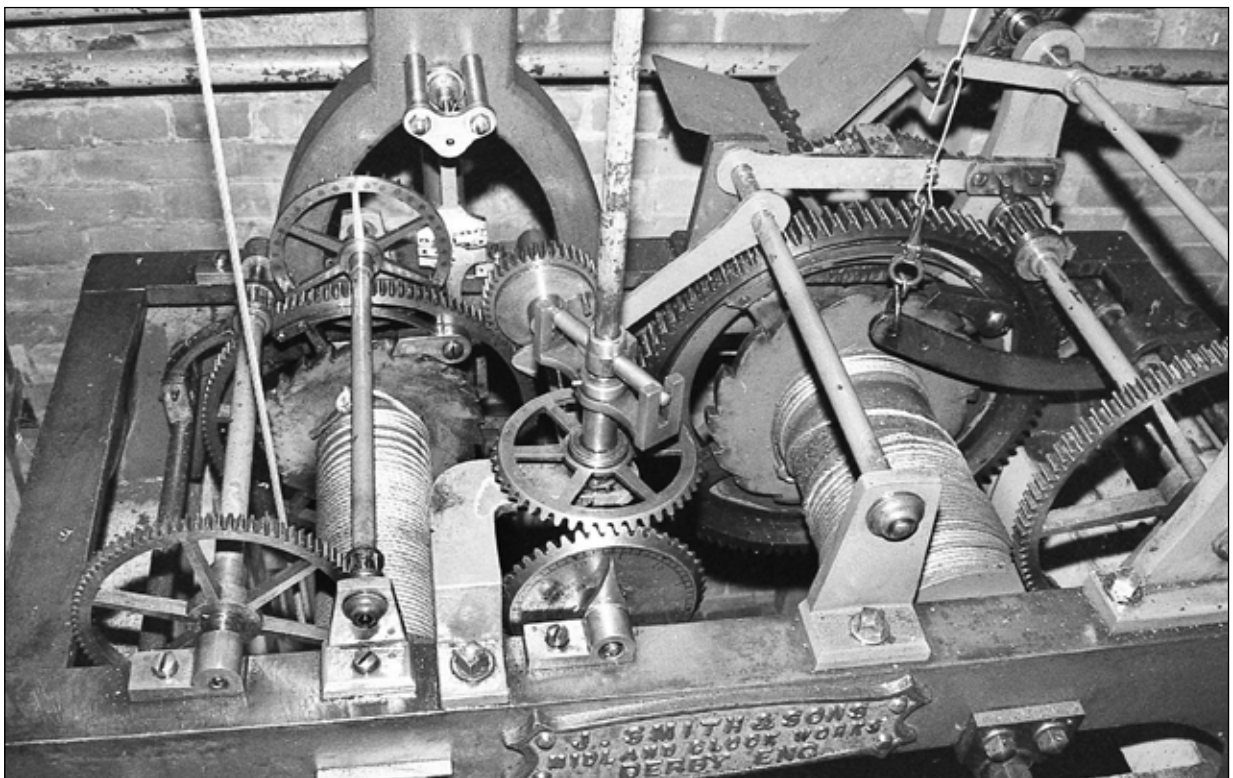
Each of the four, 4' diameter clock faces is assembled from hand painted glass (similar to stained glass). The glass faces are set in a black iron frame with lead comes and Roman numerals. The large sweeping minute hand is 3'6" inches in length and the hour hand slightly shorter at 2'6" long.

As with all mechanical devices the post office clock has had its share of problems during the past century, including numerous interruptions for service and repairs,

In 1975, during a renovation of the old post office, the clock was repaired after being out of commission for many years.

The Port Perry Post Office celebrated its centenary in January 2014 with little fanfare from Post Office officials or the community.

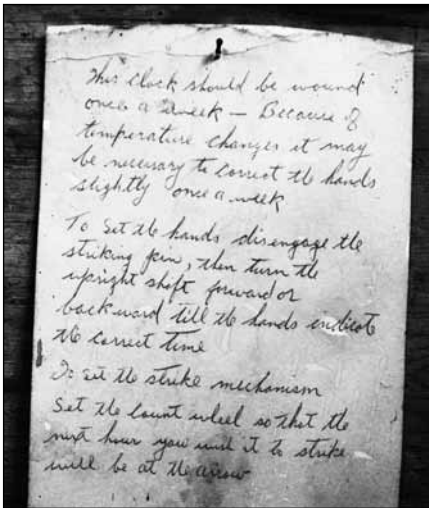
With plans to move the post office from this building during 2024, the future of Port Perry's central timepiece is unknown.



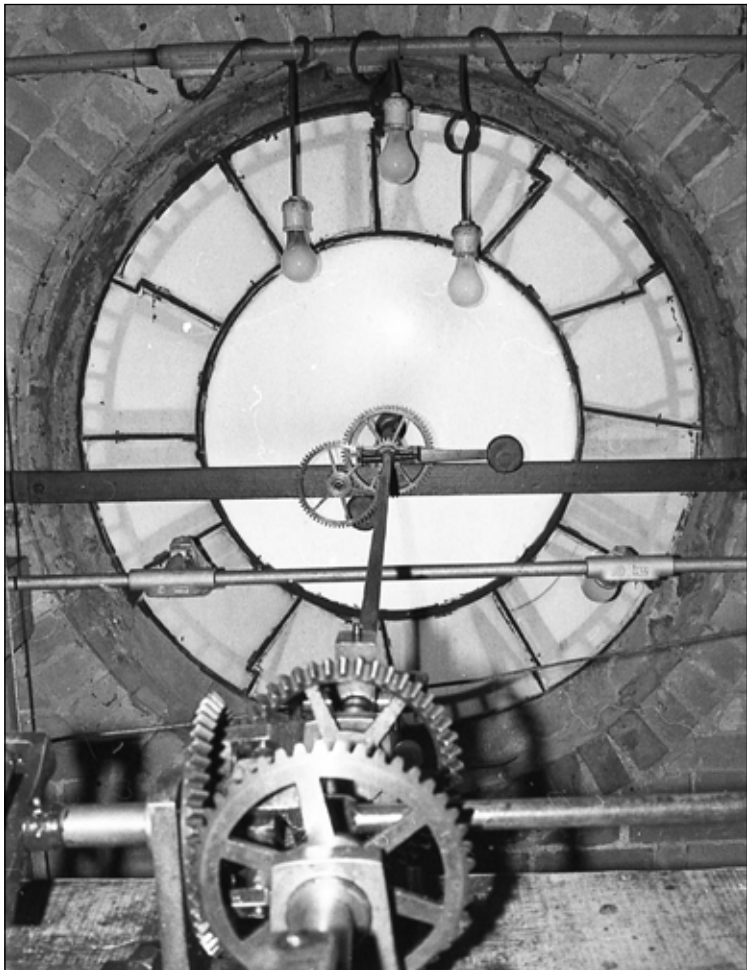
This simple, yet precise mechanism is the heart of the clock. For years it was manually wound by the post office caretaker approximately every six days.



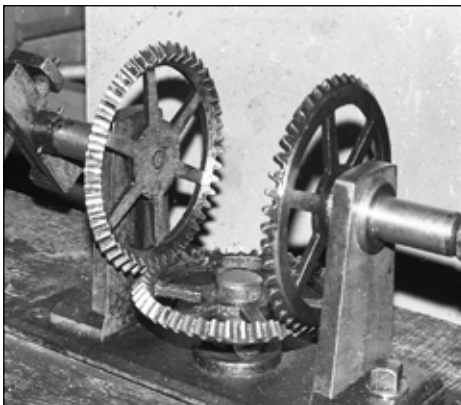
A long rod with brass gears attached to the face of the clock, turns the hands of the clock.



Instructions left by one of the caretakers tells how to set hands and to wind the clock.



The brass gear assembly, left photo, turned a long rod which is connected to the hour and the minute hands on the the face of the clock (above). Illumination for the clock at night is by three light bulbs hanging above the clock.



The Murray House

Built by James Carnegie - this house became known as the Murray House, named after the Murray family who lived there for 40 years.



THIS FAMILIAR two-storey, red brick house has served as both a residence and a restaurant for more than 100 years. Built in 1918 by James Carnegie, the house is located on a prominent position along the north side of Queen St., beside the former lawn bowling green, now known as Reflection Park.

James Carnegie was one of Port Perry's most respected and industrious businessmen and is worthy of mention. In 1913, James Carnegie purchased this property from Andrew Campbell, tore down a crude workshop on the lot and built a new two-storey red brick house in 1914. The same house still occupies this attractive central property today.

Prior to Mr. Carnegie purchasing the property it was the location of a small frame home. Dan Ireland purchased the property in 1871, renovated the house and opened Ireland's Hotel in the former structure. It was in Mr. Ireland's hotel the newly incorporated Village of Port Perry held its first nomination meeting in December 1871.

The hotel changed hands many times over the next few years, and it was during the 1890s Ireland's Hotel burned down when a fire started in an adjoining confectionery store. While the building was burning, some embers fell on members of the Port Perry Fire Brigade and Joseph DeShane was seriously injured. He suffered severe burns to his face and lost an eye. The hotel was totally destroyed.

~

James Carnegie came to Port Perry about 1888 and purchased the flour mills from the Ontario Bank. He carried on this business for almost 20 years.



James and Louise Carnegie,
circa 1899.

His flour mills and planing mills were totally destroyed by a fire in June 1902, but undeterred, he rebuilt and was in operation in less than a year and successfully ran it until 1907, when he sold it to his sons.

He was well known throughout the county, having taken an active part in public affairs. He served for a number of years on Port Perry council, and was Reeve for three terms. In 1899 he served as Warden of the County of Ontario. He was elected unanimously to the House of Assembly for the Liberals of south Ontario in 1907.

James Carnegie, was a resident of Port Perry for over 30 years and died in this house in October 1921. Members of the Carnegie family continued to live in the home until 1934 when it was sold to John and Lorena Murray.



The Murrays were the caretakers of the Osler Syndicate marshlands which comprised a large lodge south of the Port Perry causeway. When they decided to retire from their jobs at the Osler estate, they moved into the home of the late James Carnegie on Queen Street. While they were living there the house became known as the "Murray House."

More than 40 years after purchasing the home, the Murray's residence was purchased in August 1978 by Carol Morrow and Peter Kirk and was converted into a restaurant. It didn't take long for the owners to adopt the local identity for their restaurant and opened their quaint luncheon spot under the name "Murray House."

Almost ten years later, in 1986 the property changed hands again, with a former employee at the restaurant, Nikki Bainbridge purchasing it. She continued to operate the Murray House restaurant for almost a decade.

Over the years the Murray House gained a reputation of being one of the area buildings thought to be haunted. Many people claim to have seen the ghosts in the building. Stories of the supernatural have existed since the Murrays lived in the home but the alleged ghosts appear to date from the time that the hotel existed during the nineteenth century.

Ms. Bainbridge sold the Murray House to Wayne and Margaret McGibney in 1997. The new owners renovated the building and re-opened the former Murray House as the Jester's Court restaurant. Deena Vallieres was hired to manage the busi-



John and Lorena Murray, circa 1920.

ness, and six months later assumed ownership of the restaurant business. She operated the Jester's Court for 25 years, selling it to long-time employee Erin Auld in April 2022.

The McGibneys have retained ownership of the former Carnegie home since purchasing it 25 years ago.



Carol (Morrow) and Peter Kirk in the Murray House, 1979.

THEN AND NOW



1920

DIXIE LEE CHICKEN & SEAFOOD

Long before this property at 136 Water Street became home to a fast food establishment, it was the location of a two-storey red brick house (above) owned by Joshua Curts, a former Reeve of Port Perry. It was torn down in 1971 and the property was used as a car lot for a number of years.

The Dixie Lee Chicken and Seafood corporation purchased this property, perched atop a small rise overlooking Lake Scugog in 1980, and opened a fast food restaurant, on June 29, 1981. This was the first franchised, fast food outlet in the town and operated until 1996, when it was closed and sold.



The new owners leased the building to Dave Hillier, who opened Antrim House Pub. Mr. Hillier operated at this location for 18 years, before closing in October 2013.

The building was next leased to Judy Collins, who opened "The Pub", a restaurant and pub on April 12, 2014.

"The Pub" was closed in November 2023 and reopened under new ownership and new name, the "Lakeview Pub" in January 2024.



THEN AND NOW

THE FAIR STORE to PIANO CAFE RESTAURANT



1900

This attractive historical building located in the centre of Port Perry has a long history dating back to 1884 when it was constructed after the fire of that year.

Among its early tenants were the "The Fair" operated by Rose & Co. It was renamed "The Corner Store" in 1917; and Char-Nell Shoe Store in the 1950s.

By 1968 the block was occupied by the J.J. Lambert Real Estate Co. The office was operated by Marjorie Tripp, who later took over the store and renamed it Marjorie Tripp Real state.

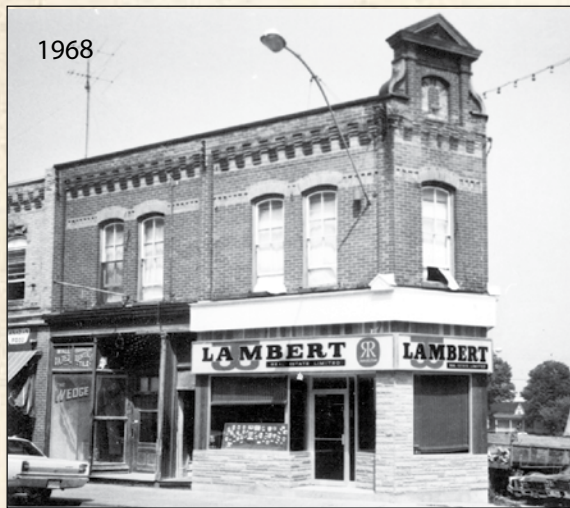
Next came the law office of Kelly, Jermy & Zuly until 1980 when lawyer Michael Fowler took possession of the space.

Other tenants at this address include the Linen Shop, and Brown Couch before the Piano Cafe took up occupancy .

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Today this attractive corner is owned by the Christy Stone family, from which they operate the popular Piano Cafe.

The cafe has been used for scenes in multiple television and theature movies in the past decade.

The upper floor which used to be leased to small office businesses and apartments has been completely renovated and converted into the Piano Inn, which provides comfortable overnight rentals.



1968



2013



Port Perry's Scout Hall

The Scout Hall



Photo by Ivan Parkinson.

The Port Perry Scout Hall was constructed taken during the spring of 1950.

THE FIRST MEETING PLACE for Boy Scouts in Port Perry was the Town Hall, which was used as early as 1911.

There are occasional mentions of a local Boy Scout group in the town from that time until 1922, when the local newspaper printed an announcement.

It read, "All those interested in forming a Troop of Boy Scouts are requested to meet in the Council Chamber on Friday, October 6, at 8 p.m. The meeting will be addressed by Earle H. Davison, Field Secretary of the Boy Scouts Association." It was at this meeting the 1st Port Perry Scout Troop, Canadian Boy Scouts was formed, and they were given temporary quarters in the Armouries building at the rear of the Post Office.

By December 1922, fifty boys had enrolled in the organization, with 20 of the boys qualified to wear the Scout uniform and badges.

Over the next 28 years, the 1st Port Perry Scout Troop met in a number of locations, some of those include the Town Hall, Council Chambers, High School and Church basements.

In February 1950, local businessman Sam Griffen approached the Council with a request on behalf of the Boy Scouts

organization to construct a log building to be used as a Scout Hall, on irregular shaped property at the corners of Perry, Paxton and Lilla (Simcoe) Streets.

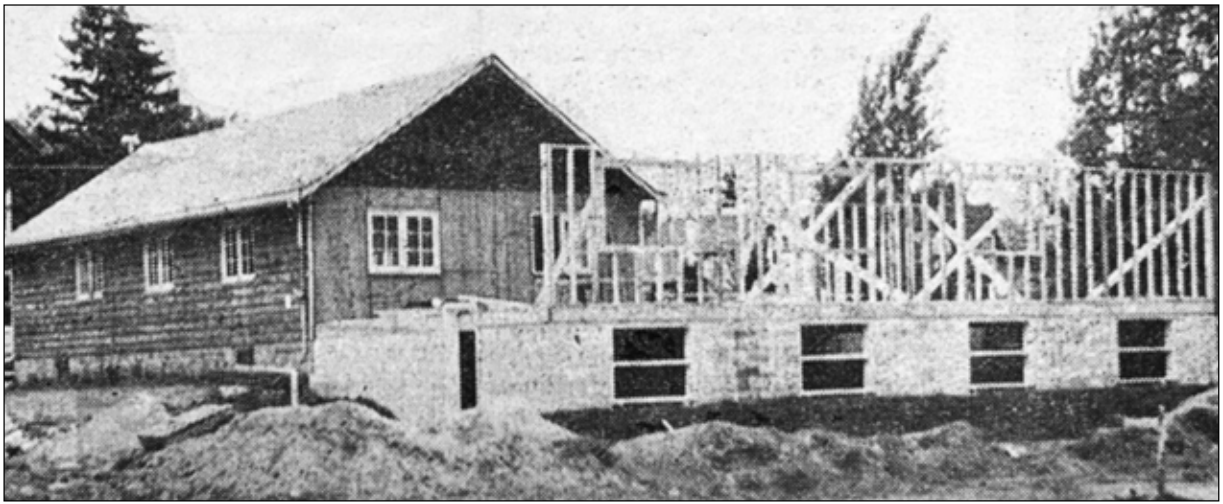
He briefly described the plan as being a log building with a basement and fireplace and submitted the plans to the council for approval.

The building was estimated to cost \$4,000 to \$5,000, not counting the donated labour.

Construction on the Scout Hall began on Thursday, June 15, 1950 with Mrs. George Lane turning the sod.



Sign on the front of the new Scout Hall in 1958 reads – The Boy Scout and Girl Guide Association of Port Perry.



Work underway on the addition to the Port Perry Scout Hall in July 1958.



Following a major renovation the Scout Hall reverted to its former name, and the Big Brothers/Bid Sisters Association became a partner in the hall.



The name of the Scout Hall had been changed to the Kinsmen Hall at the time of this picture in 1998.

As the Scout organization grew, it became apparent that a larger facility was required. Eight years later during the summer of 1958, work finally got underway on an addition at the rear of the east side of the facility.

The entire community got behind the project, many generously donating time, money and labour towards the project. The basement was excavated by Norman Mairs; the building blocks were offered on a non-profit scheme by Samuel Griffin; the town's lumber dealers and other building contractors supplied materials at a considerably reduced mark-up; Tripp Construction assisted with the installation of the steel beams; shingles for the new addition were supplied by an anonymous donor; and electrical service and wiring provided by Gordon Robertson.

By 1994, due to lack of parent involvement the executive of the local Scout's Parent's Association threatened to dump the Scout Hall unless more people got involved. It was a wake-up call, and with a new resurgence of help, the association limped along

for a short time but the cost of operating the Scout Hall just became too difficult for the Scout-Guide Association.

The Kinsmen Club of Port Perry came to the rescue and agreed to take over the operation and expenses of the hall, renaming it the Kinsmen Hall. By the end of the decade the Kinsmen Club reported to council that a minimum of \$30,000 was needed for basic upgrades which would include a new roof, gas furnace, air conditioning, windows, insulations and improvements to the washrooms.

With the help of the township, volunteers and a generous \$72,000 Trillium Grant, the old hall was completely renovated.

The Big Brothers/Big Sisters Association were next to partner with the Scouting organization and they moved their offices into the building. In November 2008 the Port Perry Scout Hall celebrated a re-dedication and Grand Opening of the newly renovated building.



Following renovations to the basement of the Port Perry Scout Hall the bright new facility was officially opened November 16, 2008 with members of the Scouting Association, Big Brothers Big Sister and dignitaries in attendance.

Among the 50 people on hand for the ribbon cutting were, above from left: John O'Toole, Durham MP, Scugog Mayor Marilyn Pearce, with scissors, Lloyd White of Ontario Trillium Foundation, Ellen Greenough, Keegan Dobbs, and Deborah Proctor, Executive Director Big Brothers Big Sisters Association of North Durham.

The latest renovations were made possible by a \$72,000 grant from the Ontario Trillium Foundation and donations from Baagwating Community

Association. In addition there were hundreds of volunteer hours, plus thousands of dollars and materials donated into restoring the hall.

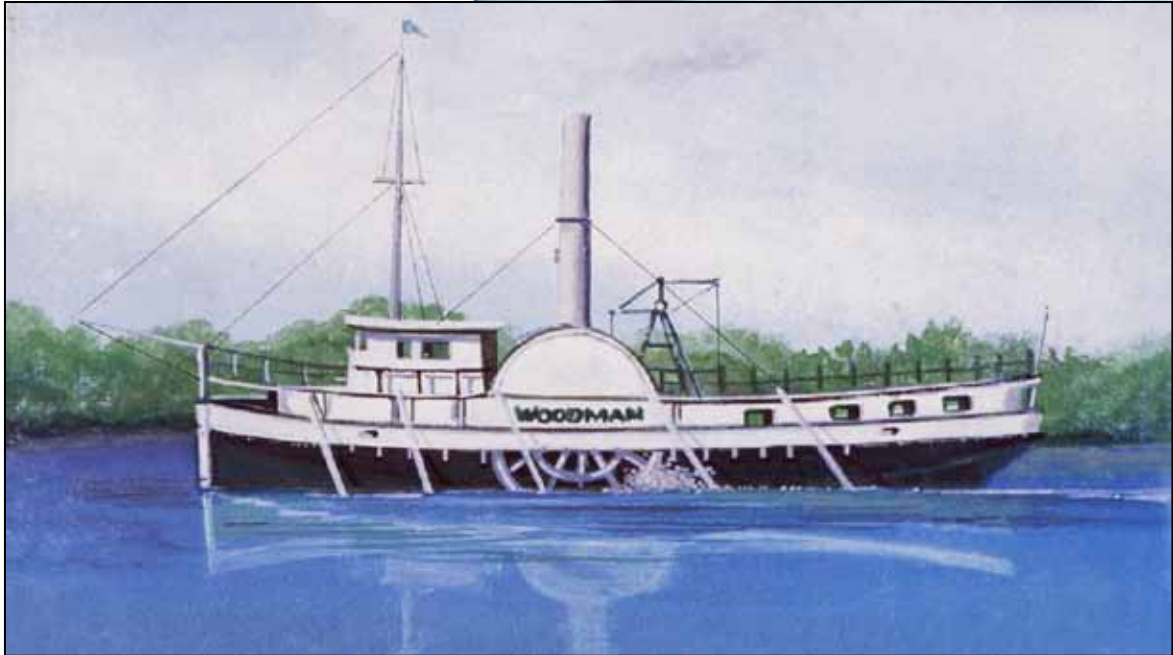
"This hall is a symbol of what a community can do when they work together," commented Lloyd Greenough who is a member of the Scout Hall Restoration Committee.

The main floor of the Scout Hall was officially re-opened, providing space for recreational activities for youth and members of the community.

The renovations have provided both the Scouts and Big Brothers Big Sisters with a permanent location and ensures the building will be around for years to come.

THE WOODMAN

Painting by Peter Moore



Artist's concept of the steamship Woodman, which made its first trip on Lake Scugog in 1851.

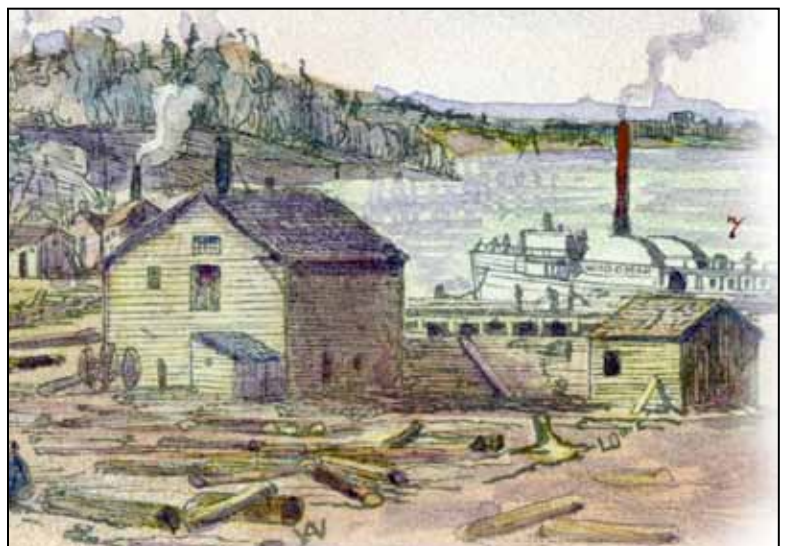
THE WOODMAN was the first steamboat to be built on Lake Scugog, and travel the Kawartha Lakes. Peter Perry convinced Cotton and Rowe of Whitby to finance the construction of the Woodman. Its maiden voyage was from Port Perry to Lindsay on April 25, 1851.

The Woodman was an immense vessel for this period, with an overall length of 110 feet. It had two 14-foot diameter side paddle-wheels which gave it a width of 30 feet, and was powered by a 25 hp. steam engine capable to speeds more than eight miles per hour.

There were two main decks. The lower deck had a large lounge as well as separate cabins for ladies and gentlemen, all fitted with bunks. The upper deck was open except for the wheel house where Captain Chisholm commanded his vessel.

Following the Woodman's maiden voyage, she made the daily trip from Port Perry to Lindsay and then returned. Along the way, regular stops were made at Port Hoover and Caesarea.

In 1854 it was badly damaged by fire while at the dock at Port Perry. The owners sold her to George Crandell and under his ownership the Woodman ran three times per week between Lindsay, Bobcaygeon and Bridgenorth. By 1864



An 1853 sketch of Port Perry waterfront, with Woodman at the dock.

the Woodman had been relegated to towing and was taken out of service in 1866.

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Almost a century and a half later, Ed and Betty Penny undertook an ambitious plan to build, launch and operated a passenger ship on Lake Scugog. With a design from a noted naval architect, the new Woodman became the largest ship to sail on Lake Scugog in more than 70 years. It had capacity for up to 100 passengers.

Like its predecessor, the Woodman II, launched in 2003, was a double-decker vessel, but powered by a diesel engine.

The Woodman II, operated under the name Scugog Island Cruises and it eased away from docking berth on the Port Perry wharf to begin its maiden voyage in September 2003. For the next ten years the Woodman II brought pleasure to local residents and visitors from across the globe.

A decade after being launched, the costs of operating the cruise boat proved to be unprofitable and Scugog Island Cruises ceased operation at the end of the 2013 season.

The Woodman came up for auction and was purchased by Kelly Patterson, owner of Beacon Marina, Caesarea. Mr. Patterson parked the vessel at his marina and opened it as a restaurant.

The Woodman II remains docked as Beacon Marina to this day, a reminder of the romantic past of steamboats on Lake Scugog.



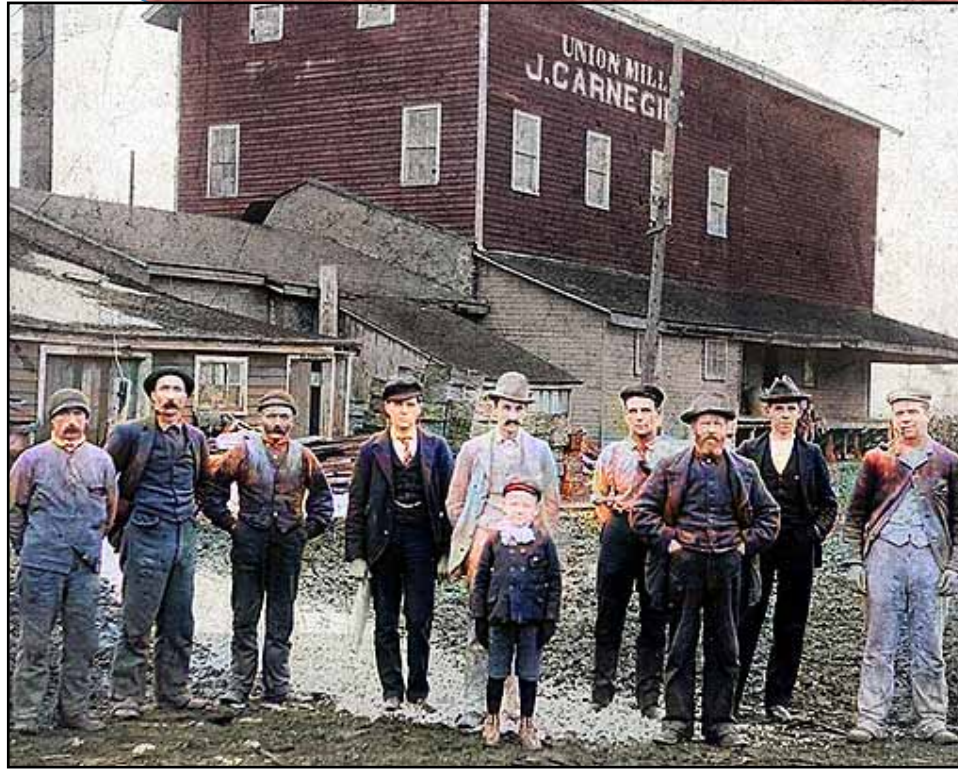
The Woodman II, at its mooring along side the wharf in Port Perry.



Captain Ed and Betty Penny on the Woodman.



The Woodman II, docked at Beacon Marina, Caesarea.



Colorized photo.

The James Carnegie Union Mills building at the lakefront with James Carnegie (third from right) and Arthur J. Carnegie (second from right). This building was destroyed by fire in 1902.

PORT PERRY UNION MILLING CO.

FLOURING MILLS were one of the many important industries during the early development of the town of Port Perry, dating back to the 1850s. Thomas and George Paxton, and Wm. J. Trounce were among the earliest operators of grain processing businesses in Port Perry.

They manufactured under the name Port Perry Union Mills until being purchased by James Carnegie in 1888.

Three years after taking over the Paxton & Trounce aging three-storey frame building, with its antiquated stone grinding system, Mr. Carnegie remodelled the mill, and changed to a new roller system. He also installed a new 100 h.p. steam engine, capable of turning out 75 barrels of roller processed flour a day.

In June 1902, a fire at the mill completely destroyed the building and the costly equipment which had been installed just a few years earlier.

Undeterred, six months later, in January 1903, Mr. Carnegie completed construction of a new three-storey brick building he opened under the name, Port Perry Roller Mills. The mill was equipped with the most modern and perfect milling machinery, having a capacity of 90 barrels per day.

**PORT PERRY
UNION MILLS
IN FULL
OPERATION !**

THE undersigned feeling grateful for past favors, would respectfully intimate to the public that they have their New Grist and Flouring Mill in full operation. It has been built specially for Gristing, on the latest improved principal, with a view of insuring each person who favors them with their custom work, flour from their own wheat, and to accomplish this, the proprietors have succeeded in getting the machinery so arranged, that the flour empties directly from the Bolt to the Bag.

FLOURING !

Done for Farmers by the Barrel.

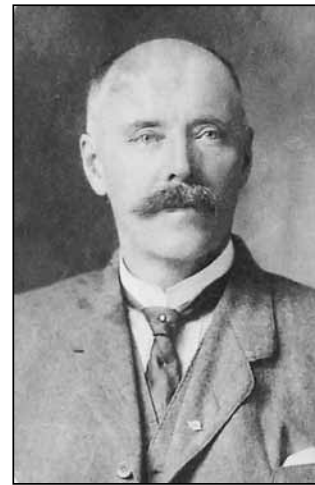
Give them a fair trial with Good Wheat, and by that they are willing to be judged.

T. & G. PAXTON.
Port Perry, May 12, 1862. 22-1f



Colorized photo.

James Carnegie's new brick Milling Co. building on the shore of Lake Scugog, circa 1910.



JAMES CARNEGIE

Following James Carnegie election to the House of Assembly for the Liberals of South Ontario in June 1907, he sold the milling business to his sons David and Arthur J. Carnegie. A decade later a group, consisting of leading farmers from the district, was incorporated to purchase the business and property of the Carnegie Milling Company. The new company was named the Farmers' Union Milling Co. and was managed by A.J. Carnegie.

By 1925 the Farmer's Union Milling Co., ran into difficulty raising capital and a special meeting was held to consider further debentures, or to liquidate the assets and business of the company. About a year later the business had been sold and renamed the Port Perry Flouring Mill. It was completely renovated into up-to-date condition, and capable of turning out good quality milling.

Next purchased the Port Perry Flouring Mill was Arthur Waridel, a mill owner from Saskatchewan. The Port Perry mill by this time had been sitting empty for some time. It was in poor condition, and about to be dismantled before Mr. Waridel came on the scene.

In January 1935, council offered Mr. Waridel a fixed assessment for five years, and within a short time the new owner had put the mill into good condition and was ready to begin production. He renamed his new venture, the Lake Scugog Milling Co. Exactly when Arthur Waridel closed down the Lake Scugog Milling Co. is not known.

Meanwhile, in 1910 a former Scugog Island resident, Ira Aldred, joined the Toronto seed merchant firm of James Goodall Ltd. The Goodall company had been a respected and successful dealer and exporter of grain in that city since the early 1880s, and Mr. Aldred flourished with the company.

Following the death of the last active member of the Goodall family in 1936, Ira Aldred purchased the Goodall business and moved it to Stouffville. Nine years later, in December 1945, Mr. Aldred made another move, bringing his family and business to Port Perry. Here he established James Goodall Ltd., in the former Lake Scugog Milling building on Water St.


By all accounts, Mr. Aldred's was operating a successful business until October 1951, when fire raged through Goodall's seed and feed building, leaving only a shell of the three storey building standing.

Carnegie's
ROLLER MILLS
IN FULL BLAST!

Advertisement in "The Scugog News"

The undersigned takes this opportunity of returning his sincere thanks for the large measure of patronage bestowed on his above commencing business in Port Perry, and would lay to state that having, at a large expenditure, thoroughly overhauled the entire Mill and introduced the best, new approved and most modern machinery including the

ROLLER PROCESS ®
for the manufacture of Flour, and is prepared to do

Gristing and Chopping 

Expeditiously and in a manner that cannot fail to give satisfaction to my customers

THE TRADE } Supplied with Flour of the **FINEST BRAND**

Port Perry. **JAMES CARNEGIE**

Carnegie Roller Mills, October 1, 1891.

OAT
Groats

FOR SALE AT THE
Lake Scugog Milling Co

Whole or Rolled. Bring in your oats and have them hulled at reasonable cost.

Chick Starter, Bran, Shorts, Pastry and Bread Flour
 Purina Products

All kinds of grain taken in exchange

We handle ingredients for mixing mash and rations

●

A. WARIDEL, Manager

Waridel advertisement, April 18, 1936

Port Perry Fire Chief Guy Rains reported, the fire broke out in the engine room, when a bulb on an extension cord broke, and a spark ignited oil on the floor, setting off fire in the grain dust.

Mr. Aldred suffered a heavy loss, estimated at \$95,000 for the building and contents. The Lake Scugog Lumber Co., just north of the Goodall building was also damaged to the extent of \$2,000.

Following the loss of the James Goodall flouring mill, the property was sold to Samuel Griffen, owner of the Lake Scugog Lumber Co. Almost three decades later, when Lake Scugog Lumber moved to its new location on VanEdward Dr., south of Port Perry, the property was purchased by the town. The property sat empty until 1982 when a modern, new public library was erected on the former mill site.



The James Goodall building completely engulfed with flames and smoke just before the roof collapsed into the building on October 17, 1951.

The pictures on this page were taken by Port Perry High School teacher Ivan Parkinson, who lived just a short distance from the building, which was owned by Ira Aldred.

**WE ARE NOW
PREPARED
TO DO**

**Custom
Grinding**

AS REQUIRED

**Our Mill has been thoroughly overhauled, with new equipment and
DEISEL POWER**

**Quick Service
Reasonable Rates**

James Goodall Ltd

Dealers in
FEEDS and SEEDS

Phone 267 Port Perry

*James Goodall Ltd. advertisement
October 24, 1946.*



Residents gather around to survey the burned-out shell of the James Goodall building following the fire.

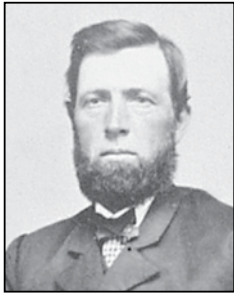


BLONG BLOCK

ONE OF PORT PERRY'S most iconic structures for more than 150 years is the large two-storey red and yellow brick structure on the north side of Queen St., in the centre of town. Originally known as the "Blong Block", this building stretches across more than 100' of the streetfront, and features distinctive parapets along its roof-top, decorative woodwork and unique architectural features on the facade of its five units.

Years before Jonathan Blong constructed the building we admire today, it was the location of Joseph Bigelow's home, and his magnificent three-storey building he called Bigelow's Royal Arcade which he built in 1868.

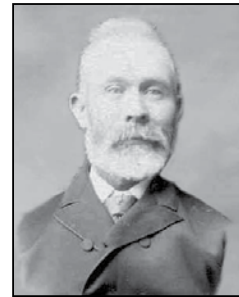
Mr. Bigelow leased the storefronts and office space on all three levels of his large structure and among the tenants were the Royal Canadian Bank, professional offices, Dry Goods and Hardware stores.



JOSEPH BIGELOW

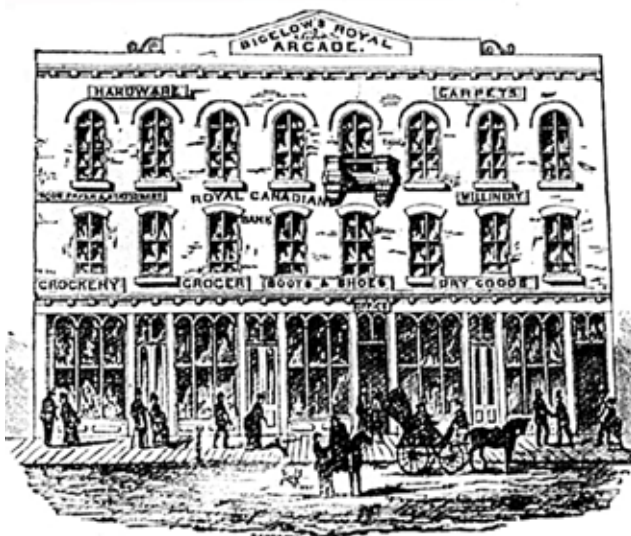
Less than a decade later, Mr. Bigelow entered into local politics and became the first Reeve of Port Perry in 1872. He sold his impressive Royal Arcade building in 1877 to Jonathon Blong, at a time when Bigelow had started construction on his large, palatial home at 178 Cochrane St.

Mr. Blong continued the same businesses that Bigelow had successfully developed, until a disastrous fire in 1883 swept through the village's commercial district, wiping out dozens of structures, including Blong's recently purchased Royal Arcade.

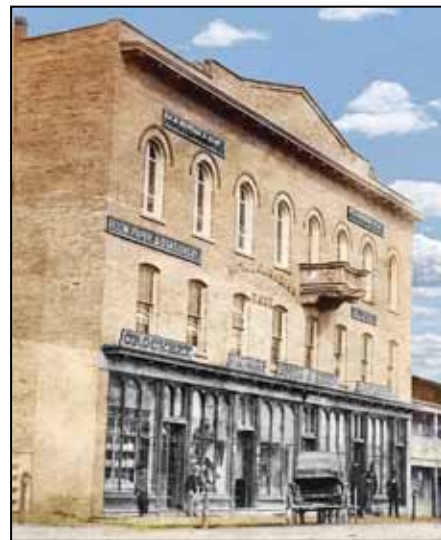


JONATHAON BLONG

Mr. Blong immediately began to build of a new block of stores, but a second fire in



Sketch from an 1880 Royal Arcade advertisement, which shows the front of the building and names of the different businesses.



COLOURIZED PHOT OF BIGELOW'S ROYAL ARCADE BEFORE THE FIRE OF 1883 WHICH DESTROYED THE BUILDING.



Canadian Tire and the Emmerson Motel were among the business in the former Blong Block in 1974.

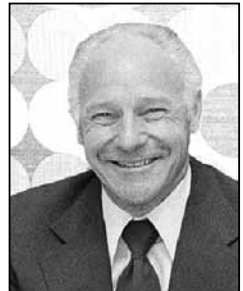
July 1884 a fire raged through the town destroying every structure on the street. Undeterred, Mr. Blong once again began to rebuild on his property. This time he designed an impressive red and yellow two-storey structure, which amazingly opened for business less than a year later, during the spring of 1885.

When completed Mr. Blong retained the east unit of the building and leased the remaining four units to shop keepers including Wm. Brock, dry goods; and Wm. H. McCaw, jeweller. As with any commercial building the tenants changed often, and during the 1950 to 1970s tenants included, Canadian Tire, Emmerson Insurance, Hank's Bakery, Frank Real Estate and a Dominion food store.

Jonathan Blong passed the ownership of his impressive block of stores to his wife Lilla, and son Robert before he died in Toronto in 1915 and they operated the stores until the 1950s.

The next owners of this valuable property were Harold Emmerson and his son George. The Emmersons purchased the block from Robert Blong in September 1955. During their ownership, they established a new business for the second floor, converting it into a motel, which they called Emmerson Motel.

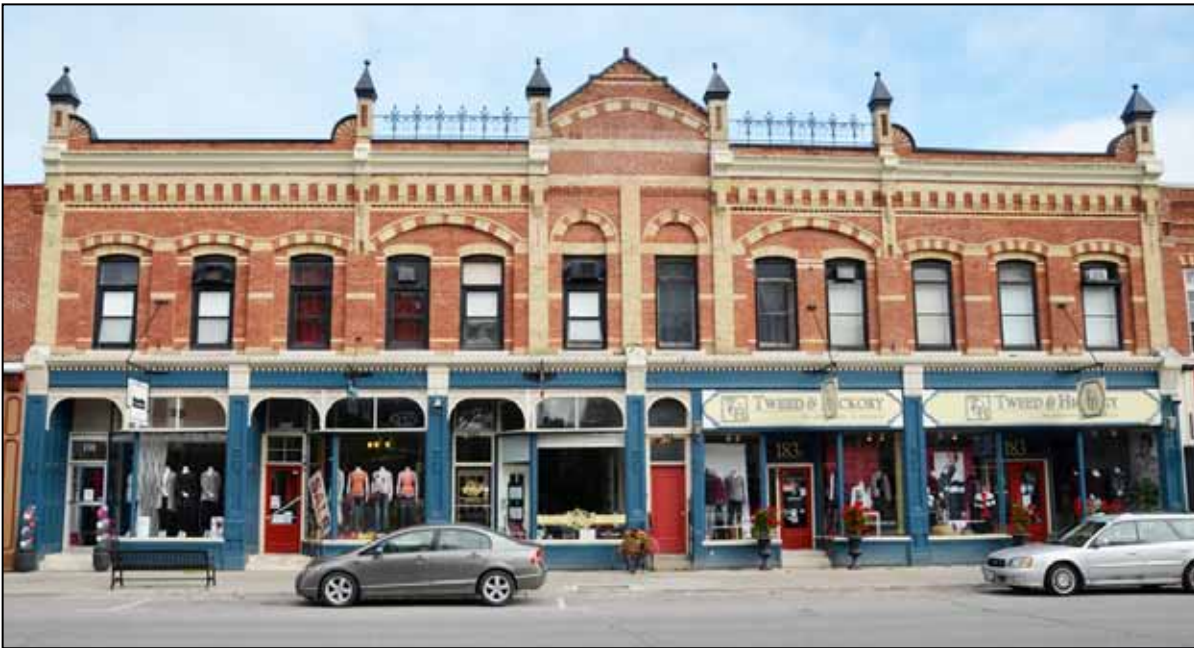
The rooms were described as having a magnificent view of the lake, and were fitted up with two comfortable beds, bedside table, small desk, comfortable chair with reading light and a private three-piece bath. The motel rooms were also configured to serve a double purpose – by tilting the beds against the wall they could be used for committee rooms, or sales conferences.



GEORGE EMMERSON



Tom & Daphne Mitchell are seen here in front of the Blong Block, after purchasing it in 1980/



Tweed & Hickory was the main tenant in the former Blong Block, when this picture was taken in 2014.

In addition to the motel rooms, there was two bachelor apartments, each complete with kitchen, dinette, bathroom, bedroom and sitting room.

Almost twenty years after opening the motel, the Emmerson decided to divest in the building and sold it to Charles Santos, who had extensive land holdings in Port Perry and Whitby.

Santos experienced money problems in the late 1970s and declared bankruptcy and the building was held by of a group of lawyers until Tom and Daphne Mitchell purchased the building.

The Mitchells were already operating a small furniture store in the Blong Block, when it came up for sale in 1980 and they nervously jumped at the chance to own the property. Within a few years they had expanded their business to the remainder of the building. While their business was generally known as the Settlement House Shops, they also opened Daphne's, a women's wear store; T.G. Mitchell's, a men's store, the Ted E. Bear Shop, and Tom's Back Porch restaurant.

With their building Tom and Daphne Mitchell led the revitalization of downtown Port Perry, carefully restoring the structure to its original glory, inspiring other merchants to follow suit and driving the community and its merchants into becoming a significant tourist destination.

In 2007 the Mitchells decided to retire. They closed their popular Settlement House shops, and leased the facility to Tweed and Hickory a women's and men's clothing and accessories store. Seven years after opening, in December 2014, Tweed & Hickory announced it was going out of business, once again leaving this beautiful large building unoccupied.

Today, going into its 140th year as an anchor building on Queen St., Port Perry, the former Blong Block, is owned by Dean Pandurov and is home to Panorama Lifestyle, a women's and men's clothing store, plus furniture and decor.

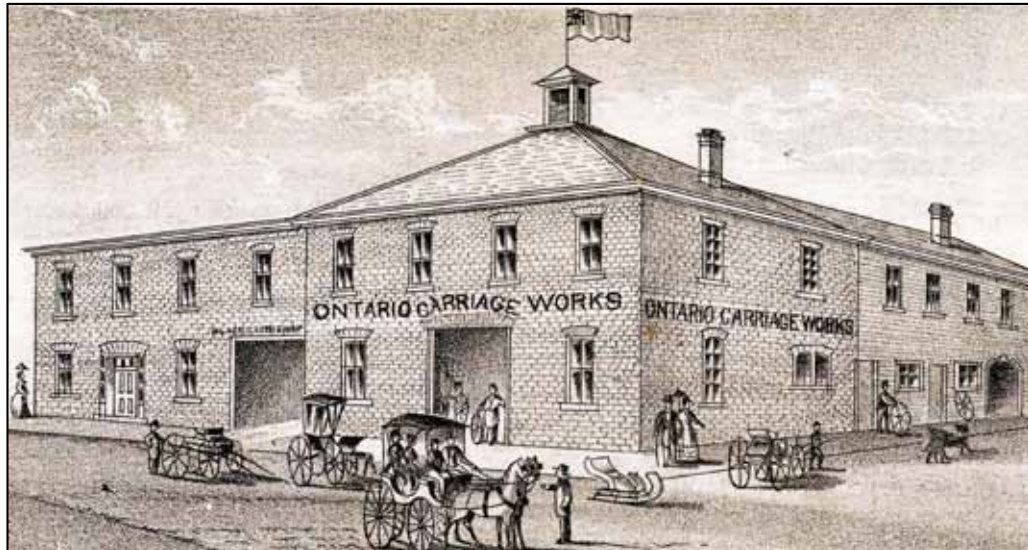


DAPHNE & TOM MITCHELL



Settlement House Shops occupied most of the block when the Mitchells owned it in this 1992 photo.

Carriage Works & Brewery



The Ontario Carriage Works building on the north-east corner of Perry and Mary St., Port Perry, was constructed by James Emaney and opened in 1875. The building was destroyed by fire in July 1884 and replaced with a new smaller building which today is the home of "Old Flame" brewery.

JAMES EMANEY is best probably known in Scugog Township as being one of the earliest, and most respected carriage makers in the former Reach Township during the 1850s and 1860s.

He was born in Polstead, Suffolk, England, on the 29th day of June, 1830, a son for William and Sarah Emaney and immigrated to Canada when he a young man.

Years before coming to Canada he had learned his craft of carriage making while serving with the armed forces in England, where he worked in the carriage department of the Royal Arsenal, in Woolwich. The arsenal manufactured armaments for the British armed forces at its factory on the south bank of the Thames, in southeast London.

When only eighteen years of age he was despatched to the Barbary Coast, North Africa, to supervise the erection of gun-carriages and batteries. He also served at the front during the Crimean war.

Mr. Emaney was married to Elizabeth Emma Newstead, in London, England in 1854.


After returning home at the end of the war he made his way to Canada and settled in Oshawa, where he began his career as carriage maker and blacksmith, before moving to Prince Albert about 1857. Here he teamed up with George White, opening Emaney & White in 1855, later changing their name to the Ontario Carriage Factory.

The two men worked together until 1862, when the business went into receivership. Emaney continued under the original name, "Ontario Carriage

EMANEY & WHITE,
 Carriage, Wagon, and Agricultural Implement Makers.
 MILLWRIGHTS AND GENERAL BLACKSMITHS,
 PRINCE ALBERT, C. W.

N B.—Horses Shod on Improved Principles.
 Prince Albert, June 23, 1859. 28-3m

Ontario Carriage Factory



PRINCE ALBERT, C. W.
ESTABLISHED 1855.

JAMES EMANEY,
MANUFACTURER OF

Carriages, Waggons, Sleighs, and Cutters,

And all kinds of AGRICULTURAL IMPLEMENTS made in the latest and most approved styles and of the very best materials.

Repairing executed with neatness and dispatch. All work warranted.

ONTARIO CARRIAGE WORKS !



PORT PERRY.

THE Subscriber has much pleasure in informing his customers and the public generally that he has just finished and is now manufacturing some of the finest, most desirable

CARRIAGES

OF EVERY VARIETY AND STYLE.

Of the best material and Workmanship. They will be sold at such Prices as will ensure their ready and rapid sale. My manufacture is now being run and sought after over the larger portion of this Province, and every effort will be put forth to make the same factors of the Ontario Carriage Works, Port Perry, still more deservedly popular.

AN EARLY CALL IS SOLICITED.

JAMES EMANEY.

Port Perry, April 15, 1878.

Factory" until 1872 when he relocated his business to Port Perry. He set up in a temporary location at the corner of Queen and Perry St., until his large new Ontario Carriage Works factory at the intersection of Perry and Mary Street was completed in 1875.

Emaney's new building was constructed in an L-shape, fronting on both Perry St. and Mary St. He provided access to the wood sheds at the rear of his building from both streets.

The main building was two-storey red brick, with white brick trimmings, with the most easterly section, of frame construction.

The northern section was the blacksmith shop with the carriage trim shop upstairs. The middle section had the wood shop on the street level and the paint shop upstairs.

Mr. Emaney manufactured a variety of fine carriages, buggies, wagons, road carts and sleighs from his new facility.

In August 1881, after conducting a carriage business in the district for more than 20 years, he offered for sale, his entire business, workshops, residence on Union Avenue and moved to Toronto.

The Ontario Carriage Works was next purchased by Samuel Graham, and later by Lewis Hobbs. The original building (opposite page), which Emaney had invested and worked in for only a few years while in Port Perry, was destroyed by fire in July 1884, three years after he left town.

Mr. Hobbs began construction of a new building less than a month after the fire, and it was completed and occupied by the first of October the same year.



The Ontario Carriage Works Building which was constructed in 1884, following the disastrous fire from earlier that year.



The Nipissing House hotel, in Toronto which James Emaney operated with his son-in-law for about 10 years.



The Royal Hotel, Whitby was located on the east side of Brock St., south of Mary Street when James Emaney was owner in the 1890s.



A fire in 1951 gutted the upper floor and damaged the building.

The new building was two-stories of red brick, with white brick trimmings, 40'x 82', with lumber sheds in the rear, 20'x 82'.

Mr. Hobbs manufactured all styles of fine carriages, buggies, wagons, road carts and sleighs on the main floor of the building. The northern section was the blacksmith shop with the carriage trim shop upstairs. The middle section had the wood shop on the street level and the paint shop upstairs. The southern section of the building featured a showroom on the main floor.



Once again, in 1902 the building changed ownership, this time being purchased by John and James Swan. The two brothers operated the business under the name Swan's Carriage Works for about a decade before leaving the business.

By this time, the automobile was becoming more popular than carriages so the Swan brothers sold the building to Percy Graham. Mr. Graham was a young mechanic and he opened a garage and took on a Ford dealership beginning in 1913.

The next change of ownership came in August 1930, when the Oshawa Lumber Company established a yard at this location. After only three years, Merlin Letcher, then Reeve of Port Perry, took over the building for a shoe factory. Mr. Letcher served as Reeve of Port Perry for 13 years beginning in 1933.

Next to purchase the former Ontario Carriage Works building, was Gordon and Lloyd Morrow in 1945. The brothers operated Morrow Farm Equipment and became the local Massey Ferguson tractor dealership. Five years later, in 1950, Lloyd moved to Sunderland to open a second Massey Ferguson dealership.

Lakeshore Knitting Mill, owned by Grant Tease, opened his factory on the second level in 1946, where he manufactured woolen goods.

The building was severely damaged by fire on May 20, 1951, suspected to have been started by young boys playing with firecrackers. Damage to the building and equipment was estimated at \$125,000.

After extensive repairs, including adding apartments to the second floor, Morrow Farm Equipment continued in business at this location until 1975 when it was sold to the Liquor Control Board.

JAMES EMANEY

After James Emaney moved to Toronto he became partners with his son-in-law Frank Mallet to operate the Nipissing House hotel at 172 King St. and George Street.

The two men operated the hotel under the name Emaney & Mallet successfully for about ten years before James had an opportunity to take over a hotel in Whitby. He left Toronto about 1890, moving to Whitby where he became owner of the Royal Hotel, at 171 Brock St., North. Five years later he sold the Royal Hotel and moved to Toronto where he resided with his son-in-law and daughter.

While a resident of Prince Albert and Port Perry James Emaney became a valued and respected member in the community. He was a charter member of the Prince Albert Public Hall Joint Stock Company, serving in a variety of offices, and was a devoted member of the Brethren of the Prince Albert Lodge of A.F. and A.M., He was a member of the Church of England

James Emaney died from kidney trouble at the age of 76 years, on Monday, July 2, 1906. He died at the home of his son-in-law W.H. Leatch, at 456 Parliament St., Toronto, and was buried at Pine Grove Cemetery, Prince Albert.

The new owners undertook extensive renovations of the building, including removing the second storey of the building. They also added an extension along the north side of the building for storage before moving in during the summer of 1976.

The LCBO operated from the former carriage factory building for 37 years, before relocating and selling the property to Jack Doak in 2013.

Once again the building underwent an extensive renovation. The entire exterior front of the building was removed, including two layers of brick. The interior was gutted, taking the building back to reveal the century old brick walls and windows.

Following the renovations, Mr. Doak opened a micro-brewery he called the "Old Flame Brewery" in June 2014. The



The front of Morrow Farm Equipment about 1952.

brewery quickly became a popular spot for locals and tourists to stop in for a social afternoon, and enjoy live music on the weekends.



View of the south west corner of the former Ontario Carriage Works building, which became the home of the LCBO in 1976. The building was sold in 2013 and the Old Flame Brewing Co. (below) opened in June 2014.



Old Flame Brewing Co. opened to the public in 2014, offering three unique brews for local consumers.



BRICK by BRICK

Rebuilding Port Perry's Historic Downtown

THE YEAR IS 1884, and Port Perry has just experienced a catastrophic disaster which reduced the entire commercial sector into a pile of ashes.

In the early morning light of July 5, 1884, young and old gathered to witness the end of their beautiful town. The air was thick with smoke from the remains of buildings still smoldering along the street from one end to the other.

Talks of rebuilding began immediately and within weeks, the burned out remains of the once stately buildings had been removed, and out of the ashes new structures began to rise.

Within six months, Port Perry's business district had been rebuilt and Queen St. was lined with impressive new buildings.

Miraculously new life had been breathed back into the community.

The passage of time played havoc on many of the 1885 buildings, as year by year many of the once magnificent structures began to show signs of their age.

By the middle of the 1900s, the attractive

parapets which crowned each of the buildings were either dangerously deteriorated or had been removed. Many of the original storefronts had been altered, and bricks, woodwork and paint began to show age from neglected maintenance.

Despite the decline of the storefronts, it took another



Buildings along Queen St., with their attractive parapets, circa 1900.

Top photo: The Lattrielle and Puckrin blocks repaired work on brick and parapets which took place in 2013.



View of the west end of Queen St., circa 1900, shows the block of stores with the original parapets still in place.



The west end block of Queen St., in 2021 with parapets being replaced on the three buildings to the left, and the Dan Stone family block of yellow brick with the redesigned parapet which was restored in 2010



Major repair work on brick and parapets took place on the Lattrielle and Puckring block in 2013.

half century before any meaningful effort was put into restoring the glory of those 1885 buildings. This came about after the formation of a committee to oversee heritage conservation.

Port Perry's post office started things off in 2009 when it underwent a complete replacement of the ancient, rusted post office roof. This was followed

a year later with Dan Stone restoring his building, including the reconstruction of new parapets, and Wayne Luke, reconstructing parapets and installing new windows.

In an effort to assist, and inspire proper restoration of heritage buildings, in 2016 the Scugog Heritage Committee and the Township of Scugog



Marina and Julie Brock received a grant for the reconstruction of parapets on the Brock buildings in 2022 from Mayor Bobbie Drew.



Framer's Gallery, left and Anja of Sweden had their parapets restore and rebuilt under the grant program in the summer of 2021.



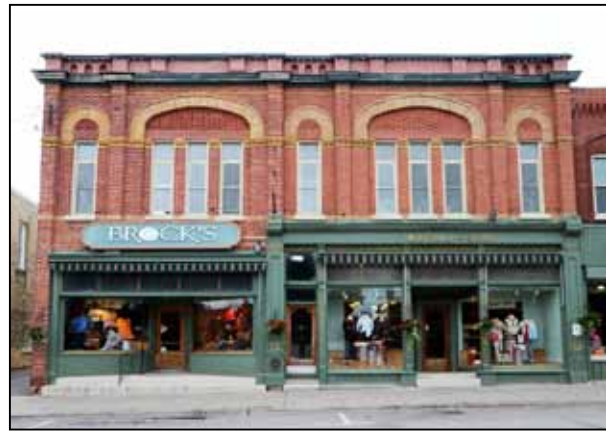
Re-built parapets on the top of the MacIntyre building, at 235 Queen St., Port Perry



The familiar Brock block, which had been without parapets for almost a century, had them replaced in 2018.



Original parapets on Brock's & Standard Bank, circa 1900.



Brock's store, 2015, before parapets were reconstructed.

implemented a "Heritage Conservation Area Grant Program."

The program encourages restoration and improvements to the facades of buildings and provided financial help for the costly burden of reconstruction and repairs to their heritage buildings.

Among the first projects undertaken under this program was the design and construction of parapets for Hank's Pastries.

This was followed the first phase of restoration on the former Currie block. This large block, located at the corner of Queen and Perry St., is owned by the Lattrielle and Puckrin families and a full restoration is estimated to cost upwards of \$275,000.

One of the largest projects undertaken was by the Brock family, who undertook an extensive res-

toration and construction of large parapets on the historic Brock's Dept. Store building, which cost in excess of \$90,000.

Since the Brock project three more buildings - the Framer's Gallery, Anja of Sweden and a block owned by the MacIntyres have undergone the reconstruction of parapets.

When Marina Brock was asked if this thought reconstruction of parapets has added significantly to Port Perry's downtown, she replied, "You just need to take a look up and down the street at the building tops to see a much restored streetscape circa early 1900s. Port Perry's downtown has become a heritage jewel in Ontario."

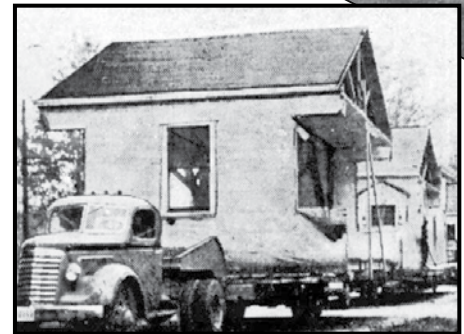
Few small towns in Ontario can boast the spectacular rebirth of their streetscapes that has taken place in Port Perry over the past decade.

Hospital Nursing Home Port Perry Villa



LONG BEFORE the Port Perry Villa became a retirement residence for Scugog's seniors, the original building served the community and its residents as a vibrant and busy 32 room hospital.

Plans for a hospital for the village began in the late 1940s and following the end of World War II the process began. During October 1949 an old munitions factory in Ajax, Ontario was dismantled, loaded onto flatbed trucks and the sections were transported to Port Perry.



The building was reassembled towards the end of 1952 at the north end of town on the east side of Lilla St., (now Simcoe St.) on land donated to the town by the Kent family.

An official opening of the new Community Memorial Hospital took place on January 7, 1953, with a record crowd reported to be on hand for the grand event. It was described as an ultra modern building with the latest equipment. The interior was decorated in pastel shades with attractive floral drapes and modern furnishing.



Two years after opening, the hospital released numbers reporting there had been 936 admissions and 155 births.

With the community growing rapidly, the need for a larger hospital was inevitable, so plans got underway for a new hospital in mid-1960. Joel Aldred was chosen as the campaign chairman and the new hospital opened in 1968.





Port Perry Villa as it looked in November 1998.

Port Perry Villa

The old Community Memorial Hospital sat idle for a short time before being renovated and opened as a nursing home with 28 comfortable suites. A large new nursing home, was opened in 1975 and a year later the former hospital was transformed into a quaint seniors retirement home.

The entire building was gutted, and the \$150,000 renovation included all new wiring and plumbing.

When opened, the interior provided a spacious, bright environment. It provided large and small living rooms, dining room, games room, lounges, and 30 private rooms. Each of the rooms featured an intercom system which with the touch of a button would bring immediate help.

The facility also provided meals, laundry and housekeeping, as well as limited care and independence. The Villa could accommodate about 30 people, depending on the number of couples and tenants were encouraged to bring their own furniture to make it their home.

Port Perry Villa, was said to be the first this kind of home for seniors to open in the area. It opened in June 1976 and served the community and its seniors for more than 30 years before being closed.

The final chapter for the old Port Perry Hospital/Villa came during mid-October when the building was removed to provide more parking for the new facility.



Lounge and sitting area in the Villa.



The former hospital, nursing home and first Port Perry Villa was dismantled in October 2007.



Dining room for residents.

The New Port Perry Villa

Construction and promotion for the new Port Perry Villa began in 2009. The large new building would be four storeys high and provide accommodation for seniors in 100 one and two bedroom suites.

Among the facilities, it promised a large community room, auditorium with stage, dining room and a 24 hour cafe and pub on the main floor. Other facilities and services provided included a hair salon, barber shop, computer room, chapel, exercise room and a library lounge with fireplace.



In the company's promotion for the new Villa, management officials said they were striving to duplicate the "special feeling" present behind the aging walls of the 30 year old Villa when the new facility opens.

They emphasized the new facility would be modern, but comfortable and would offer all kinds of activities and services for its residents.

The facility when completed will feature a large community room, auditorium with stage, dining room and a 24 hour cafe and pub for residents are located on the main floor. Other facilities and services provided include a hair salon, barber shop, computer room, chapel, exercise room and a library lounge with fireplace.

The remaining three floors were to provide living accommodations ranging from 350 sq. ft. studio suites to one bedroom units ranging from 460-475 sq. ft., and two bedroom suites sized 650-685 sq. ft. Some of the one and two bedroom suites would also have balconies.

All suites to have a small kitchenette, with apartment sized refrigerator and microwave, and a large comfortable dining room to provide three meals a day for the 138 residents living in the Villa.

Each of the residential floors also will have a laundry room and on the second floor is a lounge with television.

To ensure all residents have access to health care, Port Perry Villa will also have a nurse on call 24 hours a day and each room is equipped with a buzzer linked to the staff office.

And that could be the reason they've picked "Life's better at the Villa," as the new Port Perry Villa's slogan.

To ensure all residents have access to health care, Port Perry Villa will also have a nurse on call 24 hours a day and each room is equipped with a buzzer linked to the staff office.

And that could be the reason they chose - "Life's Better at the Villa," as Port Perry's new Port Perry Villa's slogan.





JIM'S PIZZARIA

There were at least three pizza shops, Porto Pizza, Knobby's Pizza, and Square Boy Pizza in Port Perry before John Kostovos arrived in the town to open Jim's Pizza in 1986.

Mr. Kostovos, who also owned a Jim's Pizza in Peterborough, chose the ground floor of a two-storey century home at 126 Water St., as the location to open his pizzeria. He renovated the building, adding large windows, covered entrance and a raised patio in front of the store.

Jim's Pizza operated from this building until 1990, when Mr. Kostovos demolished the former two-storey house and began plans for a new brick structure.

Mr. Kostovos originally planned to re-open his restaurant in the new building, but unable to provide the necessary number of parking spaces he decided make room for two retail stores at ground level, commercial units on the second floor and an apartment on the top level. The parking problem was later resolved.

The new building opened the following year with Sutton Group leasing the second floor and various businesses occupying the ground floor units. Jim's Pizza returned to Port Perry in 2018, setting up their pizzeria in the south section of the building.

Jim's Pizza closed it's Port Perry store in 2023 and it is now occupied by Pizza Pizza.

THEN
AND
NOW



THEN AND NOW

PORT PERRY MARINA



Long before there was a marina on Port Perry's lakefront property, the land abutting the lake, from Scugog St., in the south, to Water St. at the north, was lined with industrial buildings, as seen in the top photograph.

John Orde was the first man to open a marine facility along the lakefront, opening J. Orde Marine about 1957. John's brother, Philip, operated Orde's Boat Works about the same time.

Orde's Marine operated at the same location on Port Perry's waterfront for more than 60 years. As can be seen by the above photo, Mr. Orde had boat slips out front, which he sold and rented, and provided Supertest fuel for his boats.

The Orde marina property was purchased by the village of Port Perry in 1968 for a Works Department, and the marina was rented to Doug Coppins, then Bill Kendry. Mr. Kendry's employee John Mackey took over later and was the last operator of the Orde's old marina.



The former buildings were removed in November 1985 and construction got started on a new two-storey red brick structure.

The new Port Perry Marina, (right) was officially opened in April 1986 and it has been operated by John Mackey for the past 40 years.

1972



THEN AND NOW

CENTENNIAL RESTAURANT to COLONEL MUSTARDS

"Centennial Restaurant" was officially opened on Water St., by Phil and Anne Goreski in May 1971. The Centennial name came about since it was opened during Port Perry's Centennial year.

The restaurant has experienced many name changes and looks over the past four decades.

1984



2013



Some of the well known names have been: Port Tavern 1973; Crandell's Riverboat (1984); Wee Willy's (1996); Bleachers, Sled Heads & Soft Tails (1997); C.W. Coops (2011); Whittington's Smokehouse (2012); Jude's Sportsgrill & Bar opened in 2013, operated by Judy Collins, and in October 2014 Colonel Mustard's Bar & Grill opened, and continues to operated at this location to day.

THEN AND NOW

REESOR LUMBER YARD to SHOPPER'S DRUG STORE

Reesor Fuel & Lumber moved their office and lumber yard this busy location from the lakefront in 1957.

Their yard was located on north side of Scugog St., between Water and Perry Streets and they operated from there until October 1973.

The west piece of Reesor's property was sold, the buildings were torn down, and a 38 room hotel, "The Railroad House Motor Hotel" was officially opened in August 1975.



The Railroad House Motel/Hotel, operated for 34 years before being closed and the aging structure was demolished in 2009 to make room for a new Shopper's Drug Mart store.

Shoppers Drug Mart began construction of its building immediately after the hotel was removed. The new drug store opened for business at its new location on May 28, 2010.



REESOR LUMBER YARD to LAKEVIEW PLAZA

The building on this busy property at the corner of Water St. and Hwy. 7A, was the home for Reesor Fuel and Lumber for about 15 years

Reesor's moved to this site in 1957, and constructed an office building and large lumber sheds on the eastern section of the property which stretch from Water St., west to Perry St.

THEN AND NOW



In 1973 Mancini Holdings purchased the eastern section of this property and demolished all of the Reesor buildings to make room for a large L-shaped plaza with 16 apartments over the street level store units.

By January 1975 Lake view Plaza was operational and the owners were advertising for both business and apartment tenants.

As featured on the opposite page, the western section of Reesor's property was sold and the buildings were torn down to make room for the 38 room Railroad House Hotel.



THEN AND NOW

CREAMERY to CONDOS

The Matthew Edwards Co., was the first to occupy this Water St. property, coming to Port Perry from Lindsay about 1896. The company was a buyer and seller of butter, eggs, cheese and poultry.

The Mathew Edwards sold the property in 1902 and its new owner, Robert T. Stillman opened a creamery which he later sold to James Stonehouse, before being sold again to Allan Goode.

The Goode family operated the Port Perry Creamery, which include an ice cream factory, until 1947, selling it to Silverwoods Creamery.

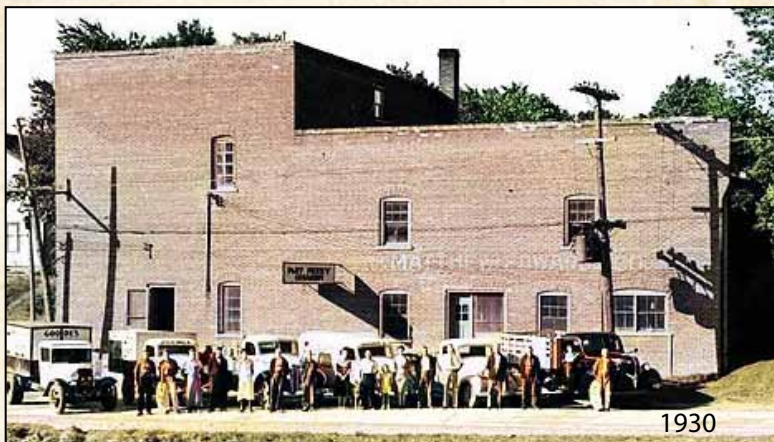
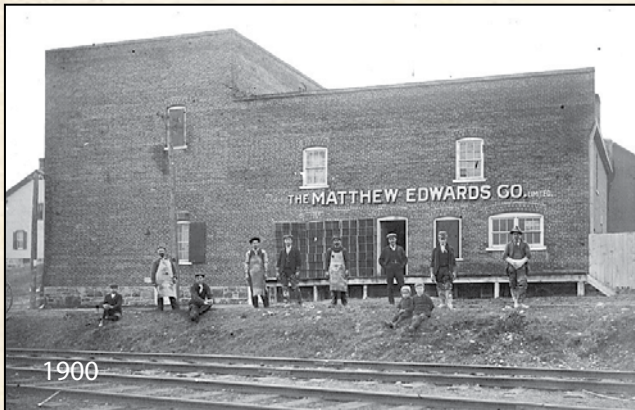
Silverwoods operated from this location until February 1961 when they ceased their business although they retained ownership of the building.

The next owner of the former property was Hudson Isherwood, who converted the former creamery into office, retail and apartments.

The property was sold again in 1988 and the creamery building was torn down the following year to make room for a large condominium project.

Work got underway on the new Water Park Condominiums in Oct. 1990 and they were officially opened a year later, in November 1991.

The building features 20 one and two bedroom apartments overlooking Lake Scugog and five retail stores on the ground floor.





A.W. Allin's Carriage Shop and A.H. Reynolds, Blacksmith circa 1880.

THEN AND NOW

The history of this piece of land on Perry St., and the buildings on it, dates back to the mid-1850s. It was purchased by George U. White in 1868 for his Port Perry Carriage Works.

Andrew H. Reynolds purchased the property from Mr. White in 1874 and erected a two-storey blacksmith shop with a large verandah stretching out from the second floor accessible by an exterior staircase.

A second building, just north of Reynolds, was a single storey blacksmith shop about 30' by 60'. Both of these buildings were destroyed in the 1884 fire. After the fire Mr. Reynolds erected a single storey building to replace his original blacksmith shop.

Following Andrew Reynolds retirement, the two buildings were used as blacksmith shops and for other uses for many years.

Norman Tease purchased the property about 1951 and build a new one-storey factory and moved into the new facility under the new name, Lakeshore Knitting Mill.



Norman Tease new Lakeshore Knitting Mill building on opened on Perry Street, about 1951.

The Tease estate sold the building to the Village of Port Perry in 1958, and it underwent a complete renovation, inside and out. When it opened in October 1960, the modern new Port Perry municipal office provided room for a court room, town office, police department and hydro office.



The Village of Port Perry, and later the Township of Scugog, operated from this municipal office from 1960 until 2003.



Steel frame of the new Scugog Township building in August 2003.

By the late 1990s, the town had outgrown its facilities and plans began for a new building. Construction finally got under way in 2003. Photo above shows the steel frame of the building in August 2003 and with tower peak sitting on the ground waiting to be finished, in November.

The original design of the tower was scrapped and a new design, reflecting the heritage style of Port Perry's first High School's tower, was designed and built.

The final section of the tower was installed on January 19, 2004 and the new township office opened for business later that month. On July 1, 2004 a time capsule was buried in front of the new township office, which is scheduled to be opened in 2074.



Top of tower waiting for cedar shingles.



Tower gets first section of peak in fall of 2003.



Scugog Township's new municipal office complex was opened for business in January 2004.

THEN AND NOW

Williams Tummonds operated a general store on this site as early as 1878. It changed hands in 1914 and became known as the West End Store. The original building was destroyed by fire.

Cecil Beare built a garage on this lot in 1919, and operated as a Chevrolet, McLaughlin dealership, later changing to Dodge and Desoto.

After Cecil Beare's death in 1932, his sons Bill and Storey Beare continued the business. Beare Motors was sold in 1981, then resold again in 1984 to Dennis Anderson who continued the dealership with General Motors.

During 1994 the Anderson dealership went out of business.

Subsequently the property was sold, and the buildings torn down to make way for the construction of a large building for "Big V Drug Store". Ownership of "Big V" drug store changed hands in 1996, when "Shopper's Drug Mart" purchased the site.

Shopper's operated at this location until 2009 when it moved to a new location on Hwy. 7A. The present owners, the Royal LePage real estate company, purchased the property in 1910 and have operated their business out of the west section of the building since that time.



Beare Motors garage in 1939.



Beare Motors garage and auto showrooms, 1957.



Big V Drug Store opened on Queen St. in 1994.



Royal LePage purchased the building and property in 2010.



Shell garage operated by Murray Williams in 1945.

GARAGE to GROCERY

The garage on this property was first established in the early 1900s as the Standard Garage. In 1945 Murray Williams bought the property and took on Shell gasoline and established a Ford, Mercury dealership.

When Mr. Williams moved to the western part of town in 1952, Vern Bryden bought the property and moved in and acquired the Chevrolet-Oldsmobile dealership.

In 1961 Jack Hope purchased the property, demolished the garage and constructed a new building to house his IGA grocery store. Mr. Hope sold it to Dan Madsen in 1966 and it changed hands again in 1973 when Alex Ramey purchased the building, and hired Jim Grieve as its manager. The building has undergone a number of expansions since that time to modernize the grocery store.

Sobey's purchased Port Perry IGA, and in April 2007 replaced the familiar signs with the large, new Sobey's logo, ending a 54 year tradition in Port Perry. Another change came in 2012 when Sobey's re-branded the Port Perry store as Foodland.

THEN
AND
NOW



**THEN
AND
NOW**

BY J. PETER HVIDSTEN