



With the Merchants of Old Fort Verry



The Merchants of
OLD
PORT PERRY

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The Commercial and Social History
of a small Ontario community

Revised & Updated Edition October 2021

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PAUL ARCULUS

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Preface

Port Perry is at once both typical and unique among Ontario communities.

It is typical from several standpoints. As with so many Ontario neighbourhoods, its economic roots are to be found in the timber trade. Port Perry had its romance with the steamboat and the railroad. It had its disastrous yet mandatory town fire. Among its citizens were saints and rogues, devoted citizens and those who merely exploited the community.

Port Perry is unique in that it had a relatively late start in history. The major conflicts: the War of 1812 and the 1837 Rebellions, had passed into history before the settlement began. Its citizens did respond to the threat of the Fenians in the 1860's but the majority of the militia came from neighbouring Prince Albert, and the battalion's leader, T. C. Forman, was also a resident and businessman in that community, although he later joined in the migration to Port Perry.

Throughout its short span of history, a group of spirited citizens have struggled to maintain Port Perry's traditions, particularly in its architecture, so that today, the broad main street and the homes which surround it, have clear and proud links with their Victorian origins. Lake Scugog, which rests so beautifully at the foot of Queen Street, gives the settlement a further unique setting and enviable beauty.

The starting point of this work began in the Land Registry Office in Whitby where the registrations of land transactions are kept. This provided only a skeleton as it is obvious that many businesses rented their accommodations. In 1901 for instance, in spite of almost sixty different stores, offices and businesses operating on Queen Street between Water Street and Perry Street, there were only 23 property owners. Records of those who rented their spaces are to be found in Assessment Records, Census information and anecdotal records such as newspapers, individual business records, personal correspondence and birth, marriage and death records.

In writing such a history many problems will inevitably arise. The first major problem was that of the Assessment Records. It is most unfortunate that the Assessment Records for Port Perry from 1872 to 1953 were destroyed. (See ch. 12, lots 8 and 27) The information lost has to be found by sifting through the other records, all of which is subject to bias and error.

Every day that I spend in research I continue to find an abundance of further information and at least one item which contradicts something written earlier. After almost seven years of reading, researching and writing the material for this book, I have reached a point where the time has come to commit the work completed thus far, to the printer. This has come about after much prompting and encouragement from many people.

This is a living document. That is another way of saying that it is not complete. In one sense it can never be complete, for the record of what happens today is tomorrow's history. In every moment of our lives we add something to the genetic memory. The history of the businesses of the original core of Port Perry will continue to be written. In committing the work to print, I hope that those readers who remember an event or knew someone mentioned in the text, or disagree with something recorded here, will make an effort to write down that information and pass it on to the Scugog Shores Museum. It is my expectation that this additional information can be compiled and used at some later date to revise the present work.

Paul Arculus,
Seagrave, Ontario.
February 1999.

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Sources

The information contained in this work was derived from the following sources except where specified:

Newspapers:

- * The Ontario Observer
- * The North Ontario Observer
- * The Port Perry Standard
- * The Port Perry Star.
- * The Whitby Chronicle at the Whitby Library
- * The Lindsay Post at the Lindsay Library
- * The Toronto Mail at the Toronto Reference Library

Records:

- * Assessment Rolls for Reach Township and Port Perry
- * Census Records for Reach Township and Port Perry
- * Voters' Lists It should be noted that the Assessment Rolls for Port Perry were destroyed in 1953.

Land Registry and Land Titles: the Land Registry Office, Whitby.

Steamboat Inspection Reports: Department of Marine and Fisheries.

Shipping Registers: Cobourg, Lindsay, Peterborough, Port Hope, Toronto. Department of Railways and Canals.

* All of the items with an asterisk are available on microfilm at the Scugog Shores Museum Archives.

All period advertising is taken from the Port Perry newspapers: the Port Perry Standard, The Port Perry Star, the North Ontario Observer and the Ontario

~ Chapter One ~

The Beginnings

Wilmot's Survey

The land which Port Perry now occupies received its first major and formal survey over the winter of 1809-10 by Major Samuel Wilmot. Wilmot was one of the busiest of Upper Canada's surveyors. He made the first surveys of the area in and around Penetanguishene and Barrie and the road between the two settlements. His major responsibility was the surveying for the road between Kingston and York. Based on Wilmot's survey, Captain Danforth constructed the road. Wilmot also surveyed Cartwright township in 1816.

After Wilmot had completed his survey of Reach Township, the 200 acre parcel known as lot 19 in the 6th concession was deeded to Samuel Dulmage. The patent was recorded on March 11, 1812. In June of 1830, Dulmage sold it to Richard Scott for a hundred pounds. There is no record of either Dulmage or Scott ever visiting the property. The following April, Elias Williams purchased the 200 acres from Scott. However, Williams' purchase was not registered until six years later in April 1837.

Williams was the first to actually occupy the land and erect a home on the property. This undoubtedly would have been a simple log cabin close to the waterfront. No records of its exact location appear to exist. Elias Williams left the property to Charles Williams in his will of January 1833. On April 26, 1843, Peter Perry purchased two parcels from the original property; 50 acres from Charles and 30 acres from his brother Peter Williams.

Dulmage's original patent and the subsequent early deeds were based on Wilmot's survey of 1809-1810. By the time of Perry's arrival, the deed included land which was under water. William Purdy had obtained government permission to build a dam at what is now Lindsay in 1827. The waters of Lake Scugog run north to the Scugog River past Lindsay. Purdy's first dam was not strong enough to hold back the spring floods of 1829 but he quickly rebuilt it, and by the fall of 1830, Lake Scugog had virtually doubled in surface area. Perry made sure that the property which he purchased contained no submerged land.

The line between lots 19 and 20 is well out from the present shoreline. To get a rough idea of this line, try to visualize that John Street, Perry Street, Water street and the lot line under water are the same distances apart.

Another way to describe it is to note that Water Street is halfway between Perry Street and the lot line in the lake. On Perry's 1845 plan for Scugog Village, the lot at the south-east corner of Queen and Water streets is full sized.

There is another equally sized lot underwater to the east. This fact is shown on a "Plan of Water Lots on Lake Scugog" registered in 1872.



SAMUEL WILMOT

First Settlers in the Area

The Mississaugas, a branch of the Ojibwas, moved into this region in the early 1700s. The Mississaugas had first been encountered by the French traders in the north eastern Lake Huron region in the mid 1600's. The French named them the Mississaugas because they were living at the mouth of the Mississagi River just east of what is now Sault Saint Marie.

They were a nomadic, food gathering people living peacefully by hunting and fishing in the areas east and south of Lake Huron. In spite of their invaluable contribution toward the British success in the War of 1812, the Mississaugas who had settled in the Niagara region and the Credit Valley areas were eventually treated atrociously by the British settlers in those regions. The Mississaugas who settled in the Kawarthas had little contact with the British and other white settlers and were able to maintain a relatively peaceful existence. Unfortunately, their eventual contact with the white man proved to be disastrous. It is estimated that the Ojibwa population on the north shore of Lake Ontario was approximately 500 in 1788. As a result of the contact with the white settlers and particularly the white man's smallpox, and problems resulting from the abuse of liquor, the population had dropped to 191 in 1827.

The Mississaugas who eventually moved into the Kawartha region did so after the Iroquois had vacated it toward the end of the seventeenth century. They were particularly attracted to the profusion of fish, rice and wildlife in the region. They were not farmers like their predecessors, the Iroquois, and did not clear any land.

Archeological excavations have provided evidence of extensive nomadic settlements of the Mississaugas throughout the Kawarthas. For this reason, when the first white settlers arrived they were confronted by virgin forest land.

The Mississaugas eventually focussed their settlements in the areas around Rice, Stoney and Sturgeon Lakes and a small number made excursions into the Lake Scugog basin. The Mississaugas of Scugog purchased 800 acres on Scugog Island in 1843 and today still maintain 400 acres of the original purchase. They are one of the few First Nations to have actually bought the land which was declared a Reservation.

The first white settler in Reach Township was Reuben Crandell. He made his way north into Reach township with his family in 1821 following an established but narrow Mississauga footpath. This path, for the most of its distance, followed Simcoe Street north from Oshawa to near Columbus, veered slightly west and up to the Ridges. From there, it followed what is now Old Simcoe Road to Prince Albert. When he had reached roughly that point, he made his way west along the 5th concession to lot 11, just east of where Manchester is now located. Here, where Fred and Ruby Christie now have their farm, Crandell established the first homestead in Reach Township.

Once Reuben and his family had begun to clear some land and build a cabin, word of their efforts would have reached the front and other pioneers would then feel confident about moving into the region.

Peter Perry

The two parcels of land which Perry had bought from the Williams family made up the block of land which is bounded by the lake on the east and Simcoe Street on the west, Scugog Street (7A) on the south and the lake on the north. Perry developed his ideas for a settlement, drawing up a formal street plan for the Village of Scugog in 1845, but this was not registered until 1855, four years after his death.

Peter Perry was born of Loyalist parents, near Bath, in the Township of Ernestown, Upper Canada, in 1792.

Ironically he was born and raised only a short distance from Elias Williams, father of Charles and Peter Williams from whom he was to later buy the land which became Port Perry. Another neighbour was John Ham, whose daughter Peter Perry would later marry. Perry became involved in the Reform movement in the early part of the century. His devotion to Reform led him to seek office and in 1824, he and Marshall Spring Bidwell were elected as the representatives for Lennox and Addington.



PETER PERRY

In the Assembly, Perry's pleas for Responsible Government soon marked him as the leader of the Reform Party. The record of the bills which he proposed is extensive.

The bills and resolutions moved or supported by Perry, defined the entire philosophy of the Reform movement. An analysis of Perry's activity in the Assembly gives proof of the fact that Perry was the conscience not only of the Reform movement but of the majority of the people of Upper Canada.

One of the most important pieces of legislation for which he vigorously campaigned was a bill to permit qualified clergymen of any legally recognized denomination to perform marriages. Only marriages performed by Anglican and Roman Catholic priests were recognized up to that point. Perry's bill became law in 1831. He also fought against clergy reserves, arguing that most of the reserves should be sold and the proceeds used to develop schools for all. The division of the original Home District into the smaller counties of Peel, York and Ontario was one of the final major proposals of his political career. Although Perry, as a reformer, shared many ideas with William Lyon Mackenzie, he distanced himself from Mackenzie's methods for achieving reform. Mackenzie led the militant faction, whereas Perry, imbued with his Loyalist background and

traditions, maintained his view that reform would come through the British Parliamentary system and within the British constitution. Another disagreement which Perry had with Mackenzie was over economic ideals. Mackenzie was opposed to Perry's acquisition of large parcels of land and selling them for profit. Perry was convinced of the ethical and practical aspects of capitalism and the market economy.

Perry was constantly looking for real estate investment opportunities. Between 1835 and 1837, Perry acquired nearly 6,000 acres of land in Upper Canada. Among his holdings was an extensive piece of property east of the town of York. It included a section of shoreline with an excellent harbour. This was then known as Windsor, but it later became known as Whitby. He saw the harbour as a rival to the one at York. At its minimal potential he saw it as the main harbour between Kingston and York. As early as 1831, while Perry was still in the Assembly, he persuaded the government to establish a customs house at the harbour. A wharf and a substantial warehouse were built there in 1833.

The Lieutenant Governor, Sir Francis Bond Head became actively involved in personally campaigning against Perry and the Reformers. Perry was defeated, along with Mackenzie and the other Reformers in the infamous 1836 election. Discouraged by his defeat and by Mackenzie's increasing militancy, Perry distanced himself from the political scene and brought his family to live on the northern portion of his property at Windsor. He still maintained strong contacts in the political arena by carrying out an extensive correspondence with many of the political leaders of the day including Robert Baldwin.

Perry's property at Windsor became known as Perry's Corners and is now the main intersection of Whitby. The focal point at Perry's Corners was a huge general store which he had built. A man of enormous energy and always creative, in addition to initiating his store, he gave continued attention to developing his harbour facility. He was able to use his influence to get the Board of Works to construct a large breakwater as part of the harbour facility in 1843. By this time his harbour was the third largest and busiest port on the Canadian side of Lake Ontario, behind only Toronto and Kingston in the quantity of goods being shipped to the United States and elsewhere.

He saw enormous potential in the Lake Ontario to Lake Huron traffic and set about establishing a route north from his harbour on Lake Ontario. His proposals included the Lake Ontario to Lake Huron Railroad company. The route of this railroad started at his harbour, passed north to Lake Scugog, across to the north shore of Lake Simcoe and ended at Gloucester Pool near Port Severn on Lake Huron. In order to further develop this route he purchased the property on Lake Scugog from Charles and Elias Williams.

There were two rival land routes north in this area. The first was the "Centre Line" road from Whitby (essentially Hwy 12 today). The second was Simcoe Street from Oshawa which at that time followed the route of Old Simcoe Road north from the "Ridges" and through Prince Albert. Both routes were direct but Simcoe Street had fewer hills, ridges and swamps than competing parallel roads. Another factor was that the "Centre line" road from Windsor Harbour initially went only as far north as Manchester and then headed east to Lake Scugog. However, this was the link between Peter Perry's properties on Lake Scugog and Lake Ontario.

These roads were merely rough, and usually muddy, pathways. Trees were cut down and allowed to fall across the pathway and then trimmed. The spaces between the logs were filled in with soil to make the roadway as smooth as possible. This form of roadway was known as a "corduroy" road. The planking of roads in Canada West did not begin until the winter of 1835-1836 when sections of the road from Toronto to Kingston were planked over. Due to Perry's effective persuasion, the Whitby-Manchester-Lake Scugog road was partially planked shortly after he had purchased his property from Charles and Elias Williams in 1843.

The Beginnings of Scugog Village

After Peter Perry had made his purchase from the Williams family, they vacated that particular property and re-established themselves on their remaining property. As Peter Perry's plans to develop the south west end of Lake Scugog gained acceptance, he began to sell off lots in Scugog Village. The first to buy was Daniel Way. Perry persuaded Way to buy the property and build a steam powered sawmill on the waterfront.

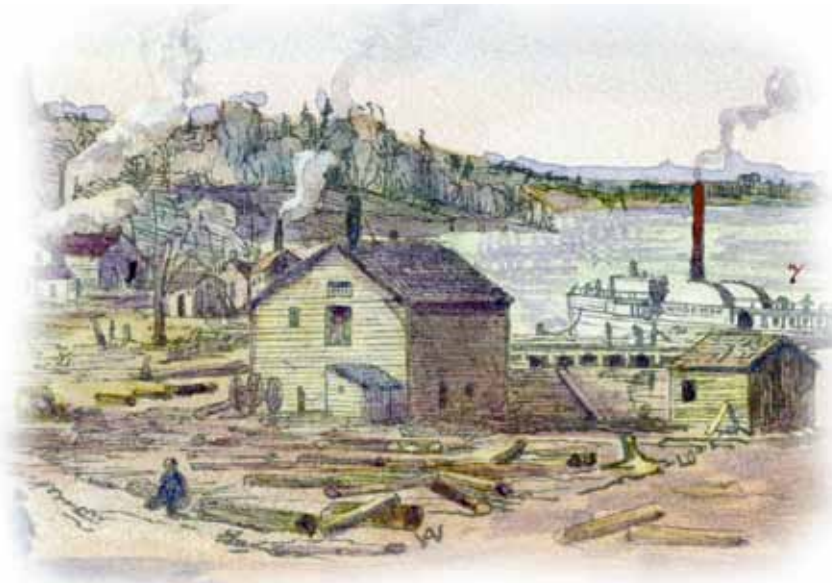
On January 1, 1846, Way bought lots 126 and 127, at the north end of what is now Bird's Eye Park. Later that year, Perry gave lot 86, at the corner of Water and Mary street to his son Robert.

Then, in March, 1847 Harrison Haight bought lots 61 and 62 and, across the road, lot 6, for 500 pounds. Perry had originally paid only 300 pounds for the entire 50 acre parcel four years earlier. Haight could not afford to pay the full amount so he obtained a mortgage and the man who held the mortgage for him was Theophilus B. Wakefield. In November 1846, Thomas Paxton arrived on the scene and purchased a quarter acre lot from Perry.

Continuing his money making ways, Perry sold lot 58 to John W. Davis in March and, lots 36, 37 and 38 to Samuel Hill in June of 1848. By this time Perry was selling one quarter acre lots for more than he had paid for the entire parcel. Hiram Bigelow purchased lot 6 of Perry's plan from Harrison Haight in March of 1850. Seven months later, Bigelow deeded this property to his two sons Joseph and Joel. In December, 1852, the Bigelow brothers also bought lot 5 from Perry's estate.



Scugog Village (Port Perry) about 1853.



Woodman at the dock in Port Perry, circa 1854.

The First Steamboat

Lindsay, to the north, was already a thriving village. A lock and wharf had been built there in 1844. Much of its wealth was derived from the lumber business. Timber from Lake Scugog was being towed to Lindsay and then shipped through Sturgeon Lake and on down to Port Hope. Perry could see that he would have to aggressively present a challenge to the Port Hope route.

By the late fall of 1848 there were three sawmills at the waterfront of Scugog Village; Way's, Hill's and Paxton's. Perry persuaded Cotton and Rowe, two grain merchants in Whitby, to venture into the shipping business on Lake Scugog. James Rowe had become wealthy as a grain buyer in the Whitby area. He became reeve of Whitby in 1852. In 1853, he joined with John Watson to buy Peter Perry's road company which owned the road from Whitby to Lake Scugog. He formed the Port Whitby and Lake Huron Railway Company and was later to play an influential role in bringing the railway to Port Perry. Cotton was also involved in grain buying.

Cotton and Rowe financed the building of the first steam vessel on the "Back Lakes". They hired Hugh Chisolm, an experienced ship builder to come to Scugog Village and build the vessel on the waterfront. Chisolm's steamboat was named the "Woodman" and was launched on August 29, 1850. (See ch. 3) As its name implies it was built primarily to haul timber from around Lake Scugog and beyond, down to the mills at Scugog Village. From there the lumber was hauled across land down to Perry's harbour on Lake Ontario.

Perry's ventures at Scugog Village, Perry's Corners and Windsor were now on sound economic footings and their future seemed full of potential.

NEW ADVERTISEMENTS.

1851. LAKE SCUGOG 1851.



The New Fast Sailing Steamer
WOODMAN,
HUGH CHISHOLM, MASTER,

WILL leave Lindsay for Port Perry, calling at intermediate Landings, every **MONDAY, WEDNESDAY and FRIDAY MORNINGS** at TEN o'clock, on the arrival of the Stage from Peterborough.

RETURNING:—Will leave **PORT PERRY** every **TUESDAY, THURSDAY and SATURDAY MORNINGS**, at TEN o'clock, on the arrival of the Stages from Port Whitby.

For Freight or Passage, apply to the Captain on board.

Lindsay, July 1, 1851. 14-1f

Perry Returns to Politics

Sir Francis Bond Head left Upper Canada under a cloud of disapproval after the Rebellions of 1837. The Durham Report issued in the wake of the Rebellion brought about many of the changes for which Perry had campaigned.

Perry had used his influence to obtain government support and financing for roads and harbour facilities complementing his development plans.

After receiving encouragement from Baldwin and others, Perry eventually returned to politics. He won a seat in the Legislature as a representative of the Home District in a bi-election held in 1849. Perry won the seat by acclamation. Now that Responsible Government was largely in place, Perry's political viewpoint shifted. His thinking placed him among the first of the "Clear Grits". Unfortunately, his health was failing and his condition kept him from taking as active a roll in the legislature as he had wished. Nevertheless, he toured throughout the Home District campaigning for support for another of his ideas; dividing the Home District into the smaller and more accessible counties of York, Peel and Ontario.

Unfortunately, he did not live to see the enactment of his legislation. He died in New York State on August 24, 1851 while visiting his old political colleague, Marshall Spring Bidwell. His body was brought in state to Whitby where a huge funeral took place. He was laid to rest in the town cemetery. Immediately after his death, Scugog Village became known as Port Perry and Ontario County was legislated into being on January 1, 1852, only five months after his death.

Peter Perry never lived in Port Perry. After settling in Whitby in 1836, Perry and his wife, Mary, established their home there and, in spite of owning large parcels of land around the province, continued to maintain their residence in Whitby even though some of the holdings became substantial settlements on their own. In the case of his Scugog Village holdings, after erecting a general store and trading post there in 1846, he placed Chester Draper in charge. When Perry died in 1851, his land holdings in the Port Perry and Whitby area were shared by his two sons, John and Robert.

Exports from Whitby harbour

	Lumber, in feet	Bushels of wheat
1843;	353,500:	29,674
1844;	646,000:	14,563
1850;	1,745,000:	107,101

The significant increase in shipments from Whitby was due in large part to the villages such as Prince Albert, Manchester and Scugog Village becoming established as commercial centres.

Exports from Oshawa harbour

	Lumber, in feet	Bushels of wheat
1844;	145,000	11,314
1850;	726,000	24,330

JOSEPH BIGELOW,
MANUFACTURER AND DEALER

**In Sawed Lumber, Sawed Shingles, Flour Barrel
 Heading and Flour Barrel Staves.**

A LARGE STOCK ON HANDS AT ALL TIMES!
 Also Proprietor of Port Perry Sash and Door Factory.

Face planing, Matching, Scroll Sawing, Turning, Moulding,
etc., etc., done on the shortest notice.

Port Perry August, 10th, 1866. 1-7

~ Chapter Two ~

NEIGHBOURING COMMUNITIES AND THE ROOTS OF COMMERCE

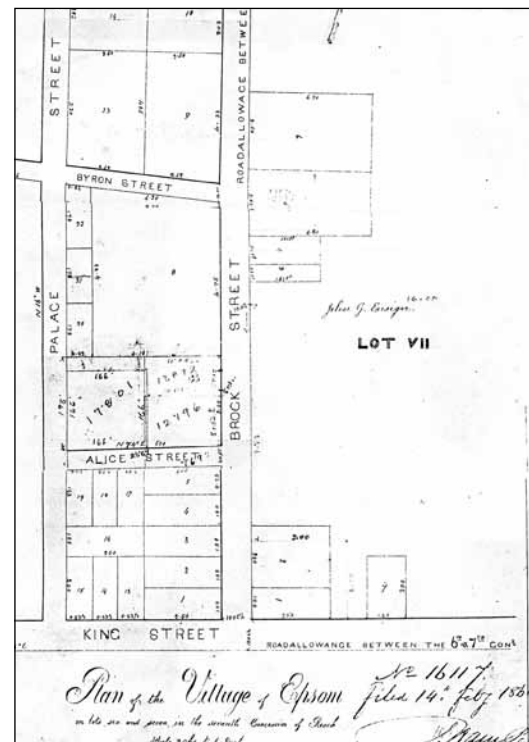
Reach township was one of the last areas in this part of the province to be settled. Pioneers arrived in Uxbridge in 1804. Settlers had come to Uxbridge by travelling north from York to Newmarket and then travelling east.

Some travelled further north before travelling east, thus Mariposa, Ops and Emily, the southern townships of Victoria County were well established and large settlements had sprung up there before any significant settlements had arisen in Reach. In 1821 for instance, four hundred Protestant Irish arrived and settled in a group in the southern part of Emily and Cavan Townships. Over the next twelve months Peter Robinson (after whom Peterborough is named) organised the movement of over 2,000 Catholic Irish into the Emily and Cavan Townships. These settlers came by way of Port Hope and Rice Lake.

During the 1820's a few pioneers followed Crandell into Reach township. In 1823, John Ray arrived to try to establish himself on Lot 11 of the Second concession. But it wasn't until the new roads were established that settlers began to arrive in Reach Township in any significant numbers. One of the first was John Ensign who arrived the year the new Scugog Road was opened; 1828. He began a community which became known as Jockey Hill, now Epsom. He and his family were joined the next year by Hosea Shaw. They were followed by the Walkers, the Silvers, and the Ashtons in 1829. They had also come up the new Scugog Road and settled at various locations around it, below Manchester. John Buck, arrived to take up land on the 3rd concession in 1831.

The McKerchers arrived in 1831 to begin a little settlement which became known as McKercher's Corners. This is now Utica. They were joined that year by the Christies and the McDermids. In 1833, George Hall, the first permanent settler in Cartwright arrived. The Caesar family, after whom Caesarea was named, arrived to begin that settlement on the southeast shore of Lake Scugog in 1836.

The 1820's saw a flurry of road building throughout the province, including the area around Lake Scugog. There were several reasons for this frenzy of activity and expenditure. During the 1812 war, the United States had launched a military campaign in an effort to "free" Canada from its "British Oppressors". The Americans discovered to their dismay that Canadians had no desire to be free from Britain. The native peoples particularly, after witnessing the atrocities of the United States government against the First Nations in its domains, mounted a concerted effort against the Americans. The second sentence in the Declaration of Independence; "We hold these truths to be self evident that all men are created equal..." had proven to be "whites only" statement. It was a hollow and meaningless statement for its Native Peoples, just as it was for the Blacks.



An 1861 plan of the Village of Epsom

The American attacks took place in the southern part of the province, from the Thames valley and the Niagarapeninsula, all the way to the eastern townships. One of the problems faced by the defenders was the difficulty in moving personnel, equipment and supplies along this long front. Roads were badly needed. This need for military movement continued for many decades and was heightened during the 1837 Rebellions, but reached dramatic and deadly proportions during the 1860's.

This latter period was dominated internationally by war. Canadians lived along a border fraught with tension as the Americans fought their Civil War. Grant's capture of Richmond and the subsequent collapse of the Confederacy in 1865, intensified Canadian fears over the massive numbers of soldiers left without direction. These fears were substantiated when thousands of former Union soldiers of Irish background formed an army to attack Canada as part of a plot to free Ireland from British rule. These soldiers, known as Fenians, attacked Canada in June 1866 and captured Fort Erie. They were eventually sent back across the border, but their attack had once more served to underline Canada's need for an improved communications system.

But there were other reasons behind the need to establish roads. The lack of roads delayed the settlement of such outlying areas as Reach. Roads were the key to the cycle of increased settlement, economic prosperity and growth as a nation.

The Provincial Deputy Surveyor, John Smith had visited the small settlement then known as Dayton's Corners or Reach (now Prince Albert) in 1827. Smith proposed to the government that they develop three roads into the Lake Scugog area. They were; Simcoe Street, The Scugog Road and the Brock Road. (See Chapter 1)

Simcoe Street went through English Corners (now Columbus), O'Boyles (Raglan), Dayton's Corners (Prince Albert), Crandell's Corners (Borelia) and north to end at the Nonquon River where Seagrave is now located.

The Centre Line Road or Scugog Road ran from Windsor Harbour (Whitby), Winchester (Brooklin), Well's Corners (Myrtle), Fitchett's Corners (Manchester) and then turned directly east to Lake Scugog.

Work was begun on these two roads in 1828. A third road, Brock Road, was begun in 1831. It ran from Whitby through Butler's Corners (Ashburn), Mc Kercher's Corners (Utica), Jockey Hill (Epsom) and ended in the north of Reach Township.


Prince Albert

In 1824, Abner Hurd brought his family to create a homestead at the point where Reuben Crandell had turned west in 1821; con 5, lot 17. Hurd took possession of the east side of the intersection. That same year another family, the Daytons settled just west of the Hurds. The Hurds and the Daytons began the community of Dayton's Corners. On some early maps of the region the little community was simply called Reach, since it was the first and only community in the township for several years.

The location which the Hurds had chosen to settle was a strategic one. Its most important aspect was that it was on Simcoe Street, one of the main north-south roads east of York. The Hurds and the Daytons were joined by several families in the late 1820's, including William Boynton who opened a tavern just south of the intersection on the west side of Old Simcoe road.

By 1829, there were enough settlers to justify the opening of a school just west of the settlement on the north side of the road just

L. C. CLARK,
CARRIAGE & WAGON-MAKER,
SIMCOE STREET,
PRINCE ALBERT,

 **T**AKES THIS OPPORTUNITY of thanking his Friends and the Public generally, for the liberal support hitherto afforded him, and respectfully solicits a continuance of their patronage.

Repairs executed with despatch, and in a workmanlike manner.

Prince Albert, Dec. 10, 1857. 1

east of Cawker's Creek. Later a school was built right in the settlement just east of the four corners on the northside of the road. The beginnings of Dayton's Corners' rise as a commercial centre can probably be credited to Prosper Hurd, Abner's son. He opened a general store here in 1833 to supply the local residents with their needs.

When the young Queen Victoria married her German cousin, Albert, on February 10, 1840, many communities celebrated by holding banquets and elaborate celebrations. The people at Dayton's Corners celebrated by renaming their settlement Prince Albert in honour of the queen's consort. Also that year, the Reach Post Office, the first in the township, was opened in Prince Albert.

James Leach, another store owner, was the first postmaster. This post office became the distribution centre for all mail for the settlements to the north in Reach, Brock Township and Victoria county. The mailman, William Thomas, brought the mail on horseback once a week from Oshawa to Prince Albert. He travelled up Simcoe Street and then Old Simcoe Road. The post office did not change its name to Prince Albert until 1863. In 1846 the first doctor in Reach, Dr. Foote, moved from the Kingston Road and took up residence in Prince Albert. Later that year the mail was increased from once to twice a week.

ANGLO-AMERICAN HOTEL!
PRINCE ALBERT.

JAMES GALHOUN
LATE OF UXBRIDGE,

BEGRS to intimate to the Public, that he has recently entered upon the proprietorship of the above Hotel; and, as no expense will be spared to render satisfaction, he trusts that a liberal share of the patronage of the travelling community will be extended to him.

Prince Albert, March 9, 1859. 13-tf

Leather! Leather!!

J. WRIGHT

BEGRS TO ANNOUNCE TO ALL WHO deal in LEATHER, (and who does not?) that he is prepared to supply them with that necessary article upon the **SHORTEST NOTICE** and **SHORTEST TERMS,**

At the BEAVER-MEADOW TANNERY,
PRINCE ALBERT.

About 500 SIDES of UPPER, and a good supply of KIP, CALF and SOLE LEATHER, now on hand.

Highest price paid for Hides.

Prince Albert, Dec. 10, 1857. 1

The section of Simcoe Street from the ridges into Port Perry was initially opened in the 1850's but was not a reliable road due to the constant flooding and the large areas of swamp close to the lake shore. The road through Prince Albert continued to be the main transportation route from Oshawa for more than a quarter of a century.

Prince Albert remained the northern terminal of the mail carrier's route until 1848. His route was then extended to the Nonquon river crossing at Seagrave (initially called Sonya) and then on to Manilla. Also that year, the first stage coach linking Oshawa with communities to the north, ran from Oshawa to Prince Albert.

In 1846 a "Canadian Gazetteer" was published in Toronto. It was written by an Englishman, William H. Smith who had spent many months travelling throughout Canada West, now Ontario, gathering material for his book. He claimed to have walked 3000 miles to gather the information. At the time of his 1845 visit, Prince Albert was the only settlement of any significance in Reach. He described it as follows:

A village in the township of Reach, situated a little east of the centre of the township, about fourteen miles north from Oshawa. The Post Office of the township of Reach is kept here; post every Thursday. Population about 200. There is in the village, a Methodist church, five stores, two taverns, two asheries, one blacksmith, one waggonmaker, two shoemakers, two tailors.

As a result of the success of his Gazetteer, Smith compiled information for a revised and more detailed work. In 1851 a huge volume was printed and in 1852, it was reprinted as a two volume work. Prince Albert is described in the 1852 work;

Prince Albert which contains about three hundred inhabitants, appears to be a busy little place, being

at sufficient distance from Oshawa and Whitby to enable it to command a tolerable trade of its own. It is pleasantly situated, and will probably in time become a thriving little town; it has been settled about eight years, and contains two tanneries and three asheries, and a Post Office. There is no church at the present in the village, but one is now building by the Methodists.

In this second work (1852), Smith refers to two other settlements in Reach:

About one mile from Prince Albert, on the plank road from Whitby to Scugog, (Which here crosses the Simcoe Street about that distance north from Prince Albert,) is the small settlement called Borelia, which contains about one hundred inhabitants; and from thence to Scugog Village (or Port Perry, as it has been recently named) is about half a mile. The village contains about one hundred and fifty inhabitants, and two steam saw mills.

Smith also tells us that;


The road from Prince Albert to Uxbridge crosses the Whitby plank road at about a mile and a half from the former village, at a spot known as 'Fitchett's Corners' where is a toll gate. This road is a much pleasanter one to travel to the Kingston road than the Simcoe Street from Oshawa, being much less hilly, particularly through 'the ridges.'

Borelia

The settlement known as Borelia was also begun by Reuben Crandell. It was originally called Crandell's Corners. In March 1827 he purchased the 200 acre lot 18 in the 6th concession. This settlement is the western portion of present day Port Perry. Today, within its boundaries, we find the Presbyterian Church, Port Perry High School,

R. H. Cornish Public School and the Beer Store. It had as its strategic centre the intersection of present day Queen Street and Old Simcoe Road.

In 1833 Crandell sold his first Reach holdings on the 5th concession to Sandy Graham. On his new 6th concession property, Crandell built a simple homestead which he expanded to include a tavern. It was located a few metres east of the present Beer Store at the intersection of Highway 7A and the 6th concession. All evidences of this building disappeared over a century ago. In 1849, he acquired a 100 acre parcel of the southern half of lot 17, adjacent to his 1827 purchase.

Boots  **Boots**

THE subscriber begs to inform the public generally that he has opened a SHOP, adjoining Jewett's Hotel,

BORELIA

For the manufacture and sale of Gentlemen's, Ladies', and Children's Boots and Shoes.

Nothing but the best material is used; and none but first class workmen are employed - so that he can, with confidence, warrant all work going from his establishment.

Remember the place - one door south of Jewett's Hotel.

D. ROSE.

Borelia, Nov. 28, 1866. 47

BORELIA HOTEL.

JAMES JEWETT, Proprietor.

THE BAR SUPPLIED WITH

THE BEST WINES, LIQUORS AND CIGARS.

By The Daily Line of Stages from Lindsay, Beaverton and Manilla to Oshawa and Whitby, and returning, call each way.

CAREFUL OSTLERS ALWAYS IN ATTENDANCE.

BORELIA

Cabinet Warerooms ! !

THE Subscriber is still working at his old place of business, manufacturing everything in the CABINET LINE, such as Sofas, Centre, Dining and Breakfast Tables, Cupboards, Bureaus, Bedsteads, Chairs, &c. House and Sign Painting and Paper Hanging done on the shortest notice. A choice lot of STEEL ENGRAVINGS for Sale and Framed to order.

Special Notice.—A FIRST CLASS HEARSE.

A number of COFFINS of all sizes, ready-made—extra finish.

ALSO, AGENT FOR TOMB STONES.

Good Lumber and Produce taken in exchange for work.

Borelia, Oct. 24, 1866. JOHN NOTT.

Crandell had a plan for the Village of Borelia drawn up, but it was not registered until Feb 23, 1852. In 1860 a business directory compiled by Tremaine, lists Borelia as having two general merchants, a shoemaker, a watchmaker, a tailor, a grocer, two hotels, a butcher and a cabinet maker.

Abner Hurd also decided to follow Crandell's example by acquiring land to the north of Prince Albert. In 1845, he acquired the 200 acre parcel immediately west of Crandell's new acquisition. He constructed a small dam and a mill at the junction of the Manchester road (Highway 7A) and the 6th concession. The mill was destroyed by a tornado which devastated the area in 1852.

Growth

At the time of Peter Perry's death in 1851, Scugog Village was becoming a significant settlement. The communities which surrounded it were quite independent. But, as more land was cleared and its production became more stable and secure, the settlers had more time to visit their neighbours and their communities. Another factor which became increasingly important was the governance of the communities. The Rebellions of 1837 brought to a climax the increasing resentment toward the ruling elite in both Canada East and Canada West.


Lord Durham was sent to the Canadas to investigate the problems which had precipitated the Rebellions and particularly "respecting the form and future Government of the said Provinces." The resulting Durham Report condemned the existing elitism and its abuses. One of the many recommendations was the Act of Union of 1841 in which the two Canadas, formerly separate colonies were united into a province of two parts; Canada East and Canada West. The District Councils Act of 1841 authorised the establishment of district municipalities with elected councils. The Municipal Act of 1849 further developed this system and differs little from today's system. The election process necessitated the interaction of the citizens within the municipalities.

Reach Township

Year	1826	1830	1835	1840	1851*
Population	57	93	444	771	3,897
Houses	5	n/a	n/a	168	672
Taxable Houses	0	0	1	8	n/a
Cultivated Acres	127	188	1,006	2,618	18,231

* The original Scugog Township was today's Scugog Island. It is listed separately in 1851 as having a population of 415 and 1,195 acres of cultivated land. Initially Scugog Island was part of Cartwright township to the east.

COMING! COMING!!
The New Monster!
 Positively the Largest Exhibition of the
 Amusement World is Coming!!
 WILL EXHIBIT AT
PRINCE ALBERT!
 ON
Monday, August 20th.
ADMISSION 25 CENTS!
 RESERVED SEATS 50 CENTS.



THAYER, NOYES, & CO'S.,
 GRAND COMBINATION
CIRCUS!
 AND
TRAINED ANIMALS.
The Great Mastodon of 1866,

The Beginnings of Commerce

When our pioneer forefathers hacked their way into the forests of Reach, their first task was to provide a shelter for their families. Their next task was to clear land on which to grow food for their own consumption. But, as more land was cleared, and more crops were produced, the early settlers had some produce left over for sale. They would then seek out places to sell their produce. There was a ready market for grain, particularly barley and wheat. This grain was sold in the larger communities and, later, in Britain.

During the 1812 war, lumber became a significant trading commodity. By the 1820's, wheat and lumber had completely replaced furs as the major exports from British North America. Canadian wheat had achieved such a significance in the Canadian economy that the Toronto Stock Exchange was opened in 1855, primarily as a centre for the trade in wheat.

Local grain merchants required substantial financial resources in order to buy grain from the farmers. They needed barns to store the grain and wagons to transport it to ports where it could be shipped to larger centres on Lake Ontario and abroad.

By 1850 many of the farmers in Uxbridge, Thorah, Brock and the neighbouring townships produced a considerable amount of grain for sale. A journey to Oshawa or Whitby with a load of grain could take several days.

Taking grain to Toronto was an epic journey and to most settlers, such an undertaking was out of the question.

James and Andrew Laing of Oshawa had a highly profitable general store in Oshawa. As their business grew, they began to look for opportunities to expand. They decided to venture into the buying and selling of grain. Realising that Prince Albert would be a good place to setup a grain buying business, thus providing the farmers in the area and to the north with a convenient place to sell their grain, they asked one of their employees, Thomas C. Forman to operate a store for them in Prince Albert. He agreed and a large barn was built in Prince Albert to store the grain. His store and barn were on the north side of the 5th Concession just west of Old Simcoe road. Forman married Laing's daughter. When his father-in-law died,

Forman took over full control of the business in Prince Albert.

In Prince Albert immediately west of Forman in 1844. In partnership with Aaron Ross, Currie became the principal grain merchant in the community for many years.

In addition to Forman, Currie and Ross, other businessmen ventured into the grain buying business in Prince Albert in the 1850's and 60's. They included J. H. Brown, Joshua Wright, J. B. Warren, A. Farewell, Robert Perry a son of Peter Perry, and Abner Hurd's son, Prosper. An unusual feature about Prince Albert's grain market was that, in spite of the huge volumes of grain handled, it never had a grain elevator. Here the buyers stored their purchases in barns and all the grain was handled by shovels or in sacks.

The seasonal nature of grain buying, meant that the buyers had to have other sources of income for the remainder of the year. In the case of T.C. Forman and George Currie, they each ran a general store. Prosper Hurd was a carpenter, Aaron Ross ran a shoe shop, Brown was a painter and Wright was a tanner. At a

CURRIE & ROSS

Arc receiving their Spring Goods

DIRECT FROM ENGLAND

A LARGE PORTION

EXPECTED DAILY!



CURRIE & ROSS

HAVE

FOR SALE!

Salt, Plaster, Clover Seed, Timothy Seed, Garden and Field Seed, Tares.

ALL NEW AND FRESH.

SEED BARLEY, PEAS & OATS.

Prince Albert, March 17, 1860.

later date, Currie and Ross joined to operate one store.

Once Prince Albert had become a centre for farmers to bring their grain to sell, other services and businesses sprang up. In addition to the grain buyers, the Canada Directory of 1857 lists the following businesses in Prince Albert; 7 shoemakers, 6 carpenters, 5 carriage or wagon makers, 4 blacksmiths, 4 saddleries or harness makers, 4 tailors, 3 painters, 2 hotel keepers, 3 general stores, 2 tanners, 2 millwrights, 2 chemists, 2 bakers, a grocer, a surveyor, a tinsmith, a mason, a watchmaker, a plasterer, a butcher, a dentist and a cabinetmaker. This was obviously an extremely energetic and prosperous community.

In 1850, Prince Albert had gained such commercial prominence that Abner Hurd petitioned the government of the day to have the seat of Ontario County established here. His proposal was duly considered, as was an 1851 proposal by the area businessmen to amalgamate the villages of Prince Albert, Borelia and Port Perry, to form one village which would be named "Ontario". In 1852, the larger settlement at Whitby was declared the county seat, mainly because of its harbour facilities and the fact that it was on a direct road link with Toronto.

Prince Albert continued to grow to such an extent that James Holden moved to the community to begin publishing a weekly newspaper. In spite of a severe economic recession in 1857, the first issue of the Ontario Observer appeared on December 12 that year. In this first edition, in recognition of the commercial significance of the community, Holden made the promise that; "The state of the Toronto and New York markets will be transmitted to us by telegraph up to the hour of going to press..."


On January 27, 1859, The Ontario Observer reported; "Prince Albert has been unusually enlivened by the arrival of an astonishing number of teams bringing in an immense quantity of wheat. We now have no less than six extensive buyers of wheat..." There were also several less extensive buyers. Most communities such as Uxbridge, Markham and Stouffville had only one or two major buyers each.

In the decade from 1851 to 1861, the number of acres of wheat in Reach Township alone doubled to 10,000 acres, while the bushels of wheat almost tripled to just under 200,000. Almost all of this was handled at Prince Albert along with wheat from all

ANGLO-AMERICAN HOTEL,
PRINCE ALBERT, C.W.
JOHN MOGGRIDGE, - - - PROPRIETOR.
Best Accommodation for Travellers.
CHOICE WINES, LIQUORS & CIGARS.
GOOD STABLING
AND
ATTENTIVE OSTLERS.

GOOD LIQUORS!!
AT
W. M. Wightman's,
PRINCE ALBERT.
The inhabitants of Reach and surrounding townships are respectfully informed that the Subscriber has added a
Choice Stock of Liquors
to his Dry Goods and Grocery Store, where purchasers will find the very best Brands at the lowest possible rates.
Don't forget
PRINCE ALBERT, July 24, 1878.
W. M. WIGHTMAN'S
New Store,
Prince Albert.

IMPORTANT QUESTION.
WHERE CAN WE GET GOOD
BOOTS & SHOES, CHEAP?
The question satisfactorily answered by calling at
Joshua Wright's
BOOT AND SHOE STORE,
PRINCE ALBERT, C. W.
CASH PAID AT ALL TIMES FOR HIDES, SHEEP SKINS,
AND TALLOW.

Ontario Carriage Factory

PRINCE ALBERT, C. W.
ESTABLISHED 1855.
JAMES EMANNEY,
MANUFACTURER OF
Carriages, Waggon, 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.

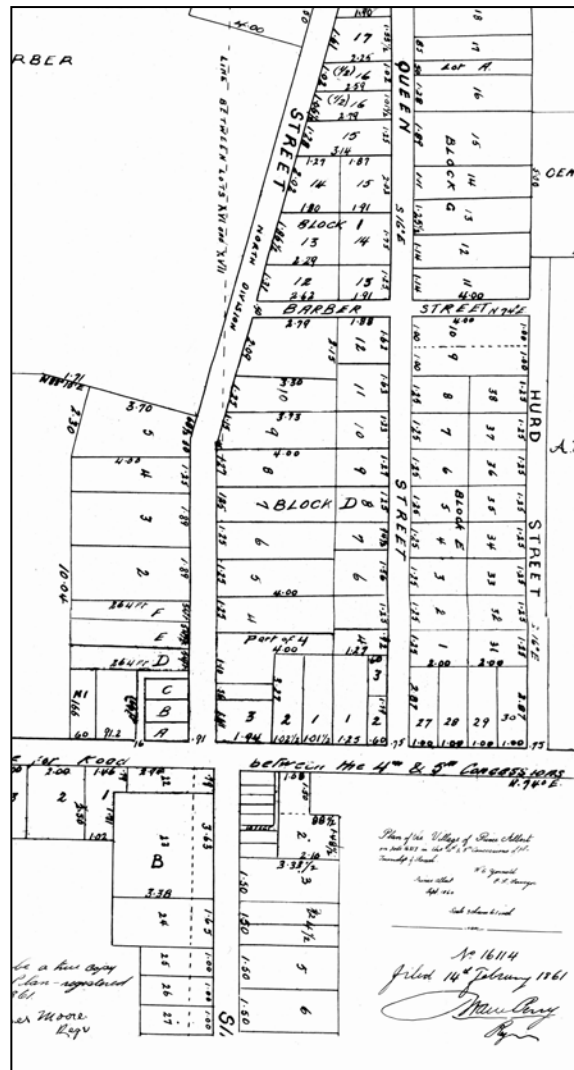
the neighbouring townships. It was during this period, in 1859, that Prince Albert assumed its role as the second largest grain market in Canada West!

Tremaine's Map of Ontario County of 1860 lists the Reach Township subscribers. Below is a list of those businesses with Prince Albert addresses.

- Agnew MD, John, Phys and Surg
- Boynton jr. Wm, Victoria Hotel
- Bower, John
- Brown, Thomas, Stoves, tin & copperware
- Carswell, John, watchmaker
- Courtice & Rolph, saddlers and trunkmakers
- Currie, G&M, general merchants
- Davis, N.H, general merchant
- Emaney & White, Carriage and cutter makers
- Ford, G.H., watchmaker and jeweller
- Forman and Leadly, Merchant tailors
- Forman, Thomas C., general merchant
- Heal, John, tailor
- Heard, John, blacksmith
- Hiscocks, C., baker & confectioner
- Holden, James, prop. Ontario Observer
- Hurd & Billings, barrister
- Hurd A., Justice of the Peace
- Jolly, David, cabinet maker
- Jury, John, builder and painter
- Law, Rev. James, Wesleyan minister
- Mason and Clarke, carriage makers
- McGee, D., tailor
- Oliver, Edward, prop Ontario Review
- Ross, A., boot and shoe maker
- Shaw, Fletcher, painter
- Sinclair, Archibald, Groceries and liquors
- Tomlinson, R. H., druggist and apothecary
- Wright, Joshua, tanner
- Wright & Bates, boot & leather dealers
- Yarnold, W. E., Provincial land surveyor

This list assumes greater relevance about a decade later.

The promise of a railway began to lure the businessmen of Prince Albert to the proposed northern terminal of the line; Port Perry. Within five years of the completion of the railway, essentially all the businesses listed above had moved to Port Perry, and Prince Albert became a commercial wasteland.



1861 Plan for the Village of Prince Albert.

PRINCE ALBERT.

MEDICAL HALL,
PRINCE ALBERT, ONT.

W. A. TOMLINSON,
CHEMIST & DRUGGIST,

PROPRIETOR OF TOMLINSON'S CELEBRATED

Pain Cure, Worm Confections, Black Oil, Condition Powders, White Oil,
Bronchial Trochees.

These articles are so well known to the public that it is needless for me to enumerate
their virtues.

DEALERS IN MEDICINES WILL FIND THE ABOVE GOODS MET WITH READY SALE.

Port Perry's 1860 list by comparison to Prince Albert is considerably smaller;

- Bigelow Joseph, Post Master, and General merchant
- Billings & Hurd, barristers
- Bullen, Thomas, tailor
- Corrow, John, bridge contractor
- Davis, John W., cabinetmaker
- Frederick, Charles, match factory
- Gamble, J. W., general merchant
- Gregory, George, baker
- Ireland, John, blacksmith & buggy maker
- Marsh, Charles, boot & shoe maker
- McCrimmon, Donald A., sawyer
- Middleton, John, butcher & cattle dealer
- Morden, J. P., cabinet maker
- Morden, James N., carpenter & joiner
- Paxton & co, Thos, lumber merchants
- Paxton & co, George, merchant millers
- Russel, Farmer, Steamboat hotel
- Sparrow, James, tailor
- White, William, Carding & Planing Mill
- White & Bigelow, stave factory

By comparing these 1860 lists of occupations (30 for Prince Albert and 20 for Port Perry) the larger commercial significance of Prince Albert at this time becomes apparent.

Prince Albert also boasted of a brass band which entertained its residents at church gatherings and numerous social affairs. It also travelled further afield to entertain at special events. The band entertained the thousands in attendance when Prince Edward (later Edward VII) visited Whitby in 1860.

In September, 1858, the North Ontario Agricultural Society held its first annual exhibition at Prince Albert. These fairs became so popular that by 1866, Port Perry and Manchester offered cash bonuses to the society in order to have the fair in their community. Port Perry won that year (1866) and thus held its first County fair. This was the first time that it had not been held in Prince Albert.

Even in 1868, Prince Albert was still regarded as the commercial centre of Reach, but that was soon to change.

JOSEPH BIGELOW

HAS ON HAND a very large Stock of Goods of almost an endless variety, and of superior quality, and very cheap, consisting of

Dry Goods,
Ready Made Clothing,
Ladies' Dress Goods,
Ladies' Trimmings,
Ribbons, and Parasols, etc.
Ladies' Hats, Bonnets, and
Mantles, etc.
Grey Cotton Shirtings,
Striped Shirtings,
Fancy and Plain Flannels,

Boots and Shoes,
Shelf and Heavy Hardware,
Glass, Putty, Paints, Oils,
Crockery,
Brown Earthenware, etc.,
Dye-stuffs,
Patent Medicines,
Horse and Cattle Medicines
Room Paper & Stationery,
School Books, and

A Splendid Stock of Groceries !

At very low prices; a fair article of Tea at 45 cents per pound, good bright Sugar 11 pounds for one Dollar, and other things in proportion.

A LARGE STOCK OF

FLAT, SQUARE, & ROUND IRON !

To suit general blacksmith work, is on the way from Montreal, and will be in stock by the 15th instant, which

WILL BE SOLD CHEAP !

Blacksmiths purchasing \$50 worth, or upwards, at one time, for Cash, will only be charged Freight and a small Commission on Montreal wholesale prices.

My Stock is always kept well assorted as goods are arriving almost daily to keep the Stock complete in

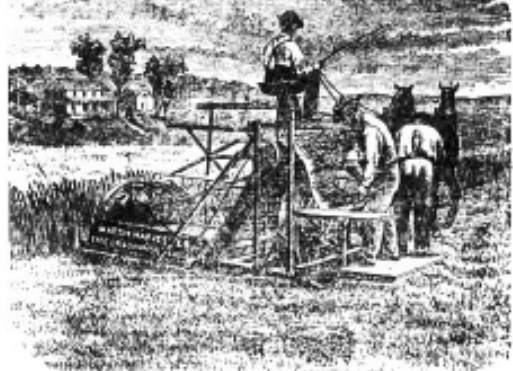
All the Latest Styles of Goods,

And at prices that defy Competition. Do not come to Town without calling for good Bargains at the

CENTRAL HOUSE.

Port Perry, August 10, 1866.

1-1f



PAXTON, TATE & CO.

MANUFACTURERS OF THE

Marsh Harvester !

PORT PERRY,

Agricultural Implements !

OF ALL KINDS

Stave and Shingle Machinery,

Oscillating Mulley Saws,

TURBINE WATER WHEELS,

Mill Castings, etc., etc., Made to Order.

Repairing of all kinds promptly attended to.

Port Perry, Jan. 10, 1868.

75-1f.

Hotels.

THE WALKER HOUSE

PORT PERRY

THE Subscriber having leased the above hotel, it will be his endeavor to conduct it in every particular so as to merit the approbation and patronage of the public.

THE WALKER HOUSE

whether for extent or quality of accommodations is equalled by few Hotels in the Province and surpassed by none out of the best cities.

Commercial Travelers, the Traveling Public, Farmers and others doing business in the Village and the general public will find in

THE WALKER HOUSE

all that can be required in the matter of accommodation and moderation in charges.

The Charges are No Higher at the Walker House than at any other Hotel in Town.

The House is fitted up throughout in

FIRST CLASS STYLE.

The Tables and Bar supplied with the choice of the market and the utmost attention paid to the convenience and comfort of

ALL GUESTS.

An abundance of comfortable Stable and Shed accommodation, and attentive hostlers.

W. B. McGAW.

Port Perry, April 20, 1876.

PORT PERRY HOUSE,

PORT PERRY.

JAS. V. THOMPSON, - PROPRIETOR.

The above House is now most comfortably furnished, and Guests are cared for in the Home Style. Good Liquors and Cigars, also, first class Stabling and good Ostlers.—Additions have been made which make this the largest and best House in this section of country. Fare \$1.00 per Day.

RAILWAY HOUSE,

(Opposite the Railway Station.)
PORT PERRY.

This House has been thoroughly overhauled, fitted up and arranged with a view to the accommodation and comfort of guests. Meals and Refreshments on the arrival of trains. First-class stable and shed accommodation.

C. HOLT, Proprietor.

REVERE HOUSE,

MANCHESTER.

By GEO. HOUCK.

Having leased the above excellent Hotel it will be my endeavor to conduct it in every particular so as to merit the approbation and patronage of the public.

Manchester, Oct. 6, 1875.

ROYAL EXCHANGE HOTEL,

WILLIAMSBURG, CARTWRIGHT.

E. BRYANS, Proprietor.

The Subscriber having succeeded Mr. Mason in this pleasant and commodious Hotel has spared neither labor nor expense in re-fitting and renovating the entire premises. The Bar supplied with a superior class of Liquors and the best brands of Cigars. The choice of the market provided for the Tables. Excellent stabling and attentive Ostlers.

E. BRYANS.

Williamsburg, Dec. 6, 1875.

ANGLO-AMERICAN HOTEL,

PRINCE ALBERT.

W. H. PARK, - - - PROPRIETOR.

Having purchased the above pleasantly situated Hotel, I have thoroughly repaired and renovated the entire premises even to the Sheds. The Hotel has been furnished in First-Class Style and Stocked with the best Liquors and Cigars!

Strict attention paid to the comfort of guests.

The table and bar well supplied.

W. H. PARK.

Prince Albert, June 12, 1875.

Business Listings

Port Perry, 1875

Barristers' Cards.

COCHRANE & COCHRANE,

BARRISTERS, Attorneys, &c. Prince Albert office—opposite the Town Hall; Port Perry office—over Mr. Bigelow's Store.

FAREWELL & MCGEE,

BARRISTERS, Attorneys, Solicitors, Conveyancers and Notaries Public, Oshawa.—Office, one door North of the Post Office; and at Bowmanville, office Mr. Feeter's Block, opposite Town Hall.

E. FARWELL, L.L.B. | R. M'GEE, B. A.

JOHN BILLINGS,

BARRISTER, Attorney at Law, Solicitor in Chancery, Notary Public, Conveyancer, &c., Prince Albert. Office opposite T. C. Forman's Store.

P. A. HUD,

ATTORNEY at Law, and Solicitor in Chancery, Prince Albert. Office over T. C. Forman's Store.

R. J. WILSON,

BARRISTER, Attorney at Law, Solicitor in Chancery, &c. Office in the Victoria Building, Brock-st., Whitby.

LYMAN ENGLISH, L. L. B.,

SOLICITOR in Chancery, Attorney, Conveyancer, &c., Oshawa. Office—Simcoe street, opposite the post office.

ROSS, LAUDER, MULOCK & SMITH,

BARRISTERS and Attorneys, Solicitors in Chancery, and Insolvency, &c. Office—McMillan's Block, Brock Street, adjoining Mr. J. Holden's office, Whitby.

Hon J. Ross, Q.C. | W. Mulock.
A. W. Lauder. | G. Y. Smith.

NORMAN F. PATERSON,

(Late of Miller & Paterson, Toronto)

ATTORNEY-at-Law, Solicitor in Chancery, Conveyancer, &c., Beaverton. Office in the building occupied by Dr. Wilson, Simcoe-st.

CAMERON & MACDONELL,

BARRISTERS and Attorneys at Law, Solicitors County Council Ontario. Offices: Court House.

M. C. CAMERON. | H. J. MACDONELL.

JAMES LAMON,

ATTORNEY at Law, Solicitor in Chancery, Conveyancer, &c.—Land Agent, &c., Uxbridge. Office over Armstrong's Hotel, Main Street, Uxbridge.

Medical Cards.

~ Chapter Three ~

TRANSPORTATION

The Port Whitby and Port Perry Railroad

The advent of the railroad and Prince Albert's economic and commercial demise are inextricably linked, and, reciprocally, Port Perry's growth. One of the first to propose that a railroad should be built to link Lake Scugog with other commercial centres was Peter Perry. He first made a proposal to link his business enterprises on Lake Scugog and Whitby as early as 1848. He approached many business people with his idea. Unfortunately his declining health and eventual death in 1851 cut short his dreams.

After his death, his son John Ham Perry led the drive for the railroad. But he did not have the contacts or the influence of his father. In November, 1852 a meeting was held in Whitby to develop the project. James Rowe was elected president and John Ham Perry, the secretary. The first of a series of public meetings was held and by the new year the movement had gathered momentum. In April 1853, the group managed to obtain a charter from the government to incorporate "The Port Whitby and Lake Huron Railroad Company".

Meetings were held throughout the county. Interested citizens could find a Railroad meeting somewhere in the county virtually every week. Surveys were made. The first successful proposal linked Whitby with Manchester, a 24 mile run with a branch line to Lake Scugog. The line would be extended the 22 miles to Lake Simcoe and then a third section of 30 miles to Lake Huron. The big problem in all of this was cost; 3000 pounds per mile. Interested parties were expected to buy stock in the company but the major portion of those stocks would have to be purchased by the various townships along the route.

The issue became the political football of the 1854 elections. Railway and Anti-Railway became the main election debate. The Anti-Railway faction opposed the infusion of public funds into the numerous railroad project across the country. As expected, the issue did not end with the election. It dragged on for years.

Depression and Boom

The period of 1850-1880 was one of unrivalled economic expansion, not only for Prince Albert, but the entire nation. It was an era much like the period a little more than a century later; a time when fortunes were made, when every phase of the economy expanded at a tremendous rate.

It should be pointed out however that in the midst of this boom a dramatic depression took place in 1857-58. The era concluded with a North American recession again in 1873. The 1873 recession culminated in a depression in 1875 and the economy did not begin its recovery until 1878.

During the 1850-70 period, as a result of tremendous growth in population and the development of the lumber milling industry and the introduction of brick making and other related building trades, a whole housing industry evolved. Reach Township was a prime example of this growth. According to the assessments of the day, in 1841, over 62 per cent of homes were made of logs but by 1861 this figure had dropped to below 48 percent. In fact, by 1860, the saw milling industry was the largest industrial employer in Reach and in the whole of Canada West.

In Port Perry, The Standard in 1866 stated that over 130 men were employed at the various waterfront mills in Port Perry. The November 28, 1867 edition of the Standard reported;

"Messrs Paxton, Sexton, Bigelow, Marsh and Trounce have manufactured for the past season - 5,700,000 feet of lumber 3,600,000 sawed shingles 650,000 sawed flour barrel heading 775,000 flour barrel staves 8,000 barrels of flour.

The principal part of the lumber, shingles and flour have been shipped to Lindsay and thence by railway to Port Hope for the American market."

It was a time when reasonable entrepreneurs and opportunists stood the best chance for success. Daniel and Hart Massey began their farm machinery manufacturing business at Newcastle in 1847. Allanson and John Harris began theirs at Beamsville in 1857. These two families later combined to form Massey-Harris. The Singer Sewing machine made its first appearance in Toronto in 1852 and immediately prompted a tailor's strike. In 1855, oil was discovered in Ontario, and Oil Springs, near Sarnia, became the site of first successful oil well in North America in 1858.

On June 10, 1857 a bill was passed to put the Canadas on the decimal system of currency. In July 1858, the first Canadian decimal coins were minted and introduced to the populace on September 1, 1858.

The First Trains

The first locomotive to run successfully in Canada West was on the Ontario, Simcoe and Huron Railway, from Toronto to Machell's Corners (now Aurora) in October 1852. The line was extended to Hen and Chickens Harbour (now Collingwood) in 1855. On Friday, December 29, 1854, the first passengers left Cobourg for Peterborough aboard the Peterborough-Cobourg Railway. The Great Western Railway linking Niagara Falls and Windsor, through Hamilton was also completed in 1855.

On October 27, 1856 the citizens of Upper and Lower Canada along the Grand Trunk Railway celebrated the official opening of the Montreal to Toronto service. This railway was completed after the infusion of British capital. The line was extended to Sarnia in 1859. The Great Western Railway joined Hamilton and Windsor, giving access to the Detroit market. In 1858, U.S. money financed the Buffalo and Lake Huron Railway linking Goderich on Lake Huron with Fort Erie, close to Buffalo. The first railway to directly affect the affairs of Port Perry was the Port Hope and Lindsay Railway. The first train made its way to Lindsay on Friday, October 16, 1857. The completion of this railway line meant that traffic, and particularly timber, was being diverted away from the Lindsay to Whitby route. The P. H. L. R. was to become one of the most efficient and successful railways in Canada.

Unfortunately, many entrepreneurs looked upon railroad building as an opportunity to defraud the public. Almost every railroad built in Canada had some administrator who made deceitful gains. The Grand Trunk Railroad for example, managed to arrange a loan from the government for nine million pounds. This gigantic bubble eventually burst, and in 1857-1858 Canada was hit by a devastating depression. This was largely as a result of the various governments' over-involvement in the financing of railroads. Many of the railroad companies, including the Grand Trunk, failed to pay back their loans.



**RAILWAY
MEETINGS!**

DEPUTATIONS
FROM TORONTO,
Will Address the
Ratepayers of Reach

On important Railway business, at the
Town Hall, Manchester,
Murta's Hall, Greenbank,
Campbell's Hall, Saintfield,
Bolton's Hall, Epsom,

These Meetings will all take place at 7 o'clock
p. m., on the night of

Wednesday next
1st SEPTEMBER.

LARGE MEETINGS

Are expected at the several places as matters of
very great importance to the several localities
will be discussed; matters which cannot fail to
prove deeply interesting to every ratepayer in
the Township.

R. W. ELLIOTT,
PRESIDENT,
Toronto & Nipissing Railway Co'y.

Office of the T. & N. R. Co'y,
August 24, 1869. 34-1w

The P.W. & P.P.R.

Reach township's romance with the railroad was a complex tangle of intrigue, corruption and exploitation. Ultimately, after scandal on the one hand, and hard work and suffering on the other, the Port Whitby and Port Perry Railroad was eventually completed.

As with other railroads across the province, the financing of the P.W. & P.P.R. was largely dependent upon the ability to persuade the various communities to pay for it. The first attempt to finance a railroad failed to meet its objectives and the 1857 depression dampened support for the project.

A new set of promoters emerged in the early 1860's. They were John Fowler, Chester Draper and Thomas Paxton. In 1864, these men began the arduous task of raising the funds for the proposal. Fowler was a Port Hope businessman, Draper had run Peter Perry's store in Scugog Village in the 1840's and had become a prosperous merchant. By 1864 he owned the Port Whitby harbour. Paxton owned one of the first mills in Scugog Village and similarly expanded his holdings to include a considerable amount of land in Port Perry.

The problem faced by Fowler, Draper and Paxton was the intense competition with those who were promoting other railroads into Lake Huron; the Toronto, Grey and Bruce Railway, the Toronto and Nipissing Railway, and the Port Hope and Lindsay Railway. The latter was anxious to extend its line from Lindsay through Cannington to Beaverton. This was opened in 1871. The Ontario Legislature granted charters to the P.W. & P.P.R. and to the T. & N. on March 4, 1868. Meetings of the rival promoters were held throughout the area at that time to generate interest and financing and to downgrade the opposition.

Each set of railroad promoters did its best to persuade individual municipalities to contribute toward its financing. The financial support of municipalities such as Uxbridge and Brock were critical. To entice support, the P.W. & P.P. promoters promised to extend a branch line to Uxbridge and later to Beaverton.

By this time serious efforts were finally underway to build the railway from Whitby to Port Perry. In 1867, Joseph Bigelow was persuaded to become involved in the promotion of the P.W. & P.P.R. Beginning in the spring of 1868, he began an extensive letter writing campaign to the government's Board of Works, trying to convince them of the need to rebuild the lock at Lindsay. Aiding Bigelow in applying pressure was Thomas Paxton, now the M.P.P. for Ontario North. Bigelow became the provisional director for the proposed Port Whitby and Port Perry Railway. They argued that the success of the proposed railway was largely dependent upon moving goods, particularly lumber, rapidly from Sturgeon Lake and Lindsay, down to Port Perry where it would be loaded on to the train. The campaign led them to meet with the Premier of Ontario, in order to further their argument. Their combined effectiveness was no doubt due in part to the fact that Paxton was also a Railway board member as well as being Bigelow's brother-in-law.

Finally, when promise of adequate financial backing seemed to be forthcoming a decision was made to call for tenders for the construction of the Railway. On November 7, 1868, the promoters announced that the contract had been awarded to the Toronto firm of Kestevan and Starrat. Work was begun immediately. Unfortunately very little of the money promised by backers and municipalities was paid, and the company, with unpaid bills piling up, was forced to stop work. Kestevan and Starrat declared bankruptcy.

By selling stock to the municipalities and new

**Port Whitby and Port Perry
Railway.**



MEN WANTED.

WANTED IMMEDIATELY

200 MEN

To work on the above Railway.

Apply to

E. MAJOR.

Port Perry, Sept. 7, 1871.

promises of municipal financial support, a new contractor was hired; J.H. Dumble of Cobourg. Dumble started his workers on September 15, 1869. To mark the new start for the railroad Prince Arthur, a son of Prince Albert and Queen Victoria, officially turned the first sod on October 6, 1869, during his visit to Canada.

This occasion marked a new beginning and, unfortunately a new set of problems. Two of the directors of the P.W. & P.P. board complained of illegal activities of other board members. The president of the railway, Joseph Bigelow, was accused of being in collusion with Dumble in falsifying certificates of performance. Dumble received payment of over \$100,000 for a total value of work of \$50,000.

Bigelow and other board members were already under a cloud of suspicion over some land purchases involving the railway. Bigelow also compromised his position by selling fencing and other lumber items to his railroad for prices well above the going rate. He also sold land which he owned, to the railway at questionable prices.

Dumble somehow convinced another contractor, C.E. English that all was well with the railroad and sold his interests to him. In the summer of 1871, Mr. English brought his work crews in to continue the project. When he went to the board with his certificate of performance, he found out that there was no money available. He stopped work and sued both Dumble and the P.W. & P.P. board.

Faced with losing the entire project and its few assets, Bigelow, Draper and James Holden, a director of the Dominion bank and the P.W. & P.P., together took total control. Bigelow lent the railway \$20,000

so that work could continue. Edward Major, a director of the railway, was hired to supervise the continuation of the railway line. Work did continue, but in order to save money the track was constructed on a narrow gauge. The project was eventually completed, but because of the cost-saving 4 foot 8 inch gauge track, all goods and passengers had to be unloaded at Whitby and transferred to the broader 5 foot 6 inch gauge equipment on the Grand Trunk system to Toronto or Kingston.

Nevertheless the inaugural train ran on November 15, 1871 and regular daily service from Port Perry to Whitby began June 1, 1872.

The railway was poorly constructed and its finances were in a shambles. Bills and wages had remained unpaid for months and the bookkeeping was in a deplorable state of disarray. When James Holden decided to try to rescue some of his own investment and that of the Dominion Bank, a study found that even though almost \$450,000 had been paid out on the construction of the railroad, the completed work was evaluated at only \$165,000. The balance was alleged to have been skimmed off the books through a combination of mismanagement and fraud.

It should be pointed out that although some of the board members and contractors had obviously been quite unscrupulous in their undertakings, the affair was typical of the practice of the time and common throughout Canada. There were many railroads built at this time, and it is difficult to find a story of a railroad being built where graft and corruption did not prevail. Even Sir John A. Macdonald was forced to resign as



**RAILWAY
MEETING.**

—

A PUBLIC MEETING of the ratepayers
of the Township of Reach, will be
held at the

TOWN HALL,

In the Village of

MANCHESTER!

ON

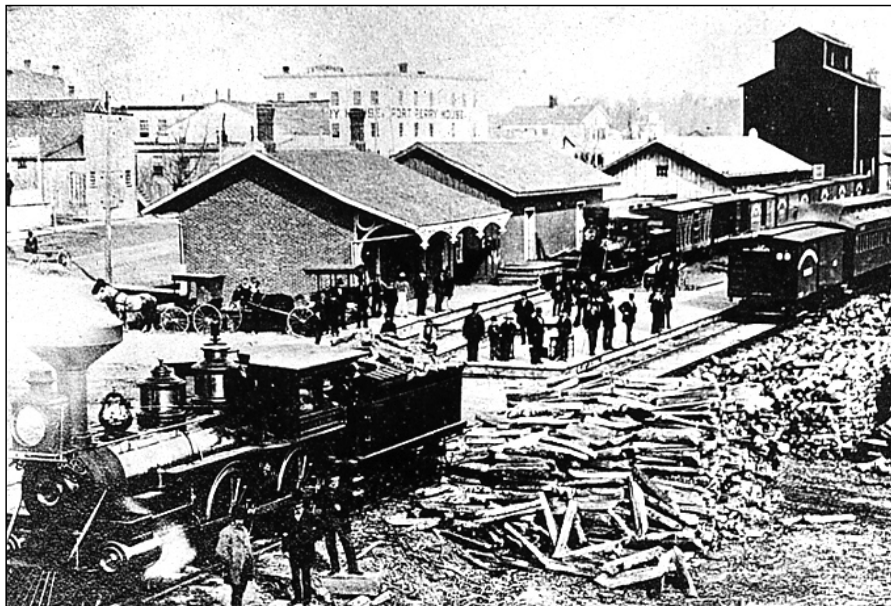
SATURDAY, JUNE 10TH, 1876,

At 2 o'clock, p. m., for the purpose of advocating the granting of a bonus of \$15,000 to assist the Whitby & Port Perry Extension Railway Company in extending their line to Lindsay, and there connecting with the Victoria Railway.

All are respectfully invited to attend.

JAMES HOLDEN,
Managing Director.

Whitby, June 5, 1876.



Trains at the Port Perry Station about 1876.

Prime Minister in 1873 over alleged bribery in the construction of the C.P.R. This was the so-called "Pacific Scandal" which swept Macdonald and the Conservatives out of power, giving way to Alexander Mackenzie leading the Liberals to a landslide victory in the ensuing election.

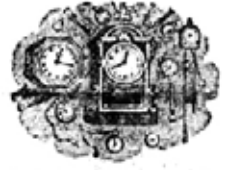
At the same time a similar scandal over bribery involving the construction of the Union Pacific Railway rocked President Grant's government in the United States. This incident exacerbated the 1873 financial panic which led to the 1875 depression in North America.

Ironically the pathetic assets of the P.W. & P.P.R. were sold in the same year that Macdonald resigned; 1873. The railroad was bought by a group headed by James Austin, president of the Dominion Bank, and James Holden, for \$165,000. Chester Draper still remained on the new board of directors.

The new members of the board, particularly those from outside the Port Perry Whitby area, viewed the strategy of the railroad from a different perspective. The new owners realized that profitability would be derived from a larger railroad network. The railway had to be expanded to Lindsay in order to take advantage of the links with other railway lines there. Work was begun immediately and the inaugural train journey to Lindsay was made on July 31, 1877.

The line was purchased by the Midland Railway in 1881. The Midland in turn was absorbed by the Grand Trunk Railway in 1884 and this was taken over by the Canadian National Railway in 1923. The CN abandoned the line from Cresswell to Lindsay in 1936 and began tearing up the rails. The Whitby to Port Perry section was closed after a final run in July 1941 and the tracks were torn up and the metal used for the war effort.

PRINCE ALBERT
Jewelry Emporium



REMOVED
TO
PORT PERRY!

Shop opposite White's Carriage Factory

THE Subscriber would embrace this opportunity of returning thanks for the liberal and extensive patronage bestowed upon him since opening business in this place. He has now much pleasure in informing the public generally that he has just opened out the largest, richest and most attractive Stock of Jewelry &c. ever brought into this County. A call is sufficient to convince any one that the Prince Albert (now Port Perry) Jewelry Emporium is the best establishment in the County for beautiful, good and cheap goods in the Watch, Clock and Jewelry line.

My stock is carefully selected, extensive and valuable, consisting of an elegant assortment of Jewelry, Colored and Bright Sets, Fine Gold, Gem and Plain Rings, Brooches, Ear-Rings, Studs. A lot of beautiful Gold, Silver and Plated Chains.

Cruet Stands, Fruit Baskets, Butter Coolers. Very fine collection of Gold and Plated and Enamelled Locketts, Fine China and Glassware and Toys, Tobacco Stands, Flower Vases; really fine Bracelets; Musical Box playing 6 opera airs. Gold Watches, Silver Watches, Clocks, all of the best description, French Clocks &c., Regulators, Mouth Organs.

Brooches, Ear-Rings, &c.
Everything as Cheap as possible to be afforded
JOHN DIESFELD,
Practical Watch Maker,
Port Perry.
Feb. 6, 1873.

A number of factors affected the lack of success of the railway from Whitby north through Port Perry. The railway was promoted, developed and built by men who had no experience in railway matters and throughout its existence, it was mired in debt. The line was poorly built and the railway bed collapsed frequently in several locations. Had developers succeeded in constructing the railway earlier, its chances of success would have been much greater. As it was, the railway's first runs coincided with another set of circumstances which determined its failure. By the mid 1870's the timber stands throughout the Lake Scugog Basin had been depleted and no reforestation projects had been undertaken. A critical element in the depression of 1875 was the collapse of the lumber market in New York that year.

The Demise of Prince Albert

When Queen Victoria's husband and consort, Prince Albert died of typhoid fever at Windsor Castle on December 14 1861, the entire British Empire mourned his loss and many felt that his passing symbolized the end of an era. The residents of the Reach township community named after the Queen's husband shared in that sense of loss and the portent of change, but they had no idea of the extent of the change to which their prosperous, pleasant and happy community would be exposed. At the time of Albert's death, the community of Prince Albert had not yet reached its zenith, but there were already a few of its residents who sensed that major changes were ahead.

As soon as the first construction contract for the railroad had been signed, Prince Albert businessmen realised that greater profits were to be made in Port Perry, the northern terminal of the railroad. Among the first to leave Prince Albert was George White, the carriage maker, a former partner of James Emany. White built a new factory in Port Perry and commenced his carriage making there. Dr. Jones left in December 1868. The first of the major store owners to relocate was George Currie who moved to the north east corner of Queen and Perry Street, in September 1872. Then the mass exodus began as stores, factories and businesses moved, and hotels closed. In less than 5 years after the railroad's inaugural run the population of the community of Prince Albert was reduced to less than a half of its boom-town size.

Among the last to leave was the newspaper, the Ontario Observer. Ironically, the owner of the Ontario Observer had occasionally approached the possibility of a railroad with some cynicism. He publicly announced his move from Prince Albert in August 1873, stating:

"This is rendered necessary from the altered condition of our village, owing to the concentration of the greater part of the business of the township in Port Perry; and a newspaper above all things, in order to be profitable to its proprietors and convenient to its patrons must have its

**WITH THE
STREAM!**

—♦♦♦—

THE undersigned would thank his numerous customers for the generous and liberal patronage bestowed upon him in the past; and would beg to inform them and the public generally that he has

**OPENED BUSINESS IN
PORT PERRY,**

And that in future his business will be carried on at Port Perry and Prince Albert. He hopes by this arrangement and the increased business facilities which he has thus secured to be able more fully to meet the wants of the rapidly increasing population of this highly prosperous section of country.

**CHAS. HISCOCKS,
Baker & Confectioner,**

Candies, Biscuits, Cakes, Bread, Flour, Oatmeal, Cornmeal, Lobsters, Sardines, Fruits, Toys, &c.

FRESH OYSTERS received every week.

Wedding Cakes made to order.


TEA MEETINGS, &c., furnished on liberal terms.

**SHOPS—Prince Albert and Port Perry.
CHAS. HISCOCKS**

Prince Albert and Port Perry, }
November 27, 1872. }

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
P O R T P E R R Y



CARRIAGE FACTORY!

CUTTERS AND SLEIGHS!

THE Subscriber is now manufacturing a large quantity of the above articles, of the best material, style and finish. Having made a good selection of material in the material market, he is prepared to manufacture any article required in his line.

Horseshoeing and General Blacksmithing
Done with neatness and dispatch, for cash or approved credit.  All work warranted.

G. U. WHITE,
42

Port Perry, Oct. 21, 1868.

headquarters as near as possible to the business centre of the locality in which it is published.”

In December, 1873, James Emany, announced that he too was moving and that the Ontario Carriage Works had opened its new premises in Port Perry. A month later, on January 21, 1874, T.C. Forman announced that he was also closing his business in order to relocate in Port Perry. The departure of these two enterprises brought Prince Albert's business and commercial life to a close, leaving it to continue as a quiet residential community. Only a general store, a post office and a blacksmith remained. Thus, Prince Albert, once one of the most important centres of business and commerce in the region, quietly passed into the pages of history. Only the cemetery remained as a focal point for the surrounding communities, a role which continues to this date.

Transportation on Water

The story of transportation over the waters of Lake Scugog began hundreds of years ago when the Huron, then the Iroquois and finally the Mississaugas made their way around the broad meandering river which was later expanded to become Lake Scugog.

When William Purdy obtained government encouragement to build a dam at Lindsay in 1827, his primary purpose was to create power for a mill. The eventual consequence of the dam was the increase of 7 feet of water all over Lake Scugog, thus more than doubling its area and significantly increasing the depth. This made communication, travel and navigation much easier, a factor not immediately accepted by the area residents.

Initially there was an outbreak of opposition to the larger lake. Pioneers who had settled on the land around the lake and had begun to clear their acres on its shores were obviously outraged by the Purdy dam, so much so that in 1838 a group of farmers went up to Lindsay and destroyed the dam. But Purdy had the force of the government behind him and built a smaller dam lower down the river. The first lock was built at Lindsay in 1844, enabling traffic to move from Lake Scugog to Sturgeon Lake.

Peter Perry's vision for developing Lake Scugog and drawing trade and commerce to the south end of the lake and then overland to his harbour at Whitby was gaining acceptance. This began to draw settlers into the area thus creating a need for adequate transportation.

A number of sail and oar powered vessels moved people and goods around the lake, but the first to move into a mechanical phase were John Lasher and his neighbour Thomas Haywood. They had settled at the southeastern end of the lake and established a small settlement called Lasherville, later to become Caesarea. In 1845, Lasher and Haywood built a scow with a horse powered tread mill. It carried freight and passengers from Lasherville to sites on the lake including Lindsay. Around the same time Reuben Crandell, in competition with the Lasher boat, built a crude packet called the Firefly. It was propelled by oars and sails.

George Crandell

Reuben Crandell's son George, who had always shown an interest in boating, helped his father to build the Firefly. When Peter Perry persuaded James Rowe and Thomas Cotton to finance the building of the first steamboat in the region, they hired Hugh Chisolm to build the steam powered vessel at Scugog Village. The keel was laid in the spring of 1850 on the waterfront. The vessel was to be called the Woodman. George Crandell had more experience in ships and shipbuilding than most people in the area. When he approached Chisolm and expressed his desire to be involved in the building of the Woodman, he was hired immediately. No doubt, as he worked away, he would have expressed a desire to own such a vessel as the Woodman. Little did he realize how soon that dream would come true.

As the huge hull began to take shape, it would have attracted the attention of all the settlers in the area. It was an immense vessel for this period even rivalling the steamers on Lake Ontario. It was 96 feet long at the keel and had an overall length of 110 feet. Its huge 14 foot side paddlewheels gave it a width of 30 feet.



Capt. George Crandell

The Woodman was launched on August 29, 1850. After the launch, the huge steam engine had to be installed. It was a 25 horsepower unit built in New York. This enabled her to chug along gracefully at over 8 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 Chisolm commanded his vessel.

Excitement ran throughout the whole of Lake Scugog and the Scugog River all the way to Lindsay when it was announced that the Woodman was to have its maiden voyage on April 25, 1851. Dignitaries from Toronto, Whitby and the small settlement of Oshawa came to Scugog Village to board the vessel. To add an even more festive air to the occasion, the Brooklin Brass Band was also invited.

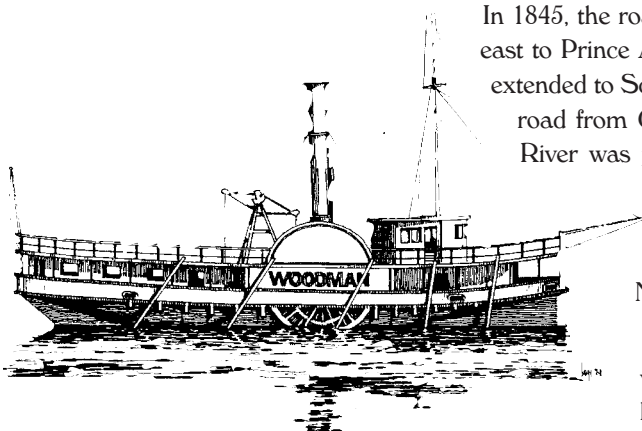
The ship left her festooned moorings at Scugog Village at noon. She proudly steamed her way to Port Hoover and Washburn Island on the north shore of the lake, the sound of her steam horn reverberating all over the Lake. She finally wound her way up the Scugog River to Lindsay where a gala reception was planned at Mitchell's hotel.

After her maiden voyage, she made the daily trip from Port Perry to Lindsay and then return. Along the way, regular stops were made at Port Hoover and Caesarea.

The route along the river proved to be hazardous for many years. But there was a more serious danger in all steamboats of that era; fire. The potential for fire was always present on board these wooden steam vessels.

The Woodman had her first major fire in 1854 as she lay at her wharf in Port Perry. She was so badly damaged that Rowe and Cotton decided to sell her. Her new owner was George Crandell. He immediately rebuilt her and in 1854 with the relaunching, began to build what was to become one of the greatest steamboat empires on the Central Lakes.

As soon as he had acquired the vessel, Crandell started into the business of shipping people and goods around Lake Scugog and Sturgeon Lake. Three times a week, he navigated his steamship from Port Perry to Lindsay, stopping at the Lake Scugog ports and on Sturgeon Lake it made journeys to Bobcaygeon and Bridgenorth.



Steamship Woodman

In 1845, the road from Whitby to Manchester, and then east to Prince Albert was planked. Four years later it was extended to Scugog Village, now Port Perry. The Nonquon road from Oshawa through Prince Albert to the Nonquon River was planked and opened to the public in 1850.

These accomplishments, coupled with the Woodman plying its regular route to Lindsay, resulted in an economic boom for this region. New mills opened and land values sky-rocketed.

James Wallis at Fenelon Falls launched a vessel in 1853, the Ogemah to tow lumber from his sawmill at Fenelon Falls to Port Perry. Wallis and Crandell shared the growing traffic from Port Perry to Bobcaygeon, taking turns running on alternate

days from Port Perry to Lindsay. Wallis captained the Ogemah for twenty years.

In spite of the great depression of 1857, the year was a landmark year for shipping on the Central Lakes. As a result of the phenomenal growth of the trade on these lakes, the government agreed to rebuild the Bobcaygeonlock with stone. Unfortunately, they did not make the lock wide enough for the 30 foot beam of the Woodman and the Ogemah. However other vessels could now venture into Buckhorn, Pigeon and Chemong Lakes. But that journey was short lived, for later that year, a petition was presented to the government requesting that (1) the Scugog River be dredged, (2) that a new wharf be built at Lindsay and (3) that the lock at Lindsay be improved.

The government carried out the first two items but when they removed the decrepit lock they built a timber slide instead. This ridiculous situation meant that goods and passengers from Port Perry had to change vessels at Lindsay. The old lock was shut down at a time when the Woodman and the Ogemah were both on Sturgeon Lake. This meant that Lake Scugog was left isolated with no steam vessels to tow logs against the northward current of the Scugog River down to Port Perry. The commercial impact of this dilemma was further compounded when the first railway began its run from Lindsay to Port Hope that same year; 1857. Timber and sawn lumber merchants, the greatest being Mossom Boyd at Bobcaygeon, abandoned their hopes of shipping their merchandise through Port Perry to Whitby and turned instead to the Port Hope railway route. At this juncture, George Crandell made two significant decisions. His first was to move the centre of his operations from Port Perry to Lindsay, and the second was to build another steam vessel on Lake Scugog

Crandell commissioned the steamship Lady Ida. It was built at the Port Perry waterfront but was not launched until 1861. By this time the Scugog River south of Lindsay had become overgrown with weeds. In its first year of operation the Lady Ida was frequently off schedule as a result of the problem. Three years later, he sold the Lady Ida to W.J. Trounce, a lumberman, in Port Perry.

By 1863, the traffic on Lake Scugog had returned to normal and there was enough work in towing lumber to keep the Woodman busy full time towing timber booms down to Lindsay and feeding them to the Lady Ida for the Lake Scugog run. To handle other goods and passenger traffic beyond Lindsay, he commissioned his third vessel the Ranger, to be built at Lindsay. It was launched in May 1864. The Ranger was an 80 foot long, side paddlewheeler powered by a 26 horsepower engine.

Crandell's growing shipping business was carefully watched by all. Its success and potential attracted the interest of that most enterprising of entrepreneurs, Joseph Bigelow. Along with W.J. Trounce, Bigelow commissioned a vessel to be built for the Port Perry to Lindsay traffic. They hired Elias Rogers to build the vessel at Port Hoover.

Progress of the construction of the new boat received constant press coverage. In April, 1867, the Port Perry Standard reported;

Elias Rogers of Port Hoover has a new steamer on the stocks. She measures 70 feet at the keel, has an 18 foot



Steamer Anglo-Saxon

DAILY TRIPS

BETWEEN PORT PERRY & LINDSAY!

ON and after the 1st of July, 1868, and until the close of navigation, the new and fast-sailing Steamer "Anglo-Saxon" will leave her wharf, at Port Perry, every day, (Sundays excepted), at 7 o'clock, A.M., for Lindsay.

Calling at Port Hoover and Cæsarea!

Returning will leave Lindsay every day, (Sundays excepted), at 3 o'clock, P. M., for Port Perry, calling at the above intermediate ports.

COMMERCIAL TRAVELERS, BUSINESS MEN AND TOURISTS,

As well as the public generally, will find this a most pleasant route, affording a fine view of the delightful scenery around Scugog Lake.

From Oshawa and Whitby to Port Perry, there are two daily lines of Stages, and one daily line of Stages between Port Perry, Manilla, Cannington and Beaverton.

The steamer connects at Lindsay with the **PORT HOPE & LINDSAY RAILWAY** and the steamers plying on the Lakes north of Lindsay, for Fenelon Falls, Bobcaygeon, and Bridgewater.

FARE:

Between Port Perry and Lindsay....\$1.00.
Return Tickets..... 1.50.
Excursion Parties, 13 or upwards,
Half Fare..... 50.

The Anglo-Saxon has been specially fitted up for the comfort and convenience of Passengers.

T. OAKLEY,
Captain.

Port Perry, 30th June, 1868.

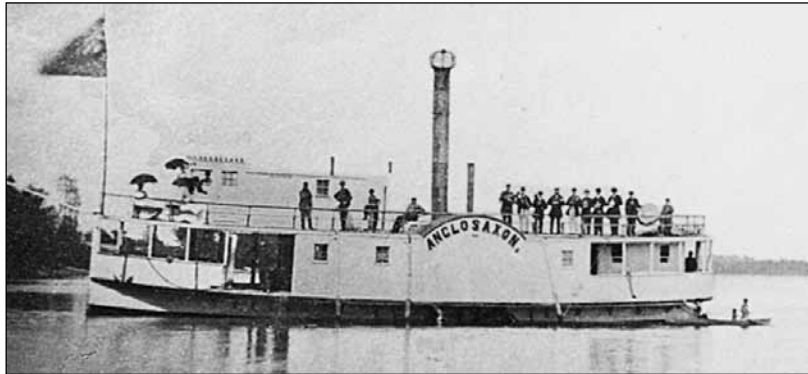
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beam and is to be propelled by a 35 horsepower engine from the establishment of A.M. Gibson. She is expected to make her first trip in early May.

On May 16, the Standard reported;

The new steamer was launched at Port Hoover on Tuesday last. [April 14, 1867] The unfavourable weather prevented many from being present. She was named the Anglo Saxon. We understand that she will be towed to Port Perry on Saturday next to receive her machinery.

On May 23; The boat recently launched at Port Hoover, intending to ply between Lindsay and Port Perry on Lake Scugog was towed to Sexton's wharf by the Lady Ida on the 22nd instant. She is a rather nice looking craft and reflects considerable taste upon the man who got up her model.



Steamship Anglo Saxon

The machinery of the Anglo Saxon was designed and built at Gibson's Foundry in Port Perry. In the fall of 1866,

A.M. Gibson built a huge foundry and factory on Perry Street. (See ch. 8) This was on the east side of Perry Street opposite the end of Paxton Street.

In 1867, Crandell launched his third steamer, the Commodore, a 96 foot long paddlewheeler. It was built by Thomas Walters in Lindsay.

At the time of Canada's Confederation, the lumber trade had expanded to 10,000,000 feet per year on Trent. However, most of this was still shipped to Port Hope from Lindsay on the Port Hope Railway.

At Port Hoover, at the north end of Lake Scugog, not to be outdone by Crandell, Bigelow and others, Elias Rogers decided to build a steamship of his own. Up to this time, all the steamboats on the Central Lakes had been side paddle wheelers. Rogers decided to innovate. He built a vessel with the paddlewheel at the back. No doubt he had been influenced by the success of the sternwheelers on the Mississippi. The Ontario, built at Port Hoover, was the first sternwheeler on the Central Lakes. It made its maiden voyage to Lindsay and then to Port Perry in July 1868.

Steamboat Notice.



THE STEAMER
ANGLO SAXON

WILL be prepared, on the opening of Navigation, to do all kinds of Towing and Freighting between this point and Lindsay, Bobcaygeon and Fenelon Falls, at the most reasonable rates.

Pic-nic and Excursion parties taken on the most favorable terms.

P. BIGELOW,
Port Perry, March, 9, 1871. **MASTER**

To keep up with the increase in traffic on the Lakes, Crandell commissioned his fourth steamer. Again, Crandell hired Thomas Walters of Lindsay to build his new sidewheeler, a 75 ton, 95 foot long vessel which he named the Champion. It was launched in the spring of 1869. With the launching of the Champion, George Crandell had the largest and busiest fleet on the Central Lakes. But Crandell's empire had only begun.

In February 1870, master shipbuilder Thomas Walters, who had built Crandell's prize steamship, the Commodore, was awarded the contract to build a new lock and a swing

bridge at Lindsay. Walters completed the construction ahead of schedule and in the spring of 1871, the lock was completely operational. The completion of the lock brought to an end the fourteen years of loading and unloading goods at Lindsay for the traffic between Lake Scugog and Sturgeon Lake. In its peak year of 1876, 456 steamers, 867 scows and 521 cribs of timber passed through the lock at Lindsay.

Steamboat traffic and rival companies continued to increase on the Central Lakes. In 1873, in response to the competition, George Crandell decided to build the finest vessel on the Central Lakes. Again he hired Thomas Walters to build it at Lindsay. He named it the Vanderbilt. It was not only the finest vessel on the Central lakes, it was also the largest at 112 feet and 180 tons. The Vanderbilt was built primarily as a passenger ship, carrying passengers and some goods between Port Perry, Port Hoover, Caesarea, Lindsay, Bobcaygeon and Fenelon Falls.

The economy of the United States, over-heated after the end of the Civil War and the assassination of president Lincoln in 1865, began a downturn in 1873. This eventually resulted in a complete depression by 1875 when the bottom fell out of the lumber market in New York.

The economy failed to rebound until toward the end of the decade. By 1860, the lumber industry had become the major employer in the industrial economy of Upper Canada. It provided the major source of revenue for the province. Shipping and railway businesses were almost entirely dependent upon lumber. A substantial amount of this lumber was shipped to the northern United States. The 1875 crash had far reaching effect on all of the North American continent. Many Canadian firms went bankrupt. The decline of the lumber industry was exacerbated in the Lake Scugog basin as a result of the depletion of the timber supply. By the end of the depression, the supply of trees had virtually disappeared. Reach Township never overcame the various economic problems of the 1870's and its growth and expansion was brought to a halt. However there was movement within the township.

Port Perry and the surrounding communities were able to continue a relatively prosperous existence during the 1873-1878 depression because of the increasing diversification of industry and commerce in the region. In some ways, the arrival of the railroad in Port Perry in 1871 and the accompanying exodus from Prince Albert to Port Perry, expanded the opportunities



**GRAND
EXCURSION!**
And Pic-Nic,
ON LAKE SOUGOG!!
Third Annual Re-union!
THE STEAMER



ANGLO-SAXON!
Will leave Port Perry, on
Friday, 19th of July, Instant,
At 8 o'clock, a. m., sharp, proceeding
round Scugog Lake to

WASHBURN'S ISLAND!
The most pleasant locality that could be desired, where grounds will be prepared, swings erected, and other arrangements for general amusements, returning to Port Perry at 8 o'clock, p. m.

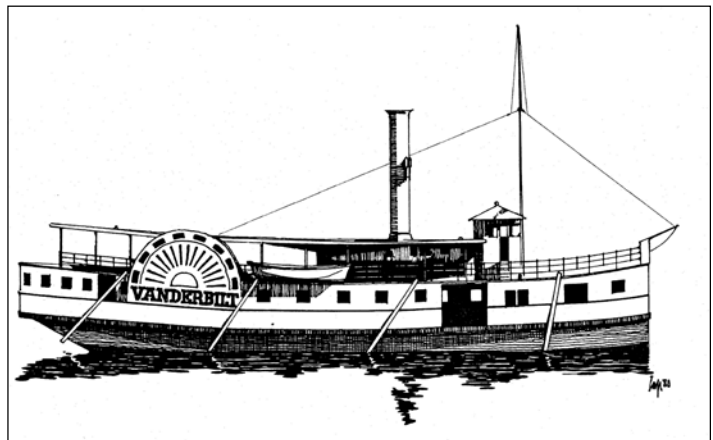
The Committee have decided on having two large flat-boats attached to the steamer, protected by a railing and awning over head capable of containing seven hundred persons. No expense will be spared for the safety, comfort and convenience of all, in order to make the trip the most pleasant and convenient that could be desired. The Committee would also say that the new Steamer will make the trip in about two hours instead of the time occupied heretofore.

A FULL BRASS BAND!
Will be in attendance.

The excursion will afford a splendid opportunity for visiting Lake Scugog and its delightful scenery, as well as enjoying a good social time, and pleasant meeting of friends and acquaintances. Small boats will accompany the expedition for amusement while at the island. Fishing Tackle will be provided, as far as possible for those who desire that sort of amusement.

A GENERAL INVITATION IS EXTENDED TO ALL!
Let every one come and bring their friends. An Excursion will also take place on the same day from Lindsay to Washburn's Island, and join in the amusements of the day.

Tickets for Excursion -- 50 Cents.



Steamship Vanderbilt

for builders, carpenters and related tradesmen. In Port Perry, in addition to the relocated businesses from Prince Albert, new furniture factories had been opened, along with carriage and wagon factories, harness shops, foundries and even a wool and textile mill. Thus the need for some shipping was maintained throughout the depression.

On September 23, 1881 the Vanderbilt caught fire at her dock at Lindsay. The Canadian Post of Lindsay (later to become the Lindsay Post) reported,

Fire broke out between four and five o'clock and burnt to the water's edge in an incredibly short time... What caused the fire is a mystery...the loss to Captain Crandell was heavy as he only had \$25,000 insurance on her.

The remains of the Vanderbilt lay at the bottom of the Scugog River for nine years. To replace the Vanderbilt in the spring of 1885, George's sons Frank and Fremont bought Eva from Captain Elijah Bottum. Eva had been launched in 1881, a 71 foot screw steamer weighing 11.6 tons. Eva continued Vanderbilt's route: Lindsay to Fenelon Falls and Bobcaygeon with regular stops at Sturgeon Point.

The year 1890 marked the height of passenger steamboat traffic on the central Lakes. That year there were 21 steam vessels in active service on the Central Lakes, with Lindsay as the centre of the trade, and communities such as Sturgeon Point, Omeme, Bridgenorth, Bobcaygeon and Fenelon Falls on the circumference. Unfortunately, the Lake Scugog ports of Port Hoover, Port Perry, Caesarea played only a minor role.

To capitalize on his success, Captain George Crandell took a wild gamble. The Canadian Post of Lindsay reported the following on Friday November 20, 1890;

Captain Crandell is proceeding vigorously in his preparations for building a steamer this winter. Thinking that the hull of the old Vanderbilt might be utilized, he has had a force of men at work for some time past extricating it from the muddy bed where it has reposed for years, and when drawn out upon the ways below Rathbun's mill and cleaned, the bottom was found to be as sound as ever. Accordingly a new vessel will be built on the same lines in the main and will have an extreme length of 120 feet and a beam of 32 or 33 feet. The craft will be ready for her trial at the beginning of navigation next year.

The new vessel was by far the finest steamship of her day on the Central lakes. As the crowning glory of George Crandell's steamboat empire, he chose his own name to grace its hull. It was renamed the Crandella.

The Crandella was finally a little short of the newspaper report's projected measurements. The finished vessel was 112 feet long, and had a 20 foot beam. The engine of the old Commodore was rebuilt and installed in her.

The Crandella was strictly an excursion steamer. It ran on a regular schedule to Sturgeon Point and



Steamship Crandella

Bobcaygeon and was licensed to carry 450 passengers. In 1899 it was the busiest and most successful steamship on the Central Lakes. That year it carried 40,000 passengers and 100 tons of freight. Its closest rival was the Esturion which that same year carried 27,000 passengers and 500 tons of freight. The Esturion was actually the Victoria which had been rebuilt after a disastrous fire had destroyed all but the hull of the vessel in March 1884. The Victoria had been built at Bald Lake in 1867 and purchased by the P.W. & P.P.R. in 1873 to carry the railway's goods and passengers from Port Perry to Lindsay.

In 1898, Charles Stewart along with Reeve W.H. Bottum, son of late Captain Elijah Bottum decided to give the Central Lakes a new collective name. Hitherto they had been known variously as the Central Lakes, the Trent Lakes, The Back Lakes, the Midland Lakes, the Newcastle Lakes or the Peterborough Lakes. Bottum and Stewart went to the Curve Lake Reserve to get suggestions. The Indians there suggested the Mississauga name KAWATHA meaning "bright waters and happy lands". Bottum and Stewart campaigned throughout the region for the acceptance of the name. Councils of Bobcaygeon, Fenelon Falls Lindsay, Peterborough and Lakefield agreed. The newspapers and the Grand Trunk Railway began to use it but somehow an "R" got into it. By 1900, the name KAWARTHA was established.

At end of 1901 season, George Crandell decided to retire after 57 years of continuous service on the Scugog. He sold his beloved Crandella to the newly formed Kawartha Lake Excursion Co. Crandella received a complete overhaul and refitting. It was relaunched in April 1902 under its new name, the Kenosha. Now it was registered as 169.5 tons approved for 500 passengers.

On January 21, 1904 George Crandell died in Lindsay. The entire town mourned his passing. His eleven steamboats had symbolized an era for the entire Central Lakes. His death marked the passing of that era. George Crandell was one of the most colourful and dynamic personalities to have lived in this region. His pioneering instinct in the steamboating era and his later emergence as owners of one of the largest steamboat empires in Ontario, all helped to make him a man of which legends are created.

As if to confirm the passing of Crandell and his dominance in the steamboat era, the Kenosha, was sitting at Lindsay, on October 22, 1904, awaiting transference to winter quarters at Bobcaygeon. Fire broke out and by the time the Lindsay fire brigade arrived the whole vessel was ablaze. It burned in spectacular fashion for over an hour and then settled to the bottom of the basin. With her died the Kawartha Lakes Excursion Company.

Captain John Bowerman

The last steam vessel to be built at the Port Perry waterfront was the Cora. This was a 55 foot steam vessel built by Captain John Bardsley Bowerman. Shortly after moving to Port Perry, Bowerman became interested in boats and worked on the Anglo Saxon for

HELLO!
Have you arranged for your Summer Excursions?
 If not, write at once to the management of the Popular Excursion Steamer
CRANDELL
OF LINDSAY.
 This Popular Pleasure Steamer has been thoroughly refitted, is lighted by electricity, and has a powerful search-light for safety on night trips. The most favourable arrangements can be made for excursions from Lindsay or Chemong to Sturgeon Point, Bobcaygeon or Scugog (to Port Perry) lakes, running in connection with the Grand Trunk Railway. Splendid accommodation.
 For rates and other particulars apply to
CAPT. GEO. CRANDELL,
 April 30, 1894. Lindsay.



Steamship Kenosha

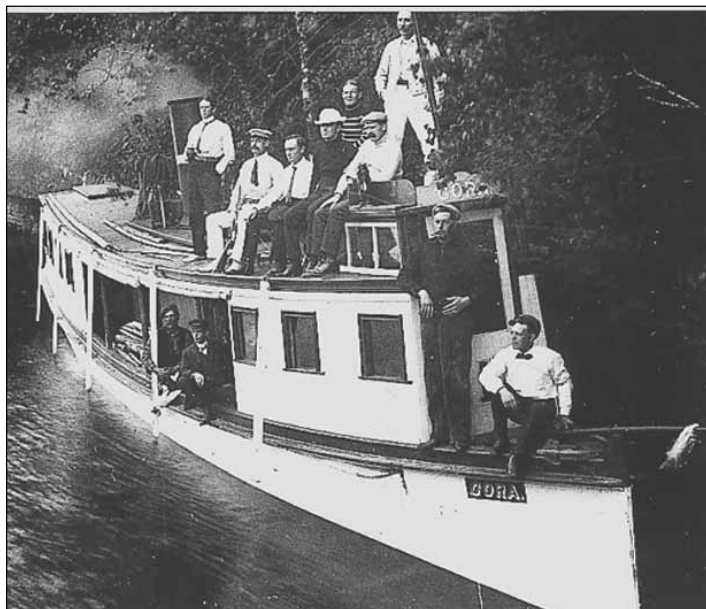
Bigelow and Trounce. He then decided to venture into shipping by himself. In 1883 he had built the Marie Louise at the Port Perry waterfront. Bowerman's first wife was Louise, and Marie was the name of a neighbour and friend.

The Marie Louise was a 45 foot screw yacht for local passenger trade. Her cargo later included produce. It revived some trade to Lindsay, carrying a maximum of 45 passengers on a daily run from Lake Scugog ports to Lindsay. One of its major assignments was to haul brick from Lindsay to Port Perry after the fires of 1883 and 1884. (see ch.4) The entire downtown core of Port Perry was destroyed in the 1884 fire and all the new buildings were built of brick.

The fire of 1883 destroyed the home of lumber merchant W. S. Sexton at the corner of North and Water Streets, lots 36 and 37 directly north of the Sebert House. Bowerman rented the property after the fire and built a large shop to house his boat building enterprises. Almost 70 years later this boat building shop was turned into a home.

In 1899, Bowerman bought the Express from Josiah Ball of Caesarea. The Express had been on Lake Ontario for many years before Ball had purchased her and brought her to Lake Scugog. By the time Bowerman had acquired the vessel she was structurally well beyond her prime. In 1901 he scrapped the

Express and began building the Cora in his shop at North and Water Streets. He took the engine from the Express to power the 55 foot, 15.76 ton vessel.



Little Steamer "Cora".

Bowerman made a weekly trip to Lindsay in the Cora but accepted charters for the vessel all over the Trent Severn. The Lindsay Post reported on August 23, 1907 that the Cora and the Stranger were the only two steamers left plying the waters of Lake Scugog. The 60 foot long Stranger, the last surviving steamer built by the Crandell caught fire at Ball Point on Lake Scugog in July, 1908. At that time it was owned by the Carnegie Milling Company of Port Perry. The Stranger had put in nearly 30 years of service. The Carnegies then bought the Cora to be used as a tug on Lake Scugog.



Steamer Stranger

Bowerman continued to operate a small passenger boat from Port Perry. This was a gasoline powered vessel called the Scugog with a two h.p. Fairbanks Morse engine.

Port Perry was to have only two more significant encounters with major steamers. On July 1911 the Otonabee made its way along the Scugog River to Lake Scugog and down to Port Perry's waterfront. The Otonabee was a 116 foot long vessel belonging to the Otonabee Navigation Company. It was a palatial craft with electric

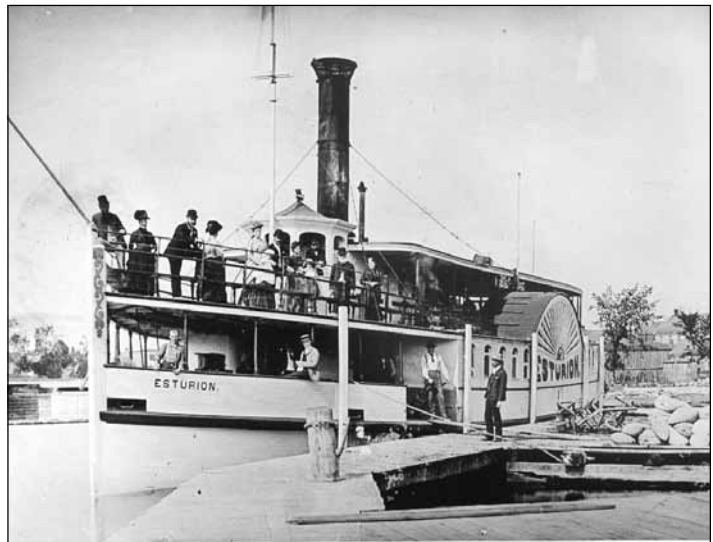
lights. It was actually the rebuilt City of Peterborough with twin engines driving its screw propellers. Its smoke stack was hinged so that it could navigate under the railway bridges and growing number of road bridges crossing the rivers on its route. It last sailed in 1915 and then burned at the wharf at Big Bay Point where its hulk lies under the water to this day.

Port Perry's last major contact with a major steam vessel was with the Esturion. This sidewheeler had been launched in 1884. It had been the major rival of the Crandella. On July 4, 1913, the Esturion ran an excursion from Fenelon Falls to Port Perry. She had never been on Lake Scugog before and the river was so full of weeds

that many doubted this 96 foot long, 17 foot wide vessel could make navigate the serpentine Scugog river south of Lindsay. Captain White accepted the challenge and after several hours of apprehension, the journey into the open waters of Lake Scugog was completed. Ironically, the journey to Port Perry proved to be one of her last.

At the end of the 1913 season the Esturion was taken to Peterborough for the winter and never sailed again. On July 22, 1914 she sank at her moorings near Ashburnham wharf. She was afterwards raised but only to salvage her engines while the hull was left to rot in Little Lake.

Bowerman's Cora, now owned by the Carnegie Mill was hauled on shore in 1930 and left to rot. This was at lot 127 later to become the Bird's Eye Park. The ignominious fate of the Cora symbolically marked the end of the once glorious age of steam on Lake Scugog



Steamer Esturion

The Demise of Port Perry's Status

The economic problems which beset Ontario and the rest of Canada in the 1870's. Had a far reaching impact on the merchants of Port Perry. In 1871, there were 44 sawmills in operation employing 409 workers in the northern riding of Ontario County. This included the townships of Reach and those to the north. There were several saw mills in operation in and around the Port Perry waterfront: Paxton's, Sexton's and Stephen Doty's mill, which had been purchased by Joseph Bigelow. Other area sawmills included Daniel Hoover's at Port Hoover, Josiah Ball's also at Port Hoover, Beare's mill which was located east of Utica and Deans's on the first concession of Cartwright, and at Cadmus there were the Fallis and Brown mills. There were three sawmills at Greenbank and one at Seagrave. All were drastically affected by the 1875 depression. Cash sales for any form of lumber became almost non-existent.

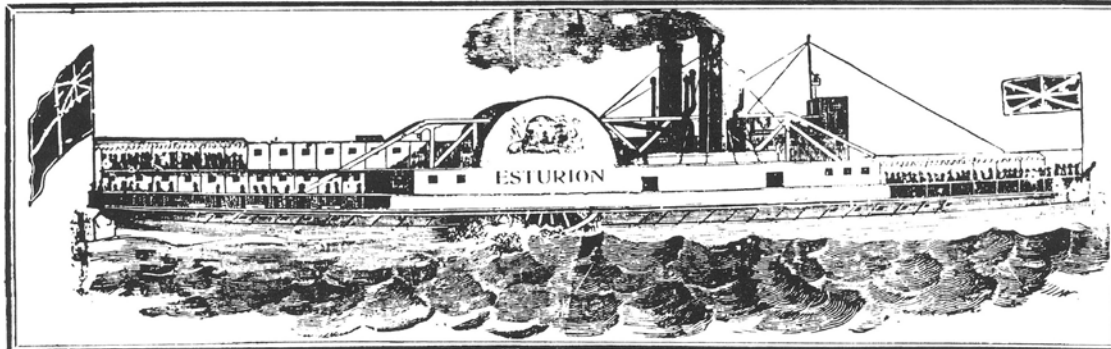
The crash of the lumber market was not the only economic problem faced by Port Perry. Lindsay had grown into a significant railroad centre. Port Perry had been the northern terminus of the P.W.&P.P.R. It immediately became relegated to a minor railroad village when the line was completed to Lindsay. Meanwhile, goods and passengers flowed through Lindsay's docks and railway stations. Holidayers and others wanting to board Crandell's steamers went directly to Lindsay. The steamers reduced their scheduled journeys to Port Perry. By 1880, Port Perry was becoming a backwater port. The use of the waterfront facilities declined rapidly. The diminishing few passengers and items of goods to be shipped from Port Perry to Lindsay were handled by rail. By 1885 the larger steamboats had removed Port Perry from their

The Trent Valley Navigation Company,

LIMITED

TIME TABLE, 1899,

COMMENCING THURSDAY, JUNE 1st



.....THE STEAMER.....

ESTURION

—FLYING BETWEEN—

Lindsay, Sturgeon Point and Bobcaygeon

And Making Close Connections With the G.T.R. Trains at Lindsay.

Leave BOBCAYGEON at 6.15 a.m. and 3.10 p.m.			
Arrive LINDSAY	" 8.30	" 5.30	"
Leave LINDSAY	" 11.20	" 5.45	"
Arrive BOBCAYGEON	" 1.35	" 8.00	"

Except on Saturdays, when the Steamer will Leave Lindsay at 8.20 p.m., upon arrival of 8 p.m. train from Toronto.

Tickets:	Single between LINDSAY and BOBCAYGEON,	-	75c	Return \$1.00
	" LINDSAY and STURGEON POINT,	-	35	" 50
	" BOBCAYGEON and STURGEON POINT,	40	"	50

Family Tickets and Excursion Tickets at Reduced Rates can be procured at the POST OFFICE, BOBCAYGEON, and on the boat. Arrangements can be made on very favorable terms for Excursions of from 100 to 200 persons on regular trips of the boat. For terms apply by letter addressed to Secretary T.V.N.Co., Bobcaygeon.

Watchman-Warber

J. W. DIAMENT, Captain

Courtesy: Peterborough Centennial Museum and Archives

regular daily schedule, although a significant weekend steamboat excursion trade continued for a few years. Attempts by Bowerman and others to revive the water traffic on a much smaller scale met with only limited success.

In the decade from 1851 to 1861, Reach Township enjoyed its greatest ten year population growth for the entire century. (See ch. 11) Its population grew from almost 3900 to over 6200, an increase of over sixty percent. In the following decade it only increased by ten percent and then the population actually declined until after the turn of the century. Port Perry's population only increased from 1,557 in 1871 to only 1,698 in 1891. A period of economic stagnation had begun which lasted in Port Perry until well into the second half of the twentieth century.

As if to seal Port Perry's fate, a fourth railway line was extended to Lindsay in 1878. The same year that Sir John A. was swept back into power, the Pacific Scandal well behind him. The tragic and pathetic story of the P. W. & P.P. R. is exacerbated with the realization that while its directors and contractors were wading through graft, corruption and incompetence, the town of Lindsay, with a much earlier start in the railway traffic, was growing dramatically and becoming the busiest town in central Ontario as a result of its success in the railway story.

The merchants who had moved from Prince Albert to Port Perry in the 1870s remained in their new accommodations and somehow managed to struggle through Port Perry's loss of water and rail trade. The store keepers and other merchants in the main core of Port Perry continued to sell their groceries, clothes, hardware and harnesses to the local residents. The sawmills catered only to the local needs and, along with the foundries and other waterfront businesses, one by one, silenced their machinery.

It wasn't until the 1950s that the community began to grow again, initially as a bedroom community for the Oshawa to Ajax industrial core. Port Perry's industrial and economic base had been at the waterfront in the Victorian era. In the 1960's the industrial development took place on the north-western, western and southern edges of the community.

By the 1970s it was clear that recreation was emerging as a significant economic factor. Port Perry's waterfront was developed as a park and recreation area, erasing all traces of the industrial base which had forged the economic foundation of the community. Tourists today come to Port Perry to enjoy its shops, its waterfront park and sports and recreation facilities, totally unaware of the completely different sights and sounds which would have greeted them if they could turn back the clock to the early 1870s.

In the last half of the twentieth century a number of changes became apparent. The lumber mills which had become lumber yards at the waterfront gradually became involved in the change from wood to coal. The lumber merchants became lumber and coal merchants. But this factor also evolved. As the home heating systems changed again from coal to oil, electricity and natural gas, the need for coal merchants also vanished. The lumber yards gradually disappeared from the waterfront. The last to leave was Lake Scugog Coal and Lumber Company. They moved to more commodious and efficient quarters south of the town abandoning forever, their coal business. On their former property a new and pleasant library was built.

Along Water street and the adjacent portions of Scugog Street (Highway 7 A), modern and relatively mundane strip malls began to appear. Sheds and warehouses which had accommodated the water and rail transportation quickly vanished. With the opening of the Library in 1979 the last vestiges of the waterfront industry were eradicated, leaving an almost tranquil and idyllic setting for its citizens to enjoy the pleasures of watersport, sunshine and the page.

~ Chapter Four ~

THE FIRES

Town fires, it seems, are a prerequisite for acceptance into "Major Canadian settlement" status. Every settlement of significance has faced the fury of the flame. Among the worst fires in Canada were those in St. John, N.B., Vancouver and St. John's Newfoundland. In 1877 in SaintJohn N.B., 1600 homes and the entire business district were consumed. In Vancouver's 1886 fire, 50 lives were lost and only four houses were left standing in the entire city. St.John's fire of 1892 left over 10,000 homeless.

Montreal had two fires. In 1876, 411 houses were destroyed and in 1881 over 600 homes were destroyed. Ottawa and Hull had their major fire, a joint effort, in April 1900, in which over 3,200 buildings were destroyed. Toronto had its fire in 1904. In neighbouring Lindsay two-thirds of the town was destroyed in 1861... and so the list goes on.

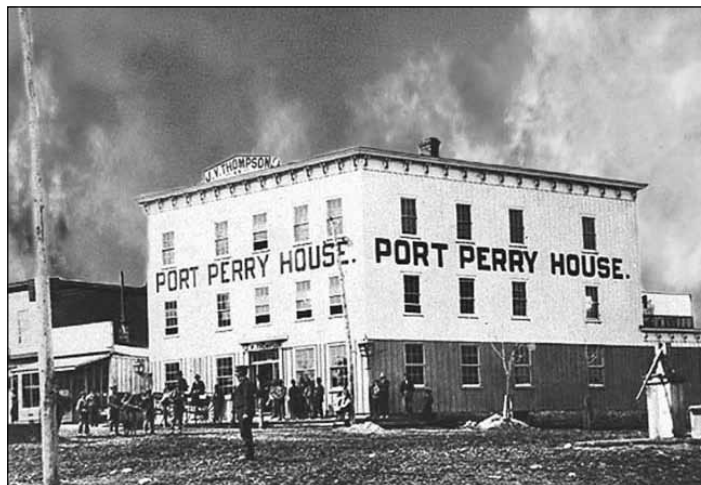
In order to avoid exclusion from this list of notable communities, Port Perry came up with three major fires. There were other lesser fires consuming two or more stores, but the conflagrations of 1883, 1884 and 1901 were the most tragic and dramatic.

The 1883 Fire

The fire of 1883, which struck the town on November 26, 1883, began at the north-west corner of Queen and Water Streets in the building known as the Port Perry Hotel or the Thompson House. It is better known as the Sebert House Hotel, the site on which the Canadian Bank of Commerce is now located. Since most of the buildings were made of wood, they burned quickly, the flames engulfing all the buildings as far as the Blong Block, site of the present day Settlement House.

Between the Blong Block and McCaw's, directly to the west, was an alleyway. By blowing up some small buildings to the rear of the Blong Block, this alleyway became an effective fire break, preventing the fire from spreading further. McCaw's was saved but six prosperous business establishments had been destroyed.

The cause of the fire was never determined.



Port Perry House hotel

Davenport & Jones' Column.

We take pleasure in announcing to our many friends in Ontario and surrounding Counties that we have

RESUMED BUSINESS IN THE BASEMENT OF THE TOWN HALL !

Our Stock was totally consumed in the late conflagration that so suddenly swept over our beautiful lakeside village, and our loss was very severe. However, we are determined not to be discouraged. We believe our efforts to please and serve you will be even more fully appreciated in the future than in the past. We have personally visited the Wholesale Markets of Montreal and Toronto,

Buying freely

Our premises in the Town Hall Basement are large and roomy, and we will be able to show you an

An Extensive and well Assorted Stock in every Department.

Remember everything will be

FRESH AND NEW,

And as Goods were never so low in price as at the present time, we shall be in a position to

SELL AT FIGURES

which Merchants in neighboring towns with old Stocks cannot approach. We shall have our Store rebuilt on the old site as early as possible, and expect to occupy it by the first of October. In the meantime we will endeavor to serve you to the best of our ability in the Town Hall.

We are in a position to handle your Butter, Eggs and other Produce the same as usual and will always give you the very highest market price.

DAVENPORT & JONES.

AFTER THE FIRE.

NO SURRENDER!!!

FULLY alive to the great importance of MATRIMONY, the undersigned has supplied himself with a fresh supply of Marriage Licenses in place of those burned. Also a new supply of the celebrated Li-Quor Tea in Packages. Other goods of various kinds in

Groceries, Wines and Liquors,

Have arrived and will be sold at a temporary Store on the OLD CORNER which the subscriber occupied during so many years.

Port Perry, July 22, 1864.

HENRY CHARLES.

SAVED FROM THE FIRE.

THE Subscriber, in returning thanks for the efforts of friends who assisted in saving her goods from the late fire desires to inform the public that she has

RE-COMMENCED BUSINESS

in the premises formerly occupied by Dr. Cottingham,

EAST OF THE POST OFFICE

where she will sell the whole of her stock of

WATCHES, CLOCKS, JEWELRY AND SILVERWARE.

AT AND UNDER COST till all is disposed of. Parties wishing to buy, will be able to

Secure Unprecedented BARGAINS

In Everything. Be Sure to call.

C. B. DIESFELD.

Port Perry, Nov. 21, 1863.

LOST! LOST! IN THE FIRE.

Hundreds of Yards of Handsome

TWEEDS & WORSTEDS

Found! Found!

By advantageous purchase a Large Stock equally Handsome, Stylish and New. I am prepared to give you an Outfit in Ordered or Ready-made Clothing which cannot fail to give satisfaction. GENT'S FURNISHINGS, &c.

Two doors West of the Post Office.

J. W. ISAACS,

Clothier and Dealer in Gent's Furnishings, PORT PERRY

Port Perry, July 23, 1864.



An artist's illustration of the destructive fire of July 1884.

The 1884 Fire

Port Perry's most horrendous fire started seven months later in the stable and blacksmith shop behind Ben McQuay's Hotel. The building was owned by Neil Sinclair. This was located where the present Post Office now stands.

The fire was first noticed a few minutes before midnight on the evening of July 3, 1884. Aided by a strong wind from the south west, it spread rapidly, first in a westerly direction and, then east, and finally across the road.

The fire appliances were totally inadequate to handle an inferno of this proportion. Wooden buildings in the middle of a hot dry summer virtually exploded when sparks settled on them. One can only try to imagine a scene of panic and desperation as merchants ran down-town to try to rescue their merchandise. Attempts to save buildings were futile.

Some merchandise was rescued and piled on Perry Street but the heat of the conflagration drove people away and the rescued merchandise itself was consumed as the fire spread to Perry Street devouring all the stores between Mary Street and North Street. It roared its way as far west as John Street on the north side of Queen Street. Only Tummond's store at southeast corner of John and Queen Streets survived on the south side. This is the site of the present Shoppers Drug Mart. With the exception of Tummond's store, four entire blocks were completely levelled.

As daylight came, a scene of utter desolation confronted the townsfolk. Cries of disbelief and despair would no doubt be heard for miles around. This was a time when few places of business had adequate insurance, the majority would have had none at all. Thirty three commercial buildings housing almost fifty businesses, as well as two dozen homes were turned into soot and embers.

The only consolation was that the tragedy wasn't accompanied by death or injury. Today, apartments dominate the upper floors of the downtown core. At the time of the fire, the upper floors were occupied by the street level businesses or by offices. Most of the dry goods and clothing stores which proliferated the downtown core, devoted their upper floors to millinery and ...(cover your eyes gentlemen!)... ladies undergarments.

The tragedy itself was largely an economic one. Dreams of financial success and entire life savings were lost. For those on the north side of Queen street who were just beginning to get themselves re-established after the 1883 fire, the tragedy was even more devastating.

Recovery

The Victorian age was one of optimism and hope. The people who lived in it had a resiliency and determination. They had heard from their parents, of an earlier age when nothing but hardship and disease prevailed. Some of the older citizens could relate those experiences first hand. If they could survive the perils of pioneer life, they could rebuild their lives again. The townsfolk rallied. The Council established new building codes and appropriate fire regulations. The rubble was cleared and, like the Phoenix of antiquity, new buildings arose. Within weeks, businesses reopened.

A few months later, a reporter from the *Toronto Mail*, visiting Port Perry commented; In 1883 and again in 1884, the place was devastated by fires which swept away the entire business portion of the town, thus involving a loss of nearly \$500,000. Such, however, were the pluck and enterprise of its inhabitants that what threatened to be an irreparable calamity was converted to an instant blessing. Within a few months of the day that saw Port Perry in ruins and ashes, the town was rebuilt in a style of architectural beauty and good taste never dreamed of prior to its destruction, and certainly not to be found elsewhere in the province in any town of double or even quadruple its size.

The Toronto Mail, Saturday, October 2, 1886.

A list of the businesses and properties destroyed by fire appears in the 1913 edition of *On the Shores of Scugog*, pages 92, 93 and 94. The list is as follows:

1883 fire;

- The Thomson House, a brick [sic] building run by John Ruddy
- A frame building owned by Wm. Hiscox and occupied by Curts and Henderson, grocers, and flour and feed merchants.
- The Walker House, a veneered brick building put up by Dan Ireland and run by Wm. McGaw. After the 1884 fire, Chas. McKenzie moved some stabling from the back of this hotel to a lot near Swan's carriage works, and opened his livery business there.
- Next after the Walker House was John Desfield's jewelry store.
- Then came the Blong Block containing the hotel and two stores. The stores were occupied by Laing and Meharry, hardware merchants and A.J. Davis, druggist.

Between the Blong Block and McCaw's store was an alley way, and this together with blowing up the stables was sufficient to stop the fire for that time.



The village of Port Perry, the day after the devastating fire of July 1884.

1884 fire.

The list of the destroyed buildings starts at the source of the fire, the blacksmith shop behind McQuaid's hotel on the south side of Queen Street, where the Post Office now stands. Destroyed in the fire were;

- McQuay's Hotel, and Neil Sinclair's liquor store. Next going east, was
- Corrigan and Campbell's general store, over which
- Dr. J.A. Murray had his dental parlours.
- Laing and Meharry's hardware store.
- John Pearce's tailor shop.
- Aaron Ross general store. This store was built of brick.
- David Adams, insurance agent and broker had his offices over Ross' store.

The Ontario Bank was next. They did business in Trounce's office on Water Street after the fire and until Aaron Ross rebuilt his store in part of which the bank was located.

- Marshall's grocery
- B.F. Ackerman's harness shop.
- At the corner was Henry Charles grocery and liquor store.

The station and grain elevator escaped injury as did also the big freight shed that used to stand near the town weigh scales.

- West of McQuay's hotel ;
- S.E. Allison's drugstore William Hiscox' bakery.
- Tom Rush's liquor store over which the Port Perry Standard had its offices.
- T.C. Forman's general store.
- J.W. Davis furniture store and two houses. The North Ontario Observer Office
- Dr. Orr Graham's veterinary office and house.

This is as far west as the fire went on the south side of the street. Wm. Tummond's store escaped.

Across the street going east the first place burned was John Rolph's harness shop. He afterwards built John Doubt's shoe shop and did business there for a while. John Nott and son's furniture store.

- Robinson's barber shop. Bewell's implement shop.
- Archie Campbell's grocery store. Campbell put up the little building recently occupied by C.P. Rolph and used it as a temporary place of business after the fire.
- Thos Courtice's harness shop

On the Post Office corner was William Brock's general store. Across the other corner was Brown and Currie's general store. These people put up the shop occupied by Harry Hall the painter and did business there for a while after the fire. Back of Brown and Currie's was the market building occupied by Curts and Henderson, egg dealers and flour and feed merchants. The fire swept on down Perry Street and destroyed Andy Reynold's blacksmith shop. Back of this shop were some houses they too were destroyed

- Opposite Andy Reynold's shop on Perry Street was Hoyt and Kennedy's grist mill
- Beside this the marble works stood, Captain Shaw being proprietor.
- Next came Jas. Leonard's photography gallery. In the lower part of the latter, Miss McKenzie had her millinery parlours.

Coming back to the main street W.T. Parrish's hardware store stood beside Brown and Currie's store. Next came the general store of Chas. and Wm. Jones who opened up in the basement of the Town Hall for some time after the fire. Last in the list came McCaw's jewelry store.

Thus Mr. Tummonds survived the fire but his reputation stumbled momentarily. Whether through envy, mistrust, malicious lies, or a combination thereof, he was accused of; "taking advantage of the adverse circumstances in which the town has been placed by the late fire, because, being the only store in this place, advanced the price of many of the necessities of life as high as 50, 75, and 100 per cent." He advertised an offer of \$100 to anyone who could prove that he charged more for an article after the fire. There is no evidence to show that anyone claimed the reward.

After the first major fire in Port Perry, in November 1883 a number of villagers had expressed their concern over the lack of fire fighting equipment. In response to this concern, the Port Perry Council set out to develop a new set of building codes for the community, particularly for the most vulnerable part of the community; the downtown core where the buildings were built so closely together. The new building codes were actually established in April 1884, just months before Port Perry's major fire.

The Port Perry Council met on Monday April 7, 1884 at the Town Hall. Council member Parsons introduced a Fire Limit By-law "... prohibiting the erection of wooden buildings on either side of Queen Street from Water Street to John Street, and on either side of Perry Street from North Street to Mary Street and on the West side of Water Street from Queen Street to Mary Street. That all main walls shall be built of Brick, iron or stone within a distance of at least sixty feet from the line of the street." The motion passed unanimously.

Most of the buildings on the north side of Queen Streets were destroyed by the 1883 fire. Unfortunately almost all of the buildings in the remainder of the area defined in the by-law were well established and built of wood.

When the new Town Hall was built in 1873, the community's lone fire engine, a hand operated pumper,

had been kept in a shed on Mary Street. For some strange reason, the shed was sold and the fire engine left outside. In December that year, the engine was found frozen solid sitting outside. The *Observer* reported "It is hoped that immediate steps will be taken to put the engine in a condition for work and get it hauled off the public streets." This fact was brought to the attention of the council. A decision was made to keep the fire engine in the basement of the new Town Hall.

On September 5, 1884 an un-named reporter from the *Whitby Chronicle* visited Port Perry and commented:

... as we go from block to block down Queen Street and back again.. we see confusion giving place to order.. and taking definite shape the Port Perry of the future with its fine brick blocks on each side of the main street, its largely increased facilities for all kinds of business... as we look at the brightening prospect we cannot but feel that, everything considered, the fire has been more of a blessing than a blight to the spirited and enterprising village of Port Perry

After the serious lessons of the late fires, we have little doubt our friends to the north will take such steps by way of securing a good steam fire engine...

A Contradiction

A Number of Malicious Falsehoods

Have been industriously circulated throughout Port Perry and the surrounding country, to the effect that I, taking advantage of the adverse circumstances in which the town has been placed by

THE LATE FIRE!

Because being owner of the only store in the place,

Advanced the price of the many necessities of life

As high as 50, 75 and 100 per cent. As these reports are detrimental to my reputation morally and financially, and more especially a serious reflection upon my business character, for such a transaction ought to be regarded as little short of swindling, I adopt this method of contradicting all such reports, as they are without the slightest foundation in fact. I am prepared to forfeit \$100 to any respectable person who will prove that I charged more for any article since the fire than before it, for which I have had not to pay more. On the contrary

I have Reduced the Price

Of many articles in sympathy with the times and circumstances of the place, and have made extra efforts to supply the wants of the people. I have just received a large additional stock of

Groceries & Provisions!

FRESH AND NEW.

And being in a position to buy on the most favorable terms, I am also determined to sell all goods "REMARKABLY CHEAP," and invite inspection and comparison of prices and quality with any house in town. Call and see for yourself. I have a full line of Sugars from Granulated--

<p>11lbs for \$1.00, to a bright raw at 16lbs.</p> <p>Teas of all kinds and prices--Hysons, Congou, Assams, Pekoes, Japans, &c. &c. &c.</p> <p>A strong, good flavored Tea at 25 cts. 5lbs for \$1.00</p> <p>Coffees of all kinds--Choice Javaz, Mocha, English Breakfast & French, good and cheap.</p> <p>Canned Goods in endless variety--New and fresh, including, Peaches, Pears,</p>	<p>Apples, Plums, Salmon, Mackerel, Tomatoes, Lobster, Corn, Peas, Sardines, &c.</p> <p>Cooked Corned Beef, Pickles, Sauces, Cocoas, Chocolates, Essences, Lemons, Cocoanuts.</p> <p>Smoked Hams, Spiced Rolls and Sides, Bologna Sausage, and a full line of provisions.</p> <p>Goods delivered to all parts of the corporation and Prince Albert--Free.</p>
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W. TUMMONDS.

The reporter from the *Whitby Chronicle* was correct in his assumption, in fact the Port Perry council was already considering the purchase of a "good steam fire engine."

On September 11, 1884, a By Law was passed by the council to issue debentures to allow them to buy a steam powered fire engine. On Thursday, September, 25, an enterprising John Ronald of the Brussels Fire Engine Works brought one of his Steam Fire Engines to Port Perry. At a well attended public meeting he demonstrated its capabilities. It could project 400 gallons a minute at a fire. In order to keep affairs in a legal state, Port Perry's council called for tenders for a fire engine. But Mr. Ronald had done his job well. In spite of an impressive bid by Mr. LaFrance of the LaFrance Steam Fire Engine Works of Elmira, New York, Port Perry bought the Brussels machine. Mr Ronald attended the meeting and agreed to offer a five year guarantee for the engine. Mr. LaFrance's company, the loser in the Port Perry bid, later became one of the most famous manufacturers of fire engines in North America. The town also bought two reels and 1,000 feet of cotton covered rubber hose at \$1.10 a foot, including couplings.

As the town was being rebuilt unofficial races took place. On September 4, the *North Ontario Observer* gave "First Honours" for completed brickwork to the Thompson House, The Ackerman Block was second, and the Ross store third, followed closely by Jonathan Blong's block. On October 9, the Thomson House hotel announced that it would officially open its doors to the public on Monday October 13. It was the first building to be completed and opened on Queen Street after the fire.

With all the buildings in the down town core being built to the standards specified in the 1883 By-law and a new fire engine in the Town Hall, the community appeared to be ready to deal with any onslaught from the demon fire. And so it was, to a degree.

After the 1884 fire, the business section of the town was completely rebuilt under the new building codes and a new steam fire engine was safely at the ready in the basement of the new Town Hall.

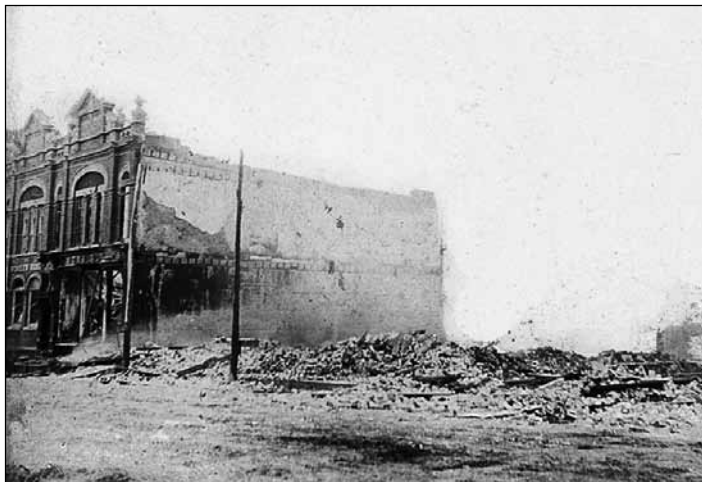
The Fire of 1901

On the evening of September 18, 1901, A J. Sproule locked the front door of his shop from the inside and then made his way through to the back of his bakery, past the ovens and then closed the rear door, locking it behind him. Sproule's bakery was located in the Purdy Block. This block today is numbered 174 to 180 on the south side of Queen Street. Directly east of the Purdy block was the store of Aaron Ross and Sons and the Western Bank (now Brock's). To the west of the Purdy block was the Allison block

At midnight, Sproule's bakery shop was discovered to be on fire. Within moments, aided by a strong wind, the fire had spread to the adjoining stores at both sides. By the time the fire engine had arrived all the buildings from Allison's drug store to Ross's store on the east were ablaze.

Shortly after the fire fighters arrived, a loud explosion rocked the Allison building, no doubt from the chemicals and fuel supplies kept in the drug store. The firemen directed their attention to the section of the block which was least affected; the Western Bank and Ross's. Hundreds of gallons of water were poured onto the roof of the building until it finally gave way. The volumes of water brought the fire to a halt in that location. The firemen then gave their attention to the remainder of the block, moving westward.

By morning it was obvious that the entire block was virtually destroyed.



Fire of 1901 showing remains of the Ross building.



Fire of 1901 showing the remain of Allison's Drug Store.

With the exception of the brick fronts of the Western Bank and Ross's store which were largely intact and part of the west wall of Allison's Drug store, the entire block was completely levelled. The heat had also destroyed a number of plate glass windows on the opposite side of the street.

The following street level businesses destroyed as a result of the fire, from east to west were:

- The Western Bank
- A. Ross and Sons, general merchants;
- A.J. Sproule, baker; S.T. Cawker & Sons, butchers;
- E.H. Purdy produce and merchant and grocer; R. Dawson barber;
- C.H. Allison druggist;

The following businesses located in the second floors of these buildings were also destroyed:

- W.H. Harris, barrister;
- David J. Adams, land and money broker;
- S.M. Newton, publisher; [Port Perry Standard] G.A. Powers, tailor;
- J.A. Murray, dentist;
- Miss Harrison, dressmaker; Wm. Tremear, dwelling;
- Misses McKnight and Crooks, dressmakers;
- H.B. Clemes and R.G. Baird.

Within days of the fire many of the businesses had relocated in temporary facilities. The week following the 1901 fire, the editor of the *Oshawa Vindicator* wrote the following in his paper:

Port Perry Council is figuring on a better fire protection, but what prompts them to do so we cannot understand, as nine out of ten of those burnt out there always make big money out of fires. They pay very low rates, considering the dead certainty of a sweeping conflagration every year or two, and, besides, they have no trouble in placing a half more insurance in every case than the building or stock of goods is worth.

Henry Parsons, editor of Port Perry's *North Ontario Observer* responded immediately in his next issue (Oct. 31, 1901); No man in the country knows better than the writer of the above scandalous libel that there is not a word of truth in it. The vileness of this attack on the businessmen of Port Perry is only equalled by his lying assertions regarding their conduct, and the sooner the good people of Oshawa are made cognizant of the fact that so unscrupulous a defamer has found refuge within its borders the better

so that they may make immediate steps to have the brute muzzled before his presence and vile scribbling contaminate the citizens of that fair and prosperous town.

Such an unprincipled moral assassin should not be allowed to find a resting place in a civilized community.

The editor of the Oshawa paper failed to respond. The 1901 fire was the last major fire to be faced by the Port Perry firefighters. With coal and wood fuelled fire places and furnaces, the outbreak of fires continued to be a common occurrence. Individual stores and homes were still subjected to the hazards of fire. Courtice and Jeffrey's Harness shop, was destroyed or severely damaged by fire 3 times after the 1884 fire but on each occasion, the fire was contained in the one building.

Port Perry's fire of July 1884 was so total in its devastation that no one would ever forget its ferocity. It was by far the worst fire in this community's history, indeed it was one of the worst in this part of Ontario. The 1901 fire covered little more than an eighth of the area of the 1884 conflagration. To be sure, the 1901 fire was tragic and many businesses lost everything, but it was not as totally devastating as the fire nineteen years earlier. There is no doubt that the 1901 fire was more serious than the 1883 fire. More businesses and real estate were ravaged in the later conflagration. By 1901, most business owners had learned their lesson about insurance, thus the financial losses were lower. Also, the buildings destroyed in the 1901 fire had been built under the new codes so that the ground floors of the buildings were left structurally sound after the fire. In addition, the fire fighting equipment and personnel were vastly superior by 1901. Without the high powered water from the fire fighting equipment, the fire would have undoubtedly spread to other buildings resulting in more businesses being affected.

Survival and the Role of the Church

In looking at the lives of the early merchants and their families from a distance of a century or more, it is difficult if not impossible to fully understand the attitudes and the points of view which influenced their lives. Certain influences have not changed, as they are an integral part of human nature. The search for meaning, faith, spirituality is part of that core of human nature, yet from this distance, the magnitude of that particular influence is one characteristic which we have difficulty comprehending. The shop keepers worked six days a week and on Saturdays until midnight. Their Sundays would then be spent attending to the affairs of their faith, participating in a service at least once, sometimes as many as three times on their ordained day of rest. Most of the families mentioned above, as leaders in the community, served on various church committees. They were on building committees and social committees. They served as Sunday School teachers, Church Wardens, treasurers and Sunday School Superintendents. They sang in the choirs and they volunteered to help maintain the church buildings.

"For God and Country" is a slogan which we today can discuss, but the concept of selflessness which that slogan implies was born out with equal emphasis in times of peace and war. Within its implication, beyond mere selflessness is the acknowledgment of forces beyond one's self. And in that acknowledgment is a humility, a



Methodist Church, built in 1895

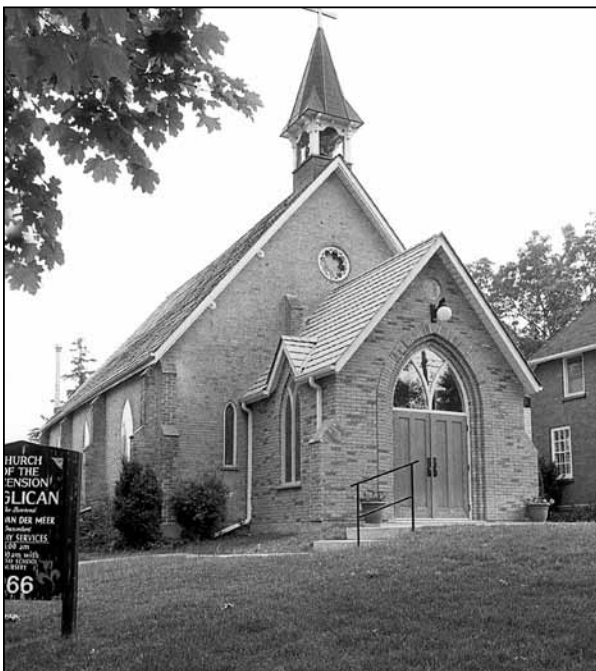
selfless humility which imbued our forefathers with a daily sense of purpose and an inner peace. Their peace resulted from an unquestioning knowledge of the graciousness and generosity of their God, of the simplicity and challenge of Jesus and his commands, and a faith in the implicit legitimacy of the Government and in the righteousness of the Nation and all that it stood for. Those factors gave them a purpose to live each day, and the ability to see beyond adversity.

One aspect of this attitude can be clearly seen in the events of 1883, 1884 and 1885 in Port Perry. The devastating fires which had such an enormous impact on the community would have driven lesser beings to abandon all hope. In the few hours which it took those two fires to burn out, so many people lost not only their entire life savings, they also lost their dreams, their ambitions and the fruits of their labours, but not their faith. Some merchants were adequately insured, most were not. For some, insurance was a luxury which their meagre profit margins would not permit. Yet the entire community rebounded. Within six months of the most devastating inferno, the fire of July 1884, most merchants were re-established in new, safer buildings stocked with new merchandise. This happened at a time when the country was still struggling to recover from the 1875 depression. The idea of sharing one's neighbour's burdens, the precept of "Do unto others as you would have them do unto you" was not a hollow statement from a mystic some eighteen hundred years earlier; it was an admonition, a demand, a point of faith to be practised daily. It had been emphasized in the early reading exercises of infants. It was reinforced in the lessons of history and philosophy and the daily religious training practices of all school children. And it was reinforced every Sunday of their lives.

The community's recovery from the devastation of the 1884 fire served only to underline another major event; the building of the new Methodist Church at the corner of Queen and Lilla Streets in 1885. The cornerstone was laid on June 28, 1885 and the completed building was opened for services on January 21, 1886. When every merchant in town would have been stretched to the financial limit in trying to get re-established after the fire, the adherents to the Methodist persuasion were called upon to donate and pledge to the building of an immense new church. The church was, for its time, a virtual cathedral to Methodism, a symbol that the Methodists of Port Perry and area were totally committed to their faith, in spite of the adversities of the past two years.

The new church was also symbol of the uniting of former separate congregations in the community. The Wesleyan Methodist Churches had combined to form the Methodist Church of Canada in 1884. The Primitive Methodist Church, the Methodist Episcopal Church and the Bible Christian Church combined with the Methodists to form the Methodist Church. The union took place nationally on June 1, 1885. Previously each denomination had its own church building in Prince Albert and then Port Perry.

The Methodist Episcopal Church had its beginnings in Prince Albert in 1856. They built an impressive church at the south west corner of Queen and Elgin Streets in Port Perry in 1872. The Wesleyan Methodists built their first area church in Prince Albert in 1858 and their Port Perry church in 1874. This large and imposing brick building was erected at the north east corner of John and Cinderella Streets. When it was realized that the former Wesleyan Methodist church building was not large enough to accommodate the amalgamated congregations, the new Methodist church was planned and the old one sold to the Roman Catholics in 1885.



Church of Ascension, Anglican.

But the Methodists were not alone in their commitment to their church, they joined with others in the entire community's commitment to God's Houses. The Roman Catholics undertook a major fund raising effort of their own, also in 1884 1885, in order to purchase the building from the Wesleyan Methodists for \$4,500.

The Baptists bought the Mechanics Institute building in 1863. They placed a new entrance on the south side of the building and erected a steeple which reached seventy feet into the sky. This was located on the north east corner of Queen and Rosa Streets, across the road from the High School.

The Anglicans had their start early in Prince Albert's history and started their Port Perry building in 1866 in lot 22 on North Street.

The Presbyterians also had their start in Prince Albert in 1856. They erected their Port Perry church in 1870 on the north side of Queen Street between Lilla and Bigelow Streets. The Presbyterians, the Anglicans, the Roman Catholics, the Baptists and the Wesleyan Methodists filled their Port Perry churches every Sunday and in some cases two or three times on God's Day.

It should be made clear that this did not mean that Port Perry was a community of saints or religious zealots, or that everyone applied the Ten Commandments and the Sermon on the Mount to every aspect of their lives. There were many who failed many times on many issues, after all they were human. But it did mean that every member of the community had the same sense of what was right and wrong, and that the community and the church expected each person to try to apply Biblical standards to his or her life. Whether the individual succeeded or not was a matter for his or her own conscience. It may have been motivated by fear and anticipation; fear of the eternal punishment which would face them if they failed to fulfill the demands of the Bible, and anticipation of a joyous everlasting reward if they made a sincere effort to follow those biddings.

Nevertheless, the expectation was in place, and the recovery of Port Perry was a proof that its citizens practised what they believed, whatever the motivation. They shared each other's burdens and the community was rebuilt, in every sense, in a remarkably short period of time.



Catholic Church, formerly Methodist.



Presbyterian Church.

~ Chapter Five ~

THE FAMILIES

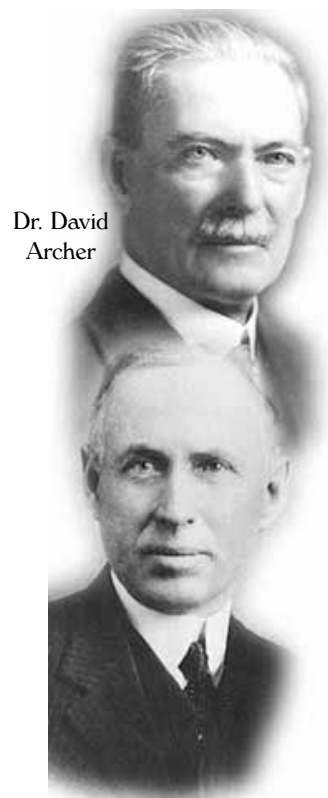
In the early history of any community, a core of families seems to emerge and dominate the economic history of the settlement. Port Perry is no exception. Settlers move into an area for many reasons, some merely to eke out an existence, some, either intentionally or by accident, to build economic, political or social empires. In the case of Port Perry a number of families settled with the major purpose of establishing businesses. Because of the nature of the small but growing community, many formed ties which extended beyond mere commercial or economic interests. The families referred to in the following pages demonstrate many of those patterns. The accounts of real estate transactions, birth, marriage and death records reveal only a part of their intricate web of relationships. Sometimes this web becomes highly elaborate and at times difficult to determine. Nevertheless at least a casual knowledge of these relationships is helpful in understanding the growth of the community. This chapter contains information of some of those families who played a leading role in the commercial life of the community. Other information and other families are included in the text of chapters 6 to 13.

This list is far from complete. It does not include references to the vast majority of conscientious and hardworking folk without whom the community could never exist; bricklayers, clerks, dressmakers, mill workers, carpenters, ditch diggers, grave diggers, cooks, waiters and waitresses, as well as those who offered their unskilled labours in order to earn a living and feed their families, all the while helping to build a community of lasting quality and integrity.

Archer

Archers were one of the pioneer families of Cartwright settling there in 1839. Two of their sons, David, born in 1857 and Robert born in 1862, became doctors. David attended the Trinity Medical school, (University of Toronto) and later completed post graduate studies in Edinburgh and Dublin. Dr. David Archer began his career as a family physician in Port Perry in 1891 at what became the Queen Street Medical Centre in lot 128. After following his brother in medical training in Toronto, Robert completed post graduate work in New York and Chicago. Dr. Robert Archer set up practice in North Dakota before accepting his brother's invitation to join him in Port Perry in 1897. Dr. Robert spent the remainder of his career in Port Perry. Dr. Robert's son Harold began his career as a hardware merchant and then ventured into automobiles and established the first General Motors dealership in Port Perry. (See lot 59) Harold married Gladys Vernon in 1916. Gladys was Harold's father's nurse. Harold's son Robert Vernon Archer later took over the G. M. dealership. (See lot 68)

The medical practice of the Archer doctors became somewhat legendary as they built their own private telephone system throughout the township with Harold maintaining the system. Stimulated by his love of automobiles, Harold built a special winter vehicle from his father's Model T Ford. It had skis on the front for steering and a double axle at the rear with a caterpillar tread linking the rear wheels. When Dr. Robert Archer died in July 1927, a special open air service was held beside the Town Hall in order to allow the huge crowd to pay their respects.



Dr. David Archer

Dr. Robert Archer

The following year, Dr. David Archer, saddened by his brother's death moved to Oshawa to finish his career. He died in 1939. Both doctors are buried in the Prince Albert Cemetery.

Bigelow

After the death of Peter Perry in 1851, Joseph Bigelow became probably the most important person in the early history of Port Perry. His involvement in so many areas of the economic, social and political development of the community is extensive.

Hiram Bigelow was born in Newmarket, Canada West in 1803, the son of Joel and Cynthia (Fisk) Bigelow. Cynthia's father, John Fisk, was the Constable of the Home District of Upper Canada. He was on board the Schooner "Speedy" when it sank off Presqu' ile in Lake Ontario in 1804. The death of Fisk left his wife Lavinia a destitute widow with seven mouths still to feed. Her son-in-law Joel assisted in appealing to the government for financial assistance for her. She later remarried.

Hazard Purdy started his business career as a carpenter and then moved to what is now Lindsay after obtaining the right to dam the Scugog River in order to power a mill at the small rapids there. He began to establish the dam in 1827. Hiram Bigelow purchased the mill and dam from Purdy in 1844.

In 1850 Hiram purchased lot 5 in Scugog Village from Peter Perry and then gave the property to his twin sons Joseph and Joel. The two men moved to the village just before Peter Perry died and the community was in the process of changing its name to Port Perry. The brothers built a general store on the property and then purchased the adjoining lot 6 in order to accommodate a home and a larger store which included Port Perry's first Post Office. Hiram died in 1853. The next year, Joel left his brother Joseph in order to establish his own store in Whitby. In May 1854, Joseph married Elizabeth Paxton and in April 1856, Joel married Mary Ann Dryden. Joel and his wife sold their business interests in Whitby and moved to Milwaukee in 1864 and then to Chicago in 1866 where they opened a tea store and then ventured into the wholesale tea business. He also became a highly successful developer of real estate. Joel died in 1887 in Chicago. Hiram and Cynthia's sons Obediah and Silas remained in the mercantile business in Lindsay until their deaths. John Bigelow moved to Los Angeles, their sister Mary (Nott) moved to Vermont.



ELIZABETH PAXTON BIGELOW



JOSEPH BIGELOW

Meanwhile, Joseph expanded his facilities and his ventures. After opening the first Post Office in Port Perry and becoming its first postmaster in 1852, he joined Thomas and George Paxton in their ownership and operation of the huge lumber mill on lots 125 and 126. During the Bigelow Paxton alliance, an adjoining flour mill was erected. George Paxton died in 1866, his brother Thomas took over his interests in the mill. Thomas later sold all the Paxton interests in the mill to W. J. Trounce, leaving Bigelow and Trounce in partnership.

In 1862 Joseph opened a branch of the Royal Canadian Bank in his Queen Street building and became its first manager, a post he held for six years. He became actively involved in politics and was elected as Port Perry's first reeve in 1872 and was re-elected in 1873, 1874 and 1879. In 1877 he was appointed Justice of the

Peace.

Bigelow, in 1866, joined William Paxton and W. Cochrane, his lawyer, in the purchase of a parcel of land from the Crandell family. This was the eastern section of Borelia; the land bounded by the east side of Rosa Street, the west side of Lilla Street, (now Simcoe Street) Queen Street and the sixth concession. They created new streets; Bigelow, Cochrane, Macdonald, Paxton, Balsam and Bay, and started to sell off the lots. By November the following year, sixteen homes had been completed and several others started. Eventually, Bigelow built the largest and most palatial home in Port Perry at #178 Cochrane Street.

Joseph Bigelow became involved in the promotion and the eventual construction of the Port Whitby and Port Perry Railway. (See ch. 3). The venture was poorly planned and the board of directors for the railway were inexperienced. Several board members, including Bigelow made many inept and controversial decisions. By the time that the railway was complete the timber stands around Lake Scugog were virtually rapidly depleted. The failure of the railway to make significant economic gains, coupled with the Depression of 1875 created many financial problems for him.

Joseph Bigelow's fortunes followed those of the town and, indeed, most of the Canadian commercial world a result of the 1875 crash. Fortunately, he was able to divest himself of his commitments to the railway in 1873. As a result of the 1875 crash, he began to experience financial difficulties and sold his Queen Street store in 1877 to Jonathan Blong. He used the proceeds of that transaction to build his magnificent home on Cochrane Street. He formally retired in 1887 by selling his interests in the mills to W. J. Trounce. However, always the entrepreneur, his business days were not over.

After his sons Charles and Thomas had moved to Trenton, Bigelow joined them in another dry-goods venture and purchased a store there. He spent some time in that city and learned much about the process of apple evaporation and promptly returned to Port Perry and in 1908 started a plant for the commercial evaporation of apples. He was 80 years old at the time.

Joseph's devoted wife Elizabeth died in 1914, three years before him. When he died in 1917, the flags of Port Perry flew at half mast. He was survived by three of his children; Mrs. W. H. McCaw who had remained in Port Perry, and his two sons Charles and Thomas, who had moved from Trenton to Detroit. William, born in 1855, lived for only a few weeks. Both Charles and Thomas married late in life and had no children, and George, born in 1862, never married. The children of Joseph and Elizabeth left no one to carry on the Bigelow name.

Bruce

The family name of Bruce features frequently in the early annals of this area of Ontario. Several families of that name settled in Cavan and Cartwright Townships and most are related. The Bruce family had its origins in Scotland but the ancestors of the Lake Scugog area Bruces had relocated in Ireland in the eighteenth century.

In his autobiography, *Varied Operations*, Dr. H. A. Bruce gives a detailed account of his grandparents' departure from the village of Tullycherry near Enniskillen in County Fermanagh, Northern Ireland. In 1837, Robert Bruce and his wife, Sarah Jane Dean and their five sons, joined the massive migration and made their way to Canada. They brought with them all their possessions including two maids and a cow. Their youngest son, Stewart was only six months old at that time.

The family of Robert Bruce settled on lot 9 concession 1 of Cartwright Township, about two miles south-west of Blackstock where they raised their family. As each son gained maturity, the farm was divided. John, William, Johnson and Stewart each had their own farms. The fifth son James died in his youth. In 1861, Stewart married Isabella Morrow, daughter of Alexander Morrow of Peterborough. This union produced five children; Albert, Robert, Herbert, Minnie and Rupert. Herbert Alexander Bruce was born in September 1868. H. A. Bruce, later to become Dr. H. A. Bruce, is unquestionably the most notable and accomplished son of what is now the Municipality of Scugog.

In 1873, when Herbert was five years old, his parents moved to a farm which they had bought east of Prince Albert and on the southern edge of Port Perry. One reason for this move was that the children would have access to the only High School in the area; Port Perry High School, which had opened its doors for the first time in 1868. In his memoirs, Dr Bruce recalled fond memories of Port Perry and his school days there. He noted with admiration, his teachers, particularly the math teacher George Stone and Dugald McBride who was principal from January 1871 until his retirement in 1909. Herbert graduated from Port Perry High School in May 1884 at the age of 15. Since he was too young to enter medical school, he became an apprentice to S. E. Allison, the druggist in Port Perry. (See lot 62)

Herbert's brother, Robert J. Bruce became a hardware merchant. (See lots 2 & 4) Robert acquired the building in 1895 and established a thriving hardware business. He married Alice Carnegie, a daughter of James Carnegie, the most prominent mill owner in Port Perry. Robert Bruce sold his store and business to his brother-in-law Art Carnegie in 1906.

H. A. Bruce's boyhood recollections included the games of "shinny" on Lake Scugog when it was frozen in winter time. He also recalled the horse races on the ice.

In 1892, H. A. graduated from the Toronto School of Medicine which later became the Medical School of the University of Toronto. In 1910 he purchased the home of Fred Nichols and an accompanying four acres on Homewood Avenue in Toronto. He had the building remodelled and named it Wellesley Hospital after the street on which it was located. Wellesley was originally named after the family name of the Duke of Wellington. The Hospital was officially opened by the Prime Minister, Sir Wilfrid Laurier.

During World War 1, Dr. Bruce became the Inspector General of the Canadian Medical Forces and was appointed the Consulting Surgeon to the British Armies in France.



DR. HERBERT A. BRUCE

In 1919, he married an English girl, Angella Hall whom he had met when she was a nurse's aid in France during the war. The Bruces had only one child, a son, Herbert Maxwell born in February, 1920. After the war, Dr. Bruce resumed his duties as head of his Wellesley Hospital and in October 1932 was appointed Lieutenant Governor of the Province of Ontario. Dr. Bruce maintained controlling interest in the Wellesley Hospital until 1948 when it was taken over by the Toronto General Hospital.

In 1940 when he was 70 years old he was elected as the Member of Parliament for the riding of Parkdale in Toronto. Dr. Bruce made his mark on Ottawa in his first speech, by calling for the resignation of the Prime Minister, Mackenzie King. Bruce resigned his own seat in 1946.

Dr. Bruce made frequent visits to his birthplace in Blackstock and to his childhood home of Port Perry. Two notable visits were the Centenary Celebrations of Cartwright in 1934 and the dedication of the new Memorial Library in Port Perry in 1937. Dr. H. A. Bruce died in Toronto in 1963 at the grand age of 94.



JAMES CARNEGIE

Carnegie

James Carnegie was born in Scotland in 1843 to a family of millers. He came to Canada in 1865 at the age of 22 and married Louisa Fincham. They had 12 children. His business ventures in Reach Township started east of Utica where he operated a flour mill. While living there four of their children were born; Alexander James, Caroline, Alice, and Abram. Carnegie sold this business and expanded to flour and saw mills on a 50 acre property at Raglan in 1877. Six of their children were born at Raglan; Arthur, Louisa, Margaret, Charles, David and William.

In 1888, Carnegie purchased the Trounce flour and lumber mills on lots 122 to 127 in Port Perry. Eva and Harry, the last of the children, were born here. James Carnegie sold his Port Perry milling business to his sons David and Arthur in 1907. Later, Arthur assumed control of the entire operation. He sold the property to the Farmers' Union Mills. David Carnegie married Marion Bigelow McCaw and his brother Arthur married Marion's sister Mabel McCaw. Alice Carnegie married R. J. Bruce who had established a hardware store on lot 4. Arthur Carnegie

bought hardware business from his brother-in-law R. J. Bruce in 1906. The next year, Arthur sold the business to his two brothers William and Charles. The hardware store remained in the Carnegie family until the 1970's (See lot 4)

Cawker

Samuel Thomas Cawker, who was born in Devon, England, in 1844, was brought to Canada as a young boy. His father, John was a butcher and started a business in Bowmanville. Samuel learned his father's trade, as did several of the brothers. Emmanuel and John became noted butchers in Oshawa. Samuel decided to venture into Reach Township to establish a business. He opened a butcher shop in Borelia in 1861, later establishing a permanent stall in the Port Perry Market on Perry Street. Samuel married Mary Hannah Thorndike of Whitby and together they raised twelve children including; Lillian Jane, the oldest, Samuel John, William Edward, William Weston, Henry Russell, Alymer Bolton, George Oscar, Charles Henry, Florence, and Bertha. William Edward and Henry Russell died as children.

Samuel John, born in 1872, followed his in father's trade. He married Leona Bell Boynton. Their daughter Grace married Frank Hastings. Grace was a noted music teacher who taught in the local elementary schools and led many community choral groups. Her grand daughter Dana (Forder) Smith became a jeweller (see lot 186). Samuel Arthur Cawker, a son of Samuel and Leona became a school teacher. S. A. Cawker Public School was named in his honour in Port Perry and opened in September 1989.

William Weston (Wesley) worked for Courtice and



SAMUEL T. CAWKER

Jeffrey and earned his apprenticeship in harness making. He later worked for W. M. Letcher as an undertaker. He retired from that profession at the same time as his employer. Alymer Bolton left school at the tender age of seven and learned his father's trade, initially by travelling with his father selling and delivering meat throughout the countryside. Alymer later bought a horse and ventured into the livery business in Borelia but later joined his brother John in a business partnership in the butchers' trade. Alymer's son Albert became the fourth generation of butchers in the Cawker family. Danny (see lot 2), the son of Albert, was the last of the Cawker line to have a butcher shop in Port Perry. Of Alymer's other children, Jack became an engineer and William became a veterinarian and settled in New Zealand. Albert stayed in the business only a few years and, when his father retired, ventured into other enterprises thus bringing the Cawker family tradition of butchering in Port Perry to a close.

Diesfeld

William Decker and his wife Christiana Barbara (Lutz) had come from Germany and established a jewellery store in Borelia in 1850. They relocated in Prince Albert in 1860, taking over the property of David Jolly on the east side of Simcoe Street, four lots below Barber Street. William Decker died on May 9, 1868 at the age of 42.

He had advertised himself as William Decker, and in his obituary he is given that name. However, his tombstone is marked William Doll. The Doll \ Deckers had 5 children; Bertha, Eliza, Francis, Ludwig and William. The 1871 census lists the children with Doll as their surname.

Within a few weeks of William Decker \ Doll's death, his wife advertised that she was continuing to operate the jewellery shop as "Mrs Doll, formerly Decker". She remarried again in September 30, 1869, to John Diesfeld who had been born in what is now Germany in 1833. He arrived in Prince Albert in 1867. After Mrs. Decker / Doll remarried, the Prince Albert jewellery store became known by the Diesfeld name. In 1873, the Diesfelds joined in the migration from Prince Albert to Port Perry. They briefly established a shop on Perry Street on lot 95. By 1875, they had a new building erected at lot 4. Because of the nature of his business, Diesfeld named the building, the "Diamond Hall". The Diesfelds owned the building and they were among the few downtown merchants who lived above their stores

In order to further confirm his trade, Diesfeld had a large, double faced clock made and placed it on a post on the edge of the wooden sidewalk outside the store. The clock was about three feet in diameter and became a Port Perry landmark for 35 years.

In 1875 Mrs Diesfeld announced that her son Frank (born Franz) Doll was to become the new manager of the store, forming the Diesfeld and Doll partnership. However even this was initially mis-spelled and advertised as Diesfeld and Dole. The partnership lasted for only a year and Frank moved to Peterborough to open his own watchmaker and jewellery store. Unfortunately, in March 1877, Frank Doll, only 23 years of age, committed suicide in Peterborough. His tombstone erroneously states that his death occurred in May 1877.

Diesfeld's Diamond Hall.

JUST OPENED OUT A

Fine Stock

Fine Jewelry—Latest Styles and Patterns.

FINE GOLD WATCHES—Latest Styles in Cases.

The Latest Styles in Ladies' and Gent's CHAIRS, CHAIRS, BUTTENS,

orty dozen SPECTACLES and EYE-GLASSES, from 25 cts to \$6.

REGULATORS and CLOCKS in great variety.

Everything Warranted as Represented.

REPAIRING in first-class Workmanlike manner

at DIESFELD'S

Diesfeld's ad, September 1892.

John and Christiana Diesfeld had three children of their own. Two died in infancy. Their daughter Olga took a major role in the operation of the store in their later years and was a featured member of the Presbyterian Church choir. It is quite obvious that Christiana played a major role in the business affairs of the store. Her name appeared prominently in advertisements of the

day and in many of the municipal records of business including her personal payment of the store's cost of paving the sidewalk in front of the store in 1901. Christiana Diesfeld died in 1905. Diesfeld and his daughter Olga continued to operate the Diamond Hall until March 1910 when they sold their business to Greenberg Brothers.

Mrs Diesfeld's tombstone in the Prince Albert cemetery states, "Christiana Barbara Lutz, wife of William Doll, late wife of John Diesfeld, died July 19, 1905, aged 72." John Diesfeld died 6 years later.

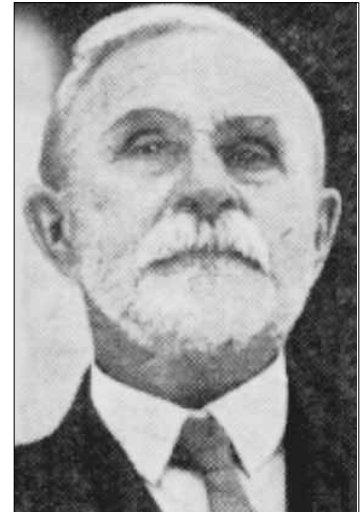
Doubt

John and Anne Doubt of Devon, England raised a family of five sons and two daughters. Four of their sons emigrated to Canada and settled in the Port Perry area in the 1870's; William Henry, born in 1845, John Henry, born in 1849, Henry born in 1855 and Charles born in 1867. William, a blacksmith married Grace Northcott. John, a shoemaker, married Mary Jane Northcott, his sister in law.

John H. Doubt arrived in Canada in 1870. He lived in Columbus, then moved to Myrtle and finally settled in Port Perry and opened a boot and shoe store on the south side of Queen Street opposite Dr. Graham's office (see lot 12). William opened a blacksmith shop. John and Mary's son William Henry, learned the tailor trade and opened a shop in the Blong Block. The Observer said of him in 1906, "He is a vocalist and sings in the Methodist church choir. His home is on Cochrane Street where he lives happily with little Doubts growing up about him."

Henry, encouraged by his brother John, arrived in Port Perry in 1880 and opened a tailor's shop on the north side of Queen Street (lot 62). He married Harriott ??

Their only child, Arthur, born in 1883 also learned the tailors' trade in his father's shop and became a partner in 1905. Thus the firm became Doubt and sons. Eventually Arthur took over his father's business and later expanded it to the selling of a complete line of gentlemen's furnishings. Unfortunately, Arthur was one of the many who lost their lives in the 1914 to 1918 World War (see ch. 11).



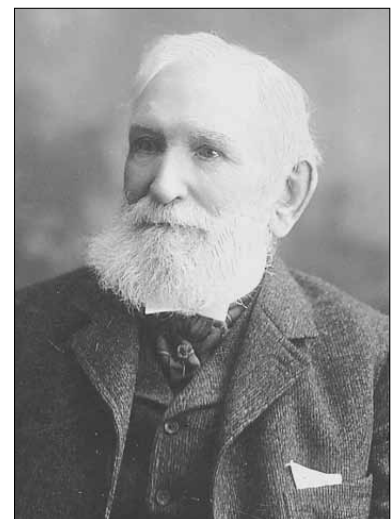
JOHN H. DOUBT

T. C. Forman

Like many of the first settlers in the Lake Scugog basin Thomas Chalmers Forman was born in Scotland. He was born in St. Fergus, Aberdeen, Scotland, on October 28, 1827. At the age of 18 he set out for Canada and settled in Oshawa and immediately found a job as a clerk in the general store of another Scotsman, James C. Laing.

James Laing and his brother Andrew were among the early and prominent merchants in Oshawa. James Laing expanded his business to include the buying and selling of grain. He opened Prince Albert's first grain merchant's operation in the early 1840's. Forman was sent to oversee this venture for him.

In 1845, Forman married James Laing's daughter Margaret. When Laing died, T. C. Forman inherited the Prince Albert business. By 1850 Prince Albert was the second busiest grain centre in Canada West with seven major grain buyers and more than a



THOMAS C. FORMAN



NOTICE!!

—

PRINCE ALBERT

Infantry Company.

THE above mentioned Company will assemble for drill every **WEDNESDAY** evening, at half-past seven sharp, until further orders.

T. C. FORMAN,
Capt. Commanding.

Feb. 7, 1866.

dozen other stores and business enterprises. T.C. Forman was among the most successful in the booming community. In his obituary he was referred to as the "king of grain buyers at Prince Albert in the fifties."

Early in Canada's history, the preservation of its integrity as a colony and later as a nation, independent from the United States, became a responsibility in each community. As a result, local militia units were organised in order to maintain this integrity. T. C. Forman took on the responsibility of establishing, organising and training of the Reach Volunteers as part of the 34th Battalion.

The Fenians, a group of Irish separatists attacked Canada in 1866 in order to draw attention to their demands for independence from Britain. Led by Captain T. C. Forman, the Reach Volunteers responded to the Fenian challenge. "For Queen and Country" they marched to Oshawa and were shipped by train to Toronto where their assignment was to guard a number of strategic buildings including the jail. After the attacks were repelled and the Fenians defeated, the Volunteers returned to Prince Albert in mid-June to the accolades of the district. As a result of his leadership in this conflict, Forman was promoted to the rank of Major and then settled down to his business career and built an elaborate home which he named "Rowan Tree Hall." From this point forward, he was always referred to as "The Major."

With the arrival of the railway in Port Perry, Major Forman joined in the business exodus from Prince Albert to Port Perry, although he was among the last to do so. In Port Perry he dispensed with the grain business and established a highly successful general merchandise store as well as running a marriage license office. For a time he was also the inspector of weights and measures for the district. He established his Port Perry store in June 1875, later moving to two other locations (see lots 3, 59 and 62). He also built a new yellow brick home at the southwest corner of Queen and Caleb Streets in Port Perry. He named this new home "Lockerby House."

The Major had considerable success in his business ventures but he suffered many tragedies in his personal life. These tragedies unfortunately were a reflection of the time and were all too common among his contemporaries. In April 1865, his wife Margaret Laing died at the age of 39. Exactly a year later, his 15-month-old daughter Janet died. In 1865, his 9-year-old daughter Annie died and, in the year of the Fenian raids, 1866, an infant son from his second marriage to Eleanor Taylor died.

Margaret Forman, born a month before the death of her brother, died in her 23rd year in June 1888. In spite of the adversities, the major and his family were faithful members of the Presbyterian church. Indeed, the Major was the Sunday School superintendent for the church for more than fifty years.

When he thought of retiring the Major handed over his business to his son James Laing Forman although the store continued to exist as T. C. Forman and Son. James married Amelia McBride, daughter of the High School Principal, Dugald McBride. The wedding took place at the McBride home on April 6, 1902. The major's two other sons both started their grocery careers with their father in lot 62. They later established successful stores on their own, William G. in Ingersoll and Thomas A. in Woodstock.

T. C. Forman was a true Scot as were both his wives. Their gentle Aberdeen accent became a notable trademark of their home and the store. The major outlived both wives and died in Port Perry in January 1904 aged 76, barely two years after his son James' wedding.

Jones

The patriarch of the Jones family had settled near Perth after fleeing the horrors of the American War of Independence. His son George became a prominent Methodist minister establishing himself in the Orono area. The Reverend George William Jones and his wife had at least eight children. One of their sons, George William junior, became a doctor and set up his practice in Prince Albert in 1860. The

reverend's two oldest sons, William Milton Jones and Charles Jones owned a successful flour mill in Madoc. Their property was next door to the Richardson farm, where, in 1866, gold was found. This brought about Ontario's first gold rush. In December 1866 a claim was made that gold had been washed from Deer Creek which ran behind the grist mill on the Jones' property.

The Jones brothers sold their property at a considerable profit. Allegations immediately began to circulate about "salting" gold, i.e. planting gold in order to inflate the value of the property. This was never proven. Small amounts of gold were found in that area of Hastings County and the boom town of Eldorado came into existence. Most of the claims proved to be false or fraudulent. Extremely small amounts of gold were indeed found but they were so small that mining proved to be unprofitable. Eldorado and neighbouring communities soon returned to quiet obscurity.

After capitalising on their Madoc property the Jones Brothers came to Port Perry in 1869 on the invitation of Thomas Paxton and their brother George. They went into partnership with Paxton in purchased a clothing and general merchandise business. It should be remembered that the Paxtons and the Bigelows at this time were the most substantial land owners in Port Perry.

William had graduated from the Eastman Commercial College in Poughkeepsie, New York, before beginning his business career. His training soon paid dividends as his Port Perry clothing and merchandise business became highly successful, rivalling that of Joseph Bigelow. The Jones brothers built an impressive three story brick building close to Bigelow. Their younger brother Richard graduated from medical school and joined George in his medical practice in Prince Albert. In the late fall of 1868, the doctors established a partnership in Port Perry and opened an office there. They also opened a drug store beside their brothers. Their two sisters also settled here; Sarah Jones was a milliner who married Thomas Bedford, and Metta Jones married James Isaacs who was a tailor.

Charles Jones married Mary Paxton, daughter of Thomas Paxton in 1870. Unfortunately, Charles had been involved in a number of investment schemes and declared personal bankruptcy in 1870 but continued to work in the Queen Street store for his brother. A year later, the Jones brothers bought out Paxton to establish Jones Brothers' store.

Dr. George Jones marriage to Ann Catherine Martin had fallen apart in 1866. At that time she left Prince Albert. Jones applied for a divorce on the grounds of adultery on August 10, 1868. Sometime during this period he began to court Anna Paxton, a daughter of George Paxton. At that time divorces were subjected to lengthy and detailed processes which required the approval of Parliament.

Gordon Bigelow, a brother of Joseph Bigelow, was his attorney in the divorce petition. Jones failed to obtain a divorce in Canada. In October 1869, he moved to Michigan, where he took up permanent residence, established his practice, and after a year, he became an American citizen. He applied for, and obtained, an American divorce.

In January, 1871, he paid a visit to Port Perry to take Anna Paxton to the United States to become his bride. Edward Mundy, the editor of the Port Perry Standard, was her uncle. He wrote an editorial in which he maintained that Anna was stolen away from her home by Dr Jones and carried on to the train in a fainting fit. The editorial went on to state that her widowed mother was also involved in the "kidnapping". Two letters followed in the Observer and were signed separately by Anna and Dr. Jones. They denied the "... malicious fabrications..."

Editor Edward Mundy of the Standard wrote a series of articles in which he slandered the character of the Jones brothers. He made reference to Charles' bankruptcy, the circumstances of Dr George Jones divorce



CHARLES W. JONES

and subsequent marriage to Anna Paxton. He also made referenceto the alleged "salting" of land in Madoc.

In January 19, 1871, a letter to the editor of the OntarioObserver appeared. It was addressed as a testimonial to C.W. and W. M. Jones and was signed by W. Paxton, W.S. Sexton and "200 others". In it the writers deploredthe attitude of Mundy: "... we cannot but regard it as a base and cowardly attempt to destroy the reputation and impair the usefulness of two of our most active andenterprising businessmen for the purpose of gratifyingpersonal jealousy and animosity..."

In Charles Jones' letter to editor of the Observer on February 8, 1871, he acknowledges his own bankruptcy and then, in defence of his brothers, he castigated Mundy by stating that Mundy had become ... a subservient fool and sycophant , he has managed to drag out a miserable existence... a Lying hypocrite... The poor idiot... Steeped in corruption and utterly destitute ofmoral or religious principles, this subservient fool is readyto pander to anything... a creature without a particle of ability, pretending to fill the position of Editor, without possessing the first mental or moral qualification. Ever since he came to this place, his lying chicanery and hypocrisy have been the cause of more religious bickering, social and domestic trouble and rational prejudices than all other evil influences combined...

The vindictive letters continued for three more issues, concluding with "... the parasite Mundy... giving his readers a column of the basest and falsest verbiage it is possible to conceive of... the puerile effusion containedin the last issue of his notorious smut machine."

Beginning in 1878, William and Charles' store and business was sold and resold while Charles ventured into mining in Manitoba with Paxton and to California at a later date. William was eventually left to run the business by himself. He sold the Port Perry business and moved to Manitoba to take up farming. Richard continued his medical practice in Port Perry until 1887 when he moved to Toronto. He concluded his medical career in Cobourg where he died in 1917 at the age of 83. William died on his farm in Roland, Manitoba in 1929 at the ripe old age of 88, being the longest survivor of the Jones children.

McCaw

James and Emily (Knight) McCaw moved to Prince Albert from Barnston Quebec in 1852 with their three year old son William Hugh. James set up his practice as a watchmaker and jeweller in Prince Albert. William followed in his father's footsteps as a watchmaker and jeweller and went to Boston Massachusetts to complete his training. Upon his return he set up a store in the Bigelow building in Port Perry.

Joseph Bigelow and his wife Elizabeth Paxton had onlyone daughter, Emma Josephine, born in August 1857. William Hugh McCaw found Emma, to be extremely attractive and with enviable prospects. In what was Port Perry's biggest wedding of 1878, Emma Bigelow married W.H. McCaw. The wedding took place in the drawing room of the magnificent home that the Bigelows had built the previous year on Cochrane Street in Port Perry. The house was large enough to accommodate the hundred or so guests.



WILLIAM H. McCAW

Emma and William McCaw had six stunningly beautiful daughters. Bigelow and his wife were finding that the house was too big for them alone so they invited their daughter and her husband to live with them and to share in the time and effort needed to keep the immense housein order. In 1891 the McCaws moved into the Bigelow house on Cochrane Street. A few months after settling in, Emma gave birth to twin girls. The eight McCaw girls were raised in the stately home.

Eligible bachelors from miles around came to Port Perry to try to gain an opportunity to meet with a McCaw girl. They were the most sought-after young ladies in town, grand-daughters of



THE McCAW GIRLS

the wealthy Joseph Bigelow and daughters of the highly successful jeweller, W. H. McCaw. These factors evoked the prospects of a comfortable dowry. Although the Bigelows and McCaws would provide for the girls, it had to be realised that there were eight girls among whom that dowry was to be divided. For the more realistic among the suitors, beauty and character would be the lure.

On Sundays, eligible young men would be seen strutting in their Sunday best, peacock-like along Cochrane Street in the hopes of attracting the attention of a McCaw girl. But the most acceptable way of meeting a McCaw girl was to attend the Baptist Church at the north-east corner of Queen and Rosa Streets. Attendance there rose astronomically while the McCaw girls were single. Emma played the church organ for many years.

Once a young man had passed the hurdles of meeting and courting, he would then have the daunting challenge of sitting in the Cochrane Street front parlour with W.H. McCaw, asking for the hand of one of his daughters in marriage. His prospects would then be reviewed by the conscientious father, not a task for the faint hearted or untalented. Two sons of James Carnegie, Arthur and David, each courted and married a McCaw girl. Eventually, five of the McCaw girls were married, like their mother before them, in the Bigelow home.

Elizabeth was the first of the McCaw girls. She was born in 1879 and lived to be 99 years old and never married. Mabel was the second oldest, born in 1881. She married Art Carnegie in 1903 and lived to be 90 years old. The third daughter, Cora, was an extremely talented artist and married Dr. Frank Coone of Manilla. Emma Josephine, born in 1886 and named after her mother, was next in line but the last to marry. She married John MacDonald in 1937 in St. Petersburg Florida. Florence, born in 1887, married Frank Nasmith and lived to be 102 year old.

Dave Carnegie married Marion, born in 1891, the sixth daughter. Aileen and Kathleen were twins born in 1892 and were the last of the McCaw girls. Aileen married Harold Emmerson, father of George Emmerson, and Kathleen married Morley Honey. George Emmerson, the son of Aileen and Harold recalled that one of the conditions for their marriage was that Harold had to have his own business before the nuptials could take place. In order to fulfill that obligation, he bought the Insurance agency of Pearce and Ward, establishing the Emmerson Insurance Agency on September 1, 1917. Harold and Aileen were married on October 10 that year.

Mabel and Art Carnegie had four children; Jack, Louise, William and Arthur. Cora and Frank Coone also had four children; Herbert, Margaret, Doris and Elizabeth. Emma and John McDonald had no children. Florence and Harry Nasmith had six children; Malcolm, Clara, Hugh, David, Florence and William. Marion and David Carnegie had seven children; Robert, Kathleen, Harry, Ruth, David, Donald and Mary. Aileen and Harold Emmerson had one son, George. Kathleen and Morley Honey had one child, Morey.

Parrish

William T. Parrish was born in Napanee where he started a hardware business. He brought his family to Port Perry in 1868, purchased the Worthington building (see lot 7) and converted it into a hardware store.

The success of W. T. Parrish was reflected in the palatial home which he bought at 280 Cochrane Street in 1881. This was the home which James Dryden had designed and built for his retirement but died before its completion. Here, W. T. and his wife Caroline raised their three children; William Lewis, John William, and daughter Edith. The Parrish home was later the residence of Dr. Matt. Dymond, Minister of Health for Ontario, and is now owned by Brian Callery.

The disastrous fire of 1884 had a significant impact on W. T. His store was completely destroyed and he was severely depressed over his losses. However he did want to see his venture continue so he turned over the entire enterprise to his 19 year old son William Lewis Parrish. W.L., "Lew", took on the responsibility of designing a new building and supervised its construction. The new brick two storey building was opened in February 1886.



WILLIAM L. PARRISH

W. T. died shortly afterwards at the age of 43 in August 1887. His wife, Caroline, passed away only nine months later, in August 1888. She was only forty years old. Shortly after their deaths the store name was changed to W. L. Parrish.

John W. Parrish married Sarah Jane Currie, a niece of George Currie, a grain merchant and pioneer in the community. Currie owned and operated the store directly to the west of Parrish's. Sarah died when only 27 years old while giving birth to their daughter. The child, named Sarah Jane in honour of her mother, lived for only 4 months.

Edith Parrish married Dr. Samuel McDowell (see lot 12). Dr. McDowell came from Bowmanville and took over the practice of Dr. Hamill at 249 Queen Street. The marriage took place in December 1893 at the Parrish home on Cochrane Street. The officiating minister at the wedding was Rev. D. C. McDowell, father of the groom.

Unfortunately the marriage failed. Dr. McDowell left Port Perry and his practice was taken over by Dr. Samuel J. Mellow. Dr. McDowell eventually settled in Colorado while his ex-wife moved to Toronto. After her death in 1955, Edith was buried in the Pine Grove Cemetery in Prince Albert. Dr. Mellow was also buried in the Pine Grove Cemetery in 1925.

Lew married Nell Henry and they had four children but none expressed an interest in continuing the family hardware store. He ran the store for 58 years.

Lew Parrish was known as a very quiet man but he was held in high regard for his knowledge and his business skills. His employees particularly respected him. In his younger years he was active in lacrosse and throughout his life he took an interest in horses and was one of the last businessmen in town to continue to own and use horses for travel. He retired from active business in 1947 when he sold the store to Harry Peel.

Parrish became Reeve of Port Perry in 1906 and in 1908 was elected as Warden of Ontario County. In

1956, on the occasion of the fiftieth anniversary of his election as Reeve, the Port Perry Council honoured him for his work in the community. At that time the Council noted "You personally contributed your efforts towards bringing a modern Post Office to Port Perry, and to which you gave efficient guidance during its construction." This recognition was a timely and notable one for he died a year later, on August 4, 1957 at the grand old age of 90.

Paxton

The Paxton name occurs frequently in the early history of Ontario County and particularly in Port Perry. In 1861 William Paxton had the highest assessment of any land holder in Port Perry. He owned the whole of Water Street north of Queen Street. At that time these were the key waterfront properties. By that year he had five huge main buildings on the property as well as many smaller barns, sheds and warehouses. These contained a variety of workshops some of which he rented out.

By 1863, all the property of lots 124, 125 and 126 had been occupied by Paxton enterprises. The Paxton family along with members of the Bigelow, Trounce, Marsh and Carnegie families formed a number of business associations over the next half century. In addition there were several marriages uniting various family members.

William Paxton came to Canada in 1820 and married Elizabeth (Liddell) Dryden, a widow who had also arrived from England the same year. Elizabeth had one son from her first marriage, James Dryden who was born in 1806 in England. William and Elizabeth settled initially in Whitby where their children were born; Thomas in 1821; George in 1822; Charles in 1828; and Elizabeth. All members of the family except James eventually moved to Port Perry beginning in the 1840's. James Dryden remained in the Whitby area on a 40 acre farm which he had acquired.

James became a Justice of the Peace, Reeve of Whitby Township and a director of the Ontario Bank. He married Abile Groat. Their daughter, Mary Ann, married Joel Bigelow, Joseph Bigelow's twin brother. After the death of his first wife, Abile, James Dryden married Elizabeth Marsh in 1855. She was the daughter of a Baptist minister William Marsh, who was in turn the son of Israel Marsh, the first Baptist minister in the Whitby area. The Drydens had four children, John, who became the M. P. P. for Whitby; George, an accountant for the Paxton Tate Foundry in Port Perry; Sarah Jane who became the wife of Leonard Burnett, the deputy Reeve of Reach; and Elizabeth. James was in the process of building a home Port Perry for his retirement but unfortunately he died in 1881 before the house was completed. His home was bought by Parrish. (See above)

George Paxton moved to Port Perry and became a partner with his brother Thomas in building a lumber mill at the waterfront in 1852. He married Hannah Reynolds daughter of Sheriff Reynolds of Whitby. They had 5 children. The first born was James, born in 1849 but he died when only 17 years old in 1866. Their youngest daughter Anna became the second wife of Dr. G. W. Jones. George Paxton died in 1866 only a week after his own son James had passed away.

Thomas Paxton built the mill on lots 125 and 126 in 1852. He also became a partner with Dr. G. W. Jones' brother C. W. Jones, in a store on Queen Street. His daughter Mary married Charles Jones, her father's business partner. Thus the two cousins, Anna, daughter of George Paxton, and Mary, daughter of Thomas Paxton, became sisters-in-law by marrying two Jones brothers.

Thomas left the business in order to pursue a career in politics. He first became reeve of Reach and



THOMAS PAXTON

Scugog and then was elected and represented North Ontario in the Legislature in 1867. In 1875, he ran against Philip McRae, a farmer in Mara Township and was re-elected. While he was in the legislature, Thomas joined his brother in law, Joseph Bigelow, his step brother James Dryden and others in the drive to bring the railway to Port Perry. He was appointed Sheriff of Ontario County in 1878. He died in 1887.

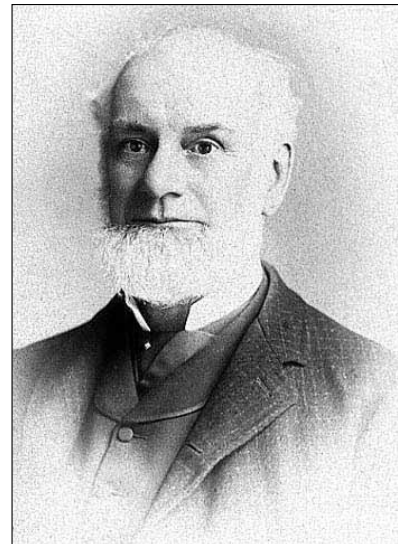
Charles Paxton married Elizabeth Starr in 1849. They had four children. In 1867, Charles Paxton sold his Whitby farm and moved to Port Perry to become a partner in the Paxton and Tate foundry. He later became a partner with his brother Thomas in the Paxton, Bigelow and Trounce Company. He also served on the village council before he died in 1875 at 47 years of age. Elizabeth Paxton, the sister of Thomas, George and Charles, married Joseph Bigelow in January, 1854.

Ross

Aaron Ross came to Canada from London England in 1842, settling in Prince Albert where he sold boots and shoes. As his business acumen increased and the grain trade expanded, he became involved in the buying and selling of grain. He formed a partnership with George Currie in 1844. They later severed that partnership to become rivals in the grain business. Ross eventually erected a large grain storehouse at Seagrave and an elevator at Manchester. With the advent of the railway to Port Perry, he joined the exodus from Prince Albert to Port Perry.

He opened a store on the south side of Queen Street (see lot 64). He purchased several lots on the Port Perry waterfront and built the elevator there in 1873.

His son William was born in Prince Albert in 1856 and worked with his father, taking over the business in 1896. William's interest in politics led him to seek election in 1900. He became the federal Liberal member for North Ontario County for one term, being defeated in the 1904 election. William Ross sold his grain and seed business to James Lucas in 1909 and the Queen Street store in 1911 and retired in Toronto. He died in 1937 at the age of 81.



AARON ROSS

Williams

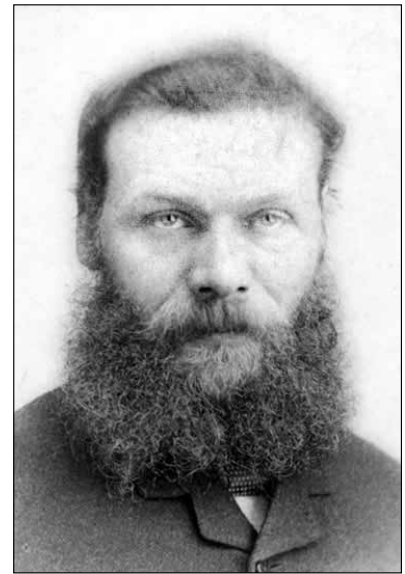
David Williams and Peter Perry's father Robert Perry fought together in the Jessop's Rangers as loyalists opposed to Independence in the British Colonies in what became the American Revolution. David was a blacksmith and sergeant in the Rangers. Williams and Perry were both residents of Vermont. After the British capitulation in the Thirteen Colonies, the Loyalists were treated with particular cruelty and derision. They were chased from their homes and their property confiscated.

Their only escape was to flee to countries which were still loyal to Britain. Some moved to Britain, some to the West Indies and tens of thousands fled north to British North America. When those Loyalists, including the Williams and Perry families, fled to Canada, they arrived with no possessions other than what they could carry on their backs. The Jessop's Rangers were given land in Ernestown Township near Bath, Upper Canada. Thus Perry and Williams became neighbours in their new homes.

Elias was the son of David Williams. He moved his family to Colborne in the 1820's. On April 8, 1831, shortly after the death of his wife Loyrenah, David purchased a 400 acre parcel of land containing lots 19 and 20 in the 6th concession in Reach Township. This land eventually became what is now Port Perry. He built a log home somewhere on the waterfront of his property and brought some of the younger children to live here.

In his recollections of early Port Perry, Joseph Bigelow mentioned that Elias Williams had cleared a parcel of land just south of where the Town Hall is situated on Simcoe Street. When Elias died in February, 1833, he left all his property to his sons Peter, Charles, Andrew and Edward and his daughter Hannah. He left money to his 7 other children. One of his daughters, Mary, nicknamed Polly, married Philander Hurd of Prince Albert. David settled in Haldimand, Andrew, Edward, Peter and Charles continued to farm in Reach Township.

Edward had eleven sons; Alonzo, Madison, Walter, Frank, Wesley, Allen, Albert, Elias Aaron, George, and Marshall who died as an infant. Albert, Elias, Aaron and Alonzo became farmers in Reach Township. Frank became a mechanic in Port Perry, George became a Baptist minister in Amherst New York. Wesley and Walter became newspaper writers and then executives in Toronto. Madison operated a liquor store on Queen Street (see lot4) and then, in 1897 purchased the Port Perry Foundry on lot 264 from Paxton and Tate. He sold his Foundry in 1909 and moved to Lindsay where he established a Ford dealership. Alonzo's son Murray, became a Ford dealer in lot 134. Edward died in 1903.



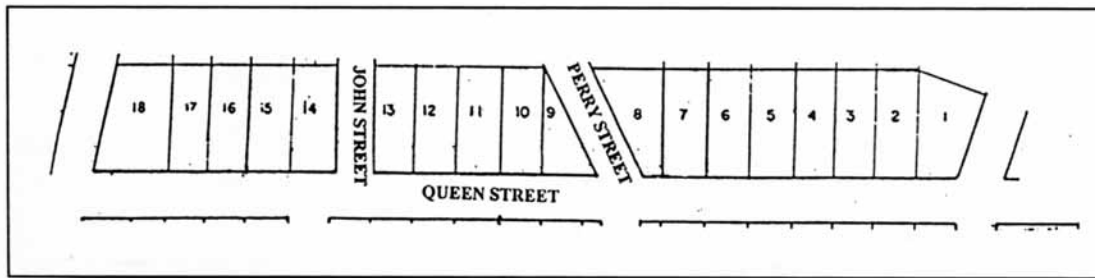
ELIAS WILLIAMS



THE WILLIAMS FAMILY, CIRCA 1900.

~ Chapter Six ~

THE MERCHANT PROPERTIES; QUEEN STREET NORTH SIDE, WATER STREET TO LILLA STREET



When Peter Perry drew his plan for the Village of Scugog in 1845, he decided that the best way to lay out the town was to establish a key road for transporting goods to his settlement on the shores of Lake Ontario and then build other roads around it. His main road would have to be the one which led from the Lake Scugog waterfront, west to the road at Fitchett's Corners (Manchester), which ran south to Windsor (Whitby), where he owned the harbour and a substantial amount of land. At his Lake Scugog settlement, in keeping with true Loyalist tradition, he named the new east-west road, Queen Street in honour of the young monarch. Water Street was the logical name for the road which followed the edge of the lake and would be the site for mills, wharves and warehouses. The other streets fell into order, perpendicular or parallel to Queen Street. North Street was the northern limit for the development, Mary Street he named after his wife and Cinderella Street after their first child, (Cinderella was later changed to Casimir Street in honour of Sir Casimir Gzowski, the railroad engineer). John Street was named after their first son and Perry Street for the entire family.

With Queen Street as the base, Perry divided the village into quarter acre lots and began their numbering at the intersection of Water and Queen Streets. The majority of his lots were 100 feet wide and 250 feet deep. There were several variances to this pattern. On the angled lots on Water and Perry Streets north of Queen Street, irregular lots occurred. On the south side of North Street the lots were only 200 feet deep, and on Perry Street, south of Queen street, the lots were 50 feet by 250 feet, creating an unusual arrangement whereby the lots on opposite sides of Perry Street shared the same lot number in order to create one quarter acre lots by adding the "half" lots on either side of the road. Why he made this arrangement, and, only on Perry Street, is a mystery. His lots parallel to Perry Street on Water and John Streets are all regular one quarter acre lots, 250 feet deep and with 100 foot frontages.

Perry's initial rectangular plan left its mark on the town in contrast with succeeding development. All future developments have roads meeting Perry's roads at an angle, including the western extension of his Queen Street. Later developers also divided their plans mainly into lots of $\frac{3}{4}$ 100's of an acre as opposed to Perry's one quarter acre lots.

Initially the buildings were erected with little regard for uniformity. As the settlement became more developed and wooden sidewalks appeared, attention was given to frontage and entrances appropriate to

the sidewalks. Although a few brick buildings appeared in the 1860's, they did not gain popularity until about 1870. After the 1884 fire, a number of bylaws were put into place prohibiting the construction of wood buildings in the business section, and establishing a uniform line for the frontage of the stores downtown. In 1901 concrete sidewalks were laid, replacing the wooden ones which can be seen in many of the early photographs. The cost of the construction of the concrete sidewalk was born by the individual merchants on Queen Street, each merchant paying the cost of his own frontage at the rate of 73 1/2 cents per foot. In 1907, the Town Hall hosted the community's first moving pictures. It wasn't until January of 1913 that a bylaw was passed which prohibited cows from running loose on Port Perry streets! Up until that time cows were given complete freedom to roam as they pleased during the summer months. Electric street lights were installed on Queen Street in August of 1922. The street was concreted and officially re-opened on August 7, 1924. The highway from Port Perry to Manchester which was the western continuation of Queen Street, was cemented in 1929.

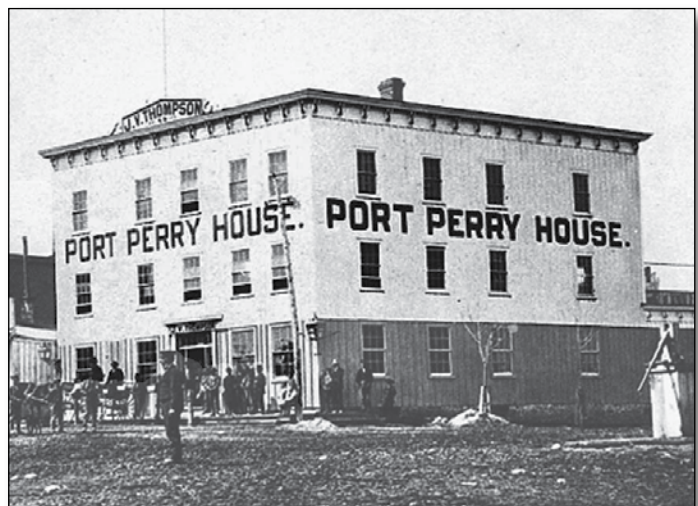
Perry's lot numbers appear on his plan for Scugog Village made in 1845, a plan which, for some reason, was not registered until 1855. Over the years, many of Peter Perry's original lot lines have been changed. Street name signs were erected in 1946. The modern numbering of the shops and residences of Port Perry was begun in 1957 and not completed until 1962. In the descriptions of the various properties in this work, the original Peter Perry lot numbers are used and related to the modern numbering system where possible.

Lot 1 - 145 Queen Street.

Surprisingly, this prime lot remained unoccupied during the early years of Port Perry's existence. With the advent of the increased steamboat trade, the need for a major waterfront hotel arose. James V. Thompson purchased the property from the Perry family in 1869 and built a three story frame hotel on the site. It was called the Oriental Hotel and later became the Port Perry House. In late 1882 while still owned by Thompson, the hotel was run by John Ruddy. Ruddy later went into partnership with John Bowerman in the building of the Mary Louise steamboat (see chapter 3). It was at Ruddy's hotel in November 1883 that Port Perry's first major fire broke out. (see chapter 4).

In the spring of 1884, Thompson began the work on a new red brick building, but it was not completed before the second fire broke out in July 1884. In August 1884, work began again on the rebuilding of the hotel. The original foundation was used, so that the dimensions remained the same. The new building was a three story, red brick structure. On the two upper floors there were 25 bedrooms. Benjamin McQuay (see lot 61) became the proprietor of the new hotel for Thompson. McQuay had built and operated a hotel in Brooklin in 1882-1883. That McQuay Hotel was also known as the Brooklin House Hotel and is now the Royal Canadian Legion Branch 152 on the west side of Baldwin Street (Highway 12).

Shortly after the new Port Perry Hotel was completed Thompson sold it to Louis Sebert who renamed it the Sebert House Hotel. Sebert had been the manager of the St. Charles hotel (see lot 66) across the road before buying this building. Sebert hired J. M. Brooks as his manager. Brooks made every effort to improve the building even reverting the name of the hotel back to the Oriental Hotel. Brooks left the hotel in April 1900 and moved to Peterborough where he bought the Palace House Hotel. When Brooks left the Oriental Hotel a massive sale of the furnishings of the building was held. Sebert then took over the management of the hotel



Port Perry House hotel.

himself. While the building was empty, Sebert took the opportunity to have hot and cold running water installed in each room.

In England in the 1880's a unique invention had been developed by Twyford, Hellyer, Jennings and Bostel. It was called the water closet. Thomas Crapper improved it by developing a practical flushing mechanism. At the time of the 1900 remodelling of the Hotel, Sebert had a single example of the latest version of this luxurious convenience installed in a small room on each of the three floors. These rooms were given the British designation of W. C. for "Water Closet". Later they were given a more sophisticated title; "Toilet". Such modern conveniences were rarely found outside the major cities. The bedrooms were then supplied with new furnishings. Sebert also purchased the adjoining north lot (lot 36 on Water Street) in order to build extensive stables for over 100 horses as well as sheds for carriages, buggies and carts. In June 1900, he renamed the hotel again. This time he called it the Sebert House.



J. M. Brooks.

In September 1902, the entire community was shocked when Louis Sebert died. He was only 45 years old. All places of business were closed on the day of his funeral. Louis Sebert was survived by 3 brothers and 3 sisters. His brother Oliver owned the McQuay Hotel in Brooklin.

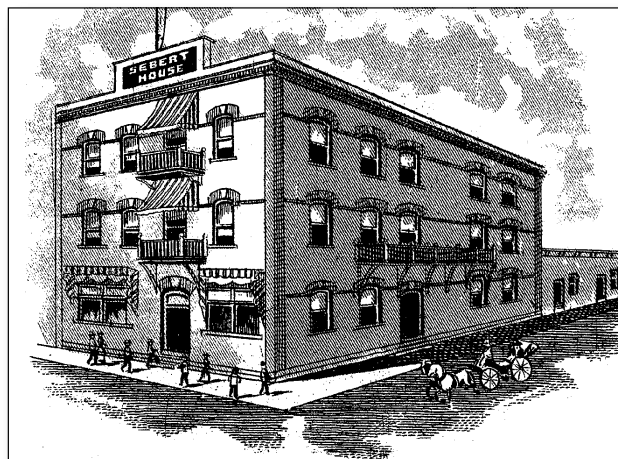


Louis Bandel

M. Louis Bandel purchased the hotel from the Sebert estate, restored the Sebert House Hotel name and moved here from Whitby. Later, Thomson repurchased the building, entering into a partnership with James McKee who bought out Thomson in 1911. Then the hotel began to change hands quite frequently. It was purchased in 1913 by H.A. Sydie (see lot 5), in 1914 by Fred H. Carr, and in July 1916, Joseph Stone rented the Sebert House from Carr. Later owners included Porter who sold out to A.E. Rogerson in November 1920, and R. John Weir in 1934. When Rogerson acquired the Sebert House, he was also the owner of the St. Charles across the road. During this time the hotel was a popular location for meetings for groups such as the Businessmen's Association and the Lion's Club.

As the use of the automobile increased, and with it, the diminishing use of the train, hotel business in Port Perry declined. When the train made its final run in 1941, the Sebert House slowly began to evolve into a rooming house and then into an apartment building. The ground floor was rented out to various businesses. In the 1960's these included Bill Carnegie's Real Estate and Jessie Hope's Smoke Shop. Jessie Hope retired in 1974 at the age of 81 and sold her variety store business to Bruce Kellett. She had been in business for 20 years (see Lot 63). In the building at the rear, Ross McLean opened a radio repair shop in 1941. A later occupant of the same building was Appleton an upholsterer. The final occupants of the main ground floor stores were Kellett, who relocated to lot 95, and Durham T.V. Service. After that time the building fell behind the increasingly stringent safety and fire regulations. It was acquired by the Canadian Imperial Bank of Commerce (see lot 3) and torn down in 1980.

A new single story red brick building was built on the site following the perimeter walls of the basement of the earlier building. Gary David was the first manager of the bank in the new building when it was opened in October, 1980. In 1987 the manager was Jeff Fell.



Sebert House, Port Perry.

Lot 2 - 147-159 Queen Street

This property was sold by Peter Perry to Daniel Way on January 1, 1846, as part of a four lot package; Lots 2, 67, 126 & 127. Way had built the first mill in Winchester, now Brooklin, in 1840. He had formed a partnership with John Roberts for that venture but sold his interests in the Brooklin mill to Roberts in order to invest in this Port Perry property. The Brooklin wooden mill burned down in 1847 and was replaced by a brick mill which stands to this day on Cassels Street, east of Baldwin Street.

Way sold his Port Perry lot 2 land package to Thomas Paxton in November 1846. Paxton rented lot 2 to James Squires and J. C. Brown (see Lot 122) who opened a general store here on the eastern third of the lot. Sometime in the next twelve months the lot became further divided so that it took on the form of today's #147, 151 and 159 Queen Street.

147 Queen Street

This was a shoeshop established by George Boyce in 1854. In 1862 it was taken over by Charles Marsh who was a general merchant but most of his stock was in boots and shoes. He was joined in 1863 by Henry William Foy, a shoemaker (see lot 3). In 1862, Foy also acquired lot 145 on Mary Street from Charles Marsh in order to build a home. Foy ran the inn on Lot 3. In 1882, Foy and Marsh rented out the building to A. Mellis who established a grocery store here in December of that year. The building was destroyed in the 1883 fire. Mellis did not re-establish his business after the fire. Around the time of the fire, J. Gordon became the owner of this property. Foy died in 1902 at the age of 68. Shortly after the fire a simple single story frame building was erected and it became Marshall's Grocery Store. For a quarter of a century the building was owned by A. E. Rogerson who also owned the Sebert House next door. (see lot 1) Under his ownership the building became a barbershop.

Throughout its long history as a barbershop there were always at least two barber's chairs in the shop. Among those who practiced the tonsorial art were Jim Pearson; Samuel Stoutt, Joe Gerrow, Joe Cooney, George Williamson, George Gibson, Harold Wannamaker, Bill Tripp, Herb Hope, Charlie Palmer, Percy Hooey, Art Prentice, Jack Cowie and Cecil Hooey, son of Percy Hooey. Cecil Hooey's assistants included Jack Brignall and Harold Jeffrey.

When Harold Wanamaker was the barber he rendered haircuts for 15 cents. E. A. Rogerson sold the property to Bill Carnegie who continued to rent the building to Percy Hooey who took over the tenancy at \$3.00 per month in 1932. "Cece" Hooey was a legendary town character with a quick wit and an equally quick pair of scissors. When requested he could cut a man's hair in less than two minutes. He had the reputation of being the fastest barber in Ontario County. He loved to dance around his customers while cutting hair. When the barbershop closed, the floor boards around the barber's chair had to be replaced as they had been worn down to the floor joists. He was also an accomplished violin and harmonica player and would routinely entertain his customers. Other musicians in the community would frequently gather in his shop to entertain others and themselves. They included Dr. Rennie (see lot 128) who played the banjo. Hooey continued the barbershop business until the early 1960's. In the 1970's, Bill Lock opened Porto Pizza here. The building was later absorbed by Emiel's Restaurant and extensively remodelled and incorporated into the restaurant as a bar.



Curts & Henderson, Marshall's and Sebert House.



SAMUEL STOUTT

Port Perry's Slavery Connection

There are a few early accounts of escaped slaves making their way into Reach Township. However, none took up permanent residence here until 1866 when an escaped slave named Samuel Stoutt (sometimes spelled Stout) arrived and decided to make Port Perry his home. His personal route on the "Underground Railway" had led him from New Jersey to New York, Kingston, Madoc, Toronto and Uxbridge, and finally to Port Perry.

Samuel Stoutt was a man of just under average height and of a stocky build. When he arrived in Port Perry, he immediately made his way to one of the local barber shops and asked for employment. He quickly established himself in that trade and gained an excellent reputation.

He had another talent which helped him to gain acceptance in this pioneer community. He was an extremely proficient musician and was apparently able to play well on any kind of wind instrument. He helped to organize the town band and was its first leader. Because of his musicianship, he became known as "Professor" Stoutt.

Shortly after his arrival in Port Perry, Harris Burnham, clerk of the division court, gave Stoutt permission to build a simple dwelling, probably no more than a shack, at the rear of his property. This was in the middle of the block on the west side of Perry Street between Queen and Mary Streets.(lot 74) Stoutt remained in this modest dwelling until 1876. That year he married Elizabeth Organ, an English girl who was considerably younger than himself, possibly as much as 40 years his junior. The Stoutts lived in rented accommodation on Lilla Street (now Simcoe Street) just north of Scugog Street (7A) on the east side. In this home, Samuel and Elizabeth had five children; Joseph, born in 1877; Samuel John who died in infancy; a second Samuel John, who died when only 23 years old in 1903; Alice, born in 1884 and William, born in 1890.

The Stoutts became loyal members of the Presbyterian Church. Samuel continued to practice the tonsorial art at the lot 2 barbershop until the turn of the century. His wife Eliza died in 1907. Samuel's age is difficult to determine. His birth date has been recorded as 1812, 1815 and 1817. When he died on May 11, 1911, his obituary declared that he was a centenarian and "... for years he has held the honours of being the oldest man in Port Perry."

All the Stoutt children spent their lives in Port Perry. None married. When Alice, the youngest, died in 1959 at the age of 74, the heritage of Samuel Stoutt passed into history.

151 Queen Street.

This was the site of a storehouse, probably a simple barn, in 1854. By 1861 it had evolved into a tinsmith shop run by James Fleurian. The land was purchased by Thomas Paxton and in 1865 it is listed as a blacksmith shop rented from Paxton by Fluty and Heutchen. John Cody was listed as the freehold occupier in 1871. William Hiscox purchased the building and rented it to Curts and Henderson just before the 1883 fire. Hiscox was baker who had his bakery in the middle of the Willard Block, (see lot 60). His brother Charles was also a baker with shops in Prince Albert and Manchester. Annie, the daughter of Charles and Lydia Hiscox, married A. J. Davis the druggist (see lots 5, 8 and 59 west). Hiscox appears spelled as both Hiscox and Hiscock in documents. The grave markers are spelled Hiscox whereas most of the advertisements and registries of the property appear as Hiscock.

Joshua W. Curts (see lot 86) and Henderson were wholesale and retail flour and seed merchants. They also sold groceries and general produce here. After starting their business in 1883 they were obviously successful and bought the property from Hiscox just before the 1883 fire. They lost everything in the fire. For a time after each fire, they rented facilities elsewhere. This two story brick building was constructed after the 1884 fire. In addition to this facility they had a warehouse in which they stored eggs. The warehouse had a refrigerator and a capacity to store twenty five thousand eggs. To handle this trade they had five teams of horses and carts constantly occupied collecting eggs from the local producers. Some eggs were sold locally but most were shipped to other markets. Curts and Henderson even sold eggs to the Boston market. They also bought and sold course grain, flour and turnip seed. (See lot 86, Water Street).

Joseph Cook opened a restaurant in the eastern section of the building in 1902. He died in 1904. Immediately after the 1884 fire, the western portion of this building was occupied by J.J. Minty and Thomas H. Walton. Minty sold the leading newspapers of the time as well as books, magazines and school supplies. Minty occupied the front of the shop. He later moved to the Blong Block (Lot 5), leaving Walton to run his own business. Walton sold musical instruments and sewing machines. He was an agent for Heintzman pianos and Karn Pianos produced in Uxbridge. In 1893, R.J. Bruce, (see lot 4) opened a hardware store here. R. J. Bruce stayed at this location for two years and then moved to lot 4 where he built his own store. The Observer Printing Office was established in the upstairs of the western portion of lot 2 after the 1884 fire. After Bruce moved, the Observer took over the entire western portion of the building.

The Ontario Observer, began its life in Prince Albert as a weekly newspaper, published every Thursday beginning in December, 1857. It was started by James Holden (see chapter 5). In 1859, Holden entered into a partnership with Edward Oliver. In order to devote all his energies to his involvement in the Port Whitby and Port Perry Railway, Holden sold the paper to Henry Parsons and William Robinson in 1865. At the time of his death in 1881, Holden was the managing director of the railway.

THE WALKER HOUSE
PORT PERRY

THE Subscriber having leased the above hotel, it will be his endeavor to conduct it in every particular so as to merit the approbation and patronage of the public.

THE WALKER HOUSE
whether for extent or quality of accommodations is equalled by few Hotels in the Province and surpassed by none out of the best cities.

Commercial Travelers, the Traveling Public, Farmers and others doing business in the Village and the general public will find in

THE WALKER HOUSE
all that can be required in the matter of accommodation and moderation in charges.

The Charges are No Higher at the Walker House than at any other Hotel in Town.

The House is fitted up throughout in

FIRST CLASS STYLE.

The Tables and Bar supplied with the choice of the market and the utmost attention paid to the convenience and comfort of

ALL GUESTS.

An abundance of comfortable Stable and Shed accommodation, and attentive hostlers.

W. B. MCGAW.
Port Perry, April 20, 1876.

Walker House, 1876.

COOK'S



RESTAURANT !

I would beg to intimate to my many friends and the public in general that I have opened a Restaurant in the Hiscox Block, just east of the Bank of Commerce, where I will be delighted, at all times, to dispense to all callers the proper and most nutritious Food for the inner man.

OYSTERS
the deep sea variety—direct from Baltimore (daily)—always in stock, and served as they should be, or sold by the pint, quart or in larger quantities; special quotations for Church and Society Entertainments and private parties.

Sandwiches, made from a recipe supplied by the Earl of Sandwich.
Pork Pies, &c.
Fresh Fish in the proper season.

Yours truly,
JOSEPH COOK.
Port Perry, Nov. 12, 9 2.

Joseph Cook, 1902



In 1866 Robinson died at only 23 years of age leaving Parsons to operate the newspaper on his own for only a few months before taking on another partner, James Baird. It was at this time, that a rival newspaper appeared in Port Perry, The Port Perry Standard. In 1873 Baird and Parsons joined in the massive exodus of businesses from Prince Albert to Port Perry.



Henry Parsons

This building was destroyed by the 1883 fire and the newspaper was silenced for three weeks while new equipment was purchased and a new site obtained. The newspaper began publishing again from the south side of Queen Street in the Leonard Block, Lot 60. The newspaper office was destroyed again in July 1884 and was re-established, this time back at this final location. Only three months after the fire, Baird withdrew from the partnership, leaving Parsons as sole owner. The Standard increased its coverage of local events and other news. This resulted in a larger newspaper and increased circulation. Meanwhile, the Observer slowly lost its market share. The Observer ceased publication in December 1919 and Vic Stouffer who had worked as a printer for Parsons, continued to operate a printing office and eventually bought the building. He also operated as the CN express agent. Stouffer was an outstanding violin player who performed at various functions in the area, including the official opening of the new Port Perry High School in 1926 where he was the featured entertainer. Stouffer also

led the town band for many years and was the choir director at the United Church for 16 years, resigning his position in November 1939. He sold the building but continued to operate the express office behind the Sebert House.

In the upstairs of the building Charles Cook opened a "Hair cutting and Shaving Parlour" in June 1908. Cook revised his professional goals in September that year by changing his barbershop to a restaurant. During the 1930's, J. W. Crozier, a barrister, had his law office upstairs.

In 1945 Ivan Haugen and his wife Pat bought the building from Stouffer and opened a restaurant here called the Delicaterra. This was a highly successful business venture, in part, this was due to its location opposite the Lakeview movie theatre (see lot 66), which at that time was at the height of its popularity. The Haugens operated the restaurant in the western half as a restaurant and the eastern section was used as a banquet room. Ivan Haugen later moved to Manchester to open Haugen's Chicken Restaurant, and Pat Haugen opened the Bonfire Restaurant in Lindsay. The restaurant at this location was taken over by Ivor Lawrence and his wife in September 1955.



Ivan Haugen

The entire Curts and Henderson Building was then purchased by Charles Popert (see lot 9) and turned into restaurant and pool room. It was commonly known as Charley Popert's Coffee Shop. In 1957 he added a pool room to the premises. Popert sold to Mr. Kostopoulos who named it the Queensville Restaurant. He rented out the eastern portion of the building to Karl Schultz who ran a barber shop. In 1970 Emiel and Kathy Kroonenberg purchased the building and renamed it Emiel's Restaurant. He turned the eastern portion into his dining room.

159 Queen Street

The first building on this western portion of the lot was an inn run by Alfred Ealy in 1854. After the fire of 1883 this site remained vacant for a half century and acted as an entranceway for the buildings behind. In the rear half of this property a number of business have flourished. Ben Smallman had a blacksmith shop behind this building in the 1930's. Cawker also had a livery stable there.

Finally the street frontage was utilized when shortly after the cessation of World War Two, Bill Carnegie built a two story building with two separate stores at the street level. The first tenants in the eastern section was W. Bert McGregor who opened a butcher shop in the eastern section. Norm Middleton took over the butcher shop in 1963. He was succeeded by Danny Cawker (see lot 63). Karl Schultz then opened Karl's



Eleanor Wood

Barbershop serving his customers here for a decade before giving up his store and continuing to work part time in the new barber shop in the Port Perry Plaza in 1975. In 1978, Phil McBride and his wife Sylvia opened a fish and chip shop which they named "The Galley".

The first occupant of the western half was Frank Smith (see lot 63) who opened a tobacco store after moving from across the road. Jessie Hope worked for Smith. Bill Carnegie recalled that when Smith was becoming physically unable to manage the store, and did not know what to do about his business, Carnegie recommended that Smith leave the business to his assistant, Jessie Hope. Carnegie had Ethyl Dodd from the Harris law office to draw up a will in which Jessie Hope would inherit the store. This was done and shortly after Smith's death she moved the business to the Sebert House next door. (See lot 1)

Eleanor Wood opened a Flower shop in the western store in 1959 and remained until she retired in 1986. When "Eleanor's Flowers" closed its doors due to Eleanor's retirement in 1986, the McBrides expanded the Galley to include the entire ground floor changing their "take out" fish and chip shop into a full restaurant. The McBrides retired in 1994 and the Galley became the "Three Sisters" Restaurant. The "Three Sisters Restaurant" closed its doors in 1996 and the restaurant re-opened as "Captain George's" in 1997.

Lot 3 - 165 Queen Street

This property was originally part of a package which contained lot 4 and the western half of lot 3. This odd package was sold by Robert Perry to Matthew Winters in 1854. Winters built a hotel on the western half of lot 3. While Matthew Winters was listed as the owner, the proprietor of the hotel was listed as Cyrus Winters. After Winters' ownership, the inn changed hands frequently. Winters sold to Leonard Soper in November 1854. Shortly after, the property was acquired by Paxton, and rented to a series of innkeepers including Russell Tanner in 1858 and Lewis G. Munro in 1861. J.C. Kirsten purchased the building in 1863 and enlarged it. The hotel was run by Joseph Shaw and then Henry Foy (see lot 2). Dan Ireland (see lot 17) then acquired the building and improved it by adding a fourth storey, and brick veneer to the entire building, making it the tallest commercial building in Port Perry. At that point, 1870-71, it became known as the Walker House. William McGaw leased the hotel and significantly increased its reputation as a quality hotel. It was destroyed in the 1883 fire.

**WITH THE
STREAM!**

—♦♦♦—

THE undersigned would thank his numerous customers for the generous and liberal patronage bestowed upon him in the past; and would beg to inform them and the public generally that he has

**OPENED BUSINESS IN
PORT PERRY,**

And that in future his business will be carried on at Port Perry and Prince Albert. He hopes by this arrangement and the increased business facilities which he has thus secured to be able more fully to meet the wants of the rapidly increasing population of this highly prosperous section of country.

**CHAS. HISCOCKS,
Baker & Confectioner,**

Candies, Biscuits, Cakes, Bread, Flour, Oatmeal, Cornmeal, Lobsters, Sardines, Fruits, Toys, &c.

FRESH OYSTERS received every week.
Wedding Cakes made to order.
TEA MEETINGS, &c., furnished on liberal terms.

SHOPS—Prince Albert and Port Perry.
CHAS. HISCOCKS
Prince Albert and Port Perry, }
November 27, 1872. } 50

Chas. Hiscocks, 1872

After the fire, the building site was left unoccupied until 1899 when the Bank of Commerce bought the property and built the present building on the eastern half of the lot, leaving the western half of the lot as an open space and driveway.

Some of the early managers of the Bank of Commerce were;

- 1900; G. M. Gibbs,
- 1902; W. H. Dunsford,
- 1904; Charles Ballard,
- 1907, A. G. Verchere,
- 1918, H. J. White.

In 1928, the Canadian Bank of Commerce took control of the Standard Bank. The Standard Bank in the Brock building was then closed. H. G. Hutcheson was retained as the manager of the Commerce with E. B. Walker as his assistant. E. Hayes later became a popular and long term manager of the Commerce and served in 1945. He became Reeve of Port Perry in 1948. During the time that the Bank of Commerce occupied this site, it was robbed three times.

J. G. Porter was manager of the bank from September 1959 to October 1966. He was succeeded by Don McRitchie who managed the bank until his retirement in 1975 and was succeeded by Gary P. David. During this period, the Imperial Bank of Canada and the Canadian Bank of Commerce merged to form the Canadian Imperial Bank of Commerce.

In 1980, the C. I. B. C. moved to its new facilities a few doors to the east (see Lot 1). At that time this lot 3 building was acquired by the Standard Trust Company. When this company collapsed in 1991 the building was acquired by the Laurentian Bank of Canada. The first manager of the Laurentian Bank at this location was Will Davidson.

Behind this building and the adjacent ones, actually straddling Lots 3 & 4, a number of buildings were erected after the 1884 fire;

(1) on the eastern portion directly at the end of the present driveway, a small tinsmith shop, (2) directly to the west, straddling the property line and behind the whole of Lot 4, was a larger coach shed and livery stable which later became a garage. In this latter building W. U. Carnegie became the agent for Ford Motor Cars in 1918. The following year James McKee took over the Ford garage from Carnegie. Two months later it became McKee and Hood. McKee sold his share of the business in 1923 in order to open a shoe store in lot 66. The Carnegie family returned to the business in 1927 when Jack M. Carnegie joined with William Day and bought the garage and the dealership. In November 1929 Carnegie bought out Day and the dealership became the Carnegie Motor Sales. This building was destroyed by fire in 1931. Later another building was erected and opened as a blacksmith shop. It too was destroyed by fire in 1964.



Standard Trust.



Carnegie's Garage 1917

Port Perry's Major Robberies

During the night of Sunday, August 29, 1926, thieves broke into the garage of Harold Archer and stole a number of tires and some gasoline. The car used in the robbery was seen by a number of residents.

Encouraged by the success of their first haul the thieves decided to return the following Tuesday. Their vehicle was recognised as they approached the garage. Harold Archer and his friend, Art Knight jumped onto the running boards of the car. It sped away and the villains shot Mr. Archer in the thigh as he attempted to hang on. The thieves were later apprehended and sentenced.

Mr. Knight and Mr Archer recovered from their adventure. Incidentally, Art Knight is no relation to Al Knight, manager of the Bank of Montreal who suffered gun shot wounds in the July 1995 robbery of the Bank of Montreal in the Port Perry Plaza.

Probably one of the worst years for robberies in this area was 1928. The Seagrave store was robbed as was the Greenbank store and a number of cars were stolen in the region. Alix Gilboord's clothing and drygoods store on Queen Street in Port Perry was robbed in 1926 and 1927. In December of 1928 he suffered his third robbery, losing over \$500 worth of merchandise. In the same week, Smallman's blacksmith shop was broken into and tools stolen, and Brock's store was robbed of \$300 of merchandise.

When the thieves were caught in Scarborough, they were in possession of loaded revolvers and a "full kit of burglar's tools including skeleton keys and jimmys." One of the thieves was a Port Perry resident. He and his accomplice confessed to having carried out a number of robberies in Pickering, Whitby, Trenton and Brighton as well as some vacant summer cottages throughout the area. They were each given six year sentences.

The Bank of Commerce at 165 Queen Street was subjected to three major robberies. The first occurred in June, 1934 when, at closing time two robbers entered and tied up the manager and a clerk at gunpoint and drove away with \$200. They were later apprehended after they had stopped at the Superior store to get gas. In a 1945 robbery, the manager, Mr. Hayes was left locked in the vault after thieves absconded with a large quantity of cash. Mr. Hayes managed to escape by opening the vault from the inside with a screwdriver.

In August that same year it was robbed again. This time three employees were locked in the vault. This robbery was conducted by the infamous Boyd gang. One of the three employees was Margaret Day (Hayes) no relation to the bank manager. Margaret reported that the Boyd gang members were very polite, but the employees were scared. In December, 1951, Mr. Helm, the Bank manager, his wife, his son Robert and the caretaker, Mr T. Asher were all bound and gagged in the apartment above the bank while the robbers attempted to blow up the safe. Fortunately, the telephone rang and the would-be robbers fled. The Helms at that time lived above the bank. In all three cases of robbery, the robbers were eventually apprehended and sentenced.

The Port Perry Post Office was robbed in September, 1948.



Canadian Imperial Bank of Commerce.

Lot 4

(see also lot 3).

The first building occupied only the middle portion of lot 4. It is shown on the 1854 map as a hotel run by John C. Kirsten (see lot 3) in 1869. The hotel was destroyed by fire a few years later and the lot was divided into what are now 175 and 177 Queen Street.

175 Queen Street.

Various storage sheds were built on this property. In 1871, Thomas Allen built a store which he called "Allen's Emporium." As the store's title implies, he sold a variety of goods including jewellery, stationery, books and dress goods. He was also an agent for a variety of musical instruments. He shared his store with Worthington who had moved here from lot 63 in 1877. Worthington went out of business a year later. After Worthington had left, a two story frame building was erected with Allen occupying the ground floor. In 1880, Allen left, and Doctor Norman McClinton established a drug store. The building was destroyed in the 1883 fire. Dr. McClinton, apparently discouraged by the event, left town and moved to Michigan.

In the fall of 1884 McGaw built an impressive two story building here and it was taken over by Gould and McRae who established a dry goods store. A. B. Gould left the partnership and was replaced by McRae's son, John. This later evolved into McRae and sons. John McRae, the junior partner moved to Denver in November 1890. McRae then moved across the street to lot 62 and R. J. Bruce moved here in 1895 to re-establish his hardware store (see lot 2 and Chapter 5). A hardware store was to be in this location for over a century.

R. J. Bruce sold his interests in the store to Art Carnegie in 1906. Art sold the business to his two brothers William and Charles the next year (see ch. 5). In 1914, Charles withdrew from the partnership leaving William to operate the business alone until 1920 when David Carnegie became a partner. The building was severely damaged by fire in December 1916 but the exterior of the building was left reasonably intact. Arthur bought William's share of the business in 1922. During Arthur and David's ownership the building was again damaged by fire in February 1936. After this fire, only a single storey building was retained. In 1949, the four Carnegie brothers; Robert, Harry, Gordon and Donald, sons of David Carnegie, took control of the business. They renovated the building and joined the Crest Hardware organization in 1958. Two years later Donald withdrew from the partnership. In 1964, a warehouse at the rear of the building was destroyed by fire. Richard Carnegie, son of Robert later joined the firm after



R.J. Bruce Hardware



Arthur John Carnegie



David Carnegie



Charles Carnegie



W.U. Carnegie Hardware, circa 1920

spending several years with the Crest Organization in Blenheim, Ontario. The Queen Street store became a part of the Home Hardware chain and at that time it was taken over by Brian Calloway. In 1990 It was purchased by Raj Bhatia and under his ownership maintained its Crest Hardware affiliation.



Carnegie Hardware, circa 1955.



Carnegie Crest Hardware, circa 1960.

177 Queen Street.

This is the western half of the original lot 4. This was the site of the Diamond Hall, built in 1875. The building was so named because its owner, John Diesfeld was a jeweller. (See Ch. 5) The Port Perry Diamond Hall was destroyed in the 1883 fire and Diesfeld had the present two story, red brick building built in the fall of 1884. The Diesfelds moved into the new building in December 1884

Diesfeld and his daughter Olga continued to operate the Diamond Hall until March 1909 when they sold their business to Greenberg Brothers but the Greenbergs did not occupy this building. They established their jewellery store in lot 5. During the 1890's Diesfeld rented out the eastern half of the ground floor of his store to Madison Williams (see ch. 5 and lot 264) who operated a liquor store. In 1897, Williams (see ch 5) sold the business to his clerk, W. S. Short and purchased the Paxton and Tait Foundry. (See Lot 264)

W. S. Short was born in England and had emigrated to Canada, eventually settling in Clarke Township where he farmed. In 1897, Short purchased the Port Perry liquor business from Williams. After Diesfeld went out of business in 1910, Short purchased the building and expanded his liquor store to the entire store and later moved across the road to lot 59. In 1914, Philip Polito opened a fruit store here which later became known as the Naples Fruit Store. The store was divided again with a restaurant run by George Hall in one section and Caruso's Fruit market in the other.

In September 1937 the entire building was purchased by Samuel and Ann Levinson who converted it into a dry goods store which they named "Port Perry Dry Goods." The Levinsons ran the store

Diesfeld's Diamond Hall.

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at DIESFELD'S

and lived in the apartment above as had the Diesfelds many years before. They retired and sold the building in 1981. At that point it was taken over by Tom and Daphne Mitchell as part of an expansion of their Settlement House shops (see lot 5). This section started out as "From My Heart," a card and gift shop.



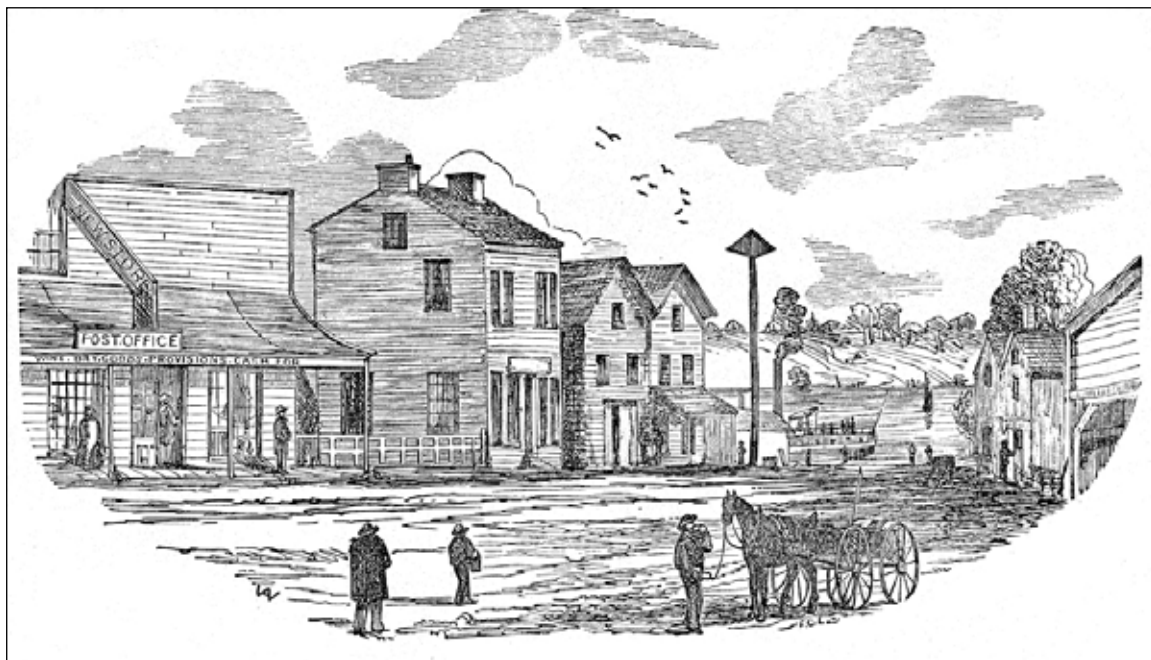
Samuel "Sam" and Ann Levinson.

Lot 5

Beginning in 1852, Port Perry's most imposing commercial buildings have occupied this site. Hiram Bigelow purchased lot 6 in 1850 and then gave it to his twin sons Joel and Joseph (see ch 5). On December 14, 1852 the twin Bigelow brothers purchased the adjoining lot 5 from Robert Perry. The site began its business life as the location for Bigelow's general store. Joel Bigelow left Port Perry to venture on his own, beginning in Whitby.

Joseph Bigelow continued to operate his general store and became Port Perry's first post master, opening the post office in the western portion of the building. The initial building on this lot was a single story wooden structure which contained the general store. In 1866 it was expanded to include two stores and a post office on the ground floor. At the same time, a second floor was added to accommodate a tailor shop, a millinery shop and a printing office for a new newspaper, The Port Perry Standard.

This building was torn down in the fall of 1868 in order to make way for a new and impressive three story brick building. This was Joseph Bigelow's "Royal Arcade", the largest and most extensive building



Queen Street, Port Perry, as portrayed in the 1854 Anglo American magazine. Joseph Bigelow's building, with the post office, is on the immediate left.

in the community. It was opened for business in April 1869. It occupied the whole of the original lot 5. Initially the ground floor of the new building was divided into 4 departments. The second floor held the Bank and a law office while the third floor was divided into further office space. On the eastern side of the 3 story brick building, he had the following departments; carpets, millinery and dry goods. In the middle section were the boots, shoes and groceries and the Royal Canadian Bank, for which Bigelow was manager. This bank had opened its doors in the earlier building under his management in 1867. The Royal Canadian Bank failed nationally in 1868. This middle store of the block then became the Phoenix Drug Store run by C.C. McGlashan. McGlashan sold out to A.J. Davis just before the 1883 fire.

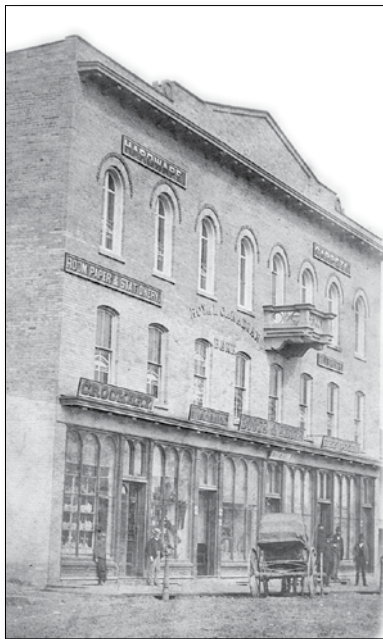


Joseph Bigelow's "Royal Arcade", Queen St., 1880.

In the western section of the building Bigelow had hardware, wall paper, stationery and crockery. Many of his fellow businessmen in Port Perry, faced significant financial losses as a result of the 1875 depression. Bigelow had built his magnificent new home on Cochrane Street in 1877. In 1878, as a result of his losses and expenditures on the house, and a desire to retire, he sold the store in 1878 to Jonathan Blong a Toronto businessman. Rather than operate the entire store himself, Blong rented sections of the building to a number of people who operated a variety of businesses including; a hotel, the Pheonix Drug Store and hardware merchants Lang and Meharry. After the fire Lang and Meharry relocated their business on the south side of Queen Street (see lot 63).

The entire building was destroyed in the 1883 fire and a new building was begun. Flames also consumed the partially completed building in the 1884 conflagration.

After the fire, since he owned both lots 5 and 6, Blong erected a building which blurred the original lot line. The new Blong building occupied the whole of lot 5 and about twenty five feet of the eastern part of lot 6. The balance of lot 6 was sold to McCaw who filled it with his own new building. Within three months, Jonathan Blong's new building was completed. It had only two stories, but this was adequate for his needs.



Joseph Bigelow's "Royal Arcade", pre-1884.



Jonathan Blong's new block of buildings, circa 1890.

The interior of the building at the ground level was divided into five sections. However, the interior divisions, which are identifiable on the lower level, do not coincide with the double bay divisions on the exterior of the upper floor architecture. For the purpose of identification, the 5 street level stores are numbered sections 1 to five, section 1 being the eastern-most corresponding to 179 Queen Street. Section 5, corresponding to 191 Queen Street which was originally the eastern section of lot 6, became the western-most store in the new Blong block.

Jonathan Blong passed the ownership of the block to his son Robert before he died in Toronto in 1915. George Emmerson bought the block from Robert Blong in 1954 and sold it to Charlie Santos who had extensive land holdings in Port Perry and Whitby. Santos experienced money problems in the early 1970's and had to declare bankruptcy. The building remained in the hands of a group of lawyers until Tom and Daphne Mitchell purchased the building from them in 1975.

Section 1, 179 Queen Street.

The eastern-most section of the new 1884 Blong Block was occupied initially by W. H. Doubt. He was born in Port Perry, attended school and learned his trade as a tailor here. He started business in 1890. In 1920 his store was robbed of an appraised \$500 worth of cloth and clothing, an appreciable amount at that time. He remained in business until 1927 when he sold out to W. R. Willan. Willan sold the business to Hugh Campbell in 1930. In 1932 this eastern-most section of the block was occupied by Mrs. L. G. Hall who operated a milliner's shop. The store was divided into two separate sections. In 1935 the eastern section was purchased by A. W. S. Greer, a lawyer who later formed a partnership, establishing the Greer and Kelly Law Office. In June 1940, Frank R. Gee joined in the law partnership. The firm later became Kelly, Greer and Jermeyn, and later moved to lot 9. The western portion of the store became the office for Lake Scugog Coal and Lumber (see lot 125 etc.). This facility proved to be too small for Sam Griffen so he moved next door to the west (section 2) in order to have more commercial space. This site evolved into the Hillcrest Dairy. Earl Jackson then moved in here with his restaurant and opened a bakery to complement his restaurant. Earl sold his restaurant business to Henry De Jong in 1954 and moved to Lindsay. De Jong named his restaurant and bakery "Hanks". He moved to lot 60 across the road in 1963. When De Jong moved, section of the block became part of the Canadian Tire Store.

In 1954 The Canadian Tire Corporation opened a store here to begin its long association with Port Perry. The first Port Perry franchise owner was Fred Smith. Smith also had a Canadian Tire franchise store in Oshawa where Ray Wilson was one of his employees. Smith appointed Wilson as his manager in the Port Perry store. Wilson later bought the franchise and led it through its expansion to include sections 1 and 2, the two eastern portions of the Blong Block, and then to a new complex on the south eastern end of Port Perry. He moved there vacating this Queen Street location in December 1975. A new business, "Country Classics," run by Jill Bradley, opened its doors here in section 1. Bradley was the daughter of William Stone and a niece of George Stone, the realtor (see lot 63). She sold to business to Sandra Taylor, wife of Mayor Jerry Taylor.(see lot 43)



The historic Blong Block of stores, circa 1970, with the Canadian Tire store.

Section 2 , 183 Queen Street.

T. C. Forman (see ch. 5 and lot 60) moved here in 1900 and operated a general store in this section of the Blong block briefly after moving from lot 62. He retired and his son James then moved the business back to lot 62. He was replaced by Miss Walker who had a millinery shop. In April, 1909 this was taken over by J. Greenberg Jewellers. The Greenbergs ceased their operation in March 1911. In the 1930's it was occupied by Kaufman's billiard room with Masonic Hall upstairs. George Emmerson remembered as a boy that it was illegal for boys under 16 to frequent pool rooms, so Kauffman had a pool table set up in the basement for the younger boys. Here they would play pool while trying to show their manhood by smoking cigarettes. They had purchased the cigarettes in packets of five and "they were the most horrible tasting cigarettes you could possibly imagine but we smoked them anyway just to prove how grown up we were." The Kaufmans sold their billiard room in 1942 to Grant Jeffrey. This became the White Spot Restaurant operated by Earl Jackson (see lot 10). Jackson stayed in this location for a year and then moved to the store next door to the east, trading locations with Lake Scugog Lumber who moved here from the smaller store in 1958. In 1960, Griffen built an office in the lumber yard on lot 126 vacating this section of the building. The Canadian Tire Corporation then took over this facility and became the western section of the Canadian Tire Corporation store. The Canadian Tire Store moved from this block in 1975 (see section 1).

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183 Queen St. - PORT PERRY



Tom and Daphne Mitchell in front of the former "Blong Block" circa 1980.

At this point Tom and Daphne Mitchell opened the first part of their Settlement House in this location. Their first expansion from here was to include Section 1, above. The enterprise which started out as Settlement House and then expanded to become Settlement House Shops the most successful and longest lasting business development in the twentieth century in downtown Port Perry. Over the years they have expanded and purchased the entire Blong Block and lot 4 to the east. From this extensive holding they have operated a variety of enterprises. In order to provide a more stable and adequate supply of merchandise for their various operations, they started an import business "Old Port Marketing". This venture was started in the original earth floor basement. The basement was remodelled to open up the entire building and a cement floor was poured. Later an addition was built by the Mitchells at the rear (north side) of the building. The marketing company proved so successful that it was later expanded to the business block at the corner of the Reach Road and Old Simcoe Road and in 1998 a new building was erected on the 6th concession to the west of Port Perry. The basement was then converted to a store named Affordables which sold furnishings and accessories. After acquiring the entire Blong Block for their retail enterprises, the Mitchells began an extensive restoration of the building. Their efforts inspired many other merchants to follow the Mitchell's example in preserving the distinctive Victorian characteristics of Queen Street. This work has been recognized by many and resulted in a number of awards for the Mitchells.

Section 3, 187 Queen Street.

A. J. Davis was a native of Port Perry and son of John W. Davis the furniture manufacturer and funeral director (see lot 59 west). Albert J. Davis graduated from the Ontario College of Pharmacy in 1880 and returned to his hometown to practice his profession, taking a store in the Blong block just before the 1883 fire. In 1901 Davis moved to the corner of Queen and Perry Streets (see lot 8) and E. H. Purdy used the lot 5 premises temporarily after he had been burned out in the 1901 fire across the road (see lot 63). After Purdy left, May and Goodwin opened a bicycle shop.

This section of the building later evolved into a restaurant known as the Venture Tea Room operated by A. Napier. In 1936 the Bellette Beauty



Interior of A.J. Davis Drug Store, circa 1925.

Shop opened at the rear of the restaurant. Napier sold the restaurant to Mrs. Norman Kerry of Scugog Island in 1945. Patricia Cooney had her hairdressing shop upstairs. In May, 1947 Milton Crouse and his wife bought the Venture Tea Room and resold it to L. Wilson in September 1948. This then became Model Fish and Chips and then Midtown Appliances. In the 1970's a bakery and confectioners operated here. This was replaced by the Children's Boutique. In the 1980's it was Dor-Jean's Fashions, and was absorbed by the Mitchell's as part of their Settlement House to be named "Next Door" in 1989, and later, in 1991, T. G. Mitchell, "Clothier for the Country Gentleman."



Section 4, 189 Queen Street.

Sections 4 and 5 were initially occupied by T. S. Corrigan who established a china ware store and in the western section (section 5), a grocery store. Just before the end of the decade section 4 was taken over by the furniture and undertaking business of Marshall Stonehouse, brother of James Stonehouse. (See lot 263) He remained in business here until his retirement in 1911.

In June 1932, E. Norman opened a Shoe Repair shop in the former Stonehouse store. For a brief period, November 1935 to June 1936, Bell's Drygoods operated from this location. In the late 1940's it became Midway Appliances. The Elizabeth Shoppe, owned and operated by Elizabeth Oke opened here after having moved from lot 66 in 1956. It closed in 1968 and was replaced by Frank Real Estate. Frank Real Estate moved to Water Street in 1976 (see lot 88). Albert's Barbershop also opened here briefly. Clark's, a small restaurant was here before Mary Hogg opened her Strawberry Threads store in 1982. When the Mitchells took over the building, this became Ted E. Bear, a children's toy store in 1988 and Daphne's Ladies wear in 1991.

Section 5, 191 Queen Street.

This western-most section of the 1884 Blong Block was originally the eastern section of Peter Perry's lot 6. It was first occupied by T. S. Corrigan's grocery department (see section 4). In 1901 section 5 was occupied by the Port Perry Standard after fire destroyed the Lang and Meharry building (see lot 64 and chapter 4). The Standard occupied the eastern section of the store while George Davey established his grocery business here after moving from lot 8 in 1912. Davey's grocery store was in the western part. Davey continued to operate the store to sell groceries but sold insurance for the Wawanesa company on a part time basis. Davey sold his business to H. A Sydie (see lot 1) in November 1913 in order to begin what became a long and notable career as a typesetter for the Port Perry Star. He continued to sell insurance from his home on Lilla Street.

During its occupation of this site, the name of the Standard was changed to the Port Perry Star. In 1922 the Standard moved from this location to larger premises in the Jessop block (see lot 11). The Royal Bank opened here in August 1928. They stayed here for less than a year and then moved across the road to lot 62. At this time B. D. Henry was the manager.

In September, 1931, L.W. Nelson opened a dry goods store occupying the full store. This business lasted for just over a year and the premises were then taken over by the Port Perry Dominion store in January 1933 with Alix Gilboord as manager. He was succeeded by Ernie Bottrell. Ernie Bottrell had the distinction of owning the first home to have a wheelchair ramp installed. This was on Perry Street and the ramp was



Queen St., Port Perry, about 1950.

built to accommodate his invalid wife. The Dominion Store closed in 1961. At that time, the Royal Bank decided to reopen a branch in Port Perry after a 29 year absence. (see lot 62). They occupied this site briefly before moving two doors to the west.

Emmerson's Insurance were the next occupants of the building. In September, 1917 Harold Emmerson, who was born in Caesarea in 1893, bought out the insurance business of Pearce and Ward, but continued to use their name for another ten years before changing it to H. W. Emmerson. He died in 1963 leaving the business to his son George who managed the company for seventeen years. George bought the entire Blong Block from Robert Blong, the son of Jonathan Blong in 1954. When George retired, he passed over his role to his son Larry who entered into a partnership with Jack Dowson.

Emmerson moved to the store immediately to the west in 1975 and the vacancy was filled by Star Stationery, operated as an office supplies store by the Port Perry Star (see lot 13). In 1978, Irwin Smith took over the premises and opened a music store here in 1978. Irwin Smith was a proficient and successful musician and was born and raised in Reach. He ventured into the music business in 1978 and later expanded his business by purchasing the house at the north west corner of Queen and Lilla Street in 1987. When Irwin Smith purchased the home, he converted the entire ground floor into a music store. He sold this business to Jason Callan in 1995 and opened a winery, Ocala Wines, on the family farm at High Point on the second Concession of Reach. The section of the Blong Block which Smith had vacated then became Daphne Mitchell's, "Daphne's", a store for ladies wear.



Val and Tony Larocca

In October 1992 the Mississaugas of Scugog opened a store in which they sold the art work and crafts of the First Nations. The store was called Native Perspectives. It closed in 1998 after the Mississaugas opened their gaming facility on their land on Scugog Island. In its place Valerie Larocca, sister of the former chief of the Mississaugas of Scugog, Gary Edgar, opened a Native arts and crafts store named Native Focus in September 1998, continuing the traditions of the Native Perspectives store.

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Clandestine Bank Manoeuvres

George Emmerson, who owned the Blong Block at the time recalled the episode of the Royal Bank moving to his building in November 1961.

"When they (the Royal Bank officials) approached me about renting the building, they wouldn't tell me who they represented. I had a policy then of not having two similar businesses in my building to avoid competition. So I said, 'It's simple then, if you won't tell me who you represent, I won't rent the store to you.' At that, they agreed to tell me who they represented if I wouldn't tell anyone. I agreed. They told me that they represented the Royal Bank and that they wanted to open their branch in Port Perry without the Commerce knowing. Since that seemed acceptable to me they asked where they could all go to discuss the details of the lease and then sign it in private.




George Emmerson




Emmerson Insurance, circa 1974.

Howard Hall was the secretary of the Chamber of Commerce at the time, so they all went to his house on Queen Street just west of Lilla Street and signed the lease there. They covered up the windows, remodelled the store for their purposes and painted the building. Then on the Friday night they started moving in all their equipment. Early Monday morning they put up their sign and opened for business.


It was that quick. We moved down to the Ballard Block temporarily in the former Western Tire building."




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There have been a number of other occupants whose exact locations in the Blong Block have been difficult to determine. It is quite possible that their offices could have been on the second floor.

1886: J. Davenport is listed as a tenant in Lot 5.

1901: The Stouffer sisters opened a millinery shop here. It is most probable that this would have been on the second floor.

1906: D. Perkins, a tailor opened a shop in the Blong block. He had come from England to Prince Albert and then to Greenbank. In 1906 he bought out the business of M. F. Lacey who had a shop on the south side of Queen Street.

1915: Klebanoff leased a section of the Blong block and established a store in which he sold men's clothing and boots and shoes. He stayed in business from April 1915 to March the following year.

1920: C. O. Clay opened an electrical shop here. Clay was the first occupant of a Carnegie built house at the corner of Mary and Lilla Streets.

1928: A. G. Clark opened a farm implement shop.

1938: Messrs Caruso and Chapman took over the Greengrocers store from R. Wakeford in the Blong Block and re-open it as the Port Perry Fruit Market.

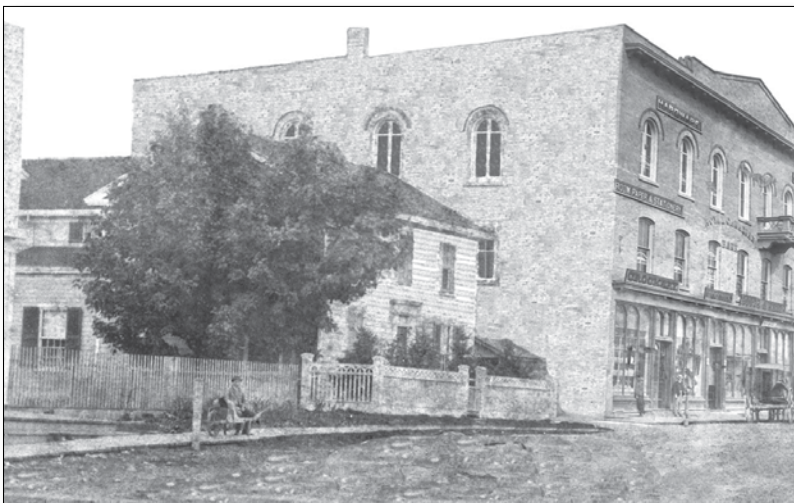
Lot 6

(see lot 5)

Peter Perry sold lot 6 to Harrison Haight in 1847. Haight was a veteran of the War of 1812. Haight sold it to Hiram Bigelow on March 8, 1850. Later that year, Bigelow deeded the property to his sons Joseph and Joel.

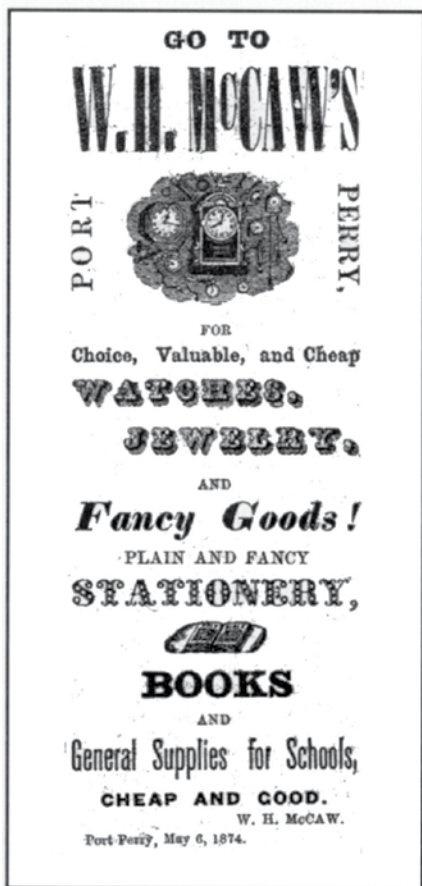
On the western portion of lot 6, Joseph Bigelow built his first home. For that period it was an impressive residence, a two story frame structure, surrounded by a white, wood and wrought iron fence. Over the winter of 1875 1876, the home was moved to # 100 Perry Street where it can still be seen today. This makes it one of only two buildings to survive the 1884 fire. The other survivor is the Ross Elevator on lot 122. In 1877, the Bigelows built a new home which still remains as one of the most impressive homes in Port Perry; #178 Cochrane Street. After the fire the eastern portion of lot 6 became the western-most part of lot 5.

William Hugh McCaw (see ch 5) built a store on this western portion of lot 6. W. H. McCaw sold jewellery while A. E. McCaw operated a hardware store. In 1878, W. H. expanded his business interests to include a travel office at this location. It survived the 1883 fire but was not so lucky in 1884.



Joseph Bigelow's home on Queen St., beside his "Royal Arcade" building.

After the 1884 fire, Mr. McCaw erected an attractive and well detailed two story building here. This was completed by December 1884. When W. H. McCaw moved back to this site it was divided into two sections. The eastern section was occupied by McCaw's store while he rented out the western portion to William Brock. Brock moved here from lot 9.



Eastern Section

McCaw sold his jewellery business to Robertson of Whitby in May 1915. Robertson sold it to James McKee who in July 1925 sold it to I. R. Bentley (see lot 63). The business was sold to George Pentland in May, 1965. The Bentleys had operated the jewellery business for 40 years. Pentland later moved across the road to lot 63. Emmerson Insurance who had occupied the store next door in the eastern section of the Blong Block then moved here to fill the vacancy in 1975. In 1955 George and Harold Emmerson opened a 19 unit motel on the second floor and extended it to include the second floor of the Blong Block as well. The front, or street side of the building were efficiency units while those at the back were single overnight units. All the units were all air conditioned and with a TV, a relatively modern concept at the time. The motel was managed by Mrs. Suggett and then Mrs. Lown.



Western Section

The western section of the building continued as Brock's store until 1911 when William Brock bought the building on lots 63 and 64. This section then served as the Bell Telephone office. In 1962, the Royal Bank moved in. Managers of the Royal Bank at this location were:

- J. H. Draper 1961 to 1964,
- A. G. Pacey 1964 to 1969
- G. H. Proctor 1969 to 1973.

Bill English became the manager in 1973. In 1977, the Royal moved across the road to the Willard Block (see lot 59). Pattersons of Port filled the vacancy by establishing a stationary, school and office supplies store. Children's Den operated by Carrie Brignall opened in 1982.

A number of businesses occupied the upstairs during Bentley's ownership including The Port Perry Business College which opened its doors here in 1921 with C. W. F. Price as the principal, Dr. Lundy, a dentist and in 1925 W.T. Rodman opened a tailor shop.

Lot 7, Eastern Half

Lots 7, 8 and 9 remained empty and in the hands of the Perry estate until 1867 when Joseph Bigelow purchased them. In 1868 lot 7 was divided; the eastern half was sold to C. W. Jones and the western half was sold to W. T. Parrish in 1871. Parrish also had purchased lot 8 next door which he later sold. The Jones family continued to operate stores here for half a century.

William Jones came to Port Perry in 1868 (see ch. 5) and went into partnership with Paxton to form Paxton and Jones. The Jones brothers purchased Paxton's interest in the clothing and general



Jones & Son.

merchandise business and the brothers built an impressive three story brick building here 1873. They operated a clothing and dry goods store on the western half of the building and a general store in the remainder. Unfortunately, Charles Jones had personal financial problems and he declared personal bankruptcy. He went to Manitoba along with Sheriff Paxton where the two tried their hands at mining, leaving William Jones to run the business by himself. William eventually sold the business to Abbs, Patterson and Reid. Charles returned to Port Perry two years later and formed a partnership with D.R. Davenport to purchase the business back from Abbs Patterson and Reid. They lost everything in the 1884 fire. Davenport, discouraged by the loss, sold the property to Hillyard and Reid who erected a new building here. In 1886 its sole occupants were Hillyard and Reid, direct successors to Davenport & Jones. They sold staple and fancy dry goods, clothing, cloth, gents furnishings, millinery, boots, shoes and crockery. The Millinery department was supervised by Miss McGory, and the tailoring by D.A. Sinclair. William Paxton and Charles Jones left Port Perry in 1898 to take up farming in Manitoba.

As can be seen from the exterior architecture, the post fire building is actually two separate buildings. In the eastern half of the store, after the 1884 fire, John McClung of Bowmanville formed a partnership with William Jones. McClung maintained his ties with his firm in Bowmanville while looking after the purchasing for both stores and supervising the drygoods portion of the Port Perry partnership. It included dry goods, carpets clothing and millinery. The western half of the store was devoted to groceries, crockery and boots and shoes

Unable to resist the lure of a business enterprise, C.W. Jones returned to the scene and in 1905, along with his son G.M. Jones, a teacher, repurchased the business to establish the company Jones and Son in the eastern section of the building. In 1906 they had 18 persons employed in their store. C. W. sold his business in 1909 and moved to Harcourt, Ontario. This property was taken over by Oke and McGregor. In March of 1911 George R. Davey bought out the stock of Oke and MacGregor (see lot 5).

W.G. Monet began business in 1898 in the western section of the building. He sold dry goods, boots and shoes as well as groceries. Monet was born in Cartwright and came to Port Perry to work for T.C. Forman. He worked for him for 11 years and then ventured out on his own. The store which he occupied was the former grocery department of Jones and sons. Monet then moved to lot 10. In 1908 Colville and Towne opened a bakery in the former Monet store.

In 1907 Mr. Dunk bought into Jones and Son, thus forming the Jones, Dunk and Co. Dunk assumed a partnership with F.W. McIntyre in 1910. McIntyre bought the complete business operation in 1911. McIntyre closed his



W.G. Monet's store, Queen St.

business in 1928. The store was later taken over by Bill Taylor and Jack Starkey who opened a restaurant named the Green Thistle in 1950. This was in the western section while in the eastern section he established a "5 cents to a dollar" store. Taylor had moved from the Blong block, he had bought the restaurant from George Hall. Taylor turned the upper floor of the building into apartments above and then, sometime around 1945, he bought the 5 cents to \$1 store in Jones east. In that store, Taylor employed Edna Starkey and husband Jack to run it. This was sold to Helen and Jim Bowers in July 1961. The Bowers operated a variety store which they named the Mersco 5c to \$1.00 store. This later was expanded to include both the eastern and western sections of the building. Later, Mersco was reduced to occupying just the eastern half while Pearse Jewellers opened in the western half. Mersco moved to lot 11 in 1985. Lukes expanded from lot 7 in 1988, the eastern section was turned into a card and gift shop which they named the Victorian Card Shop. The western half was leased to Daisy and Lang Cope who operated a fabric shop. The fabric shop was later moved to the rear of the building. It should be noted that the entire building was opened up to provide free movement from the Lukes western section store to the Victorian Card Shop. The Copes retired in 1999. At this point Lukes their merchandise to occupy all the lot 7 buildings.



Charles W. Jones

Lot 7, Western half

The western half of lot 7, 207 Queen Street, became known as the Parrish Block (see ch. 5). The first substantial building on this site was a two story flat roofed building built by E Worthington in 1866. His business was titled the E. Worthington Flour and Feed Emporium. He purchased and sold farm produce. W.T. Parrish who owned lot 62 traded with Worthington in 1868 and turned it into a hardware store. Worthington continued in business in lot 62 until 1878. Immediately after the 1884 fire, Parrish handed the ownership of the business and the responsibility of rebuilding to his son W.L. Parrish who was only 20 years old at the time. He built the present two story brick building and reopened it in February, 1886. Also located in this building was the Port Perry Tin Works as a branch of the hardware business. James Boxall ran this department. In 1883, Boxall purchased the stove and tinware department from Mr. Parrish and operated it as a separate business in the rear of the building.

Phil Orde as a teenager worked for Parrish. He recalled that Saturday night was the time when all the farmers would come into town. "This was their weekly entertainment just coming into town to shoot the breeze. They would hang around the street, under the awnings if it was raining, getting caught up on all the local news and gossip and then, at midnight or five minutes before, they would all rush into the store to buy what they wanted. It would be half past twelve or thereabouts before we could close the store." Other employees Phil remembered were Percy Ingram and Bill Anderson.

Parrish sold out to W. Harry Peel in 1946. Peel (see lot 80) also conducted a successful hardware business and was held in high regard by the community, becoming Reeve in December 1952 by acclamation. He served as Reeve until December 1956. When Peel went out of business,



W.L. Parrish store, circa 1930.



W.L. Parrish, store interior circa 1900.

Wes Lane, a former employee, took over plumbing side of the business and setup a shop on Highway 7A. The lot 7 building was divided into two separate stores. The eastern half was occupied by a ladies clothes store named Canadian Woman, and later, Yvonne's, also catering to ladies. In the western half a variety store was established; Port Perry 5c to \$1.00 Store, owned by Howard and Sadie Durkin with clerks Carmen Blewett and Marion Brent. Lukes Country Store began its business in this western section of the building in 1976. Lukes later expanded to include the building to the east, the eastern part of lot 7, and in 1988, the entire original lot 7.

Lot 8 - 209 Queen Street

Joseph Bigelow purchased this property from the Perry estate in 1859 and the land remained unoccupied for a few years. In 1870 the Currie brothers purchased the property and erected a wooden building to house a general store. Two years later they replaced it with a substantial two story brick building. Joshua Wright sold shoes and leather goods in the Currie store. Wright had a huge tannery and shoe store in Prince Albert. In 1871, he was regarded as one of the more progressive businessmen in Prince Albert when he installed a steam engine to operate his machines in August 1871. This was the first such machine to be seen in that community and its 20 h. p. engine and whistle became a notable attraction at that time.

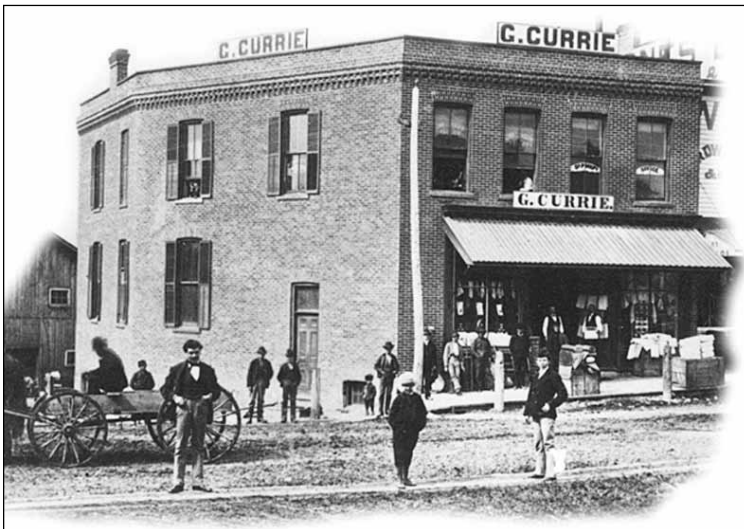
George Currie had originally worked for the Gibb Brothers of Oshawa. They were prosperous grain merchants and had a general store there. Currie came to Prince Albert in 1844 to operate a grain buying business. He formed a number of business partnerships; one was with Aaron Ross. Together, they became one of the principal grain companies in the county. At the time of the 1884 fire Currie was in partnership with J.H. Brown, another former Prince Albert businessman. Isabella L. Currie, George's daughter, married J. H. Brown. Brown took over the complete business in 1874. He had a general store here for ten years before selling his stock and venturing into the selling of pianos, organs and sewing machines. In the upstairs during Brown's ownership, James Riggs, a tailor had his shop.

When the new building was erected in 1884 it housed two stores at the ground level. Since Perry Street runs at a north-westerly angle, the store is several feet wider at the back. The occupants of the western portion of the building, along Perry Street, only had an angled doorway on Queen Street. The eastern store had a complete store front with a door and large window on Queen Street. .

The eastern portion of the store was occupied by A. J. Davis (see lots 5 and 2) the son of J. W Davis who



The Parrish Block & Parrish Hardware.



George Currie's Block, circa 1880, before the fire.

was an undertaker and operated the furniture factory diagonally across the road (see lot 59 west). A. J. Davis moved here from the Blong Block after the fires (see lots 5 and 6). He retired from the druggist trade in April 1930 and sold his business to A.M. Lawrence. Davis died in April 1932. His wife who died in May, 1946, was born in Prince Albert in 1860 and was the youngest daughter of Charles and Lydia Hiscox (see lot 2). Davis and his wife had raised four children in Port Perry, their youngest being Edna who married H. H. Stone (see lot 63).

Andy Lawrence continued to operate the drug store until his retirement in November 1969, when he sold his business to Gordon Parkin. When Parkin remodelled the store, some of the woodwork went to the Town Hall 1873 and can be seen in the kitchenette on the lower floor.

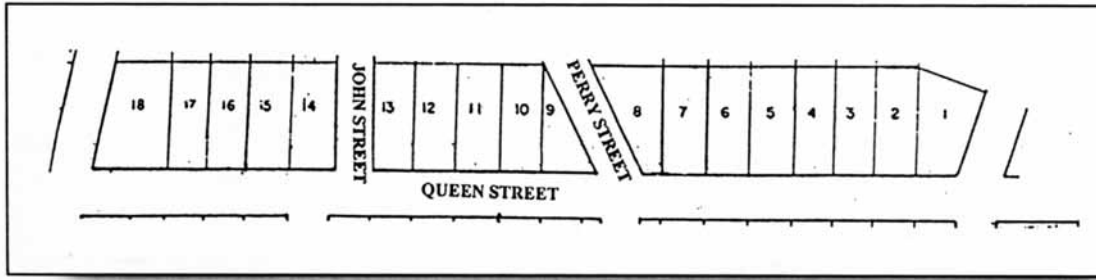
Thomas J. Widden occupied the western store in 1891 selling groceries, boots, shoes and crockery. Widden had learned his skills as a store keeper by initially working for Aaron Ross (see lot 63). He then worked for William Brock in lot 9 and then for J. H. Brown who had occupied this store nearly twenty years earlier. On Thursday, March 1, 1883, Widden married Elizabeth Jeffrey brother of Samuel and John junior. She was the only daughter of John Jeffrey (see lot 9). A photographer, R. M. Jewell established a photography business above Widden's store in 1910. There was obviously insufficient business to provide an income for him in competition with the Leonards across the road in lot 9 and Henry Mackenzie in lot 63. Jewell only stayed in business for a year. Widden closed his business in February 1935 and H. H. Mulligan moved his barbershop here from lot 2. Mulligan's barbershop remained in business for 40 years and closed in August, 1963. At this time the angled front door was sealed up and the narrow shop was absorbed by Lawrence's as part of the remodelling and expansion of the drug store.

On the second floor was the Tailor shop of James Riggs, and the Oddfellows Hall. R. M. Jewell, a photographer took over the office space James Riggs in March 1910. The Oddfellows Lodge held its first meeting in this upstairs room in 1871 and continued to do so in the new building after the 1884 fire and then moved to a new building which they built for themselves on Simcoe Street south of Port Perry in 1965.

Behind Brown and Currie was the first Market building in Port Perry. It was occupied by Curts and Henderson who had been wiped out by the 1883 fire. This building was also destroyed in the 1884 fire and was not replaced. A market area was then established behind the Willard Block (see lot 59).



Currie Block with Widden & Davis stores, circa 1890.



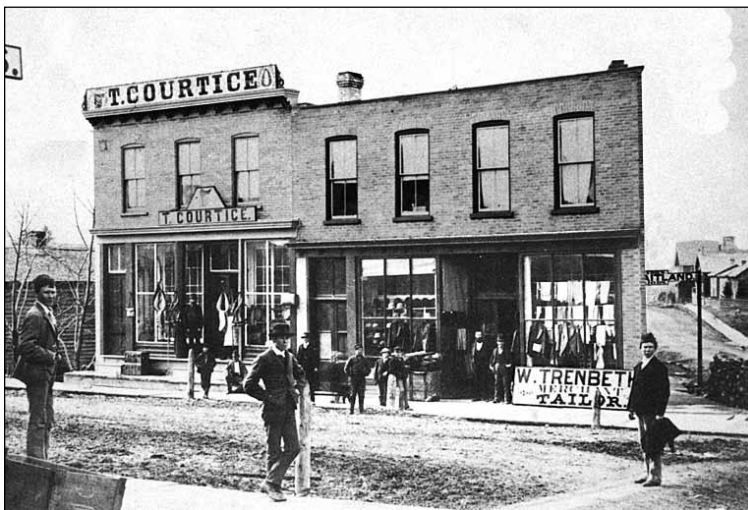
~ PERRY STREET ~

Lot 9

This property was bought by Joseph Bigelow in 1859 from the Perry estate as part of a parcel which included lots 9, 10 and 11. Shortly after purchasing the parcel, Bigelow subdivided each of lots 9 and 10 into two sections. Today, in lot 9, this is indicated by the separation of #217 on the eastern half and # 225 Queen Street on the west. After the 1884 fire, each of these stores was again divided into two sections so that the original lot 9 contained four storefronts on Queen Street. These stores have been described as sections one through four with the corner or eastern most store being section one.

At the rear of this building is another separate structure with its entrance on Perry Street. This is actually part of lot 9 however there is a one foot space between the two buildings. In this building the renowned Leonard family of photographers had their premises. James Leonard started the photography business in Port Perry in the late 1850's. He died in 1884 leaving the business to his son W.H. Leonard. The Leonards eventually purchased the whole of lot 9 and it became known as the Leonard Block. They continued their photography business in the building at the north end of the property.

Bigelow sold the eastern half of lot 9 to Addison Richardson, a carpenter who erected a workshop and store. Richardson selected



The Courtice and Trenbeth buildings, circa 1875, northwest corner of Queen and Perry St., Port Perry.

W. TRENBETH,
MERCHANT TAILOR
PORT PERRY !

Is now showing, in his new

BRICK BLOCK,
 One of the Largest, Best Assorted and

CHEAPEST

Stock of **TWEEDS**, Broad-Cloths and Trousering & Vesting. Hats and Caps. Gents' Furnishings, &c., ever shown in North Ontario. A call solicited before purchasing elsewhere.

SATISFACTION GUARANTEED

In every case.

Port Perry, April 2, 1873.

his own timber from the area, felled trees and cut and dried the lumber for use in his shop. With this use of raw timber, he was able to manufacture a wide range of wooden products; lumber for building, shingles, floor boards, windows and doors. He also manufactured more ornate wood products such as mantels and staircases for interior decoration. Richardson rented the property to Cyrus D. Jacobs in 1865 and moved to property on John Street at the intersection of Perry Street (see ch. 12) where he erected a factory to expand his facilities.

In 1869 the tenant on lot 9 was Charles Mackenzie. William Trenbeth then purchased this eastern half and opened a tailor's shop. It should be noted that the south front of the pre-fire Trenbeth building ran right to the corner and did not have a south-east facing angled corner as it does today. Trenbeth was another of the many merchants who moved to Port Perry from Prince Albert. He established a thriving tailoring business. He left Port Perry in 1876 and settled in Sutton where he continued to ply his trade for many years. In 1881 William Brock leased the Trenbeth property and opened his general store here. After the 1884 fire, a new building was erected with two store fronts on Queen Street.



Leonard Block, circa 1915.

Section One

Immediately after the fire the Post Office was moved here from lot 64 and continued to operate here until 1912 when the new Post Office building was opened. When the new Post Office building was built on lot 61 in 1912, Art Prentice established a barbershop in the old corner Post Office premises. Alex Palmer bought the building but leased it to A. H. Rose who named the store "The Fair." E. C. Taylor of Sunderland took over the premises in March 1917 and renamed it "The Corner Store." To fill his shelves, he bought the stock from F. C. Collacutt (see lot 131) who went out of business in lot 131.

In 1952 Charley and Nellie Popert opened the Char-Nell Shoe store at the corner. J. J. Lambert Real Estate opened an office here with Marg Tripp (see lot 135) as the manager in 1968. In 1976 the entire building was taken over by the law office of Kelly, Jermyn and Zuly, who had moved here from lot 5 and occupied the eastern section or corner section of the building. In 1980, Mike Fowler joined the firm. In 1982, he bought the practice and shortly afterwards moved it to Lot 42, North Street. The Linen Corner replaced the law office. In 1998 a coffee shop named the Brown Couch, opened here.

Dr. J. A. Murray, moved from Ingersoll to Port Perry in 1866 to begin his dentistry career. He was subjected to all the vicissitudes of the fires of Port Perry. He moved his dental office to rooms above the corner Post Office at this site in 1884 with the entrance on Queen Street. Later occupants included W. A. Hare, an optician, and Dr. R. B. E. Wilson a medical doctor who opened his office in 1932. He later moved to Uxbridge. These offices eventually became apartments.

NEW GOODS! NEW GOODS!

—AT—

BROCK'S

The Subscriber would inform the public that he has just opened out his first shipments of SPRING GOODS, consisting of

Ducks, Drifts, Cottonades,

Cotton Shirtings,

White and Grey Cottons,

Moleskins and Tweeds

All of which will be sold **CHEAP!**

BALANCE OF WINTER GOODS

At a Liberal Discount for

CASH OR PRODUCE.

WM. BROCK, JR.

Port Perry, Jan. 23, 1883.

Section Two

William Brock remained here for two more years after the fire before moving further east to lot 6 (see lots 6 and 64). Nicolas Jeffery, a shoemaker set up his trade here in 1901. Jeffery had been born in England and had settled initially in Bowmanville in 1871. He moved to Blackstock in 1878 and stayed there until he moved to Toronto in 1888. Jeffery, the boot maker should not be confused with Jeffrey, the harnessmaker (see lot 9 sections three and four).

E. K. Tuffs later opened a confectionery store in this store. Tuffs added a bakery in September 1931 and renamed his business, Hygenic Bakery. A year later he sold the entire business to Chambers and Son. Hutchison and Jamieson purchased the bakery from Chambers in March 1934. In the western section of the lot, immediately after W.W.II, Ken and Earl Jackson (see lot 5 and lot 9 section three) opened the Diamond Up Restaurant which they sold to Frank Smith in 1947. When Frank Smith vacated the store, it was taken over by George Stone who established his Real Estate Office here in 1963 after selling his clothing store in lot 63. In the 1980's this was absorbed by the Grant Real Estate Group. Joy of Candles opened here in 1998.

JUST RECEIVED



AT

T. COURTICE'S
PREMIUM SADDLERY WAREHOUSE
PORT PERRY,
A choice lot of CHILDREN'S
Carriages and Perambulators

Also a full Stock of

TUBS,
And Travelling Bags. The largest and
best stock of WHIPS in Town.

HARNESSES!

In great variety. Please call and see the
most **COMPETE STOCK** in the trade,
Port Perry, May 6, 1875.

Sections Three and Four.

In October 1874, Thomas Courtice moved into a new brick building which he had built on the western side of the lot while W. Trenbeth, merchant tailor occupied the eastern and corner site. The original Courtice building only used a little over half the frontage of the property. After the 1884 fire, Courtice erected a much larger building occupying the frontage of the entire western half of the lot, i.e. sections three and four. This new building had two street level stores separated by an entrance to the upstairs. Courtice had been in business as a partner of Mason in Prince Albert before 1856. When Mason left the partnership, Courtice joined up with John Rolph. This partnership was dissolved just before the 1884 fire.

Sam Jeffrey started manufacturing harnesses in 1854. Jeffrey was subjected to heavy losses as a result of the fire. He quickly re-established his trade and in 1887 a partnership was established with Courtice. Thomas Courtice was the fourth child of Christopher Courtice and his wife Grace Mason who emigrated from Devonshire in England in 1833. They settled four miles west of Bowmanville. The village of Courtice was named after the family. The success of Sam Jeffrey as a harness maker, prior to the partnership with Thomas Courtice gave confidence to the newly formed company to venture into the wholesale as well as the retail sale of harnesses. On the upper floor Courtice and Jeffrey had their offices and some work areas while on the ground floor were the workshops and showrooms. At the height of their business, just prior to the turn of the century, Courtice and Jeffrey employed thirty workers in the wholesale and retail harness making trade, producing harnesses, saddles, robes, fur coats, and the metalwork related to saddles and harnesses. Sam Jeffrey married Annie Isabella Courtice,



Courtice & Jeffrey Harness makers.



North side of Queen St., western block 1949.



Northwest corner Queen & Perry St. 1998.

daughter of Thomas and Anna Cory Courtice. Sam and Annie named one of their children Cyril Courtice Jeffrey, born in 1888 (See also lot 8)

Thomas Courtice died in 1901 but the business continued as Jeffrey and Courtice until 1912 when Jeffrey's son Cyril joined him and the company was renamed S. Jeffrey and Son. Prior to his joining his father's business, Cyril C. Jeffrey had been working for the Bank of Commerce for 7 years in Dundas and then in Montreal. Cyril assumed the responsibilities of accountant and sales manager. Ironically, in June 1908, Sam Jeffrey, junior, became the first person in Port Perry to own an automobile.

In June 1918, Sam Jeffrey was again subjected to the scourge of the flame when fire broke out in the basement of the building and again he suffered substantial losses. Sam Jeffrey was Reeve of Port Perry (see ch 11). The harness division of his business was completely destroyed. He rebuilt the shop only to lose the entire building to fire again in 1922. Shortly after this he took on a new partner to establish Jeffrey and Taylor. During this period, Tom Stewart and Dave Crichton worked in the harness shop. One of Stewart's jobs was to stuff collars. His son Cyril took control of the business and remained in business until 1952. He died the following year at the age of 64.

When Jeffrey and Taylor went out of business the building was bought by Bill Carnegie who divided the street level of the store into two sections; sections three and four of lot 9.

Section Three

Carnegie rented section three to Ken Jackson (see lot 6) who opened the Flamingo Restaurant in November 1954. When Jackson decided, in 1971, to venture full time into the manufacture of butter tarts, the restaurant was sold and became the Rio Restaurant.

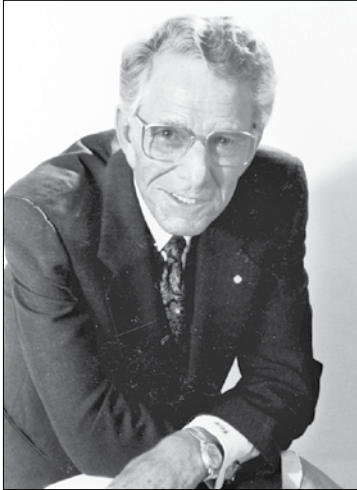
Section Four

Van's Men's and Boy's Wear occupied the western section from 1956 to 1958. When Van's left, Jackson converted that section into a dining room for his restaurant. This became "Modern Textiles" in 1976 and was replaced by the Northern Clothing Company which in turn was replaced by Little Harbour, also a clothing store in 1998.



Flamingo Restaurant, 1958.





Kenneth Jackson

The Flamingo Story

The story of Ken Jackson is one of Port Perry's great twentieth century success stories. Ken Jackson got his start as a cook when he and his brother Earl opened a small restaurant named the Diamond Up Restaurant in lot 9 immediately after W. W. II. The restaurant lasted for just over a year and the brothers set out on their own again. Ken went to work at General Motors in Oshawa for a short time before returning to his love for cooking. He worked for Art Carnegie as a cook at his lumber camp on the shores of Chalk Lake and then opened the Flamingo Restaurant in space which he rented from Art Carnegie's son Bill. This was in section three of lot 9. At that point, Earl opened a restaurant and bake shop in lot 5.

While at the Flamingo Restaurant, Ken and his wife Marge began making butter-tarts and pies for sale in their restaurant. These proved so popular that people would come in just to buy the pies and particularly, the butter-tarts. They expanded this aspect of their business into Ken and Marge's home at Queen and Caleb and left the restaurant business in 1971. They then moved to a larger home on Simcoe Street, now Old Simcoe Road, and made the tarts in their basement garage.

By this time the demand for their butter-tarts had reached a scale where packaging and mass production was necessary and a major marketing scheme was developed. They started to use the name Flamingo for their tarts in 1968. The demand and the potential for further sales justified building a large factory for their product. The official opening of Flamingo Pastries Limited on Simcoe Street (now Old Simcoe Road) took place in 1972. This was locally referred to as the "Tart Factory". In 1973, Ken Jackson turned the sod for another factory adjacent to his Flamingo Pastries. This was named Mother Jackson's Open Kitchens and it produced meat pies. In 1988 the Flamingo plant was sold to Techstar Plastics, but Mother Jackson's Open Kitchens continued in its production of pies, tarts and pastry goods.

In 1973 David and Helen Chow came from Hong Kong took possession of the Rio and opened their Town Inn Restaurant and later changed its name to David Chow's Restaurant. Their Chinese cuisine restaurant was a landmark for a quarter century. They closed their restaurant and retired in February 1998. An antique store named the Genuine Article replaced the Chows.

Lot 10

Joseph Bigelow purchased this property in 1859 along with lots 9 and 11. As with lot 9, he promptly subdivided it. Lot 10 however was divided into three sections which correspond to the present day designation of numbers 229, 233 and 235 Queen Street. Single story wooden buildings occupied each of the outside sections but the middle section remained unoccupied until after the 1884 fire.

#229

Addison Richardson who owned the property next-door (lot 9) was the first to rent this eastern third of this lot. He built a workshop here as part of his carpentry operation. He vacated the property in 1865 and it was rented by John Fleet, a blacksmith. In 1870 it was rented by Frederick Enson.

After the fire new substantial brick buildings were erected, the two eastern ones by John Rolph. The eastern-most section was occupied by a Chinese laundry and continued in this capacity for many years under several proprietors including Moon Lai. The advent of reasonably priced washers and driers led to the demise of laundries. It was turned into "Phoebe's," a ladies' hairdressing salon in May 1957, and that was replaced by "Strawberry Threads." In 1997 "Deja Vu" opened here but closed in October 1998 and moved to Water Street.

#233, the middle section.

The first prominent occupant of this property was John Rolph who had joined in the migration from Prince Albert in the early 1870's. He built a simple wooden structure to house his harness making business. After the 1884 fire, John Rolph erected a two story brick building and the property became known as the Rolph Block. John Rolph had started in the harness making business in Prince Albert in 1856 when he became the partner of Thomas Courtice. He stayed in partnership for 12 years. The partners then dissolved the company to run separate businesses. Both continued to be friends and neighbours and both then moved to Port Perry where John Rolph became one of the community's early legendary characters. He had emigrate from Ireland at the time of the potato famine. With his Irish brogue, he became one of the great story tellers of his day, serving on the town council, the school board and the Cemetery board. He continued to ply his trade of harness making until he sold the business and retired at the age of 94. He died two months later in 1925.

In Rolph's block Edward Balfour opened a "cash and carry" butcher shop in October 1925. A few months later the business is taken over by Robert Balfour. This property was acquired by Walter Cook and his wife who opened the "White Kitchen Restaurant" here in May 1929. It was named because of the decor which was all white with occasional black trim. The "White Kitchen Restaurant" should not be confused with the "White Spot Restaurant" (see lot 6). The Cooks sold the restaurant to Mr. and Mrs Arthur Asher in 1945. It then became the LaSalle Coffee Shop. In 1970 Walker opened a Hobby and craft shop. This became Port Gifts which was taken over in 1992 by Warren and Tracey Strong who created Framers' gallery. Framers Gallery then moved next door to the western section of the lot. In this eastern section they were eventually replaced in 1998 by Petite Images, a doll house shop.

HARNESS!



IN returning thanks to the public for the patronage extended to me for over 30 years, I would respectfully intimate that I am, as usual, now ready for business, and have a

Large & Assorted Stock

OF DOUBLE AND SINGLE HARNESS which I am determined to sell very CHEAP. As an inducement to CASH purchasers

-A Discount of 12 per cent.-

will be allowed on all Sales from now until Jan. 1st next. All work being

MADE BY HAND,

and no factory work kept in stock, the superiority of my goods will at once become apparent.

Intending purchasers will find that by giving me a call before looking elsewhere they can be suited in quality and price, my long experience in the trade being an indisputable guarantee that perfect satisfaction will be given by any article purchased.

Everything in my line of business kept constantly on hand and repairs neatly and promptly attended to.

JOHN ROLPH.
Port Perry, Dec. 1, 1892.

Western section corresponding to #235

The western third of the original lot was rented, in 1863, by George Drinkwater. Two years later it was occupied by Henry Wills, a shoemaker. James Beardon was the next tenant from 1869 to 1871 and then Archie Campbell established a grocery business here. Campbell lost his entire savings and investment in the 1884 fire. W.G. Monet ran his general store here after moving from lot 6. Monet sold his grocery business to J. F. McClintock in July 1915. In 1914 W. J. Quinn bought this store and remodelled it in order to establish a theatre for movies and vaudeville. He named it the Royal Theatre. He sold it to Albert Rogers in January 1917. The venture quickly got over its initial popularity and proved to be too small and, at times too crowded. At that point, Rogers decided to rent the Town Hall for his entertainment ventures.



W.G. Montet store, about 1910.

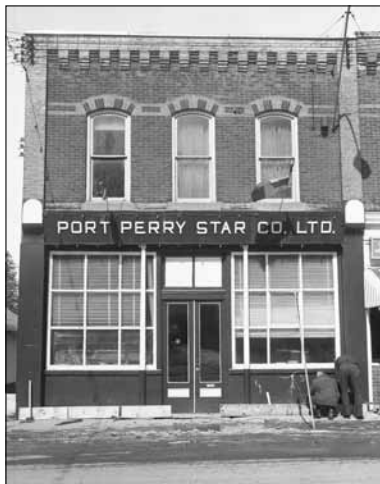
In 1920 the Port Perry Star owner, Samuel Farmer, bought this building and moved his newspaper here from lot 64. In 1935, C. P. Rolph opened a dry cleaning service upstairs. While the Port Perry Star was at this location, the newspaper underwent a number of significant changes.



Port Perry Star office, circa 1939.

Per Hvidsten bought the newspaper in September 1963 and hired William Harrison as his editor. Shortly after he had acquired the Star he changed the size of the paper from the large format called broadsheet, to the smaller tabloid size. Until 1975, the Star was a printing office as well as a newspaper office. At that time, Hvidsten sold the printing division to Henry Jansen. Jansen continued to operate from this location until 1980 when he moved to lot 45. In 1976, Per Hvidsten retired and sold the newspaper to his son Peter. Per died in 1985 at the age of 73. In 1990 plans were begun to design and erect a new building on Mary Street (lot 85). Framers gallery moved here and then relocated in lot 11 in 1998. In 1998 Wysteria Ways opened here.

In the upstairs of the building, Grace Cormack opened a hospital in 1919. The operating room was in the front section and two bedrooms were in the back. Cormack married James Swan (see lot 74 east). The Swans then bought a house at 96 John street as a larger hospital (see lot 132)



Port Peery Star, 1971.

Lot 11

Joseph Bigelow purchased the property from the Perry estate in 1859. James Gordon had rented it from the Perry estate in 1854 and built a shop here from which he practiced his trade as a shoemaker. In 1861, the shop was taken over by John Snider a butcher. There must have been other buildings on the property because Francis Squires and Daniel Corbman were also listed as tenants in 1861. In 1863 the main building was taken over by George U. White who established a blacksmith shop here. White had moved from Prince Albert (see lots 28 & 74).

In 1869 the lot was divided into 3 sections with the largest of the buildings occupying the western section. The eastern-most section remained unoccupied and was used as an access to the rear of the property and was jointly owned by the owners of the two adjoining lots, 11 and 10. This arrangement continued until 1975 when the owner of lot 11, Howard Hall and lot 10, Peter Hvidsten of the Port Perry Start made an agreement to permit Hall (see middle section) to expand his business to include this property.



Sweetman's Garage, 1928.

The middle section was an "L" shaped lot with the back section being the long base of the configuration, thus the western lot occupied a small square with a frontage. Cyrus Warner Switzer opened a blacksmith shop in the building in 1899. In 1914, Switzer sold his store and business to Percy Graham (see lot 29) who then remodelled the shop and turned it into an up-to-date Ford garage with Wesley Boynton running it. Switzer moved to Perry Street (see lot 29). Gord Sweetman bought the Graham Garage in November 1929. In April 1938, Sweetman sold his garage to Albert Snowden who in 1947, sold it to Ted Jackson who moved here from lot 65. Jackson sold farm implements and later, household appliances from this building. He became an agent for Imperial Oil products and Cockshutt Farm Equipment. Jackson was also a highly respected auctioneer. In 1952, Jackson's son-in-law, Howard Hall, (see lot 62) came to work for him. Jackson then sold the building to Hall who established a furniture and appliance store here under the name of House of Howard. He later expanded the building to include the frontage of both the middle and eastern sections of the lot. The Radio Shack franchise for Port Perry was acquired by Hall and Albert Fulford became his top salesman. Hall was deeply committed to the community and served as councillor and was elected mayor in 1989 and served until 1998. He retired from the retail business in 1990 in order to devote himself full time to the responsibilities of mayor. Upon his retirement from the retail business the building was split into three stores. With a bookstore in the eastern half and "Lizy Lou," a wallpaper and paint store in the middle section and Henshall's in the western section. Framers Gallery, owned by Tracy and Warren Strong then took over the eastern building, moving here from the store directly to the east in 1997.

John H. Doubt (see ch 5) built a wooden single story shop at this lot 12 site to begin his commercial ventures in 1874 while he had a home on Caleb Street. Immediately after the fire John Rolph (see lot 10) erected a building and operated his harness shop from here but eventually rented the building to John Doubt. George Stephens who had worked for Doubt for 18 years learning the shoe repair business, bought the business from his former employer in September 1932. It later became Herb Toombs Insurance Office. Toombs in turn sold the property to John Waldinsperger. Howard Hall (see middle section) purchased this section of the lot and tore the building down and built a newer facility. Hall now had become the owner of all of lot 11. In 1985 the building on this section of the lot was rented out and re-opened as Mersco Department store which had moved from lot 7. When Mersco closed its doors, the building was taken over by Howard Hall and rented to Selections, a ladies and men's wear store run by Fred Churchill. It was later taken over by his employee, Pam Henshall. Pam's husband Bill was the Township By-law Officer.



Ted Jackson, auctioneer and appliance store, circa 1950.

Lot 12

One of the first businesses to be established on this property was C. Tupper who sold sewing machines, pianos and organs. He set up his business in 1880 in a small showroom built up against the sidewalk. He went out of business sometime before the fire of 1884.

The building then became a doctors' office beginning with Dr. William E. Hamill in 1886. In 1891, Dr. Samuel E. McDowell joined him and later took over the entire practice. McDowell married the sister of W.L. Parrish (see ch. 5)

Dr. S.J. Mellow was born in Napanee and graduated from Queen's University in 1886. He practiced in Bath and then Bay City, Michigan before settling in Port Perry in 1894 along with his wife and 3 daughters. One daughter, Marjorie, married Merle Letcher (see lot 59 west) and another, Helen, married Vic Stouffer (see lot 2). Dr. Mellow took over McDowell's practice. In 1902 he built a new brick home, a two and a half story brick structure, on the middle of the lot. He also had a separate office building a one and a half story building immediately to the east, but with its entrance closer to the street.



Dr. Samuel J. Mellow

Dr. Mellow became a coroner for the County and was actively involved in local politics. He died in 1925. His practice was taken over by Dr. Andrew Mathers. Dr. Mathers remained in Port Perry until 1932 when he moved to the U.S.A. The property was then acquired by Dr. H. H. Armstrong who in turn sold the practice and the property to Dr. R. S. Irwin in March 1945. It was then acquired by Tom Sandiland who opened a jewellery business in what had been the office. The house and office were then turned into apartments by Ballard. In 1969 "Bonnie's Beauty Salon" opened here.

On the extreme south-western section of the property a flat roofed two story building with a store at the street level was built in 1957. This building took away the free standing appearance of the Mellow House. The flat roofed building first housed Helen's Beauty Salon. In 1972, Don and Carol MacKinnon established a dry cleaning store, Port Cleaners. They retired at the end of 1998.




Howard Hall retires, 1990.

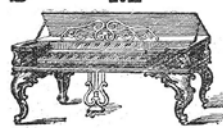


Ted Jackson

LADIES, LOOK HERE!
—
THE VERY BEST AND CHEAPEST



SEWING MACHINES



Pianos and Organs
To be found anywhere and at

C. TUPPER'S
The quality of his Machines and Instruments cannot be beat and

No one can undersell him!

He also offers to Rent Machines and Instruments at moderate rates.
Second hand Sewing Machines taken in part payment of New.
Any description of Machine furnished to order.
A full supply of Finishings, Oils, Needles, &c.
Repairing done neatly, promptly and cheaply.
Show Rooms two doors east of the Post Office, Port Perry.
C. TUPPER.
Sept. 1, 1880.



Dr. S.J. Mellow's residence and medical office.

Lot 13

This property and the lot next door (lot 12) was purchased by Richard Lund in 1854. Lund was the clerk of Division Court. As such, his duties took him throughout the area of Reach and Scugog. Lund built his home on lot 13 and rented out lot 12. Dr. D.F. Oakley rented both lots from Lund in 1863 and built a home on the extreme John Street lot line although the front and main entrance and verandah were facing Queen Street.

When Dr. Richard Jones arrived to establish his practice, (see ch.5) he took over this house in 1865 and lived here for 5 years. He had his surgery next door on lot 13 in a small wooden building. In 1869 he built a more elaborate home at the corner of Queen and Bigelow just west of the Presbyterian church. After he had moved there he had his surgery in his home.

John Nott moved here from lot 66 in 1873. He opened a store on the eastern half of lot 12 and had workshops on the property as well as at his home in Borelia. He rented the upper floor to Mrs L. M. Cook who opened a Ladies' Hairdressing establishment in 1873. In July 1875, Nott took his son W. J. into partnership. This partnership lasted for three years and then W. J. ventured into business himself, eventually moving to Detroit. John Nott became a justice of the peace in 1875 and gained a reputation as a firm judge. His store and the original Oakley-Jones home were destroyed in the 1884 fire. This marked the western limit of the fire on the north side of Queen Street. Nott rebuilt his store and was burned out again in 1897 and relocated beside the St. Charles Hotel.

The property was eventually acquired by Art Carnegie and his son Bill who built a block of three stores. The frontage of these stores lines up with the building at the western end of lot 12 presenting a group of four stores. Since the first store is on the original lot 12, it is mentioned there.

In March 1952, the "Christine Bakery" was opened here by Mr. Fallis. Unfortunately, Fallis suffered from ill health and had to close his restaurant. The following February, Fred Aegefter purchased the bakery and changed its name to the "Swiss Bakery". Later that year, in November, it was resold to O. Arnio.

257

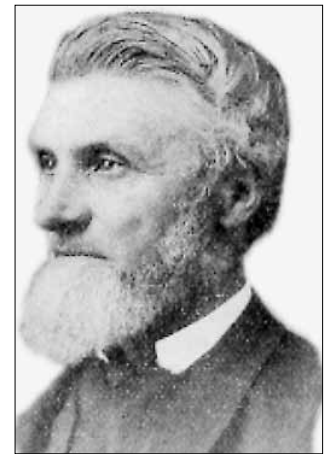
The first occupant of this store was the Western Tire Associate store, run by Bob Howsam. He was subjected to a horrible fire in the store in 1957. Howsam sold his interests in the business to Joe Turbitt in 1959. Emmerson's Insurance was located here for six months beginning in February 1962. This was as a result of the reorganization of their property in lots 5 and 6. David's hairstyling was opened in 1967 by David Menzies.

261

Kayvan's Ladies' wear opened first. This was succeeded by Miriam Price's Pink Dot, also a ladies' wear store. In 1992 it became "Images", a fashion store.

263

This westernmost store was occupied by the Simpson Sears order office in 1953, which evolved into the Sears order office. The office was later moved to the Plaza on Highway 7A and the store was taken over by "Gold'n Glow" a tanning and jewellery store. In 1997 a new butcher shop was opened here by Reg Cook.



John Nott



~ JOHN STREET ~

Lot 14

From 1859 to 1862 Lund rented this property and the adjacent lots, 12 , 13, 15, 16, and the corresponding rear lots on North Street 21, 22, 23 from Robert Perry. These properties were empty from 1863 to 1865. Robert Davey bought the property in 1865 and sold it to Mr. White in 1871.



Henry Gordon's Post Office, circa 1900.

This was the site of the second location of the Post Office. Henry Gordon built a two story brick building in which he had his store and the Post Office. In addition to his role as Postmaster, Gordon was a financier dealing in mortgages, insurance and real estate. He died in 1918. The Post Office was moved to lot 9 after the 1884 fire. This building was purchased by the town and became a public library in 1917. It was torn down in 1934 to be replaced by a new impressive library which was opened in May of 1935 and dedicated to the memory of those who had paid the supreme sacrifice in 1914-18.



Port Perry Memorial Library 1939.

The Library was officially opened by Dr. H.A. Bruce, the Lieutenant Governor of Ontario (see lot 4). Ironically at the time of the new Library's dedication, the insane tirades of Adolf Hitler were already being heard in Europe and the honour roll of the memorial was soon to be tragically expanded. Mrs Armstrong MacFarlane was appointed as the Librarian in 1939. She was later succeeded by Mrs Grace Milne. Mrs. Milne retired from her position shortly after the new and significantly larger library was built on the waterfront in 1982 and this lot 14 building was leased to Stonemoor Day



Grace Milne

Care Centre in 1995. Stonemoor later moved to the former Baptist Church on Rosa Street and this building became the Y.M.C.A. centre and then the Tourist Information Centre for Port Perry.

Lot 15

The creek which runs across the northern end of this lot caused it to be flooded every year and rendered the lot relatively worthless. The creek also created problems for this section of Queen Street as it was also flooded and rendered impassable every spring. T. C. Forman (see lots 5 & 62) purchased this lot and the adjacent lot 16 as an investment. However the property remained unused until 1909. In 1908 a lawn bowling club was established with George Gerrow as its first president. In 1909 they acquired this property for their bowling green.

The problem of the constantly overflowing creek had to be dealt with. A considerable amount of fill was brought in to raise the level of the land and a concrete culvert was built across Queen Street. More fill was used to raise the level of the street even further. The bowling green was then built. The green encroached



Lawn bowling green and the Port Perry Library on Queen Street, circa 1940.

a few feet onto lot 16. At the north end was a comfortable club house. The club house was improved and extended to cover the full width of the green in the summer of 1938. Flooding continued to be a problem at this part of Queen Street particularly on the south side. A new and larger culvert and deeper ditches were built in 1938 to resolve the problems behind the United Church and the Bowling Green. This area was flooded again at the time of Hurricane Hazel in 1954. The entire bowling green and the adjacent area on Queen street was flooded at that time.

The community became involved in a lengthy and heated discussion over the possibility of an expansion of the Library from 1981 to 1983 (see lot 14). After a study had been completed it was found that the land was not suitable for the planned expansion and a new Library was built at the waterfront instead. (See lot 125) The bowling green was used for the last time in the fall of 1983. The club house was torn down and a new full sized bowling green was created at the north end of town on Durham Road # 8. The original bowling green was left as a green space.

Lot 16

The creek runs through the centre of this property and the lot has always remained unoccupied because of the flooding problems in the spring. When the bowling green was built in 1909, the land beside it was built up and part of the lot was used for the green.

Lot 17

The first person to erect a building on this property was James Good, a mason who built a workshop and residence here in 1859. He sold his property to Dan Ireland in 1865 who turned the building into a hotel. At some time during the 1870's James Dewart (see lot 67) became the manager of the hotel for Ireland.

During the 1890's, the Ireland Hotel burned down when a fire started in the adjoining confectionary 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. Ireland later sold the property to Andy Campbell who erected a carpenter shop.

In 1913, James Carnegie purchased this property from Campbell, tore down the workshop and built a new two story red brick house in 1914. John Murray bought



Dr. S.J. Mellow's residence and medical office.

the house from Carnegie in 1934 and from that point, the house became known as the "Murray House." Murray was the manager of the Osler estate which comprised the lodge and the flood land south of the causeway, east of Port Perry. The Osler property was used as a hunting and game facility for the Oslers and their friends. The Murray House was turned into a restaurant in 1983 by Carol Anne Morrow and Peter Kirk. Nikki Bainbridge worked in the restaurant and purchased it. The Murray House is one of the area buildings which is said to be haunted. Many people claim to have seen the ghosts in the building. Stories of the supernatural visitors 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. Bainbridge sold the Murray House in 1997 and it was renamed "Jester's Court" and continued to exist as a restaurant.



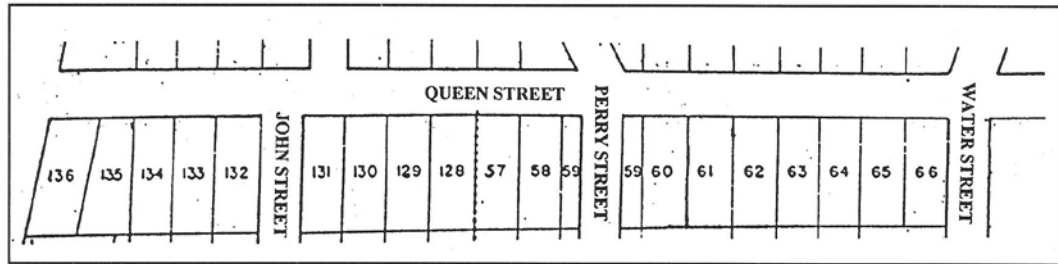
Queen St., looking towards lake.

Lot 18

Since 1859 this property has always been residential. The first building on this site was a simple home built in 1859 by J. W. Gamble. In 1869, Leonard Unger became the co-owner of the property. The following year Mrs Unger is listed as the owner. In 1871, the home was purchased by Dr. Martin. Eventually it was owned by W. G. W. Pyatt. (See lot 38). It continued as a residence and is designated as 291 Queen Street and has been owned by the Milnes for over a half century. Mrs Grace Milne was for many years the librarian when that facility was at lot 14. She retired from her position as head librarian at the new library(see lot 125) in 1982.

~ Chapter Seven ~

MERCHANT PROPERTIES QUEEN STREET SOUTH SIDE, WATER STREET TO LILLA STREET



Lot 66

The first home in what is now Port Perry was that of Elias Williams. Its location is not known but it was probably somewhere in the vicinity of today's Water Street. On lot 66 was the site of the first identifiable principal building in the original Scugog Village. On this site in 1844, Peter Perry built a store and trading post. He used this building as an enticement for the first businesses in this community; the saw mills. It should be remembered that Prince Albert to the south-west and Borelia to the west were both well established communities by this time. Perry was successful in attracting businessmen to establish mills on his waterfront site. This was motivated by a desire to draw some lumber trade to Scugog Village and thence to Whitby, rather than through the Trent system to Port Hope and Trenton.

Perry erected a frame building on lot 66. It must have been a reasonable building for the time since it was used as a trading post and as a residence for Chester Draper whom he put in charge. It is more than likely that Perry arranged for his potential clients to stay here while they considered their prospects in his proposed settlement. This idea has even more credibility when we find that after Perry's death, it became a hotel and store owned by Mason and Philips. In 1858, Thomas McMichael purchased it and turned it into a general store where he sold everything from liquor to boots, shoes, clothing, cutlery and groceries while keeping the upper floor as a hotel. McMichael also owned the lot next door on Water Street, lot 67, where he built a substantial warehouse and stables.

Henry Charles acquired the hotel building in 1867 and continued to own it for almost 40 years. Charles, like McMichael, also sold groceries and liquor, as well as operating a hotel here. When the promise of a railroad arose, he expanded the hotel. It was severely damaged by fire in June 1881 but was quickly rebuilt, again out of wood. The fire of 1884 completely destroyed the building. Like many businessmen in Port Perry whose insurance did not cover the cost of building a new building to replace the one destroyed in the fire. Charles sought out a financial partner to help finance a new structure. It should be remembered that most of the buildings destroyed in the fire had been built of wood and that the new bylaws required that all

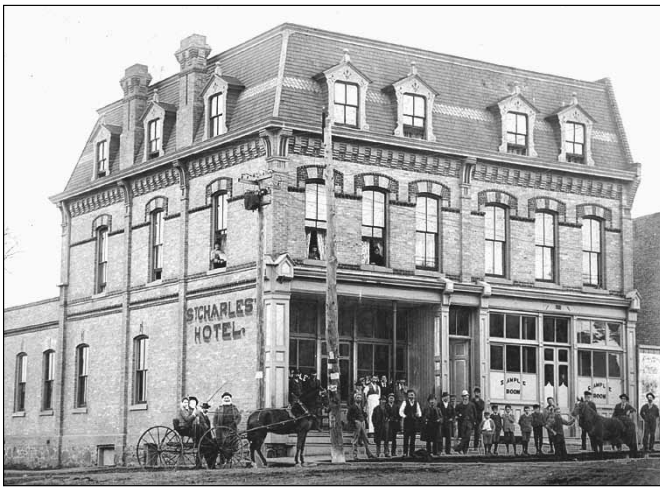
GENUINE
AS IMPORTED!

HENRY CHARLES
HAS Received a further supply of
TENNANT'S XXX PORTER
And **ALE** in Stone Jars.

HENNESSY'S JULE ROBIN & Co., and
OTARD'S BRANDY.
KENTE'S HOLLAND and OLD TOM.
PORT and SHERRY WINE.

ALSO
ALD. WELLS' TORONTO ALE.
WALKER'S Extra MALT and RYE.

WITH
A general assortment of **Teas, Sugars,**
Codfish, Can'd Fruits, Fish, &c., &c.
Port Perry, Sept. 8, 1873.



St. Charles Hotel, Queen and Water Street, 1900.

Queen Street buildings were to be built of brick. This represented a significant increase in building costs. In September, 1884, Mr. McHardy of Toronto became a partner in the new building. It was a substantial and elaborate structure, a three story building with the first two stories of yellow brick and the top story with an elegant Mansard roof. It had 30 rooms including a dining room and at the street level were two stores including a sample room where salesmen could display their wares. The architect was Mr. Post of Whitby and the builder was Thomas Deverell. The two partners, McHardy and Charles, named it the Saint Charles Hotel. Although not the only hotels in the

community, the St. Charles, the Sebert House, (lot 1) directly across the road, and the Walker house just slightly to the west, (lot 3) provided the principal accommodation for road, rail and steamboat travellers to Port Perry. The new building was first occupied in December 1885.

Around the turn of the century, Henry Charles sold his interests in the hotel to McHardy. He leased the building to J. R. Marshall who purchased the building in 1903. In March 1905, Niles Searles became the proprietor but relinquished that role to E. Allward two years later. Searles returned to his home in Wellington in Prince Edward County.

Allward seemed to immediately draw the attention of the licensing officials. In September 1907 he was fined for serving liquor outside the legal hours. It appears doubtful that the owner, J. R. Marshall visited the hotel too often since its condition deteriorated considerably. In May 1909, the hotel was in such a state that the inspecting commissioners ordered Allward to sell his licence and gave him three months to do so. Marshall was given the same time to repair the hotel and to put it into a "thorough sanitary condition". On August 4, it was reported, "The liquor license of the Allward House having been discontinued, the doors have been closed."

St. Charles Hotel

PORT PERRY

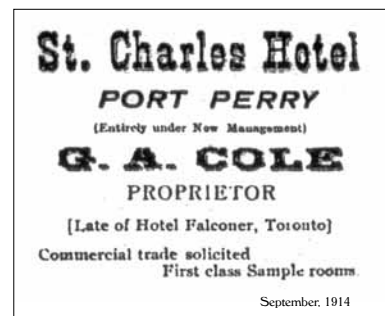
Since embarking in the Hotel business the patronage of the ST. CHARLES HOTEL has far exceeded my most sanguine expectations and I wish to return thanks to the general public and the farming community in part for their generous and kind patronage, at the same time I would intimate that the ST. CHARLES now possesses far superior facilities for entertaining the public and no expense will be spared in making it still more perfect to meet the requirements and win still further approbation of guests. The comfort of its patrons will always be of first consideration, so that their good opinion of the ST. CHARLES may be heralded throughout the entire Dominion and the traveling public thus made intimately acquainted with the fact that Port Perry in being possessed of the ST. CHARLES is in the swim as regards first-class and desirable hotel accommodation, and at the same time to admonish all that it is THE HOTEL that is doing its utmost to make hotel life what it should be, and that my charges, as in the past, will be noted for moderation. The table always supplied with THE BEST in the land, and legal beverages of the finest qualities served at all hours; imported and domestic Cigars. Auto and car tourists will find the ST. CHARLES a desirable refuge for dainty and substantial meals and every convenience during their sojourn, and their vehicles will be placed in charge of careful attendants. The Commercial Trade catered to and first-class Sample Rooms are at instant command.

S. MOSURE, PROP.

The following week Arthur Wales, bought out Allward, and within a few days had satisfied the demands of the commission and re-opened the hotel and then bought the hotel itself. Wales had been the proprietor of the Black Horse Hotel in Toronto. Once the St Charles was back in business and making a comfortable profit, Wales resold it the next year to Mr. Proctor. Mr. Dunham obtained the building from Proctor in May, 1911. At some time shortly afterwards George Cole obtained the licence and then resold it to M. McWaters and S. Mosure in 1915. The hotel was resold again in January 1918, this time to John Roach. In 1919 A. E. Rogerson of Toronto bought the St. Charles Hotel and closed it while extensive renovations took place. Rogerson also bought Mrs Porter's interest in the Sebert House across the road in 1920. One of the changes which Rogerson made was to create two stores at the street level on Queen Street. Harold Archer (see lot 59 east) was the first to occupy one of these stores. He moved here from the Leonard Block

and opened a hardware store in 1921. He later sold the business and the merchandise to the Carnegie Hardware store (see lot 4) and went into the selling and servicing of automobiles in lot 59.

The other ground floor occupant was James McKee (see lot 62) who opened a footwear store beginning in 1923. He named it "The Palace Shoe Store" in honour of its former glory. In 1927, he diversified his sales by introducing groceries and renaming it "The Superior Store". By the next year his success necessitated expanding to take over both the St. Charles hotel stores. McKee sold his business to Fergusson Brothers in 1933 while he moved to Whitby where he had purchased the business of Burns Grocery.



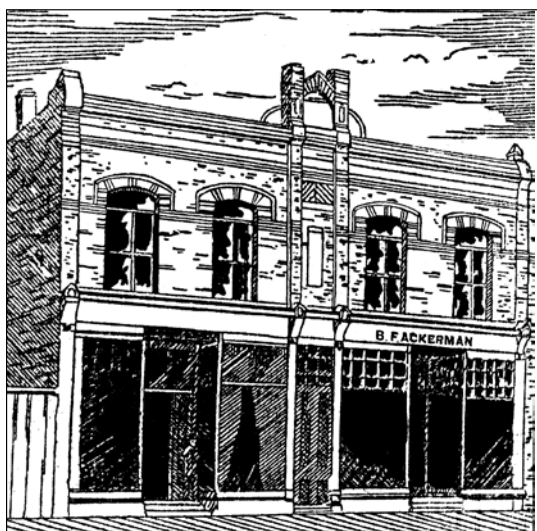
Nelson's general store took over the ground floor in September 1931 and closed their business in November the following year. Port Perry Dominion Store owned by Alix Gilboord moved into the eastern half while Chambers and sons opened a bakery in the western half of the Nelson facilities in January 1933. Gilboord quickly moved his Dominion Store across the road to lot 5. George MacMillan had a Massey Ferguson dealership in the western half in 1938. Dr. Sangster, the dentist, also practiced here and Art Jamieson established a bakery on the western section of the ground floor.



St. Charles Hotel, corner of Queen and Water Street, 1976.

After 1922, like the Sebert House across the road, the upper floors of the building went through a decline, however the site was a valuable one commercially and while a variety of businesses located on the ground floor the upstairs was turned into apartments. Randolph Gibson, a structural steel engineer from Toronto purchased the building and in 1946, had the eastern half of the ground floor rebuilt as a movie house which he named the Lakeside Theatre. For part of this project he had the building supported so that he could bring in a bulldozer to carry out the excavation needed to create a concrete floor which sloped downward to the screen which was on the south end. Gibson also remodelled the upper floors into apartments. Later the ground floor was again remodelled and became an automobile parts supply store managed by Gord Lewis who later moved to lot 110 on Water Street. The western section became the site of the Elizabeth Shoppe operated by Beth Oke. Beth became the first lady president of the Port Perry Chamber of Commerce in December 1963. She moved to lot 5 in 1956 and the Port Perry Stationary Store was opened. This evolved into Glenette's Beauty shop. Richard Drew then opened Richard's Beauty Salon. Drew was active in local politics and won a seat on the Scugog Council in the 1974 elections.

In 1978 it was purchased by Guy Latreille and Morley Bruce for their real estate business. The business eventually became part of the Remax Realty chain and Guy became the sole owner of the building on the death of Bruce in 1994. Latreille undertook a major restoration of the exterior of the building in 1994. The one foot thick, concrete floor of the Lakeside Theatre proved to be too difficult to move and was left intact. The exterior of the third floor had seriously deteriorated. Much of the window framing and details had completely rotted away. Original photographs were carefully studied to carry out a meticulous restoration of the exterior brickwork and the mansard roof and windows. The painstaking restoration was carried out by Steve Snider. Latreille's Remax continued to occupy the eastern portion of the building while the western section was rented out. Tenants in the western section of the street level floor in the 1990's included: Ingredients Unlimited, a bulk food store; Grandma Grunts, an antique store and, in 1997, Peace of Earth.



The B.F. Ackerman block, Port Perry, 1885.

suitcases and trunks. At the back of his building he produced horse collars, mainly for wholesale. He produced up to one thousand of these every year. Ackerman also had a branch store in neighbouring Blackstock. After the 1884 fire, the lot was divided into 3 sections so that it took on the form that we see today. Ackerman did not erect a new building immediately after the 1884 fire but waited until 1886 to do so. Ackerman's new building occupied the eastern two thirds of the lot, i. e. numbers 154 and 158.

#154

The first occupant of the new building was John Nott (see lot 13) moved here in 1897. He established a showroom for his furniture and coffins in the east side of the building. Nott remained in this location until his retirement from the furniture and undertaking business in 1910 after 60 years in his trade. He died in 1917 at the age of 92. Ackerman then rented out this section of his building to Mesdames Tate and Barrigan. These two ladies sold millinery, fancy goods and children's clothes. They claimed to have the latest styles and patterns from England, France and America. Ackerman rented out the upper floor of the building to the Sons of England Lodge. He later sold the property and moved to Peterborough where he established another harness making enterprise.

Shortly after the turn of the century, George Jackson, father

Lot 65

This entire lot remained unoccupied until 1870. At this time John Nott erected a warehouse and showroom for his furniture business. It was a simple frame building in which he established his warehouse and showroom. Nott had been born in England in 1825, came to Canada in 1842 and settled in Prince Albert. He moved to Oshawa where he learned the skills of the carpenter and cabinet maker. He then moved to Borelia and established his workshop at his home. He moved to improved facilities on lot 13 in 1873 and later moved back to this location.

The first person to erect a substantial building was Mr. Ackerman who came to Port Perry in 1878 and began a business manufacturing harnesses and other horse furnishings. He had a building constructed on the eastern two thirds of the lot. He later expanded and began to produce other leather goods including

ESTABLISHED 1847.

SEASONABLE ✨

Furniture Sale

The undersigned having on hand a fine Stock of Furniture including some Prize Parlor Sets, Dining and Bed room Sets, all of which will be sold Cheap for Cash or approved Credit during the Holiday season. **Give me a call,**

In my Undertaking Department every branch is complete—such as Caskets, Coffins, Robes, &c. Having purchased my Funeral Goods before the advance in price I am prepared to give my customers the Benefit. I furnish one of the best Hearses in the County. Prices low as any. My motto is—**fair dealing to all.**

Wood taken in exchange. **I AM AGENT FOR MONUMENTS.**
JOHN NOTT,
 Warerooms—one door west of the St. Charles Hotel.

of Ted Jackson (see lot 11), took over this part of the building and sold farm machinery from here. At the same time he became a prominent auctioneer and this skill placed him in demand throughout the area. When George Jackson died in 1931, Ted Jackson took over his father's business. In 1932, the taxes on this building were \$11.79. Jackson sold the building and in 1947, moved to lot 11 beside the Port Perry Star. Reesor Lumber opened an office for their lumber yard on Water Street but later built an office adjoining their warehouse (see lots 208-212). In 1957 Herb Brooks bought the entire building and had his Hatchery office in this eastern section. Brooks also had a store selling a variety of feeds from this location. He divided the store and Glenn and Donna



W.A. Beatty Harness shop.

Van Camp had the office for Van Camp Contracting in the western part. Van Camp Contracting was started in 1956 and expanded its potential to provide gravel and other related commodities when they bought gravel pits west of Utica in 1980. Since that time they have acquired two more pits. His first "yard" was at the north end of Bigelow Street and then he established a larger yard adjacent to Griffen's Scugog Lumber (see lot 125) on Simcoe Street just south of Port Perry.

The next occupant of the building was Don Murdoch who took over the entire ground floor again and had his carpet and tile store here. When he went out of business, the vacancy was filled by the Village Decor Shop in 1990.

#158

B. F. Ackerman occupied this building, manufacturing harnesses and saddles until 1892. The space was then filled by Beatty and Bongard, although Ackerman continued to own the building. Abram Caniff Bongard started his career as a drover in Prince Albert. Not only did he drive cattle for others but eventually became a buyer and seller of cattle. He continued to live in Prince Albert after joining Beatty in the harness manufacturing trade. Beatty became the sole owner of the business shortly before Bongard's death in



April, 1910. While Beatty had his harness shop, the upper floor was rented out to the Baptist Church who had a Gospel Hall at this location. Beatty died in 1934 and his business was carried on by William Webster.



Merle Dowson

After Herb Brooks had purchased the building (see #154 above) he changed this middle section to a grocery store which he rented to Earl Argue. Later Argue bought this section of the building. In April 1949, Merlin and Dora Dowson bought the business and the building from Argue and continued to operate a grocery store. In 1955 the Dowsons took over the Red and White franchise from Brock's (lot 64). An extension at the rear of the building was added in 1963 to accommodate the meat business. Merl Dowson's son Ken joined the business in 1965. The Red and White store moved to the new plaza southeast of the corner of Water Street and Highway 7A in 1975. The store then became Creative Basket, a gift store.

In 1986 Paula Lishman took over the building and established a store to sell her unique knitted fur goods. Bill and Paula Lishman have gained world wide fame for their achievements. Paula produced fashions from knitted fur and operated



Bill and Paula Lishman, 1995.

a factory-workshop in the old S. S. # 2 schoolhouse in Blackstock. Paula's husband, Bill is an inventor, sculptor and naturalist. His numerous sculptures created for Expo '86, held in Vancouver in 1986 gained him international recognition. Bill made a successful attempt to re-establish the Canada Goose migration patterns from Lake Scugog to Virginia and the Carolinas. By patterning the geese, first to himself and then to his ultra-light aircraft he led the birds from Lake Scugog to their natural winter homes in the United States. In 1998 he used the same methods successfully with Cranes. His exploits with the geese earned him the name "Father Goose" and he became the model

for a popular movie "Fly Away Home" released in 1996. This movie was filmed in the Scugog area and part was filmed on Queen Street in Port Perry.

#160

The western third of the lot was occupied by Hubert Ebbels, a barrister. Ebbels came from Exeter in Devon, England, and received his legal training in Toronto. He arrived in Port Perry to establish his law practice in 1868. Although there were other lawyers who set up practice in Port Perry before him, Ebbels became the first lawyer to establish both a full time practice and a residence in Port Perry. He rented facilities for the first ten years of practice in Port Perry and put up a building shortly after Ackerman in 1886, on this western third of the lot. In this building Ebbels had his law office in which he had a massive vault installed to keep securities and deeds. A.L.McDermott opened funeral service rooms in the Ebbels block 1921 and later moved to lot 59 west. The store was divided into two sections and Hugh Lucas moved his upholstery business here from the Leonard block in June 1922.

A restaurant named the Port Perry Cafe owned and operated by Fong Soy was opened in April 1925. The town office was moved here from lot 29 into the eastern half in 1953. The Port Perry Hydro was in the western section with the Police office behind. The Municipality opened its newly acquired offices on Perry Street (see lot 29) and moved there in 1960. John's Shoe Hospital filled in the vacant shop.

Then Bob Prentice bought the building and opened his Barber shop in the eastern half with Marg Waite's Nonquon Travel in the western section. Marg later moved to larger facilities at the corner of Water and Scugog Streets. Bob Prentice took over the western section of the building and Port Perry Appliance occupied the eastern section. At the end of 1990, Earl McKinnon opened Country Heirlooms, an antique store in the eastern half.

Lot 64

Note: the buildings on lots 64, 63 and 62 today form what appears to be one continuous building. However upon close inspection of the exterior architecture, particularly at the second floor level, the divisions between the sections can be identified. Today's street numbers assist in that identification. Lot 64 is 168 and 170 Queen Street. Lot 63 contains numbers 174, 176, 178 and 180. Lot 62 contains numbers 182 and 186.

168 Queen Street.

In 1853 W. White acquired this property from the Perry estate and erected a substantial "L" shaped wooden building here. Charles and William Douglas purchased the property in 1859 and erected another small building. In 1861 it had been purchased by Charles Marsh who must have erected a much larger building on the site since his assessment was \$400, a substantial amount at that time. In 1870, E. Drinkwater was listed as the tenant.

Aaron Ross moved here from Prince Albert (see chapter 5 and lot 122) in 1871. He erected a number of store houses on the property and eventually built an elegant three story brick building with a Mansard

roof. The eastern half of the building was leased to the Ontario Bank and in the western half, Ross had a general store in partnership with Mr. Brown. In 1871, shortly after the bank's opening, W. H. Smith was the manager. It should be pointed out that the lot was divided into two portions with the Ontario Bank in the eastern portion, the Brown and Ross building in the western half.

Upstairs, David Adams had his business as an insurance agent and broker. David J. Adams began his business as a Banker and broker in Prince Albert in 1860, joining in the exodus to Port Perry in 1871. As his business expanded his son David Douglas Adams became a partner. After the 1884 fire Aaron Ross built an office building which he rented to the Ontario Bank. He established several offices upstairs. He rented one office to N. F. Paterson, a lawyer who had been called to the bar in 1874. He rented a second office to Billings and F. M. Yarnold, son of the surveyor W. E. Yarnold. In 1888 the Ontario Bank closed and was reopened as the Western Bank.



The Ontario Bank building, circa 1880.



Unfortunately Ross suffered again from the ravages of fire. His new building suffered extensive fire damage in 1901. Fortunately for Ross, the elegant brick front of the building was not severely damaged since the fire had started in the middle of the building to the west. Ross was able to have the building rebuilt and merely repaired the facade without changing its appearance. The interior however had to be completely rebuilt. After the fire, Ross sold the building to the Western Bank. In 1911 Ross and sons went out of the dry goods, groceries, boots and shoes but William Ross retained the grain and seed business.

The Western Bank was absorbed by the Standard Bank in 1909 which in turn was absorbed by the Bank Of Commerce in 1928. The Bank of Commerce had opened a branch across the road in 1899 (see lot 3). After taking over the Standard Bank, The Bank of Commerce had no need for the branch in the Ross building. The Central Bank took over the premises with William McGill as manager. It eventually closed. While the Standard Bank occupied the eastern half of the block, Hibbert G. Hutcheson was the manager. Hutcheson married Blanche Ethelwyn Adams, the daughter of David J. Adams. In the second floor Harris, Harris and Christy had their law office during the 1920's and early 30's. Robert Harris and Ralph Wallace joined J. E. and W. H. Harris to form the law firm of Harris, Harris and Wallace in 1934. The law firm occupied the offices until 1970 when they moved to 230 Queen Street (lot 126)

When Ross went out of the groceries and clothing business, William Brock bought the building and moved to this site from across the road at lot 6. Ironically Brock had worked for Ross in Prince Albert for 13 years as a clerk. In 1881 he ventured into business for himself at lot 9, 217 Queen Street, Port Perry. In 1886 he moved to 197 Queen (lot 6) beside McCaw's. Brock moved to this site on lot 64 in 18??

William Brock died in 1915 and the business was passed on to his three sons Harry, Fred and Harold. After the death of



Harry and the retirement of Harold, the store became the property of Fred and his wife Sophie. When the Bank of Commerce absorbed the Standard Bank, the building to the east became vacant and the Brocks bought it in 1925. This became the grocery side of the business. During this period their son Arthur joined in the business and eventually bought out his father and changed the name to A. W. Brock Department Stores in 1955. He expanded the business by buying the adjacent land extending to Mary Street behind and then the Cawker store to the west. His expansion of merchandise accompanied his expansion of property. In addition to clothes and shoes, he sold groceries, wall paper and crockery. He obtained the Red and White franchise for groceries in 1929 and operated this enterprise from the eastern section of the building. He later sold the Red and White franchise to Dowson's (lot 65).

Arthur Brock died in 1988, leaving the business to his only son William (Bill) and his wife Claudette. Bill had retired after teaching Latin and Commerce at Port Perry High School for 25 years. He handed the business over to his oldest daughter Marina in 1995. Under her management, the store was considerably expanded. The first stage of this expansion was to take over # 176 178 which became Brock's for Kids, a children's store in 1996. Pentland moved here from lot 6 and continued in business until 1994. The former Pentland store was changed into Brock's for Kids in 1994. Brock's shoes was opened in 1998. Marina Brock was joined by her sister Juliana in 1996.

Henry Doubt (see ch. 5 and lot 11, Queen Street, north side) had his tailor shop upstairs. In February, 1905, joined by his only son Arthur Doubt, he moved to occupy the lot 62 street level store. After the 1901 fire, a number of other tenants occupied various smaller offices above the Brock building. The tenants after the 1901 fire, in addition to Doubt, included, lawyer N. F. Patterson, Q. C., Billings and Young, barristers and the Masonic Hall. In the 1970's and 1980's the Canada Farm Labour Pool had its offices here run by Roly Coy.

Lot 63

Lot 63 is the only lot in the entire block on Queen Street from Water to Perry Streets which still retains its original dimensions. This lot corresponds exactly to the present 174 to 180 Queen Street. Lot 63 was first purchased from Perry's estate by 1854 Henry McCoy a shoemaker. In 1859 Jarvis Washburn was listed as the owner with Daniel Rose, as the tenant, having a very small building on the site. Rose built a shed which housed a bowling alley, Port Perry's first. This was in operation from 1855 until the property was purchased by Joseph Bigelow in 1869. He divided the lot into three portions and established the frontage

designations which correspond to today's 174, 176 178, and 180 Queen Street. In the fall of 1868, Dr. G. W. Jones (see ch. 5) and his younger brother Richard moved here from Prince Albert and opened a drug store and their medical practice in the eastern most section of the property. Their practice was taken over by Dr. Oakley in 1871. Dr. Oakley's stay in Port Perry was a brief one. Two years after his arrival, his section of the building was taken over by John Pearce, a tailor.

In 1875, John B. Laing had purchased the middle and western portions of lot 63 and established a hardware business. Within months of starting his business he took on a partner, John Meharry. After the fire, Laing and Meharry occupied the whole lot erecting their two story, three store front hardware store. The upstairs



Ross, Laing and Meharry blocks, Queen Street, circa 1900.

of the Laing and Meharry building was divided into three sections as on the street level below, with the hardware store occupying the middle section and a music hall on one side and offices on the other. The Toronto Mail had the following description of their business in 1886:

That portion of the block occupied by Laing and Maharry hardware store would be a credit to any city in the Dominion. Each department has a separate and distinct apartment to itself. The west front is devoted to shelf hardware. In the storey above are the carriage hardware and bent goods and in the lower rear is the iron house which contains glass, paint and heavy hardware. The east front is filled with stores and house furnishings goods and in the rear are the tin shops.
Toronto Mail, Oct 6, 1886

The building was purchased by E. H. Purdy in 1897, who divided it again into three divisions. On June 25, 1918, I. R. Bentley (see lot 5) married Hazel Dhel Purdy the only daughter of E. H. Purdy. Purdy sold the building to Alymer Cawker. When Cawker went out of business, A. W. Brock bought the building.

#174 Queen Street.

Immediately after the 1884 fire, A. J. Sproule opened his bakery here with the second floor occupied by the Port Perry Standard. (see also lots 5, 11 and 85) During its occupation of this site, the newspaper's owner was Edward J. Mundy. He sold the paper to S. M. (Sam) and George Newton 1889. The fire of 1901 forced them to move again, this time back to the Blong Block (lot 5) on the north side of Queen Street where the paper had started.

Once lots 64, 63 and 62 had been rebuilt, Adams, assisted by his son D. D. moved to this eastern portion of the street level from the upstairs of the Ross building. While at this location he formed a partnership with Hutcheson to form Adams and Hutcheson Insurance. Hutcheson was the manager of the Ontario Bank at the same time. Adams sold insurance and real estate as well as being involved in land development.

The insurance side of the company was bought out by Harold Emmerson in 1919 (see lots 5 and 6). The office was taken over in 1935 by Cephas Sleep who also sold insurance. At this time the store was divided into two sections with Sleep having the eastern section and H. H. Stone sold men's clothes in the western half. During their occupancy, Dr. Sangster, a very popular dentist had his offices on the upper floor (1947). In December, 1943, Reesor's Fuel and Lumber announced that they would move from the Ebbel's block to this location (see lot 65). Sleep formed a partnership with Gilson in 1956. Later, Frank Smith operating a convenience store in east half of this store. Jessie Hope worked for Smith at this location. They later moved across the road to lot 3.



Cawker Meat Market, Queen St., Port Perry.



Howard H. Stone's men's wear store.

When Howard Stone established his men's haberdashery store, he purchased the business of Henry Doubt at lot 62 but established his own store here in 1916. He later took down the wall separating the east and west sections so that he had the entire store. Although Stone continued his business at



George Stone Men's Wear, 1958.

this location, he sold the building to H. R. Archer in May 1929. Howard Stone was the son of George Stone, a highly respected mathematics teacher who taught at Port Perry High School from 1884 until his retirement in 1924, a 40 year career. Howard named his son, George, in honour of his father. Howard's sister Mary, married James Kerr, who was also a mathematics teacher at Port Perry High School from 1933 until he signed up for the Royal Canadian Air Force in 1940.

Howard Stone's mens wear was taken over by his son George in 1958 and re-opened as George Stone Men's Wear. George sold his men's wear business to Don Carnegie who relocated the business in the western half of lot 62. When Cawker went out of business, he sold the building to Brock who,

after George Stone vacated the building, rented this section to George Pentland. Pentland was a jeweller who had moved here from lot 6 across the road. When Pentland retired he sold the business to Marsden who retained the Pentland name. In 1996 Brocks expanded and used this space to house a new venture, Brocks for Kids, a children's wear store.

#178

William T. Parrish, bought this property from Bigelow and opened a tinsmith shop. He made an arrangement with E. Worthington across the road in the western half of lot 7, trading properties in 1870. In 1875, Laing and Meharry bought the property from Worthington, tore the building down and erected a new and more substantial outlet for their hardware business. Worthington moved across the road to lot 3. A baker shop was opened here in 1907 and J. W. Collins opened a barber and tobacco shop here in 1909.

Samuel Thomas Cawker, (see ch. 5) a butcher, occupied a stall in the market on Perry Street. He had learned his trade from his father in Bowmanville, moved to Borelia and then established a shop at what is now # 176 Queen Street. Samuel's sons John and Aylmer joined their father in business, opening a store here after the 1884 fire. They maintained their ties with Bowmanville and returned there, selling the Port Perry business in 1918 to Ralph Fitchett of Manchester while still maintaining ownership of the building. Bert MacGregor, in turn bought the butcher business from Fitchett in 1920. John and Alymer Cawker later returned to Port Perry and re-established the Cawker butcher shop. Samuel died in 1938. Alymer died in 1959. Alymer's son, Albert, who had been working with his father, bought out his uncle and took over the business himself in 1946. He moved back to this location in the Purdy Block in 1949 to occupy the same store in which his grandfather had worked. Albert continued the family name in the butcher shop until 1978. Windcrest Farms then continued the butcher business at this location. David and Nancy Obee opened a craft and hobby store and slowly increased the sports merchandise. In 1985 this became Pine Ridge Sports. Pine Ridge moved to the Port Perry Plaza in 1996 and the store became Brock's Shoes.

#180

The first to establish a building on the site was John Cody, a harnessmaker. In a small building beside him was Henry McKenzie, a photographer. Mackenzie arrived in Port Perry and established his art in 1870, three years before James Leonard. (See lot 9) McKenzie remained here until 1886, the year of James Leonard's death. During that time the rivalry between McKenzie and Leonard although friendly, was somewhat intense as they competed for an extremely limited market. (see lot 9). For part

"Secure the Shadow Ere the
 Substance Fade,"
 —AT—
McKENZIE'S
GALLERY,
PORT PERRY,
 AT THE FOLLOWING LOW PRICES
FOR 30 DAYS ONLY.
 Cabinet Photos, per doz. \$3 00
 Card Photos. 1 50
 Ambrotypes, 4 for. 0 50
 Small Pictures enlarged and framed
 for. 1 50
H. McKENZIE
 Port Perry,

of that time, 1870 to 1875, McKenzie took on a partner, Scott. When Laing and Meharry established their hardware business in 1875, Scott and McKenzie moved upstairs.

At the time of the 1884 fire, this site was occupied by Corrigan and Campbell, who operated a general store. Dr. J.A. Murray, the dentist occupied the upstairs offices. After the fire, Murray moved to lot 9. E. H. Purdy started out in the grain business in 1887. In 1895 he added

groceries and provisions to his stock. He purchased the Laing and Meharry block in 1897 and established himself in their former premises (the middle portion and western portion of this block along with A.J. Sproule, the baker in whose premises the 1901 fire broke out. After this fire, a new building, an identical two story structure, was immediately built on the site using the original 1884 foundations. This became Purdy's grocery and crockery store. In 1903 Purdy joined Dr Archer in conducting a coal business from the coal dock at the waterfront beside the station. Purdy was appointed as a Justice of the Peace for Ontario County. In the 1880's he built a handsome home directly south of Town Hall 1875 on the former Lilla Street, now Simcoe Street. In 1905 Purdy sold the grocery and bakery business to J.A. Lane

Lane was born in Darlington but raised in Cartwright. He was a blacksmith for some years before becoming a life insurance salesman and then purchasing this building and establishing his store selling groceries, crockery, china and glassware, and confectionery. He also established a bakery here. In the summer months he had an ice cream parlour at the rear of his store.

Jonathan Lane sold the business to W. C. McClintock in 1923. J. F. McClintock established a grocery store while W. F. McClintock operated a seed business from the rear of the store. J. F. McClintock sold his business in August 1936 to G. A. Palmer but W. F. continued to operate his seed business in part of the store until he sold in 1938 and moved to Myrtle. This left Palmer in control of the entire building for his grocery business.

Bob Pickard opened a Dominion Hardware store here in 1957. He sold his business in 1978 to the Young family who continued the hardware business for two years before closing the store and Karl the Butcher opened here for a year and then Kurtz Cold Cuts was opened in its place. The Kurtz family had a meat packing factory at Myrtle and established their first meat outlet store here and later opened a store in Whitby. They closed their Port Perry operation in 1987 and the store became The Meeting Place a restaurant and delicatessen operated by John and Barbara Ross. It was closed in 1996. The Sturman family opened The Country Store which remained in business for a year and closed in 1998, to be replaced by Reid's Organic Foods.



Edward H. Purdy store, Queen St., circa 1890.



Pickard's Hardware, 1960.

Lot 62

(See note on lot 64) The first building to be erected on this property was a hotel which straddled lots 61 and 62. The major portion of the hotel being on lot 61. This hotel was owned by Jewett. In its early days this substantial hotel changed hands frequently. In 1859, the innkeeper was Lewis Munro but the property was owned by William Stephens of Whitby. In 1861 Russell Farmer had taken over control. In 1863, the hotel keeper and owner was Neil Sinclair (see lot 61). Shortly after this time, separate ownership of the two properties emerged with the hotel on lot 61, while the western part of lot 62 was still owned by Sinclair and a separate building on the eastern half of lot 62 was acquired by J. H. Allison in 1866. J. H. Allison had owned and operated a general store in Prince Albert and later in Borelia, moving to Port Perry in 1866.

DOMINION DRUG STORE.



DYE STUFFS **DYE STUFFS**

Good and Reliable.

The Subscriber having purchased a Large stock of Dye Stuffs from Reliable Manufacturers, he will be able to supply those who require such goods with a Good article at a reasonable price.

Call and examine before purchasing elsewhere and you will be satisfied as to price and quality.

A Full Stock always kept of

<i>PURE DRUGS,</i>	<i>CHEMICALS,</i>	<i>PATENT MEDICINES,</i>
<i>TOILET ARTICLES,</i>	<i>PERFUMERY,</i>	<i>FANCY GOODS,</i>
<i>LAMPS,</i>	<i>4c, 5c,</i>	

White Lead, Colors, Raw and Boiled Linseed Oil, Machine Oil, as Cheap as any in the County. Call and compare the Price and Quality before purchasing elsewhere.

Thanking my Patrons for past favors, I would solicit a continuance of your patronage.

Port Perry, July 20, 1875. S. E. ALLISON.

Allison's son, S. E. Allison opened a drugstore in the western section of the building directly adjacent to the Sinclair hotel. Sometime shortly before the 1884 fire, he moved to lot 60 immediately west of the Sinclair hotel and his place was filled by Corrigan and Campbell who ran a general store. During the Corrigan and Campbell tenure, William Pettett was listed as a co-owner until 1886. The building was totally destroyed in the 1884 fire. From 1860 until 1880 the Jones Doctors (see chapter 5) occupied the upper floor. After 1884, the extreme western third of lot 62 became a driveway to give access to the rear of the building and a new building was erected on the remaining eastern two thirds of the lot. By noting the brickwork on today's 182 and 186 Queen Street, the observer can see that the new building was constructed with two identical sections, each with two windows framed by a brick archway.



Queen St., Port Perry, looking east towards Lake Scugog, circa 1910.

#182 Queen Street

McCrea moved to this location from lot 4 in 1895. A barber named Dawson practised his art here briefly in 1900 until he was wiped out by the fire of 1901. In 1905, Henry Doubt the tailor moved here from lot 64. At the earlier location, Doubt merely had a tailor shop. When he took over these premises he expanded to include his son Arthur, in a partnership which sold a full range men's wear including boots, shoes and hats. At the beginning of World War 1, Arthur was one of the many patriotic men who signed up for active service. Henry decided to vacate the store in his son's absence. In 1916, Henry Doubt sold his business to H. H. Stone who started his newly acquired enterprise in lot 63 while I.R. Bentley opened a jewellery business in the vacated store. Unfortunately, Arthur was killed in action at Arras, France, just as the war was drawing to a close in September 1918. He was 35 years of age at the time of his death. The news of Arthur's death was a tragedy experienced not only by the Doubt family but the entire community as the news reached the Port Perry area of several other soldiers from the area who were killed in the last days



Queen St., Port Perry, looking west from Lake Scugog, circa 1920.

of the war. They included Colonel Sam Sharpe in June, Sergeant Gordon Wood in September, Private Amos Stone and Private Arthur Clarke in October, and Corporal W. Spence and Private Jack White both at the very end of the hostilities. For a complete list of those who were killed see chapter 14. Henry Doubt restarted his business here after the cessation of hostilities and continued in business until he retired in 1926. With no one to succeed him, he sold his business to W. Willan, also a tailor.

Alymer and John Cawker opened a butcher shop at this site in 1930 and remained here until April 1949 when they moved to lot 63 and Hugh Campbell established a grocery store here. The store then became a barbershop run by Albert James.

In 1988, Ken Koury opened a chocolate and candy store here which he named Nuts about Chocolate. His store was highly successful so he decided to establish a group of franchises for the store. In 1992 he opened a store in Lindsay and later had stores in Peterborough, Bowmanville, Huntsville and the Toronto Beaches. The name of the franchise was changed to The Nutty Chocolatier in 1996. He established his chocolate factory Home Sweet Home Candy Factory in Port Perry in 1998 (see lots 80, 81).



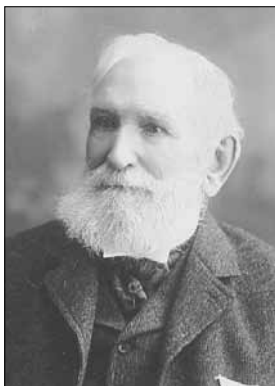
Ken Koury & staff, Nuts About Chocolate, 1988.

#186 Queen Street.

Once the new building was complete after the 1884 fire, Allison relocated here and was among the first businessman to use the new Bell telephone. His drug store also became the first office for the company in 1885. His fellow Bell telephone users in 1885 were the Ontario Bank, A. Ross general store and the Trounce Flour mills. These four subscribers were serviced by a switchboard set up in the Drug store. In May, 1884, H.A. Bruce, at the age of 15, began his working career as an apprentice for S. E. Allison in his drug store. Bruce worked here for two years and then went to work in another drug store in Toronto before entering the Toronto School of Medicine in 1888 at the age of 19 (see ch 5). Allison vacated his store and rented it to T. C. Forman and his sons (see ch 5 and lot 60) occupied this store until 1897. Forman then moved across the road to lot 5 and Allison sold his drug store operation to T. C. Nicolls. Nicolls expanded the merchandise to include newspapers and stationery along with drugs.

S. E. Allison's brother John Wesley had a son C. H. Allison, who was born and educated in Port Perry before attending the Ontario College of Pharmacy. He graduated in 1895, and returned to his home town. He purchased the drug store from Nicolls, thus returning the Allison name to

the store. The building was again destroyed in the 1901 fire. It was one of the most severely damaged due to an explosion caused by the chemicals kept in the store. Allison relocated in lot 60. After the building was rebuilt, Edward B. Flint established his rival drug store on the old Allison site. In June 1912, Flint sold the business to Orval Byers who in turn sold it to P. G. Morrison in May 1919. During Mr. Morrison's ownership of the drug store business, he sold the building and relocated on the eastern section of lot 60 immediately west of the Post Office. This was in 1928.



Thomas C. Forman

the depression hit its peak. The Royal closed its less profitable branches including this one in December 1932. The Royal did eventually return in 1961 but in a different location across the road (see lot 6).

After the Royal Bank's departure, Gord McKee opened a grocery store which became known as the Superior Grocery Store. Gord was the son of James McKee (see lot 66). This was later purchased by Jack Hope's who obtained an I. G. A. franchise in 1951. Howard Hall, later to establish House of Howard, a furniture and appliance store, (see lot 11) began his merchandising experience here, working as a clerk for Jack Hope. Hope moved to lot 134 in November 1961. Upstairs occupants include Dr. R. L. Graham, a dentist. In 1915, Dr. Beldon Lundy, took over Graham's practice.

In 1963, Don Carnegie opened his men's store here (see lot 64) after buying the business from George Stone. In 1976, Don closed his store and it became a Becker's store selling milk and general groceries. Ten years later Beckers vacated the premises and Dana (Forder) Smith (see ch 5) acquired the building and undertook a massive restoration dividing it into two stores with an antique shop in the eastern section and Dana's Jewellery in the western half. When the antique store closed in 1998, Dana decided to expand her facilities to include the entire original store.



Allison Block, circa 1900.

Lot 61

(see lot 62) #192 Queen Street.

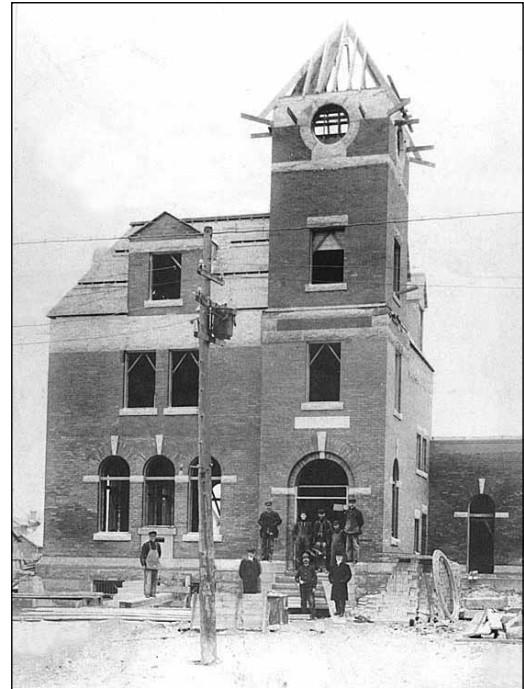
The 1854 map shows Jewett's Hotel occupying the entire frontage of this lot and extending on to the western section of lot 62. Jewett eventually sold the hotel to Neil Sinclair. Sinclair operated a liquor store on the premises. Later, by 1858, Neil Sinclair had taken over full control of the building and it became known as the Commercial Hotel. It was in a blacksmith shop and stable behind this hotel where the disastrous fire broke out after eleven o'clock on the evening of July 3, 1884 (see ch. 5). The hotel was owned at the time by Sinclair but operated for him by Benjamin McQuay. While McQuay was managing this hotel, he was arranging to have his own hotel built in Brooklin a few miles to the south. The Brooklin hotel was built over the winter of 1882-1883. McQuay must have over extended himself financially because the builder, William Westlake of Whitby issued a lien against McQuay for failing to pay for the work done on the building. McQuay eventually resolved the problem and took control of the building and leased it to George H. Henderson. McQuay sold his interest in the Brooklin hotel the following year to Thomas Chinn. Ironically, throughout McQuay's Brooklin endeavours, he was also the proprietor of the Port Perry Hotel, later to become the Sebert House. (See lot 1)

After the 1884 Port Perry fire, lot 61 remained empty for many years and the property was surrounded by a huge wooden fence. Sinclair and his wife maintained ownership of the property until 1911 when the federal government purchased the vacant property and work began on building the present Post Office. The builder was a contractor by the name of Trick who lived in Oshawa. Port Perry's Post Office has been in five different locations. The service was started in 1852 by Joseph Bigelow on lot 5. See also lots 9, 14 & 59. The new Post Office was opened here in 1912 but the clock was not installed until 1914.

One of the notable Post masters was John Warren Burnham. He was born in Whitby in 1849, the eldest son of Judge Burnham. He came to Port Perry to work in the Post Office and to assume the position of Clerk of the Court in 1871. Burnham became Postmaster in 1882, and held that position for 45 years. He died in 1928.



Legion Hall, behind the post office.



Post Office construction, spring 1912.



John W. Burnham.

Behind the Post Office a number of wooden buildings have existed. An armoury for training volunteers and militia stood here for many years. When the Post Office was built in 1912, the back room of the new building was used as an armoury during both world wars. It was also the home for the Boy Scouts which had its start here in 1917. The Home Guard and other wartime groups were trained here during World War Two (see lot 71, Mary Street).

This building was slated for demolition in 1973 and a

modern aluminum and brick building was designed to replace it. However, a group of spirited citizens led by William Brock, president of the Lake Scugog Historical Society, convinced the federal government to leave the exterior intact and remodel the interior, thus maintaining the downtown streetscape. For one and a half years while the renovations were taking place, the Post Office was temporarily located in the basement of Masonic Hall immediately west of the Town Hall 1873. The remodelled Post Office was re-opened in April, 1975.

Lot 60

See also lot 61.

Aaron Ross purchased this property in 1854 and rented out the lot for several years. In 1861, lots 59 and 60 were occupied by John Vansickler (see lot 67) who was a teamster. The following year Addison Richardson rented it from Ross. Before the fire, the building on this site, approximately the same size, housed, from east to west, S. E. Allison's Drug store, William Hiscox Bakery, and a liquor store run by Tom Rush. The Port Perry Standard was above Rush's.

After the fire the lot frontage was divided into three sections. The easternmost being the site of C. H. Allison's drug store opened at this location after he was burned out in the 1901 fire in lot 62 to the east. He moved to B. C. in 1908. Morrison moved his drug store business here from lot 62 in 1928 and continued to operate from this new location until his death in 1946. His widow sold the building and the business to Stan Bruton in 1946. Under Bruton, the drug store became part of the I. D. A. chain in 1950. In 1966, the store was extended to the south by 30 feet in order to provide storage space. James A. Lawrence purchased the store from Bruton in March 1974. Lawrence became a part of the Big V chain of drug stores in 1993. Big V then moved to much larger facilities on lot 131 at the corner of John and Queen Streets. The building was used by a variety of businesses until 1998 when an extensive remodelling project was undertaken to return the exterior to its original appearance, it was opened in 1998 as Imogene, a gift and home accessories store.

Since the 1884 fire, the centre section of the lot has always been a bakery, beginning with William Hiscocks, (see lot 2) It then became the property of the Sarvis Brothers in 1915. Four years later they sold the business to Harry and Bert White, two brothers from Coldwater, Ontario. They sold the bakery in November 1922 to Mr. Sims of Peterborough. Unfortunately Mr. Sims health became a problem and Harry White returned to take over the business again. White sold the business to Elijah, Maria and Grant Gerrow in May 1924.

The building then began its legendary existence as Gerrow's Bakery. Elijah and Maria Gerrow had four children; Hazel Verness, Mansell Arol, Grant Milton and Edna May. Grant apprenticed as a baker in



Gerrow Baker with staff, 1924.

Oshawa before the Gerrows purchased the bakery. He joined his parents in the initial purchase and operation of the bakery. Grant's wife Pearl also worked in the bakery. Grant and Pearl's daughter Kent (Gerrow) Farndale became a teacher and then returned to Port Perry to become actively involved in community affairs. The Kent Farndale Gallery in the library is named in her honour. Mansell became a farmer in Uxbridge and later joined his family in the co-ownership of the bakery. After



James L. Forman, 1899.

the bakery was sold he established the Gerrow Funeral Home in Oshawa. Edna May (Gerrow) Anderson, daughter of Elijah and Maria also worked in the bakery.

When Elijah and Maria decided to retire, Grant became the sole owner of the bakery but many of the staff remained. Grant retired himself and sold the bakery to his long time employee, Wentworth Watson in 1958. Edna May again continued to work at the bakery. Watson sold the business to Hank DeJong in 1963 and the bakery was renamed "Hank's". In 1988, the De Jongs celebrated their 25th anniversary in the bakery business.



Hank DeJong, 1968

The western part of the original lot 60 is not longer discernable today as it has been absorbed by lot 59. Immediately after the fire there were two stores in the original western third of lot 60. The western store was occupied by the Formans (see lot 62 and ch. 5), and the Post Office was in the eastern store. The Post Office had its third location on this site, moving here from Gordon's store on lot 14. Before the turn of the century it was moved across the road to Lot 9.

T. C. Forman and his son James (see ch 5 and lots 5 & 62) occupied the western section of the store but relocated in lot 62. James later returned to this site and continued to occupy the store until his death in 1916. W. S. Short then took over the business. In 1928, this section of the lot was absorbed into lot 59 east.

Lot 59 (East)

#210 Queen Street.

The lot was bought by Paxton in 1854. He rented the property to a number of people. 1854 lots 59 and 60 James Moore, a blacksmith, immediately erected a small building, probably a shop. In 1859 Edward Austin, a labourer, took possession of the property as a tenant of Paxton. In 1862 William Darlington and Askin Rockey jointly rented the property. Joseph King took over the property in 1870.

Major T. C. Forman (see ch 5) moved here in 1875 to set up his general store after moving from Prince Albert. After the 1884 fire he established his store in the Blong Block (see lot 5). After the fire the property was briefly rented by Abraham Bongard (see lot 65) and William Bond.



Willard Block, circa 1920.

In 1886 it was bought by William Willard who had a new building erected here. It had a large area at the back which became the Farmers' Market. William Willard was born in England and came with his parents to Columbus in 1851. His first business venture was a store in Taunton in the early 1870's. He was also post master there. He moved to Raglan and operated a general store from 1883 to 1886. At that point he arranged to have a building built on lot 59 in Port Perry. Willard continued to live in Raglan while the building was under construction and for a few months afterwards. He moved to Port Perry in late 1887. His new building had a 23 foot frontage and a depth of 65 feet. Once the new building was completed he opened a grocery store. When he closed his business in February 1928 the site was taken over by Harold R. Archer. (See ch. 5)



Archer Motors, Queen St., circa 1940.

Archer had sold his hardware business at lot 66 and acquired this property. He remodelled the building absorbing the eastern third of lot 60 thereby creating a 50 foot frontage to accommodate an up-to-date garage and a Pontiac dealership. Archer's Motor Sales also sold White Rose Gasoline from two "bowsers" or gas pumps which were located on the sidewalk directly in front of the building. He later added a third. The dealership was later expanded to include Chevrolet, Oldsmobile and Buick cars. One of his top salesmen was Murray Williams who later established his own dealership (see lot 133). In September 1926, Harold Archer was shot in the thigh as he attempted to stop some tire thieves. They had stolen a car. During the attempt to escape, they crashed the vehicle and escaped but were later apprehended and served time in Kingston for their efforts. Archer recovered. In 1952,

the General Motors dealers had to divide thier brand makes into two; Chevrolet, Oldsmobile and Chevrolet trucks with one dealer and Pontiac, Buick and G. M. C. Trucks with their other dealers. Archer maintained his dealership in Pontiac, Buick and G. M. C. Trucks, while Bryden took over the Chevrolet, Oldsmobile dealership (see lot 133). In 1956, Robert V. Archer, his son, took over the dealership and shortly afterward, moved the business to Water Street (see lot 68).

The interior of the building was extensively remodelled and re-opened as the Liquor Control Board outlet in June 1958. The Liquor Control board the acquired the old Ontario Carriage Works building directly to the south and moved to that site (lot 74 east) in 1977, vacating this building. The Royal Bank (see lot 6) then moved into these larger facilities from lot

McLAUGHLIN-BUICK



28 YEARS OLD
..... and its the newest
car of the year

THE McLAUGHLIN-BUICK name is old. But the McLAUGHLIN-BUICK car of 1936 is the newest of the year! For we threw away all the old dimensions when we designed this latest, greatest McLAUGHLIN-BUICK. We built it with new Turret Top Bodies by Fisher—more powerful Valve-

in-Head Straight Eight engine—new Tip-toe Hydraulic Brakes—improved Knee-Action riding ease. Yet one thing is not new! And that is the sound foundation of McLAUGHLIN-BUICK quality that has kept this car "on top" in point of friends and buyers for twenty-eight years.

Harold R. Archer Motor Sales

\$1233 net up, delivered at home, including license, tax, and delivery charge. (Does not include optional equipment.)

New 7½ GMAC Financing Plan

Consider the Company Bank of the Car

There is every Saturday night, 9 P.M., EST, in General Motors Canada—East Huron Branch.

6 across the road. Manager Bill English oversaw the move from lot 6. He was succeeded by Tom Mullen in 1979. Mullen served as manager until his retirement in 1988. From Archer's occupancy onwards, the original, smaller Willard building can be seen as a separate entity by noting the upstairs brickwork and window divisions. The original Willard block being the western double window. The western section of lot 60 being the two double windows in the eastern section of the building.



Liquor Control Store, Port Perry, circa 1970.

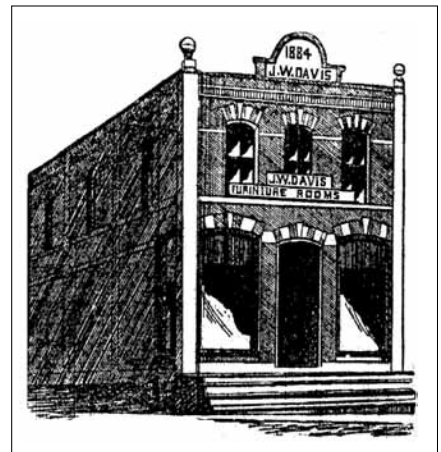
The upstairs of the building became a dentists' office beginning in 1902 when Dr. McGratton set up his practice here. He moved here from the McCaw store. When he left he was succeeded by Dr. William A. Sangster. Sangster was born in Toronto but his parents moved to Port Perry when he was only 3 years old. His father was Dr. John Herbert Sangster, a physician, born in 1829, who earlier had been a teacher and then principal of the Toronto Normal School and had written a number of school text books. Dr. John had his practice here in Port Perry and died here in 1904. W.A. was raised and attended school in Port Perry and then went to The Royal College of Dental Surgeons, graduating in 1894. He immediately set up practice in Port Perry, served in the Canadian Air Force in W.W. II and then returned to Port Perry to resume his practice. When he died in 1959 he was 87 years old.

~ PERRY STREET ~

Lot 59 (west)

#216 Queen Street.

John Walter Davis came to Port Perry in 1846. That year he built and opened a furniture making shop on lot 59. As was the custom for furniture makers of that era, he also made coffins and acted as an undertaker. His building was completely destroyed by fire in December, 1867. He built a new and larger factory losing everything again in the 1884 fire. This time he built a two storey red brick warehouse with a showroom on the Queen Street front, and a 24 by 65 foot factory behind. His new brick building was under construction only six days after the July 1884 fire. A. J. Davis, the druggist, (see lots 5 and 8) is the son of John W. Davis. Davis sold his furniture and funeral business to Town and Spears who in turn sold the premises and business to W. H. Letcher in October 1911. William Henry Letcher passed the business on to his son Merlin in 1914. Merle was extremely active in local politics and became Reeve of Port Perry. He was



J.W. Davis furniture roomas as depicted in a drawing in the Toronto Mail newspaper, 1866.



W. Merlin Letcher

also a highly accomplished lawn bowler and represented Canada in a tournament in London, England in 1952. He married a daughter of Dr. Mellow (see lot 11).

W. H. Letcher died December 1927. The deed, dated April 1928, in which the business was sold to Archie McDermott states, "... to him the good will, stock in trade, fixtures and equipment including the vehicles, hearses, horses, but not including the Durant car belonging to the late W. H. Letcher Estate." The chapel was added to the south end of the building in 1951.



Grant McDermott

Art Panabaker came to Port Perry to work for McDermott in July 1946 and, in 1954, bought into the business and became a half owner. Grant McDermott, Archie's son joined Panabaker to take over the business in 1960. That same year the Queen Street frontage was renovated and large windows were added to brighten the furniture show rooms at the north end of the building.

Eleven years later Panabaker and McDermott retired and sold the business to Harold J. Wagg. At that time Wagg closed the furniture division but operated an art gallery in the Queen street frontage. Myles O'Riordan bought the business from Harold Wagg in August 1990. In the fall of 1997, a further addition was erected at the south end of the building.



Queen St, west of Perry St., with the Letcher Funeral building on the left, circa 1925.

Lot 58

#228 Queen Street.

In 1872 a residence was built here. It was destroyed in the 1884 fire and the lot remained empty until 1890 when a new and somewhat stately yellow brick home was built. It continued as a residence until 1973 when George Smith bought the property and opened his law practice here.

Lot 57

#230 Queen Street

This residence was built for Dr. David Archer in 1891. At that time lots 57 and 128 joined and then the entire package divided into three lots corresponding to the Queen Street numeration of 230, 238 and 244 Queen. Dr Archer built his house on the newly created eastern lot and erected his office on the middle lot. His brother Robert lived on Mary Street.

Lot 128

In 1880, Henry Hall built a two storey house. Two years later it was sold to the Reverend G. Jamieson. In 1891, this house was torn down (see lot 57 above) to allow Dr. Archer to buy the newly created middle lot to accommodate his medical office. This became the office of both brothers, Dr David and Dr. Robert Archer. (See ch. 5) Robert died while still a practising physician in Port Perry in 1927. Dr. A. Stewart took over practice of Dr. Robert Archer. The next year Dr. David Archer, saddened by his brother's early death, handed over his practice to Dr. George Jeffrey, and moved to Oshawa to continue his career. A new Medical centre was built here after WW2.

Some of the doctors who have practiced here are Dr. C. P. Peterson, Dr. G. M. Rennie, Dr. M. B. Dymond, Dr. R. Martin and Dr. W. G. Geer. Dr. Peterson had graduated from Queen's University in Kingston in 1923 and immediately set up his medical practice here. One of his classmates at Queen's was Dr Rennie who had begun his practice in Fergus, but on the invitation of Dr. Peterson, settled in Port Perry in 1929. Dr. Matt Dymond succeeded Dr. Peterson in 1942. Dr. Dymond joined the military and went to serve overseas and returned to continue his practice in 1946. An addition was erected on the north side and then the entire building was remodelled.

The newly created western lot contained a blacksmith shop housed at the rear of the property. At the front of the lot half a two storey frame house was erected and it became the home of Dr. Peterson and then Dr Dymond. A measure of Dr Dymond's success and popularity was his huge majority when he became the won the seat for this riding in the Provincial Legislature in 1967. He became a longstanding and respected Minister of Health in the Conservative government of Bill Davis. When Dr. Dymond bought the former Parrish house (see lot 7) on Cochrane Street, the house was sold to Charlie Brignall in 1963. Gerald McTavish bought the house from Brignall in 1966 and obtained commercial zoning for the building in 1987 and expanded it to include two stores on the north edge of the property.



Port Perry Medical Centre, 1958.

Lot 129

#250 Queen Street.

William Tate purchased this property in 1859 and built a house on this site which he later sold to Dr Orr Graham, a veterinarian. Dr. Graham was born in Reach township near Saintfield and attended school there. He graduated from the Toronto Veterinary College in 1884 and then began his practice in Port Perry. He had just moved here and set up his practice when the 1884 fire destroyed his home. His home and the out buildings were the western-most buildings to be destroyed in the fire on the south side of Queen Street. In 1885, Dr. Graham built a large and impressive brick home. He had a stable and animal surgery built behind the house where larger animals were kept while undergoing his care. Dr Graham retired, moved to Winnipeg and sold the house and the practice to John T. Elliot who had come from Detroit. Dr Coates succeeded Dr. Elliot in 1910. The building was eventually taken over by Shepherd and Powell, accountants. Alex Shepherd (see lot 38) won the nomination for the Liberals in the 1992 federal election and became the member for this riding in the House of Commons. In order to devote himself to his parliamentary duties, he withdrew from the partnership 1997.



Dr. Orr Graham house and veterinary office.

Lot 130

George Tate rented the property in 1886, built a home and the property remained residential until the property was absorbed by Beare Motors who occupied lot 131 to the west.

Lot 131

#268 Queen Street

This became the site of Tummonds general store in 1877. William Tummonds was born near Bath, Canada West, in 1836. He later moved to Port Perry and established his general store here in 1878. His house was directly behind on Mary Street to the south (see lot 145). It was torn down in 1994. The fire of 1884 stopped just east of this store making his store the first building to survive to the west of the conflagration (see ch. 4). In June of 1914 Charles Collacut bought the Tummonds grocery business after the death of Mr. Tummonds earlier that year. Under the ownership of Collacut, the store became known as the "West End Store". Collacut sold the business to A.C. Taylor in 1917. The store burned to the ground in 1933 and the space was used to build an extension containing a service area for the Beare dealership in July 1934.

Cecil Beare built a garage and automotive dealership on the eastern part of the lot in 1919, initially selling Chevrolet and McLaughlin cars. They became the Sunoco agents in 1930 and authorized Dodge and DeSoto dealers in 1932. After the death of Cecil Beare in 1950, his two sons Storey and Bill continued the business. In 1957 they were given a long service award by Chrysler Canada since they had sold Chrysler vehicles since 1932. Ironically, in 1960 they left Chrysler and became authorized Chevrolet and Oldsmobile dealers for General Motors selling Chevrolet cars as had their father many years earlier. The Beares sold their business to Russell Gray in January 1981. He resold the dealership to Dennis Anderson Motors in 1984. Anderson went out of business and the building was torn down in 1994 to make way for the Big V drug store which later became the Shoppers' Drug Mart.



Beare Motors, circa 1940.



Queen Street, looking west towards Beare Motors.

Tragedy at Beare Motors

On the evening of Saturday, November 29, 1919, only a few weeks after Beare Motors had opened, a vicious storm blew up from the south with winds reaching 80 m. p. h.

Augustus (Gus) Raines, his wife and his wife's sister Hazel Griffen were walking along Queen Street past Beare Motors when the storm reached its peak and blew down the upper half of the Queen Street wall of the building. The wall collapsed on the three pedestrians, burying them.

Witnesses quickly came to the rescue and managed to pull them from the debris. Unfortunately Raines sustained the most injuries including a fractured skull, a broken shoulder and a crushed foot. He was immediately attended to by Dr Mellow and Dr Archer but unfortunately died the following morning. His wife and sister, although seriously hurt eventually managed to recover.

The tragedy of Raines' death was compounded by the fact that he had just returned from France where he had survived active duty at the front. He had returned to Port Perry and had married his sweetheart only two weeks earlier. Raines was given full military honours at his funeral. Although no blame for Raines death was assigned, the inquest recommended that the municipality appoint a building inspector.

~ JOHN STREET ~

Lots 132

The property was divided in 1880 to allow two houses to be built on the property. On the north of the property with its front on Queen Street John Mann built a two storey frame home and rented it to Peter Maitland. In the rear or southern half another two storey frame home was built with its frontage on John Street. This was owned by H. H. Neimann. Both these homes were residential properties.

Lot 133

A frame storey and a half home was built here in 1880. It was rented by James Chalmers and William Hardill. They lived here until the turn of the century and then the lot was absorbed by the MacDonald Garage in lot 134.

Lot 134

Thomas Platten bought this lot and the adjacent lot 135 in 1852 and erected a cooper's shop. It was probably nothing more than a large shed where he could ply his craft. At this location he made casks and barrels for food stuffs, dry goods and liquids. In addition he made smaller wooden containers such as casks, tubs and pails. In the first few years of operation he had an assistant named George Collins. Later Platten took on Samuel and John Platten, his sons, as partners but this partnership was dissolved in 1877 and his sons moved away, leaving Thomas as sole owner. A few years later Platten passed on the business to his

son Austin. The Platten's shop stood right beside the creek which provided the water needed for the trade.

The building eventually evolved into McDonald's Garage early in the twentieth century. McDonald took on a partner, Jim Bowe and the Garage was named the Standard Garage. They became the dealers for the Grey Dort cars in 1921. Murray Williams bought the property and established a Ford, Mercury dealership here in 1946. Art and Vern Bryden bought the property from Williams in 1952 and Williams moved to



Williams Motors, circa 1945.

the western edge of Port Perry on Highway 7A. The Brydens moved here from Tripp's Garage. At the same time they changed it from a Ford dealership to a Chevrolet and Oldsmobile dealership. Bryden sold his business to Howard Challis in 1955. Challis renamed the dealership Howard Motors. Challis sold the property to Jack Hope who built a new building to house his I. G. A. (see lot 62) and opened it in November 1961. The Chevrolet Oldsmobile was acquired by Beare Motors (see lot 131).



IGA opens after renovations, 1988.

D.C. Madsen of Barrie became the new proprietor of the I.G.A. in September 1966. Jim Grieves (see lot 197) came to work here as Madsen's manager in 1973 before forming a partnership with Alex Ramey. Ramey purchased the building and Grieves purchased the business. Grieves had started his professional career as a mechanic, beginning his apprenticeship at Archer's Garage on Water Street in 1956. He later moved to Pargeter's Garage on Perry Street, Stewart Sweetman's Garage on Water Street and then to General Motors in Oshawa

before opening his own service station on Water Street. When Grieves took over the I.G.A. store, he began a major modernisation and expansion of the building. In 1988 a house which had stood immediately to the west (lot 135) was moved to Water Street in order to allow a further major expansion of the I.G.A. beginning in June that year. Grieves acquired the complete ownership in 1992.

Lot 135

This property, and the adjacent lot 134 was the property of Thomas Platten who had his cooper's shop here (see lot 134). His sons Austin and Charles eventually built a home here. This home was acquired by Marg Tripp (see lot 9) and she set up the Shea Real Estate Office in the home. She established her own real Estate company, Tripp Real Estate, remodelled the building extending the upper floor to create more office space. She retired and her son David took over the business before the building was sold to the law firm of Harris, Fletcher and Tesluk. In March 1987 Jim Grieve decided to expand his I. G. A.



Shea Real Estate offices, Queen St.

store using lot 135. The law office building was moved to the un-opened portion of Shanly Street just west of Water Street. This project was undertaken in April 1987 but when the law office was reopened in its new location, the building was found to be in contravention of various bylaws and so was ordered closed and it was eventually torn down.

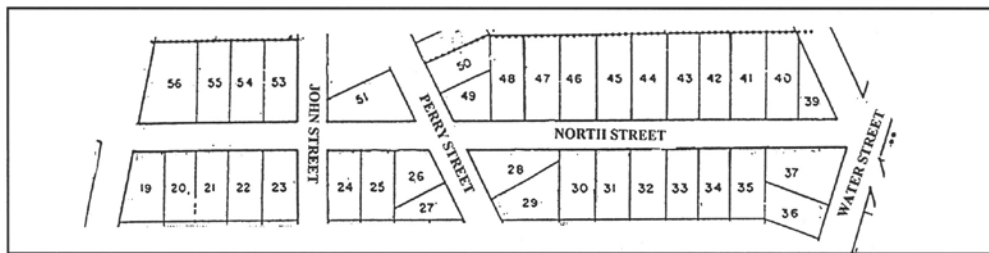
Lot 136

(See ch. 4) The Wesleyan Methodists built their first church at the corner of Cinderella and John Streets but by 1884 it had become too small for their growing congregation. They bought lot 136 and made plans to build a new and larger church. They sold their Mary Street building to the Roman Catholics in November 1884 and as a temporary measure, used the Town Hall for their worship services. They began the new building on this lot in the spring of 1885. It was a most impressive building for its time.

~ Chapter Eight ~

MERCHANT PROPERTIES; NORTH, MARY & CINDERELLA (CASIMIR) STREETS

NORTH STREET



The north side of North Street, east of Perry Street did not receive attention as an area for significant development until twentieth century, although a few sheds and small homes were built here before that time. This was due to the proximity of the shore line of Lake Scugog. On the early maps and plans of this section of the community, the lake encroached well onto these properties. This occurred to such a degree that in Peter Perry's maps and the 1854 map of Port Perry, the shore line intrudes well onto lots 41 to 45, indeed lot 43 is shown as being almost entirely in the lake. The creek which runs into the lake from the south west results in lots 24 to 27 being shown as "Swamp Land". As the creek crosses North Street at the intersection of Perry Street lots 48 and 49 are an extension of this "swamp land".

The western section of North Street, that is the section from Perry to Lilla Streets, was largely developed as residential. There are some exceptions to this pattern, the main exception being lots 22 and 23, the site of the Anglican Church. Behind lots 40 to 48 and the east end of Perry Street the shoreline was eventually pushed back to a point well east of the railroad bed. This was accomplished by land fill and in March 1923 the area was used as a community landfill site for twenty years.

NORTH STREET - south side proceeding east:

Lot 19

In 1859 Gamble acquired this lot and erected a small building. This building was improved upon and in 1863 George Miller, a teacher, rented the building from Gamble and lived here. Subsequent tenants who rented the property from J. W. Gamble include Abram Moore from 1863 to 1869, John Anderson renting in 1869 and 1870 and Elizabeth Unger the following year. In the 1880's Edward Major resided here. He also owned property on Crandell and Lilla Streets. This lot continues to be residential.

Lot 20

Perkins, a carpenter, bought this property and erected a small building, presumably a workshop in 1859. In 1863 Daniel Conbens, a lawyer rented the property and shortly after this the lot was purchased by John Cameron who built a small home and rented it to Ruth Jamieson from 1865 to 1871. This lot has been residential since Cameron purchased the property.

Lot 21

In 1862, Robert Lund who also owned lots 14, 15, 16, bought this property. He had established a potash factory on the waterfront. In 1865, lot 21 was purchased by George Collins, a cooper who built a workshop here. He worked here until 1871. From that time it has been residential.

Lot 22

John Perry donated this lot along with lot 23, next door to the Anglican Church in 1865. Lot 22 remained empty until 1916 when the manse was erected and then dedicated in January 1917. The Parish Hall, an addition to the south western end of the church was officially opened in November 1960.

Lot 23

This property and the adjacent lot# 22 remained in the Perry estate until 1865 when John Ham Perry, son of Peter Perry donated it to the Anglican Church. A congregation of Church of England adherents was established in Prince Albert by 1856. They were administered by Rev. Pentland. The faithful gathered at a number of locations eventually meeting for worship on a regular basis at the Presbyterian Church in Prince Albert. Rev. Forneri was retained as the pastor. By 1866, the congregation had grown to the point that they could realistically consider building their own church.

On July 19, 1866, Henry Charles (see lot 66) was appointed chairman of the building committee. An advertisement for tenders appeared and on July 26, the tender of Maw and sons, was accepted and work began immediately. Maw and sons were involved in much of the rebuilding of Queen Street after the fire of 1884. The design for the church was based on the 12th century church at Longstanton in England as the basis for rural Anglican churches in British North America.

By December 1866 most of the walls were completed, but just before Christmas, a ferocious storm blew the walls down. Work on the rebuilding did not commence until June 1867. The first function to take place in the building was a fund raising musical concert on September 16, 1867. The first service was held on February 28, 1869. The Manse was built on lot 22 in 1916. The front porch was added to the building in 1995.



English (Anglican) Church, circa 1900.

Lot 24

This lot remained in the Perry estate until 1863 and has always been residential. At the time of the 1886 voters' list, David E. Wells, Malcolm Thorborn and Mary A. McIntyre were listed as the tenants on this property and the adjacent lot 25.

Lot 25

Mary A. McIntyre is listed as the owner at the time of the 1886 voters' list. Again, this property has always been residential.

Lot 26

In 1859 John Cameron (see lot 95) purchased this lot. However, as a result of the creek flowing through it, the property was not developed until the twentieth century. (See above)

Lot 28

See Perry Street.

Lot 30

175 North Street

A simple building was erected on this property in 1852. The building was improved and it became the residence of John Billings in 1872. Billings continued to own the property until 1900. Billings also owned property on Scugog Street and Cochrane Street. The house was also the home and office of Dr. Cam MacMaster, a veterinarian. Scugog Township bought the building from Charles Brignall in 1980 to provide further office space for the adjacent Municipal Office. The building was renovated in 1989 and the first to officially occupy the building were Township Clerk, Earl Cuddie, Bylaw Officer Bill Henshall and staff members Wendy Bourgeois, Kim Coates and Diane Knutson. In 1987, Scugog Community Care opened their offices here, later relocating in the Fowler building on lot 42. By the end of the decade, the township was in need of more office space. With this in mind, the township Clerk's offices were moved here.



Scugog Municipal Office 1980s.

Lot 31

Joseph Bigelow owned the adjacent Queen Street lots 5 and 6. In order to take full advantage of those properties for his Royal Arcade Building on Queen Street, he bought lots 31 and 32 in 1871 and erected storage sheds.

Lot 32

(see lot 31)

Lot 33, 34 & 35

These lots became the property of Sexton in 1854. Storage sheds were built on these lots but no building of significance was erected. Louis Maclean bought lots 35, 36 & 37

in 1885. When the Arena was built on lots 36 and 35, a significant amount of fill was dumped here to permit level ground for the arena. This rendered the lots even more difficult to use.

Lot 37

See Water Street

NORTH STREET - north side proceeding east:

Sexton bought the whole of this section of North Street (lots 56 to 51) from the Perry estate. He did not appear to have any plans for its development, rather, he slowly sold off the lots in the 1870's and 1880's.

Lot 56

This property remained in William Sexton's estate and then passed through a number of owners including his brother Alonzo and notable Port Perry lawyer Norman F. Patterson. It burned to the ground in November 1890.

Lot 55

Residential

Lot 54

In 1859 James Moore purchased this property and established a blacksmith shop. Since the assessed value was



Alonzo Sexton residence, circa 1875.

only 50 pounds we can assume that the building was quite a simple structure. In 1863 the property was acquired by Thomas Hardill. E. Major then purchased the property. By now the building must have been improved considerably and later, a widow Margaret Darling rented the property from Major and lived in it. Mrs Darling continued to live here for ten years. In 1870, Alex Porteous shared the accommodation with Mrs Darling but the arrangement must have been unsatisfactory, for next year she was listed as the only occupant again. In 1884 the property was in the hands of Julius Krantz. Eventually the property was bought by Cawker (see lot 53), the building torn down and then served as the back yard of lot 53 until 1972 when George Stone purchased the Cawker property, severed the two lots and built a pleasant Tudor style home on this section.

Lot 53

Sexton bought this property from the Perry estate and the property remained empty until 1886 when Cawker (see ch 5 and lots 62 & 63) built his residence here.

~ JOHN STREET ~

Lot 51

This property was bought from the Perry Estate by Joseph Bigelow in 1857. From 1857 to 1863, he rented it to John Clement, a carpenter. It appears that he lived on the property and had a workshop here. In 1864, Bigelow sold the property to Edward Major. Major rented it out to James Traver, a stage coach driver. In 1869 Robert McMichael rented it from Major. Two years later James Campbell rented it. This property has remained residential.

~ PERRY STREET ~

That portion of Lake Scugog to the north of North Street, behind lots 38 to 48 was gradually filled in. The P.W.P.L. R. built their line to Lindsay in 1876. The section of track through this section was built on a trestle. The lake between the northern edge of the North Street lots and the trestle was used as a land fill site beginning in 1923. Sam Griffen purchased this newly created land in 1934. The southern portion was sold to Cesaroni in 1971. Cesaroni planned to develop the land for commercial use but sold the property to Alex Shepherd (see lot 130) who had a condominium complex built on the property in 1976. The original Peter Perry lot lines have changed significantly with the exception of the North Street frontage of lot 49, although to the north, that lot now includes lot 50.

Lot 49

William White, a machinist, bought this property in 1859. Due to the flooding problem outlined above, he did nothing with the property. He sold it, in 1863 to Joseph Bigelow who rented it out to Abraham Moore. This has remained residential.

Lot 48.

This property was parcelled with lots 47 and 46 and was bought by John Middleton, a butcher in 1862. The following year he rented the entire property to a Widow Akers. Edward Mundy (see lot 5) rented the entire property from Middleton from 1865 to 1869. Middleton sold the entire parcel to Richard Walsh in 1879 and the parcel was subdivided with irregular frontages on North Street. Shortly after that a home was built on the property and it has remained residential. The frontage of the present lot is about fifteen feet shorter than the original.



Plan showing water lots on North Street, Port Perry, 1854.

Lot 47

See lot 48. The eastern lot line of present day # 215 extends only midway into the original lot 47 and the western portion of lot 48 has been added. This remains residential.

Lot 46

See lot 48. Part of lot 47 and all of the original lot 46 is included in today's # 207 North Street. This is residential.

Lot 45

The first owner of this property was 1865-1869 Henry Macdonald who bought it in 1865 and continued to own it without erecting any substantial building on it until it passed into the hands of John Kyle in 1879. He built a small home here and lived with his son John Kyle junior. Kyle rented part of the property to James Vickery (see lot 74 west) who probably used it to store lumber. He also sold part of the lot to Askin Rockley (see lot 44).

Today's #201 conforms closely to the original lot 45. Henry Jansen came as a young boy to Port Perry from Holland with his family. He gained his apprenticeship as a printer with the Uxbridge Times Journal. Jansen bought the printing department and its presses from the Port Perry Star in 1974 and established Port Perry Printing. He continued to operate out of the Port Perry Star office on Queen Street (see lot 11) until 1977 when he had a new building erected on lot 46 to accommodate his expanding business. The building has undergone a number of expansions. When Jansen retired in 1990, his son Tony took over the business.

Lot 44

This property remained unoccupied until 1863 when Askin Rockley purchased it from the Perry estate. Rockley also bought part of lot 45 next door. He sold lot 45 the following year. In 1869 William Lince purchased the property and in turn sold it to Henry MacDonald in 1870. Peter Lansing bought the property in the late 1870's.

The property was used for storage sheds until it was acquired by Imperial Oil who erected oil storage tanks on the land. Sam Griffen (see lots 125 etc.) bought this property and the adjacent lots 43 to 38 and the waterfront lots 125 to 127 in 1934. He later sold lots 44, 43, 42 and 41 to the Carnegies. Today's #193 corresponds closely to the original lot 44. In 1995, Aubrey Oppers built a substantial brick building which contained a showroom and a warehouse for his aluminum products.

Lot 43

This lot corresponds approximately to today's #189 North Street. Gord and Harry Carnegie (see lot 4) bought this property as a storage facility for their store. In addition they sold propane from this location. In 1987 they retired and sold the property to Ted and Joanne Blanchard. The Blanchards erected a building to house their Radio Shack franchise. They also sold swimming pool supplies and equipment. They vacated the property in 1991. The building was renovated and a restaurant named Winchester Arms was opened in the building. This closed in September 1998.



Winchester Arms Restaurant, circa 1995.

Lot 42

175 North Street of today occupies the original lot 42 and about ten feet of lot 41. In 1993 Mike Fowler (see lot 9) bought the property and built a two storey office building. He re-established his law practice on the whole of the upper floor after moving from lot 9. He rented the ground floor to Roger Moase. Moase began his accounting business in Port Perry in 1981 in the Harris Fletcher Law Office on Queen street. He moved to Lot 128, Queen Street in 1984 and in 1993 to this location

Lot 40 & 41

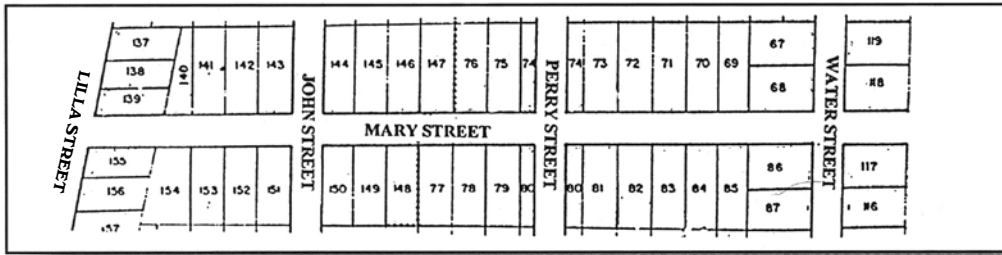
The present day 169 North Street stretches from the middle of the original lot 40 to the middle of the original lot 41. A welding shop was built here in 1972. Jerry Taylor purchased the building in 1983 and had it remodelled into a two storey building with office space on the ground floor and apartments above. Taylor, the former mayor of Scugog (see ch 11) moved his insurance brokerage here from Water Street (see lot 66), occupying the eastern half of the ground floor for his insurance business while renting out the western half to various agencies including Durham Region Family Counselling Services and the Probation Office.

Lot 39

Today's # 165 North Street occupies the original lot 39 and a bout ten feet of lot 40. This property remained unused until the Lake Scugog Lumber built a house on the property.

~ WATER STREET ~

MARY STREET MERCHANT PROPERTIES



Mary Street was named after Peter Perry's wife Mary Polly Ham and their second daughter Mary. Perry's wife Mary was born near Bath, Ontario. She was the daughter of an intense Loyalist, John Ham. She was also a neighbour of Peter Perry's family. Peter and Mary married in Ernestown in 1814.

Lots 138 and 139 had their frontage on Lilla Street. In 1910, William Carnegie bought these two lots and rearranged them so that the two fronts were on Mary Street. Here he built two red brick two story buildings with full verandas on the Mary Street fronts.

Mention should be made here of the Emerson (also spelled Emmerson) Planing Mill on Lilla Street opposite the end of Mary Street. Matthew Emmerson bought lots 42, 43 and 44 of the Caleb Crandell Plan.



Emerson Planing Mill, as illustrated in the
Toronto Mail of October 2, 1886.

Emerson Bros'. Planing Mills

PORT PERRY.

THE Subscribers beg to announce the they are uow prepared to manufatura
DOORS, SASH, BLINDS,
CASINGS, FRAMES,
STAIRS,

STAIR RAILS, STAIR BRACKETS,
BANNISTERS, -NEUEL POSTS,
MOULDINGS, &C.,

IN GREAT VARIETY.

*Scroll Sawing, Band Sawing and
Turning done with neatness and dis-
patch.*

ALL THE LATEST STYLES IN

FANCY FENCE PICKETS
Tanks and Cistern Tubs made to order.
Flooring and Siding constantly on hand.
Planing done to Order.

The patronage of the public is respect-
fully solicited.
Factory on Lilla street, just south of the
Town Hall.

EMERSON BROS.
Port Perry, May 6, 1866.

The mill was built by Matthew Emmerson in 1886. His brother Thomas assisted him in the enterprise. The mill was extensive; 50 by 60 feet. The machinery was powered by steam. Adjacent to the mill was a 24 by 70 foot warehouse.

Originally Mary Street continued west across Lilla Street and proceeded to Maria Street. Maria Street was eliminated and replaced by two streets; Crandell and Ella Streets.

MARY STREET, north side proceeding east:

Lots 140, 141, 142, 143 and 144; Private residences.

Emerson Bros; ad. May 1866.

~ JOHN STREET ~

Lot 145

John Tummond (see lot 131, Queen Street, south side) built his home here in 1874. It was torn down in 1992 to make way for the parking lot for the Shoppers Drug Mart on lot 130 and 131 on Queen Street.

Lots 146 & 147; Private residences.

Lot 76

A two story, red brick home with a two bays at the front. This was built in 1874. At the rear was a large kitchen with wooden siding and, further behind it was a wooden shed. This was the home of Allison the druggist (see lot 63). It was later owned by Joan and Frank Godley. Frank was an insurance agent while his wife was an accomplished piano teacher who taught her pupils in the west front room.

Lot 75

A large and substantial bungalow built before 1890.

Lot 74, west.

See Perry Street.

~ PERRY STREET ~

Lot 74 east,

See Perry Street.

Lots 73 & 72

These lots became part of the Ontario Carriage Works (see lot 74, Perry Street) and a large metal clad shed was built on lot 73 while lot 72 was a lumber yard.

Lot 71.

The Royal Canadian Legion built their hall on north end of this lot behind the Post Office. The building was a single story frame structure and was sold to the town for a dollar in June 1960 and moved to their new facilities at the corner of Bay and Simcoe (now Old Simcoe Road) on the north west part of the community. The new building was officially opened in June 1962. At the south end of the property a one and a half storey frame home was erected in 1878.

Lot 70

James Chisolm built a two storey frame home here in 1879.

Lot 69

Robert Christian built a one and a half storey frame residence in 1867. It was torn down in 1988 in order to provide more parking space.

Lot 68

See Water Street



House on south half of Lot 71.

MARY STREET south side proceeding east:

From Lilla Street to Perry Street, i.e. Lots 154 to 148 and 77 to 80 have remained residential.

Lot 80

See Perry Street. This lot, because of its narrow frontage on Mary Street was joined with lot 81 to create a more substantial property for development.

Lot 81

See lot 80, on Perry Street.

Lot 82.

A story and a half frame home was built here in 1870 by Alex Browne. This home was torn down and the new Port Perry Star building was begun here in 1990. The newspaper was moved here in January 1991. The publisher owner Peter Hvidsten produced the first issue of the paper from this location on January 15, 1991. In 1995, Don MacLeod became a full partner in the Port Perry Star. (see also lots 64 and 11)



Port Perry Star building, 1991.

Lot 83

A story and a half frame home was built here on the eastern half of the lot in 1868. The home was purchased by John McDougall and remodelled in 1991 and rented out as a store, Wendy's Boutique. The western half of the lot was a storage shed which eventually became the Port Perry Ambulance Service operated by Charles Brignall. MacDougall who bought the property tore the building down and erected a three storey office complex set well back from the Mary Street frontage. He remodelled the storey and a half home here and divided the frontage into two stores and rented them out to various businesses.

Lot 84

A story and a half frame home built in 1870 by Charles Mackenzie was remodelled in 1996. It remained residential until Jason Callan moved his music store here from the corner of Queen and Lilla (Simcoe) Streets in 1996.

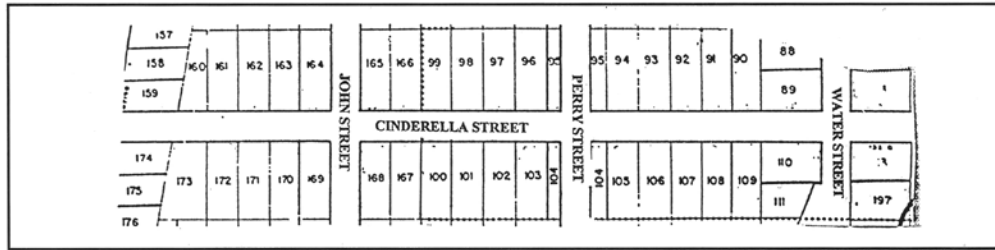
Lot 85

Arthur Ferris built his home, a small one and a half storey frame house, on this property in 1868. This remains a private residence.

Lot 86

See Water Street

CINDERELLA STREET (now Casimir) MERCHANT PROPERTIES



Cinderella Street was named after the Perry's first daughter Cinderella who married Benjamin Fairfield Davy in Whitby.

CINDERELLA STREET north side, proceeding west:

Lot 90

In 1886 a huge storage shed was erected here. It was rented and used as storage by a number of merchants. In 1960 John Ballard acquired the building and opened a lumber yard. In 1975 he built a modern and more extensive lumber showroom, office and warehouse on the south side of Scugog Street (Highway 7A) at the edge of the causeway. Ballard's son Ralph, joined with Charles "Chick" Carnegie established Homestead Furniture and Appliances when they built a furniture warehouse and showroom directly to the east in 1976. John Ballard sold the lumber business to Cashway lumber in 1979.



Lot 90 - Ballard Lumber, 1968.

Lot 91

Residential. This was the home of W. D. Bowerman, father of boatbuilder John Bowerman (see ch. 3 and lot 37). John also lived here until he married and moved to Mary Street. In 1889 the lot was divided and a two storey brick home was built on the western lot while Bowerman's original storey and a half frame home remained on the eastern half.

Lot 92

1886; owned by Bigelow, Harris Burnham, tenant
1890 one and a half story frame home.

Lot 93

1886; owned by Aaron Ross
see Perry Street

Lot 94

In 1886 this property was owned by Aaron Ross. (See ch. 5 and lot 122). It was incorporated into lot 95 and he built a substantial yellow brick home on the property.

Lot 95 (east)

See Perry Street

~ PERRY STREET ~

From this point westward i.e. lots 95 to 99 and 166 to 160 the lots are residential.

Lot 95 (west)

James Reader rented this property and the adjoining lot 96 in 1880.

Lot 96

Early in the property's history this lot was joined with lot 95 and the resulting property was divided, with the new property line running east and west, creating two lots, one with a Casimir Street frontage and the other with a Perry Street frontage. James Reader and C. R. Henderson rented the properties in the 1880's.

Lot 97

A one and a half story frame home was built here in 1873 by Henry Parsons, owner of the North Ontario Observer. Parsons became the owner of the Observer in Prince Albert in 1864 and then joined in the migration to Port Perry. He built this home immediately prior to his moving the newspaper to this community. He married Francis Ruby Palmer in Prince Albert the year he became owner of the Observer. Their daughter married Andrew Stouffer. Vic Stouffer, their son became the owner of the Observer Printing Office (see lot 2) after the newspaper had ceased publication in 1919. Parsons died in 1932 at the age of 94.

Lot 98

A one and a half storey frame home was built here in 1879.

Lot 99



Catholic Church, circa 1900.

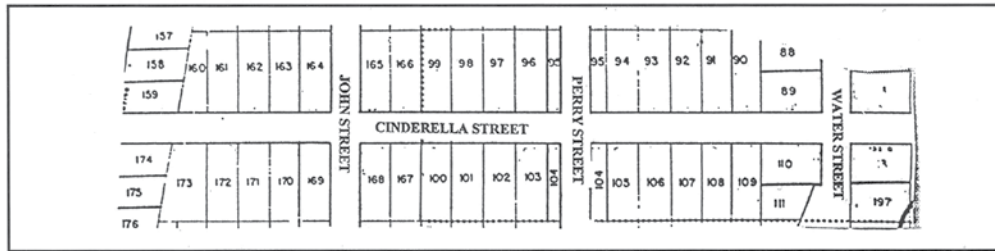
A two storey frame home was built here in 1878.

Lots 165 and 166

These two lots were combined to provide adequate area for the a new church built by the Methodists in 1874. The Methodists then built a larger building on lot 136 and sold this older building to the Roman Catholics in 1886. This building was torn down in March 1975 and the property was divided into three lots which were sold as residential properties and new homes were erected. A new Roman Catholic church was built on Scugog Street.

Cinderella Street, from John to Lilla Street, i.e. lots 164 to

~ JOHN STREET ~



159 was a residential area.

The property involving lots 151, 152 and 153 on John Street, 164, 163 and 162 on Cinderella Street, at the corner of John and Cinderella was reorganised in 1868. This established two equal sized lots on Cinderella Street and a large lot incorporating the north portions of lots 164, 163 and 162, and the south portions of lots 153, 152 and 151 on Mary Street. This new larger lot had a frontage on John Street.

Lot 164

J. W. Isaacs built a two storey frame home here in 1876 on the re-arranged lot.

Lot 163 (part)

William Motherall built a simple single storey home on the remainder of lot 163 in 1873.

Lot 162

A one and a half storey frame home was built here in 1868.

Lot 161

Thomas H. Walton built a two storey frame home in 1869.

Lot 160

George Harrington built a two storey frame home on this lot in 1878.

CINDERELLA STREET south side proceeding west:

Lot 109

This was the home of Joshua M. Davis (see lot 59 west)

Lot 105

Nelson Griffin built his home here in 1874.

Lot 104 (East side)

This was the home of A. J. Davis, druggist (see lot8) who rented this from William Kydd.

~ PERRY STREET ~

Lot 104 (west side) and **Lot 103**

This property, along with the adjoining lot 103 was purchased by William Ross (see ch 5), who operated a grain and general merchant's store from his feed mill on the waterfront (see lot 122). He built a red brick two storey home here in 1879. He had Shaw (see lot 27) install white marble fireplaces in the home. William was the son of Aaron Ross who lived across the street i. e. lots 93, 94, and 95. This home remained a private residence. In 1971 Norman and Catherine Watson bought the house. They sold it eighteen years later to Brian Callery, a chartered Life Underwriter and financial planner, who had the property rezoned as commercial and established Ball, Callery and associates. Include in the association, was Paul Van Camp, a chartered accountant. Callery bought the former Parrish home (see lot 7) on Cochrane Street, as his residence.



Callery property, 2008.

~ SHANLEY STREET ~

Lots 191, 192 and 193.

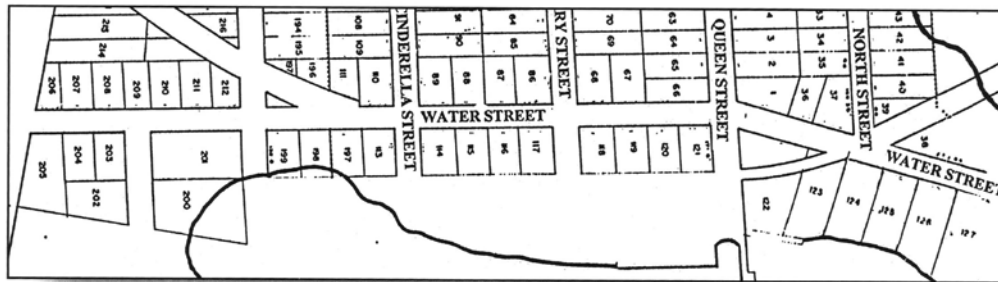
This was the home of J. W. Burnham



John Warren Burnham residnec, circa 1900.

~ Chapter Nine ~

THE MERCHANT PROPERTIES WATER STREET



When Peter Perry drew his map and established the lot numbers, the lots at the south end of Water Street were at least partially under water (see Chapter 1). The Stoughton Dennis map of 1854 even shows the shoreline crossing the street and encroaching on the west side properties, with waterfront lots 112, 113, 198, 199, 200 and 201 completely submerged. As the waterfront became more developed, the shoreline was extended and backfilled to permanently claim the lots for waterfront use. The numbering of the lots appears to be somewhat haphazard, only running in sequence from lot number 112 northward, with lots at the 200 level added at the south end. Perry no doubt had some purpose in this sequencing of numbers.

WATER STREET, east side (waterfront) proceeding south:

Lot 127

This property was acquired by Paxton at the same time as lots 125 and 126. Much of the land and the shoreline of lot 127 has been considerably extended as a result of the sawdust and shavings which were dumped here by the neighbouring sawmill operators during the nineteenth century. Paxton opened a saw mill here at the south end of the property. This mill was fully operational by 1853. Lot 127 was covered with storage sheds for lumber and other mill products and materials.

This particular lot was purchased by Sam Griffen in 1932. Eventually Griffen was to own the whole peninsula, i.e. lots 125 to 127 and 38 to 43 on North Street. He cleared the lot 127 property in order to create a waterfront recreational park and bought a number of cabins which were set along the shoreline establishing what later became known as Birds Eye Cabin Park. In 1936, Edward Michel, along with his wife Hilda, moved here from Montreal and joined his brother in law Sam Griffen in the enterprise. In 1939 the partnership was dissolved with Michel maintaining a lease on lot 127 and owning lot 38 (the former Pyatt coal yards). They tore down a barn which had been used as a stable for the work horses and built their residence. An ice house, operated by Lake Scugog Coal and Lumber on lot 127 was removed south to their own property and the land was cleared and levelled and work was begun on a

30' by 80' swimming pool where a lumber storage shed had stood. This work was begun in August 1939. The Michels eventually purchased the property in 1944 and contacted the Toronto Star to obtain permission to use the name "Birds Eye Centre." This was the title given to a comic strip in the Toronto Star. The comic strip was the work of Jimmy Frise who was born on Scugog Island and attended school at what is now the Scugog Shores Museum. Frise based his characters and locations on the Port Perry, Seagrave and Scugog Island areas. The park became a popular tourist resort. The park was sold to Scugog Township in 1969. The cabins were removed and the house in which the Michels had lived for thirty years was torn down. The park remains as a green space. The Michels moved to Stephenson's Point on the western shore of Scugog Island.



Birdseye Cabin Park, circa 1945.

Immediately off the north eastern shore, the remains of the hull of the steam ship Stranger which had burned off Ball Point in 1908 was towed to the waterfront off lot 127 where it sank shortly after being brought here. A diver was employed to remove the machinery from the vessel but the hull was left to rot at the bottom of the lake. .

Lots 125 and 126

Straddling the two lots 125 and 126, Thomas Paxton, Daniel Way and James Dryden built a lumber mill in 1852. Way (see lot 2) and Dryden later sold their interests to Paxton who took Joseph Bigelow as his partner. Bigelow was involved in various partnerships with William Paxton and his sons Thomas, George and Charles (see chapter 5). During the Bigelow Paxton alliance, an adjoining flour mill was erected. During the 1860's and early 1870's George Pearce was the miller for Bigelow and Paxton. On the north end of the property John Phillips, who worked as a sawyer in the Paxton mill built a small home in which he lived from 1863 to 1871. William Quackenbush later lived here until 1887. George Paxton died in 1866 when only 44 years old. Thomas Paxton later sold his interest in the mill to W.J. Trounce, leaving Bigelow and Trounce in partnership.

When Joseph Bigelow decided to retire in 1887, he sold his interest in his waterfront flour and planing mill to his partner. The next year, 1888, Trounce sold the entire business and property to James Carnegie. There was a small home on the property which was the home of William Quackenbush. He lived here from 1878 until his death in 1910.

The huge mill building was steam powered by machinery built in the Gibson foundry (see Perry

Street). The mill was built on the edge of the water so that vessels could be loaded and unloaded directly into the mill. The Mills were referred to as the Union Mills. In 1891, Carnegie expanded the facility and purchased a new, huge, 100 horsepower steam engine from the G. T. Smith Company of Stratford, Ontario. Mr. D. Bridgeford came from Stratford to install the engine and initiate its operation. The engine sat on an immense concrete pad which had been built by Mr. Pearson of Manchester. At the same time, Paxton had a roller installed in the flour mill. This machinery came from the W. and T. Johnston Company of Goderich and was installed by two Port Perry tradesmen, Foote and Corbman.



James Carnegie's Union Mills.

This property on Water street at the foot of North street extended north from the present Marina to include all of the present Library property. The flour mill was a three story wooden structure. This was destroyed by fire on June 14, 1902 and replaced by a brick building of the same size. A saw mill was built at the south end of the cluster of buildings. This was fed largely by logs from lands surrounding Lake Scugog and Sturgeon Lake. Carnegie had his twenty or so workers carry out logging work in the winter time, cutting down the trees and hauling them to the water's edge and then organising the logs in booms or rafts to be drawn down to his saw mill at Port Perry in the spring.

Within three months of the 1902 fire, work was already underway on new brick buildings. The new plant consisted of a Grist Mill to the west and Planing mill to the east. These two buildings were joined by a large engine room housing a 125 h.p. engine and a smaller "shaving room". At the extreme eastern end of the property several feet away from the other buildings was a small saw mill, actually on lot 126. In order to carry out this part of his lumber business, Carnegie bought the steamboat, the Stranger from George Crandell. A few weeks later, James Carnegie sold his business to his sons David and Arthur Carnegie.



The James Carnegie Mill, circa 1905.

The Carnegie brothers' purchase included the flour, saw and lumber mills and the steam tug Stranger. In order to increase the efficiency of this lumber operation, the Carnegies erected a new sawmill on the wharf immediately south of the grist mill at the waterfront of this property in 1908. It was at this time that the Stranger was destroyed by fire. To replace the vessel, the Carnegies bought the steamship Cora from Samuel Bowerman in 1910

John Watson, R. M. Holtby, C. A. Honey, W. E. Tummonds, Allan Goode, John Casker, John Crozier, William Bowles and Joseph Baird combined their assets and formed the Farmer's Union Milling Company. This company bought the Carnegie Milling Company in July 1917. Philip Figary bought the coal division of the business from the Farmer's Union Milling Company in December 1921. In May 1929, George Hall bought the saw mill building from the Carnegies and turned it into a dancing pavilion which he named the Jack O' Lantern. This proved to be a popular location for young people for several years.

In 1934 Arthur Waridel of Sakatchewan placed a successful bid for the Port Perry Flouring Mill in December 1934. In 1935 it was called the Lake Scugog Milling Company under the Waridel's ownership. It was sold to James Goodall in 1946, but was destroyed by fire in 1951. In 1934 Sam Griffen bought the lumber mill and the remaining buildings from the Port Perry Milling Company

**Carnegie's
ROLLER MILLS
IN FULL BLAST!**

THE UNDERSIGNED TAKES THIS OPPORTUNITY OF RETURNING HIS SINCERE THANKS FOR THE LARGE MEASURES OF PATRONAGE BESTOWED ON HIM SINCE COMMENCING BUSINESS IN PORT PERRY, AND WOULD TRY TO STATE THAT HAVING, AT A LARGE EXPENDITURE, THOROUGHLY OVERHAULED THE ENTIRE MILL AND INTRODUCED THE BEST, MOST 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 BRANDS

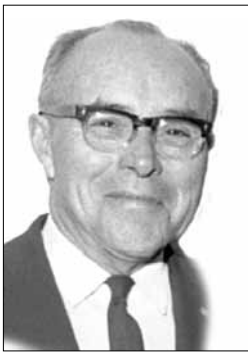
THE PLANING FACTORY
in full operation and can supply all kinds of

Dressed Lumber, also Lumber, Joists, Scantling, Boards, Pickets, Shingles, Posts, Doors, Sash, Mouldings, Bannisters and Nene Posts

Bill Lumber a Specialty.
All kinds of TURNING and SCROLL SAWING done on short notice

Port Perry, JAMES CARNEGIE

Carnegie's Union Mills advertisement.



Sam Griffen

and created the Lake Scugog Lumber and Coal Company Limited in 1936 on lots 124, 125, 126 and 127. The Coal and Ice division was bought from Griffen by Hugh Santer in 1946.

Sam Griffen's son Ted graduated from Ryerson Institute in Architectural Technology in 1952 and joined his father's company, taking over upon Sam's retirement. At the waterfront, Scugog Aviation was established in 1969 and was fully licenced to provide passenger service. The company was owned and operated by Ted Griffen and Jim Pengelly. They had four aircraft. The planes were kept in hangars at the waterfront.

Ted Griffen took over the Lumber company business, and built a new truss plant on the southern edge of Port Perry on Simcoe Street in 1976. The lot 125 property was purchased by Ken Jackson who sold it in 1979 to Port Perry as the site for the new Memorial Library. The Library building was built much closer to Water Street, actually on the site of Griffen's original office and the lumber storage shed. The new Scugog Memorial Library was opened in May, 1982 with Grace Milne as chief Librarian. Grace retired shortly after the new library was opened and Judy MacColl became the new Librarian. She left in 1989 to work for the Central Library System.

On the property south of Port Perry, Griffen built a new showroom and offices beside the truss plant and closer to Simcoe Street, in 1978.



Ted Griffen



Lake Scugog Lumber building centre, circa 1960.

Lot 124

This was probably the first waterfront property purchased by Paxton. In 1861 there were five buildings on this property. These contained a variety of workshops which he rented out. His tenants included William King who had a small sawmill operation, John Collins, a blacksmith and Edward Hooper who was a general labourer, and at the end of the decade, David Baird a cooper. By 1863, all the property of lots 124, 125 and 126 had been acquired by The Paxtons. In 1886 William Hern was listed as a tenant on this property.

In 1985 a new waterfront marina was built. John Mackey was selected to be the lessee of the marina.

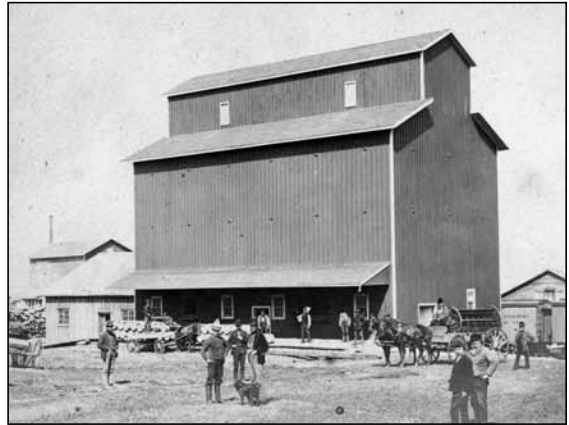
Lot 123

This lot was joined with lot 122 and became part of Aaron Ross' property.

Lot 122

The original lot at this location extended from Water Street to the shoreline. It was later divided into eastern and western portions by the train tracks. The original lot was owned for many years by William Sexton who built a storehouse and dock at the waterfront. By 1854, an extensive wharf and steamboat landing was in place. This facility was expanded when the railway arrived in 1871 and a second wharf and loading facility was built on lot 117.

Aaron Ross (see chapter 5) purchased the entire property and built an elevator here in 1873. Ross also had a large storehouse at Seagrave and an elevator at Manchester. In addition to this building he had a store on the south side of Queen Street (see lot 64). Ross' son William became a partner in the business, and Ross and son was formed. When the elder Ross died in 1896, William continued to operate the enterprise. Ross sold the elevator and the grain business to Joseph Lucas in 1909. Lucas sold the business to Hogg and Lytle in 1916. They sold it to Toronto Elevators who in turn sold it to Maple Leaf Mills in 1962. Maple Leaf's Master Feeds established a retail store here which operated from 1963 to 1979. The building was then purchased by Fred and Audrey Burghgraef. Their son Jim opened the Port Perry Auto Supply here in May 1981. Unfortunately Jim was killed in a tragic car accident in 1998.



The Ross Elevator, circa 1890.

The elevator is 58 feet in height and was built on a stone wall foundation which is 24 inches thick in most locations. Above this foundation the entire structure is of wood. The frame is of pine beams and the exterior is covered with 2" by 8" lumber to the height of 26 feet and then 2" by 6" above. These boards were then covered with 1" thick vertical boards. The exterior was covered with metal in 1900. At that time the building was extended to the south to accommodate 3 more bins. In 1956 the building was extended to the north in order to store to more ground grain. At the same time, the garage was added to the north end and stores were added to the west side to front on Water Street. These stores were; Port Perry Auto Supply, an Antique Store and the Old Mill Book Store. In 1886 a separate office was built at the south west end of the property, right on the corner of the intersection of Queen and Water Streets. This office was torn down in 1920.

In the building immediately to the north, J. C. Brown opened an implement shop in 1884. In 1885 he became the first Massey Harris dealer in the area. Brown retired in 1917. His father, Alex, had settled in Reach in 1835. Glenn and Kelly Evans opened the Port Perry Auto Glass in the building in 1981. Their success necessitated several expansions. While still maintaining this site, they opened a shop to



Master Feeds, 1971.

handle the marine upholstery and top side of the business in 1987 in High Street off Scugog Street. They built a much larger facility to accommodate all their business just west of Port Perry on Highway 7A in 1998.

Directly to the east of the elevator today is the Latham Centre. A frame refreshment booth was torn down to make way for the building of the Latham Centre in 1973. It was named after Arthur Latham of Stouffville, who donated the money for the facility.

In 1914 C. L. Vickery (see lot 74 west) won the contract to build a massive concrete wharf

to replace the original wooden one. The new wharf was 210 feet long and completed in 1915. At the east end of the dock was a Dockhouse which was used as a change room for those who wished to swim in the lake. There was a dividing wall inside allowing the girls to use one side of the building while the boys changed in the other. This provided an opportunity for the mischievous young lads to cut through a knot hole with a pen knife to allow them a secret view of the girls getting changed. The hole was plugged up but a new one managed to appear shortly afterwards. The building was supported on wooden piles on the north side while the rest of the building sat on the wharf. The piles eventually deteriorated and the building had to be torn down in the summer of 1958.

~ QUEEN STREET ~



Port Perry railway station at waterfront, circa 1875.

Lot 121

This was the site of a factory for making woolen goods in 1854. This could have been the J.C. Bowerman woolen factory (see ch. 5). Bowerman operated it for 3 years and then sold it to Bigelow who continued to operate it until he had the land expropriated for the railroad. The building was moved to the site of the apple separator factory (see lot 258, Perry Street).

Lots 120 and 121 were turned into a park and dedicated as the Palmer Memorial Park on July 28, 1938. His birthplace was thought to be Borelia, but was probably in Pickering, but he was undoubtedly raised in Borelia. He eventually settled in Davenport Iowa and founded Chiropractic. On the occasion of the dedication of the park a motorcade made up of vehicles from every province and every state of the union paraded into town. A statue of Palmer was dedicated at the north west corner of the park. In September 1961, Dr. David D. Palmer, grandson of D.D. Palmer was on hand to re-dedicate



The Port Perry railway station, circa 1890. Ticket & waiting rooms were built in 1876.

the park. At the north western end of the lot a bandstand was erected after the war in an effort to expand the park's recreational atmosphere. Hurricane Hazel, which caused extensive horror and damage throughout south central Ontario in October 1954, destroyed the bandstand. When a new bandstand was built a quarter century later, it was built almost a hundred metres further south in the park, closer to the waterfront and straddling the original lot line dividing lots 118 and 119.

Vickery built a single storey office building from which he managed his lumber business. Fred Reesor bought the lumber business from C. L. Vickery in 1930, taking over this office building. Reesor had moved here from Stouffville. When he expanded his business to include lumber, he moved the location of his office to lot 118 and then to a new warehouse and office facility at the property at the north-west corner of Water and Scugog Streets in 1958.



Train at railway station, 1912.

Lots 120, 119 and 118

John Cameron erected a steam powered saw and grist mill on lot 120 in 1853. He sold it to the Paxtons, but it burned down in 1856. In 1871 the Port Whitby and Port Perry Railway purchased the waterfront for the railway. This package consisted of lots 114 to 121, and the right of way on lots 122 and 123 and 38 on the west side of Water Street. The main passenger and freight buildings were located on lots 120 and 121. Various engine sheds and other service buildings were erected on lots 115 to 119. A water tower was erected on lot 118. The last official train ran in June 1941. The rails were then torn up and the iron used for the war effort. The main passenger station building was used as a freight depot with Mr. Tobin in charge.



Railway station and water tower.

The building was eventually turned 90 degrees and pushed back onto the eastern edge of lot 67.

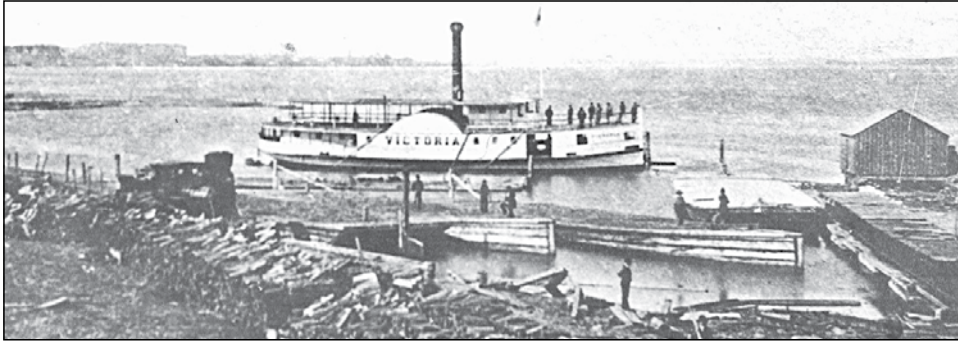
Lots 117 and 116

When the railroad arrived in 1871, there was an immediate need for more docking facilities at the lake front. A large dock was built at the waterfront of lot 117, principally for the shipment of lumber. A rail for the trains ran right up to the edge of the dock. Two workers who established some form of dwelling adjacent to the dock were James and Chester Blake. Their names appear on the 1886 voters list as having a residence on lots 116 and 117. This property was use for storage facilities until the decline of the railway and in the 1930's a yacht club was established and a club house was erected at the waterfront. The building of the club house was financed by Randolph Gibson (see lot 66, Queen Street). The Commodores of the Yacht Club included; 1946 Bill Baker; 1950 Don Simpson; 1955 Ted Griffen. This building was tron down and the Kinsmen took on the cost of establishing a swim area and children's playground.

Lot 115

Lot 114

~ CASIMIR STREET ~



Port Perry's waterfront, circa 1875, showing docking facilities and steamboat Victoria.

Lot 113

James Dryden bought this property in 1869 on the advice of Joseph Bigelow. Through the use of land fill the water was pushed back to the full lot. The land was bought the following year by the railway when Bigelow was president. It was used as storage for railway goods and equipment.

Lot 112

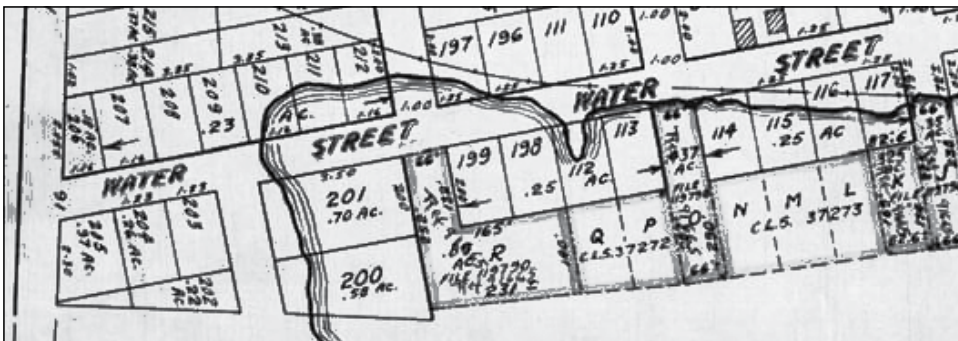
William Lund, a blacksmith erected a small shed for his trade in 1869. The following year, it was bought by the railway.

Lots 108 and 109

These lots were shown as being under water on Perry's plan and were of no use. They were acquired by the railway in 1871, filled in and then used as storage areas and other railway uses.

Lots 200, 206

Stephen Doty erected a mill just south of this property in 1853, on a site which today would be on the south edge of Scugog Street opposite the end of Water Street. Bigelow later bought the property and put new machinery in it. This later became the Bigelow and Trounce Mill. Bigelow sold it to J.A.Trull. It was later destroyed by fire. James Tunstall rented the lot 200-205 property from Joseph Bigelow in 1868. It is not clear as to what use he made of the property. Tunstall's son later worked for Bigelow and Trounce in their shingle factory where he operated a large saw. In September 1880 he was involved in a tragic accident in which he lost the fingers of his left hand. Several others rented this property or sections of it from Bigelow. These tenants include Edward Drinkwater who rented the entire parcel in 1869 and, Moses and John Thompson in 1871.



1854 map of Port Perry, showing Water Street lots and water line at that time.

To the east of this property is a large promontory of land which stretches out to along the north side of the Causeway. This land was not part of the original Perry Plan. The property, which contained some storage buildings was bought by J. W. Curts (see lots 85 and 2) who built his first home here in 1871. The property became known as Curts' Point. He sold this home and built a newer brick one at lot 85. This home burned down in 1930.

WATER STREET, west side proceeding south:

Lot 38

The first person to put this property to use was Samuel Hill who purchased it and erected a steam powered mill here in 1850, directly across the street from Paxton's mill. Hill eventually sold the mill to his brother-in-law, W. S. Sexton who also owned lots 37 and 36 directly to the west. After the mill was no longer profitable, Sexton sold it to Joshua Wright used it as a tannery. The tannery closed down around 1896 and the buildings became used for storage for coal. Flavelle and Clemes (see lot 89) purchased the property who in turn sold it to Albert Orchard in 1910. Orchard continued to use the property for coal storage at least until 1913. W. G. W. Pyatt took over the coal yard which became known as the Port Perry Coal Yard. He sold the property to E. G. Michel in 1939 (see lot 127) and the coal business was sold to Sam Griffen of Scugog Lumber. This property was purchased by Tony Cesaroni and a development was planned. This project was abandoned. The property and the adjacent lot 263 (see North Street) was bought by Alex Shepherd (see lot 129) and an 18 unit condominium project was built in 1986.

Lot 37

See also lot 36

W. S. Sexton bought this property from Hill in 1848 and rented it to a number of people including John A. Sterling and Hutchison in 1870, and James Campbell shortly after. These men presumably used it to stockpile lumber and other goods from the waterfront. Although there were three buildings on this lot in 1854, they were probably merely storage sheds. No substantial buildings were erected until Sexton decided to build his own home here in 1878. Unfortunately the fire of 1883 destroyed the home. Louis Maclean then bought the property along with adjacent lots 35 and 36. John Bardsley Bowerman rented the property from Maclean and built a large shop to house his boat building enterprises (see chapter 3). He opened an auto, marine and stationary engine repair shop here in 1919. Over the winter he and his son Thomas built boats for various clients including Fred Brock, Dr Lundy, the dentist, Howard Clemments, and H.G.



Capt. John Bowerman, his wife Louise and son Charles.

Hutcheson. During the winter of 1921-22 they built five 20 foot, gasoline powered wooden vessels. When John Bowerman retired, Tom continued to build vessels for a few years then closed the boat building shed forever and moved to Orillia. John Bowerman's first son, Charles, built row boats and small gasoline powered vessels in a large shed at the corner of Clark and Crandell. Unfortunately the market for commercial sailing vessels on Lake Scugog had been completely taken over by trains and road transport. When John Bowerman moved to Orillia he sold the building and the property to Keith Hooey who opened a garage servicing cars and power boats. In the early 1960's the property was bought by the Jack Cooper family who turned the building into a residence.



Port Perry Memorial Arena, Water St., 1980 before being removed.

Lot 36

See also lot 37

Peter Perry sold lots 36, 37 and 38 to Samuel Hill in 1848. James Pargeter bought lots 36 and 37 off Hill in 1869. W. S. Sexton then acquired them and, immediately after the fire he sold them to Louis Maclean. This property was bought by the Village in 1949 in order to build a recreation centre. In January 1951, a new ice arena was opened at this site replacing the skating rink on Lilla Street (see John Street). The new skating rink was named the Memorial Arena. As a Centennial project, the entranceway and lobby was remodelled in 1967. The building was declared unsafe and was torn down in 1980 and a new arena was erected on the Reach Road on the north edge of the community.

 ~ QUEEN STREET ~

Lot 1 - See Queen Street, north side.

Lot 66

See also Queen Street, south side. Behind the St. Charles hotel a large driving shed and huge stable occupied the southern edge of the property. These were torn down in the 1930's and when the train made its final run in 1941, the main passenger waiting room was turned 90 degrees and pushed back onto the vacant land where the sheds once stood. The old station building was placed on the extreme southern edge of the lot and back about 20 feet from the sidewalk. In 1972 an addition was erected on the front of the old station building to extend it to the Water Street sidewalk. This became Ives Florist. A further addition was later extended from Ives Florist to the back of the old St. Charles Hotel creating a new store space. In 1981, Bruce and Latreille who owned the old St Charles Hotel, decided to fill in the space between Ives' Florist and the back of the St Charles building with a single storey office space. This was completed and rented to Jerry Taylor, who had decided to open an insurance brokers office. While Bruce and Latreille added a second storey to the building in 1984, Taylor moved to North Street and acquired his own building there (see lot 40). Once the second storey office space was available, it was taken over by Grander Surveyors and the ground level store became a book store and then Bruce's Bagels, a restaurant. Pantry Shelf replaced Bruce's Bagels in 1998.



Railroadhouse and buildings along Water Street, circa 1875.

Lot 67

Stephen Doty bought this property in 1862. He erected a frame building but it is not clear what he used it for. In 1868 Robert Baker bought 1/2 of lot 67 and half of the adjacent lot 68 and built a frame building. John Blackie bought the other halves. Baker sold his lots three years later to Joel Foster. With the arrival of the railway in 1871, an immediate need arose for hotels close to this northern terminus. In 1871, J. Dewart built the Railroad House Hotel on the southern edge of the property using Baker's original building as a basis. On the northern edge he erected an extensive row of driving sheds with an implement shed directly on the edge of Water Street. The hotel was a two story structure with an east facing verandah to each floor. Dewart also operated the stagecoach which ran from Port Perry to Whitby. Dewart had established the Commercial Hotel in Williamsburg (now Blackstock) in 1871. He sold his interests in the Williamsburg Hotel to Peter Holt in 1879. Dewart's Williamsburgh Hotel was on the south-west corner of the main intersection of Williamsburgh. It was a pleasant two storey wooden frame structure built right on the edge of the street. The hotel remained in use until just before the end of World War One when it was torn down and the War Memorial was later erected on the property.

MARKSMAN JAMES DEWART

James Dewart was an avid marksman and frequently organized shooting matches and hunting expeditions. On November 19, the Observer noted that Dewart, accompanied by a Major Hodgson and Sheriff Reynolds had just completed a successful nine day hunting excursion on the "Back Lakes" (Kawartha Lakes). "He returned with his party on Saturday evening last bringing home as a trophy of his accurate shooting powers some nine or ten splendid deer."

On April 6, 1880 there is a report of a match which was held on the lakeshore, directly opposite his hotel. Many competitors took on the challenge and the event attracted over a hundred spectators. This match ended in a tie between James Paxton and A. Chaney for first place. A shoot off was held and Paxton emerged as the victor. The other top scorers in order of their scores included C. Lattimor, R. Hunt, A. Whitlaw, Jonathan Blong, tied for seventh place were J. Ruddy, J. Bowerman and P. Holt, W. Minty was in tenth place and Dewart himself only managed to place eleventh.

Dewart sold his interests in the Railroad House Hotel to Robert Vansickler in 1880. Van Sickler ran a livery stable from here until his death in August 1890. Somehow, the hotel survived the 1884 fire but with the advent of the new hotels which were built after the fire, the Railroad House was quite below their standards and fell into disrepair.

Arthur Dowson purchased the derelict Railroad House in March 1911, tore it down and by July had built a blacksmith shop. In 1913, Dowson gave up the blacksmithing trade and concentrated in the livery business. The property later became the site of the Port Perry Dairy operated by Glen and Bill Owen. In 1948 they sold the dairy to Don Pargeter, Ted Leahy and George Parry. It was damaged by fire in April 1954. The building evolved into Pizza Delight, a restaurant owned by Don Mitchell.



Railroad House hotel, Water Street, 1870s.

Lot 68

Henry T. Dewart, a brother of James Dewart (see lot 67) bought this property in 1870 and erected a huge three story wooden building on the northern edge of the property while a drive shed ran the full length of the south edge of the property. This building assumed the role of an apartment building with a number of tenants taking up permanent residence. The building was torn down in 1890 and the lot remained empty for many years, evolving into a wrecking yard in the 1920's.

A garage was built on the property in 1939 and became the property of Irwin Tripp. This lot was designated as into 150 Water Street. General Motors announced that Bryden Motors, operating out of Tripp's Supertest Station would become the new Chev-Olds dealers in 1952. They moved to lot 134 Queen Street later that year. In 1956 Irvin Tripp sold his garage business to Robert Archer, son of Harold Archer (see lot 59). Archer moved his authorized dealership for Pontiac and Buick cars and G. M. C. trucks here from lot 59.

In 1968, Archer sold his business to John Majcher of Whitby. Harry Zering bought the building and the dealership from Majcher in April 1972 and continued to operate here until he sold it to Bryce Philp.

Bryce and Donna Philp announced the grand opening of their new Pontiac Buick agency on September 30, 1976. In 1979, the Philps had a new and extensive dealership built on the east side of Simcoe Street on the south end of Port Perry. When Philp vacated the property the south end of the building, the former show room was turned into a coffee and doughnut shop and the north end of the building, the former service area, was remodelled and became a restaurant named the Waterfront Cafe.



Henry Dewarts building beside the Railroad House hotel, 1870s.



Tripp's garage and Port Perry Dairy, Water St.



Philp Pontiac-Buick, about 1975.

~ MARY STREET ~



Home of Joshua W. Curts, circa 1880.

Lot 86

In 1854 a wooden home stood on the north west corner of the lot. In 1879, J. W. Curts (see lots 2 & 206) of Curts and Henderson built a stately two story red brick home closer to Water Street on the north east corner of the lot. Curt's home was an L-shaped structure with an upper and lower verandah completing the stateliness of the house. There were bay windows on the south and eastern side so that he and his family could enjoy the lake views. Eventually it became the home of Ray Cook. This home was torn down in 1971 to make way for a modern single story commercial building which began its career as the Dixie Lee Chicken. It later evolved into the Antrim House, an Irish theme pub.

Lot 87

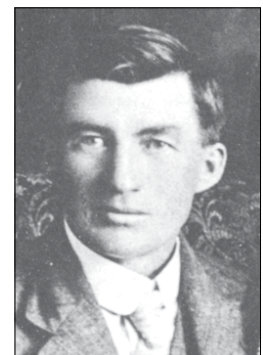
Alexander Mellis built a one and a half story clapboard home here in 1880. Eventually it became the home of Milt Goode who owned the creamery in lot 89. It was converted into a Pizza restaurant named Jim's Pizza Place. It was torn down in 1989 so that a three storey condominium complex with stores at the street level could be built.

Lot 88

John Raymes is listed as a tenant on the 1886 voters list. He lived in a one and a half story frame house. This became the home of Cy Switzer (see lots 11 & 29). In 1976 it was purchased by Frank Real Estate and used as their real estate office after they moved from Queen Street (see lot 5). The house was demolished in 1989 so that the land could be used to be included in the condominium complex on lot 89.

Lot 89

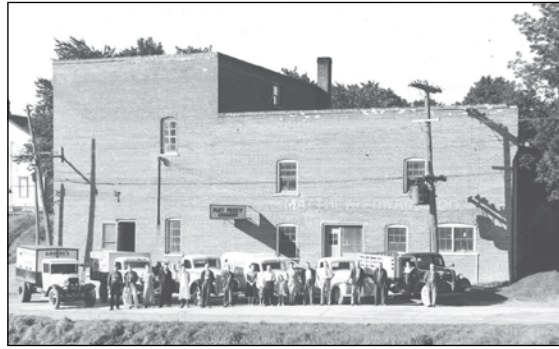
An egg warehouse and hatchery was erected on this property by J. W. Curts in 1886. He sold his business and the building to the Matthew Edwards Company of Lindsay in 1896. It was turned into a canning factory in 1913. It was then sold to Flavelle and Clemes who returned it to its original use as an egg warehouse. The Bowes Company of Toronto purchased the building in April 1920 and turned it into a factory for shelling nuts and manufacturing syrups for use in soda fountains. Allan Goode (see lot 261, Perry Street) bought the building in 1922 to use as a storage facility. In 1924 he turned it into an ice cream factory and later that year moved his creamery from lot 126 to this Water Street facility. Milton Goode, Allan's son, assisted in the operation of the business but moved to Fergus in 1935 where he operated a creamery business. He later divested himself of the Fergus Creamery and returned to Port Perry, to take control of the business here. In 1940 he began to produce cheese and named the facility the Port Perry Creamers and Cheese factory. George Channell was in charge of the cheese



Allan Goode



The Matthew Edwards Co., circa 1900.



Port Perry Creamery, Water St., 1930s.

making. Goode made refrigerated storage space available to the public in 1944. As a result of illness he sold the business to Silverwoods Dairy in 1947. Silverwoods vacated the building in 1964. Thuron Industries used the building before moving to a former hatchery on the western outskirts of Port Perry in 1976. Hudson Isherwood bought the property and turned it into apartments and office space. The building was demolished in 1989, as was the house in lot 88 and the whole two lot property was used to erect three story condominium complex with stores at the street level.

 ~ CASIMIR STREET ~

Lot 110

This property became known as the Sweetman Service Station. When the gas pumps were removed from Queen Street, the Imperial Oil outlet was moved here from Jackson's on lot 11. In 1956 Ron Lowcock became an agent for Volkswagen cars at Sweetman's Garage. Sweetman's wife Mary ran a taxi service. Sweetman, in 1963, acquired the Chrysler dealership and six years later sold his Chrysler business to Lorne Scanlon. Scanlon later sold the property to Gord Lewis Motor Sales. Lewis operated a service centre and sold used cars from his garage until his retirement in 1997.

Lot 111

This lot and lot 196 became part of the railway right of way when the railway was built in 1868-1871. The line ran through the east end of the properties. When the railway ceased operation and the tracks were torn up, the property remained unused until a strip mall was erected on lots 111, 196 and 197.

Lot 196 - see lot 111

Lot 197

The lot remained unused until the railway was built through the property. After the tracks were torn up a Gulf service station was built here operated by Ptolemy. Jim Grieves began work here in 1967 and became a partner, eventually taking over the station. He sold his business in 1973 and became a partner in the I. G. A. (see lot 134 Queen Street, south side). In 1977 William Houthuys opened a small engine repair shop in the garage which he named Willy and Son. He expanded his products to include Polaris Snowmobiles and Mercury Marine products. In 1980, he moved to Queen Street and Highway 7A, and in 1989 to Simcoe Street north of Port Perry. Don Forder then acquired the property and built a shopping mall with apartments above.



Ptolemy & Grieves service station, circa 1965.

~ SHANLEY STREET ~

Lots 212 to 205

This property which extends to the corner of Water Street and Scugog Street (now Highway 7 A) housed some warehouses for the railway while the right of way for the line stretched to the west of the property. This was taken over by Fred Reesor, remodelled and provided the facility for his lumber yard in 1953 (see lot 121). He built a larger and more extensive warehouse, office, and lumber shed in 1958. He closed his lumber yard in 1973 and the property was developed into a commercial plaza stretching along the frontages of Scugog and Water Streets. The railway right of way which had existed on lots 219 and 22 reverted back to those lots and the Railroad House Motor Hotel, a 38 room Motel was built on the combined lots in 1975.



Reesor Fuel and Lumber, on Scugog St. (Hwy. 7A), at Water St., 1971.

~ SCUGOG STREET ~

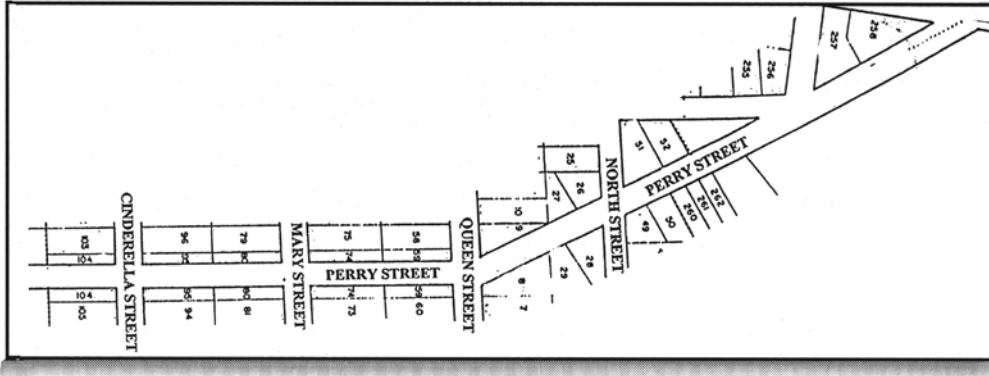


Railroad House Motor Hotel, Scugog Street, 1975.

~ Chapter Ten ~

MERCHANT PROPERTIES PERRY AND JOHN STREETS

PERRY STREET



On Perry Street from Queen Street south to the boundary of his original settlement, Perry arranged the lot numbers in a somewhat unusual way. In order to conform to the one quarter acre lot size elsewhere, the lots here are divided by the street itself. This means that the lots are an eighth of an acre in size on either side of the road, but in order to maintain the one quarter acre, the lots on either side of the street are given the same number. For purposes of clarity in this work, they have been given a designation of east or west. As can be seen from Perry's 1845 plan, his lot numbers ended on the north end of his village on the north side of North Street.

It should be noted that two creeks flow parallel in a north-easterly direction across Perry Street. The larger one, to the west crosses the original Lilla Street at Mary and flows across Queen Street, John Street and then crosses the intersection of Perry and North Streets. In the spring time this creek overflowed and flooded the latter intersection. Lots 49 and 26 were partially under water most of the year. The problem was initially overcome by erecting a small bridge across the creek as it crossed Perry Street. This permitted the uninterrupted flow of traffic. The bridge was soon replaced by a large culvert. Nevertheless lots 49, 26 and some on North Street were severely restricted in their use until the shoreline had receded as a result of much infilling and adequate drainage was constructed. Lots 49 was not usable until the late 1960's.

Directly to the north of Perry's boundary is an area of land which, although not part of his plan, played an important role in the early economic development of the settlement, for it was here that a number of important factories were built in the second half of the nineteenth century. After Water Street, Perry Street was the most important industrial street in the community. At that time the Lake Scugog shoreline followed Perry Street north of North Street at a distance of roughly one lot depth. This gave direct access to an adequate water supply for the factories which located along this section of Perry Street. After the railway was extended to Lindsay in 1876, the land between the railway and Perry Street was gradually filled in.

If we continue along Perry Street from Perry's lot number 50, we encounter property on both sides of Perry Street. On the east side is a six acre property which later became designated as lots 263 and 264. On the west side is another extensive area which was later purchased by Joseph Bigelow. He created

and registered a lot plan, Number 61 in which established the lot numbers 249 to 258. In addition, Bigelow created Paxton Street and extended it to the east to meet Perry Street.

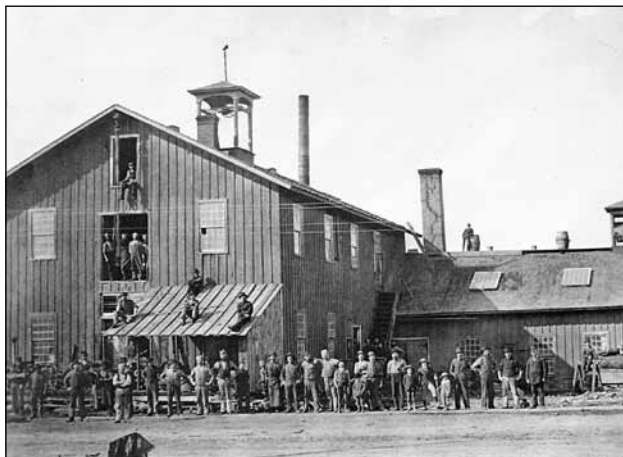
PERRY STREET, east side proceeding south:

Lot 264

Directly opposite the foot of Paxton Street was the site of Gibson's Foundry, built in 1865. A. M. Gibson's Foundry was the most extensive industrial complex in early Port Perry. The main building was a 40 by 60 foot machine shop with substantial adjoining buildings; a machine shop, a moulding shop and a blacksmith shop. To the north was a huge 30 by 100 foot storage shed. Gibson employed over 50 men. They were involved in the manufacturing of steam engines and machinery for many of the early steamboats which navigated the waters of Lake Scugog and beyond. They also manufactured turbine water wheels and other machinery for grist, saw and woollen mills and machines for making shingles. Machinery manufactured here was sold all over the North American continent. In 1867, Gibson entered into a partnership with Charles Paxton (see lots 125 126). Gibson eventually withdrew and the firm became known as Paxton and Tate. In 1867, Paxton and Tate obtained the rights to manufacture farm machinery and implements including the Marsh Harvester, an early form of horse drawn combine. During the late 1870's, the factory developed and later produced the Port Perry Gang Plow. This plough became quite popular in the 1880's and was sold throughout the province by many agents. One of the waterwheels produced at this time was the Leffel Double Turbine Water Wheel.

PORT PERRY FOUNDRY.
THE above New and First-Class Foundry is now Open for the Manufacture of
Steam Engines, Boilers, Grist & Saw Mill
MACHINERY, TOOLS FOR WORKING OF WOOD AND IRON,
Such as Sash, Door, Blind and Chair, Stave and Shingle
Machinery, of the Latest Improvements;
Woollen Mill Machinery,
The Double Turbine Water-Wheel, of all sizes; Besides
Every Description of
AGRICULTURAL IMPLEMENTS, STOVES, &c.,
MADE TO ORDER AND REPAIRED. CHARGES REASONABLE.
The fact of Opening a Foundry in this neighborhood, thereby
saving time and transportation, is a saving of itself which
the subscriber hopes will, in the end, be mutual.
Immediate Orders Respectfully Solicited.
A. M. GIBSON.
Port Perry, Dec. 10th, 1866. 19

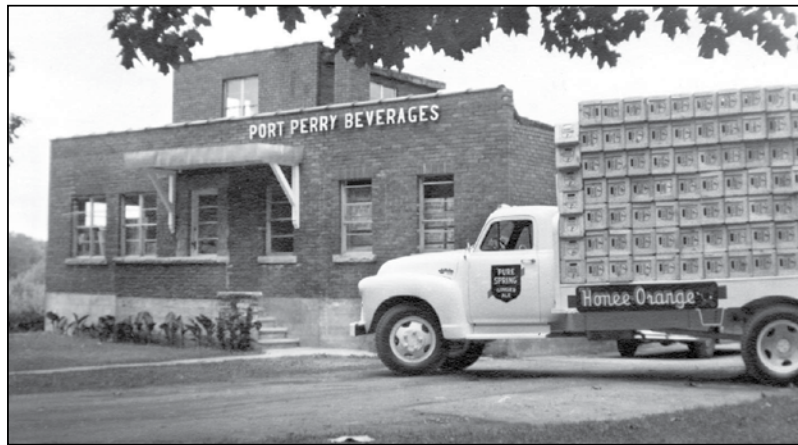
Paxton and Tate sold their business in 1897 to Madison Williams (see ch.5 and lot 4). Under his ownership, it became officially known as the Port Perry Foundry and Machine Shop, although prior to that time it had been occasionally referred to as the Port Perry Foundry. Williams included saw mill machinery in his line of products. After the turn of the century, not only did the steamship business lose its profitability but the steamships themselves were replaced by gasoline powered vessels. The foundry lost its viability as a profitable business. He sold the foundry in 1908 and moved to Lindsay where he established a Ford dealership. The main building of the foundry was torn down in November



Madison Williams Foundry, circa 1900.

1908 and a new building for the manufacture of Weber Gasoline engines was begun, but only a concrete slab was constructed before the venture failed. Several of the other buildings were torn down in January 1910. The Weber Gasoline Engine manufacturing portion was sold to James Stonehouse (see lot 6) who built a creamery.

In April 1918, Allan Goode bought the creamery from Stonehouse and renamed it the Port Perry Creamery. In 1919, the creamery reported that it was turning out 11,000 lbs. of butter each week. In 1927, the building was purchased by the Raymore Manufacturing Company and converted to a factory for the production of electric heaters.



Port Perry Beverages, circa 1940.

This company ran in to financial difficulty and the building was sold to Murrell Goode, a son of Allan, who turned it into a successful bottling factory in 1927 and obtained the rights to bottle Coca Cola. This was destroyed by fire in 1933 and the company temporarily set up business in the former Egg warehouse on Water Street (see lot 89). The Coca Cola Company was consulted in the plans for the new factory. A new factory was built. Murrell Goode's son Gordon joined the company in 1948 and later assumed control, changing to the bottling of Pure Springs beverages in 1952. Gord Goode sold the plant to Hobb's beverages in 1975. Hobbs ceased production in 1977 and the plant was torn down in 1984. At this time the southern portion of the property became the site of a reproduction Victorian home built for Peter Hvidsten, the owner of the Port Perry Star. The northern section of the original Gibson property was developed as a residential housing project in 1996-98.



Merle Goode

Lots 262, 261 and 260

Although not part of Peter Perry's plan, these lots were developed by Bigelow along with lots 264 and 263. The unusual factor about lots 262, 261 and 260 is that they do not conform to any pattern. They are quite small relative to any other lots and were quickly occupied by small single story residences.

Lot 50

Due to the flooding mentioned above, this lot remained unused until 1886 when it was purchased along with lot 49 by Joshua Wright.

Lot 49

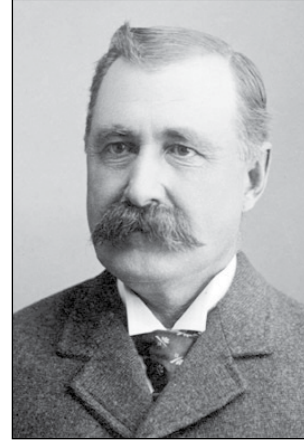
See note above. In all the early maps of Port Perry, this property is shown as a swamp with the extreme northeastern corner partially submerged by the lake. The creek runs diagonally through the property. Joshua Wright purchased the land in 1886.

 ~ NORTH STREET ~

Elizabeth Christie & James Stonehouse

John Stonehouse and his wife Ann Mary Jackson were born in Yorkshire, England and emigrated to Canada in the 1850's eventually settling in Port Perry. Their sons were: James born in 1847, William born in 1851, John born in 1856 and Marshall born in 1861. Marshall established a furniture and undertaking business in lot 5 shortly after the new Blong Block was erected. James became an expert in dairy matters and for many years, beginning in 1904, he spent each January, February and March at Kingston where he gave lectures at the Provincial Dairy School. In 1905 he bought the Blackstock Cheese Factory and expanded his business in 1911 by opening the Port Perry Creamery on the grounds of the former Port Perry Foundry.

In the Archives of the Scugog Shores Museum is a copy of a diary written by Miss Elizabeth Christie, a niece of Peter Christie, the M.P. for Ontario County. In 1867, when she was 23 years of age she began writing a detailed diary. In it she gives accounts of her daily life including her romances. She was an extremely attractive woman with admirable prospects. She socialized with the cream of the society of the time and counted many of the elite among her best friends.



James Stonehouse

On Thursday, December 28, 1871 Elizabeth entertained a number of people including James Stonehouse and his sister. Stonehouse became ill and was forced to stay several nights at the Christie home. Under a doctor's supervision Elizabeth tended to Stonehouse's illness. On New Year's Day, 1872, Miss Christie wrote, "...after dinner we talked a while upon different things when he arose and closed the door, drew a chair and sat beside me and made me an offer of his heart and hand. He said he loved me but would have to restrain himself until my answer was given. I was very excited and nervous. I promised to take his proposal into consideration and answer him at some future time. My heart has been in a flutter since. There is nothing in him to which I can object; in appearance he is rather good looking, about medium height, dark hair and eyes with a fine serious expression, long well shaped nose, brown moustache whiskers Grand Duke Alexis style. He is deep and does not show his feelings and is of a very respectable family.... My opinion is that I would be happier as his wife than to live single as I am. But inclination must yield to duty."

James and Elizabeth met frequently at various social, political and church gatherings. He repeatedly asked her if she had reached a decision. On July 8, Elizabeth wrote, "My heart is sadder than it has been for many years. Yesterday I rejected the proposal made by Mr. Stonehouse last New Year's Day. He drove me home with his ponies and coming up the road I told him I considered it my duty to remain with my mother and brother. But I hoped that I would still retain his friendship.... He came in and stayed a few minutes. After he went away I was quite affected. I went into the bedroom and wept, for I am a afraid I will regret it yet. For he is a kind, honourable good man." A later entry states, "...Why is it so many have loved me... Newberry and Frank Marr... Then Mr. Sharp and Billie Tummonds and Harry Reynolds and Stonehouse and Edmonson."

Elizabeth Christie never married but remained home to care for her mother, Jean, who lived to be 96 years old. The diary continued with a few lapses, until Elizabeth's death at the age of 100 in 1944. James Stonehouse later married Anna Real. He died while on vacation in North Dakota in September 1925.

Lot 28

James Roulston, a lawyer bought this property in 1859 and sold it three years later to William McLaren who rented it to Daniel Corbman. The following year it was bought by William Lawrence and rented to George Walling. The property was then acquired by W. S. Sexton who rented it to Charles Abbot. During these early years the property had a large wooden building on it, used for storage and as a workshop. In 1868 the building became the site of G. U. White's Port Perry Carriage Works.

George U. White established himself as a carriage maker in Prince Albert in the 1850's. He formed a partnership with James Emaney (see lot 74 east). Together they built carriages, carts and wagons and carried out blacksmithing. They later separated and became rivals in those trades. White was among the first businessmen to relocate in Port Perry when the railroad appeared as a strong possibility in 1868. White sold out to Emaney and left Port Perry in 1873. He eventually settled in Winnipeg and became the Captain of the Fire Brigade in 1874. Andrew H. Reynolds bought this property and erected a blacksmith shop. Before the fire he had two substantial attached buildings on the property. The northern building was a single storey blacksmith shop about 30' by 60'. The southern building was two storey structure with a huge verandah in front, reaching to the sidewalk. In this building he had his offices, woodwork and wheel making shop. These buildings were destroyed in the 1884 fire and he erected a one single storey blacksmith shop. He built his home diagonally across the road on lot 51. Reynolds took on a partner, Joseph Graham briefly in the period before the fire. Graham's son Percy later opened a garage on lot 11. A number of blacksmiths practised their trade here after Reynolds. They include William Warren, who succeeded Reynolds, and Joseph Britton in 1913. Lot 28 later became Franssen's Tailor shop. A new building was erected and eventually became the site for Ross MacLean's electronic business. It was torn down in 1980 to make room for parking for the Municipal Office to the south.



Lot 29

In 1859 Robert Kelly bought this property along with lots 30, 31 and 32 from the Perry estate. It does not appear that Kelly erected any buildings on lot 29. Three years later W. S. Sexton purchased the property and rented it to William Corrin, or Curren. He later purchased the property from Sexton and erected a large shed on the property. By 1869 Curren had acquired skills as a miller and converted the shed into a storage building for grain.

Around 1885 A. W. Allin built a carriage factory, a 60' long by 20' wide wooden building with its north wall on the north property line. A smaller, 30' by 50' shop built on the southern edge, was rented by J. A. Rodman who was a painter and decorator. William F. Nott bought the business from Rodman



Blacksmith shops along Perry St., circa 1879.

in 1911. Nott was the nephew of John Nott (see lots 13). Allin also built a third shed which was later used for painting. Allin had come from Utica where he had a blacksmith shop. At his Perry Street location, Allin later became an agent for the Tudhope line of carriages and gradually phased out his own carriage making, concentrating on blacksmithing and the sales and service of carriages rather than their manufacture. In 1908 he sold the buildings to Arthur Dowson (see lot 67) who sold them to Cy Switzer a few months later. Switzer had arrived in Port Perry in 1899 and established

a blacksmith shop on Queen Street (see lot 11). Switzer started his own business on Perry Street, for a while operating two shops; this one and the Queen Street shop. He moved out of his Queen Street shop in 1914.

A number of blacksmiths operated out of the Allin and later the Switzer buildings. They were self employed operating their own businesses and dealing with their own customers even though they sometimes worked beside each other, paying a small fee for the use of the space in the building. One such blacksmith was Joseph Britton who began his trade here in 1912. In 1914, Switzer moved into the main Allin Blacksmith shop. In July 1920 Switzer obtained the Massey Harris agency and sold implements from his blacksmith shop. From 1890 until the late 1920's horse racing on the ice of Lake Scugog attracted crowds from miles around. Cy Switzer was regarded as the finest blacksmith for shoeing the horses for the ice racing on Lake Scugog. Stan Causley bought the building and established Causley's Machine Shop in 1947.



A.H. Reynolds blacksmith shop, circa 1880.

At the northern edge of lot 8, where it meets lot 29 there is a laneway today. Before the 1884 fire a building was erected directly on this space. This building evolved into an indoor market. Curts and Henderson (see ch. 6, lot 2) who had been displaced by the 1883 fire, set up temporary accommodations in the building. In the 1884 fire, this building was also completely destroyed.



The town treasurer's office, a single story wooden building was built directly on this laneway. In it the town treasurer carried out his duties and the town records were kept in the rear of the building. Unfortunately, moisture found its way into the books containing all the assessment records for Port Perry. These records, hand written in heavy volumes, were beyond redemption when the moisture problem was discovered. As a result of this dilemma, valuable records which listed property owners and their taxes were destroyed and disposed of in 1953. Later that year, in an attempt to remedy any future problems, the Treasurer's Office was relocated in lot 65 and the former office building was moved to Highway 12 at the 8th Concession.

The Port Perry Knitting Mills built their factory at the extreme southern edge of the lot 29 property. This was sometimes referred to as the "Tease Building." In 1958, it was purchased by the Village of Port Perry for \$11,000, renovated and converted into the Municipal offices. The renovated building was designed by Ted Griffen (see lot 125) and his Lake Scugog Lumber Company, won the contract through tender. The original Tease building formed the upper section of the building with the council chamber, mayors office, kitchen and washrooms. The new addition provided offices and a foyer at the front of the building. This enabled the offices of the Clerk, the Treasurer, Hydro and the Police to be located under one roof. The new municipal office was opened in 1960.

Lot 8

See Queen Street.



Port Perry Municipal Office, 1945



Port Perry Municipal Office, 1960

~ QUEEN STREET ~

Lot 59

The northern section of this property has its front on Queen Street, has been included in the Queen Street listings. However, the southern segment of the lot has its front on Perry Street. After the 1884 fire, the northernmost section was occupied by W. Bond, a shoemaker. An indoor market was housed in the remaining Perry Street frontage of the Willard block. J. C. Lang operated an Agricultural Implement and Machine business in part of the building. In 1902, he sold the business to R. T. Stillman. In March 1923, C. A. Rundle took over the enterprise. In 1977 it was re-opened as a movie theatre by Harry Imperial. This venture lasted for three years and the building was turned into a group of stores which included the Wheatsheaf cafe. The southernmost section became Kellett's variety. At the south end of the lot a restaurant was established around 1900. It was a frame building and was operated by Mr. Cook.



Cook's Restaurant, Perry St., 1900.

Lot 74 (east side)

John Cameron established a stove factory on this site in 1855. The business was taken over by James Emaney in 1873. Emaney had established himself as a reputable carriage maker in Prince Albert, first as a partner with White (see lot 28) and then on his own. After the 1884 fire a new two story brick building was erected by Johnston and Hobbs who established the Ontario Carriage Works. The building erected here was occupied by October 1884 and divided into three sections. 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 had the showroom at the street level with the continuation of the paint shop upstairs.

In 1902 it was purchased by the Swan brothers (see lot 164 John Street). James Swan originally settled in Borelia in 1850 opening a blacksmith shop at the corner of Queen and Silver streets. While at the John Street location he took his two sons John and James junior into the business. In 1926, James junior married Grace Cormack (see lot 151, John Street). When the Swan brothers took over the building they employed five men and had the entire upstairs devoted to painting.

With the advent of the automobile, the building became a Ford Garage in 1913. Percy Graham became the proprietor of the agency. He purchased the Switzer building the next year (See lot 29). In August 1930, The Oshawa Lumber Company established a yard at the this building. They placed William Hodgson and C. V. Gilbert in charge. Three years later M. Letcher (see lot 59 west) purchased the building and turned it into a shoe factory after he had acquired the appropriate machinery from the Williamson Shoe factory in Newmarket. Tease Knitting Mill took over the upper floors in 1946 and operated a factory for woolen goods, and the ground floor was occupied by Morrow Farm equipment. The building was severely damaged by fire in May, 1951. The Tease Company built a new building on lot 29. This lot 74 building was later extensively rebuilt, remodelled and converted into an outlet for the Liquor Control Board of Ontario. They moved their outlet here from the southeast corner of Queen and Perry streets (see lot 59 east).



Lot 80 (east side)

In 1876 a one and a half story home with a verandah on three sides was built here. It was torn down and Harold Archer (see lot 59, Queen Street) opened a White Rose service station here in 1952. This allowed Archer to have an outlet for gasoline after a bylaw was passed banning gas bowlers (gas pumps) on Queen Street in 1951. Jack Pargeter worked for Archer as his head mechanic and managed this garage for him. Pargeter then bought this garage and operated it by himself as Pargeter's Garage in 1957. Jack was the son of Art Pargeter who spent most of his adult working life in the Parrish hardware store, which later became the Peel Hardware store. Pargeter then sold this garage to Harry Peel who acquired a Rambler agency and sold Rambler cars and White Rose gasoline from this location. The garage evolved into Terry Siebart's body shop. In 1998 Ken Koury leased the building from Siebart and remodelled it in order to create a chocolate factory which he named the Home Sweet Home Candy Company Limited. Here he produced chocolate and candies for his Nutty Chocolatier outlets (see lot 62).

Lot 95 (east side)

The small lot was absorbed by lot 94 on Cinderella Street and a large two story red brick home was built here in 1886.

 ~ CINDERELLA STREET ~

Lot 104 (east side)

In 1870, this lot was reorganized by joining it to lot 105 on Cinderella Street and then dividing the new property into two equal sized lots. A. J. Davis the druggist (see lots 5 & 8) built his home here.

Lot 191

J. W. Burnham built a substantial Italianate red brick residence here in 1879.

PERRY STREET, west side from the north:

Directly across the road and slightly to the north of Gibsons is a triangular lot bounded by Paxton, Simcoe and Perry Streets. On the northern portion of this lot, a woolen mill was built in 1874. In 1907, Joseph Bigelow acquired this property from John Stovin by exchanging for some residential property. Bigelow, ever the entrepreneur, established an evaporator here. He called it the Big Red Evaporator. The building itself was moved from the waterfront (lot 121, Water Street). Apples were collected and dried and then shipped abroad. The business was sold to Graham Limited in 1918 who used it for drying turnips. The building was turned into a flax mill operated by Van Skiver and Richardson in 1921 but this scheme was short lived and the building was abandoned the next year and remained derelict for several years.



Port Perry Scout Hall, 1950.

It was eventually torn and in 1950 a Boy Scout Hall was erected on the south western section of the property. This building had a full cement block basement and a log covered upper or main floor. An addition was built in 1958. The Scouts were unable to carry the financing of the building so the Port Perry Kinsmen took over the building and it was renamed the Kinsmen Hall.

Lot 51.

Blacksmith A. H. Reynolds built his home here in 1885, diagonally across the road from his shop. (See lot 28)

Lot 26

Since the creek ran directly through this property, it was an ideal location for a mill, although the flow of water was not adequate to be used as a power source, a small dam was created and a pond established on the north side of Queen Street. (See lot 15). In 1872 Hoyt and Kennedy built a grist mill here. This mill was destroyed in the 1884 fire and never replaced.



MARBLE WORKS!
—AT—
PORT PERRY

THE undersigned would take this opportunity of expressing their thanks for the very liberal patronage bestowed on them and would beg to inform the public generally that they now enjoy greatly increased facilities for filling orders more promptly, with **CHOICE MATERIAL, SUPERIOR WORKMANSHIP** and at

LOWEST POSSIBLE PRICES.
OUR GRANITE & MARBLE
Pillars,
Monuments,
Tomb Stones,
and Tablets.

Are much admired by all who see them.
As no agent is employed the expense is saved and customers get the advantage.
Come and see us in our New Works near the Foundry.
ROSE & SHAW
Port Perry, March 24, 1880.

Lot 27

Although the creek ran through lot 26 beside it, this lot was a wet one and frequently subjected to flooding from the neighbouring creek. A small building was finally erected on the southern portion of the lot in 1862 by Calvin Pyre who had purchased the lot from Joseph Bigelow earlier that year. He sold it next year to William Lawrence who rented it out to Charles Fredericks. Fredericks built a shed on the property. A. Sexton bought the lot in 1865 and rented it to David Currew, a teamster who used the building as a stable.

In 1869 it was owned by Robert Kelley who took on a partner, William B. Campbell in its ownership. In 1871 Sarah Robinson was listed as the tenant. She must have significantly improved the building since she established her residence here. Two years later Captain Shaw purchased the property, expanded the building and opened a marble works. In 1881 he hired Mr. Burns to assist him. This building was destroyed in the 1884 fire.

Lot 9

The main entrance of this building is actually on Queen Street. However a section of the building has its entrance on Perry Street. Both before and after the fire of 1884 this section of the building became the studio and residence of the James Leonard and his son William, both noted photographers. At the ground level of the building, Miss McKenzie had her Millinery Parlour. James Leonard was born in 1833 and established himself as a photographer, first in Prince Albert and then in Port Perry. He died in 1884, a few months before the fire and was succeeded in his business by his son William born in 1856. William died in 1947 aged 91. There were other photographers in Port Perry but none were as successful or



Leonard Block, Perry Steet.

so highly regarded as the Leonards. Some, like Henry J. Byers, J. W. Hambly, William Pepper and Frank N. Poole, practised their craft for only a year or so. Henry Mackenzie (see lot 63) had a career in Port Perry from 1869 to 1886 and was a rival for business with the Leonards.

In 1970 John Greenwood opened his T. V. sales and service store at 176 Perry street, the rear corner of lot 9. Sweetman's Taxi had its office here in 1976.

PHOTOGRAPHS

TAKEN in all the latest and most approved styles, and finished in that

SUPERB MANNER

For which our work is justly celebrated.

Photographs for \$1 per dozen for 30 days
Pictures enlarged and framed.
Call and see specimens before going elsewhere.
Gold and Silver Electroplating done to order in good style.

J. LEONARD,
Photographer,
Opposite Brown & Currie's Perry St.
Port Perry, Nov. 26, 1879.



Lot 74 (west side)

In 1873 John Diesfeld and his wife Christiana and their family (see chapter 5 and lot 4) joined in the migration to Port Perry from Prince Albert and purchased this lot. They established their jewellery store on the property but only remained here for 2 years. They moved to lot 4 in 1875. Charles Vickery then purchased the property and established his cabinet factory here. By 1890 it had grown substantially. The large main building held an engine shop on the south side. The engine contained was a 10 h.p. steam engine which ran all the machinery for the shop.

On the north edge of the property, a very simple two roomed house, probably a mere shed, was built here as the home for Samuel Stoutt (see lot 2) when he arrived in the late 1860's. He later moved to Lilla Street, now Simcoe Street. In May 1915, Vickery tore down the Cabinet maker's shop and engine shed and built a pleasant two story red brick residence. (See also lot 122) This later became the home of W. Letcher (see lot 80). In the middle of the lot on the east side, Stoutt's former home was torn down and a large wooden barn was erected and, beside it, a large stable.

During the mid-1980s it was transformed into a flower and gift shop named The Personal Touch Floral and Gift Shop with The Bridal Touch, run by Nellie Steel in the rear of the building.

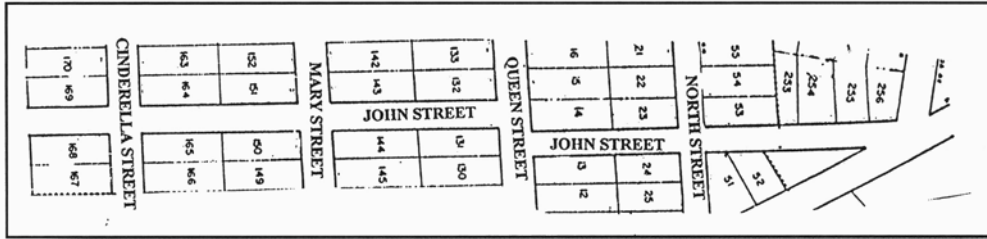
Lot 80 (west side)

See Mary Street

Lot 95 (west side)

See Cinderella Street

JOHN STREET MERCHANT PROPERTIES



This street was named after Peter and Mary Perry's son, John Ham Perry. He was mayor of the town of Whitby in 1858-59. He became Reeve of Whitby Township, warden of the county and was the Registrar for Ontario County from 1853 until his death in 1896.

The lots on the east side of John Street have their frontages on North Street, Queen Street, Mary Street and Cinderella Street and are included in those streets.

JOHN STREET, west side proceeding south:

It should be noted that Port Perry's second skating rink was located on Lilla Street on lots 249, 250 and 251. The 80' by 160' structure was built in 1896 by Robert Hicks. In 1905 H. Tummonds (see lot 131) bought the rink and hired George Raines as the manager. The lots on which the rink stood backed on to lots 253, 254 and 255 on John Street. This skating rink was torn down in 1951 when the new Memorail Arena was built on Water Street (see lot 36). The first skating rink was on the northwest corner of Macdonald and Lilla Streets. It was built in 1878 and torn down in 1896.

Lot 256

A. Richardson established a sash and door factory here in 1875. In 1887 the building was acquired by James Swan who turned it into a carriage factory. He moved here from Borelia where he had established his first carriage factory in 1866. While at this location he was joined by his two sons John and James junior. They moved to lot 74 Perry Street in 1902. James junior married Grace Cormack (see lot 164) in 1926.

Lot 255

John Irvin came to Port Perry in 1869. He built a small pump making plant on this property close to the intersection of John, Perry and Paxton Streets. Here he made pumps by himself. His business prospered and he built a 48 by 55 foot factory with steam powered machinery in 1878. In this new building he employed three men in the manufacture of pumps. He built his residence, a two storey frame home next door on lot 254.

Lot 254

See lot 255.

Lot 253

A. G. Campbell had a one and a half story frame house built on the property in 1879.

Lots 53, 23, 14, 132 and 143

See North Street

REMOVED.

THE Undersigned would embrace this opportunity of returning thanks to his numerous customers who have so long favored him with their patronage and would now inform them and the public at large that he has moved his place of business to his

NEW PREMISES

OPPOSITE THE PORT PERRY FOUNDRY.

Where he will be glad to meet his old customers and all requiring work in his line.

BLACKSMITHING

In all its Departments.

HORSE SHOEING

A SPECIALTY.

JAMES SWAN,

Port Perry, July 24, 1878.

~ MARY STREET ~

Lots 151 and 164

The lots here were originally lot 151 with its frontage on Mary Street and Lot 164 with its frontage on Cinderella Street. In the 1870's these lots were reorganised by combining them with lots 152 and 163 and then creating four new lots. The south halves of lots 164 and 163 with their fronts on Cinderella were sites for frame homes, a two story on the southern half of lot 164 and a single story on the southern half of lot 163. This middle lot, which was originally the south halves of lots 151 and 152, the north halves of lots 164 and 163, became one large new lot on which a comfortable yellow brick home was built. Just before the turn of the century this home was owned by Madison Williams

(See chapter 5 and lots 4 & 264).



Grace Swan

Mrs James (Grace) Swan (see lot 256 above and lot 74 east), a nurse, purchased this yellow brick home from James Ward in 1926 and turned it into Port Perry's first hospital. She later sold it to Miss Margaret Fisher. When she announced her retirement in 1930 she sold the hospital to nurses Nellie Whitmore and her cousin, Margaret Fisher. Mrs Fisher later sold her share of the hospital to Whitmore. Mrs. Whitmore announced that she was leaving in April 1946. The hospital was bought by Municipality and was named the Community Memorial Hospital with Whitmore as the superintendent. She retired in March 1947 and was succeeded by Olive Hannah.

The hospital closed its doors in 1948. Mr. Morris purchased the building in 1951 and a community fund raising effort took place in order to finance the building of a new facility. The Community Memorial Hospital opened its doors on Lilla Street on the north edge of the community in 1953. A new Hospital was later built on Paxton Street.

Lot 144

1886, home of Thomas L. Platten (see lot 134 & 135).



Port Perry Hospital, John St., 1940.

~ Chapter Eleven ~

The Lists

POPULATION

The first major census in the Province of Canada took place in 1851/52. This particular census was the first modern census in which a detailed survey of each home and family was undertaken. In this survey the population of Upper Canada was 952,004.

No early population figures appear to exist for Scugog Village, later Port Perry. Prior to 1871, the population of the community was included in the population of Reach Township. Port Perry was incorporated as a village in 1871 and from that time, the population is reported separately from Reach Township.

POPULATION OF REACH TOWNSHIP:

1825... 57	1861...6,214
1830... 93	See above.
1831...134	1871...5,252
1835...444	1881...4,949
1840...771	1891...4,190
1851...3,897	

POPULATION OF PORT PERRY:

1871.. 1,557	1942.. 1,235	1965.. 2,502
1881.. 1,800	1950.. 1,600	1966.. 2,625
1891.. 1,698	1951.. 1,725	1967.. 2,655
1901.. 1,306	1952.. 1,817	1968.. 2,746
1911.. 1,172	1953.. 1,961	1969.. 2,827
1921.. 1,179	1961.. 2,179	1971.. 2,987
1922.. 1,115	1962.. 2,366	1981.. 3,017
1927.. 1,150	1963.. 2,353	1991.. 3,192
1931.. 1,196	1964.. 2,361	

REEVES OF REACH

Port Perry was incorporated as a village in 1871. Prior to that time it was administered by the Township of Reach. From 1871 it had its own Council. Up to 1974, each Township had its own Township Council, each with its own Reeve. The townships were; Cartwright, Scugog (Scugog Island), Reach and Port Perry. With the advent of Regional Government in 1974, the Townships of Cartwright, Reach and Scugog and the Village of Port Perry were amalgamated to form one Municipal Township Council which was named Scugog Township Council with one Mayor of Scugog Township.

Reach Township and Scugog Island were one entity in 1854

1854 Thomas Paxton

1855 Abel Ewers

In 1855, Scugog Township (Scugog Island) was separated from Reach Township and formed its own Council

1856	Abel Ewers	1907	Wright Crosier
1857	George Currie	1909	James Graham
1858	William Boynton Jr.	1911	Alexander Leask
1859	T. C. Forman	1913	Ralph McIntyre
1860	Joshua Wright	1915	J. T. Dobson
1861	James B. Campbell	1917	John Stone
1864	Joshua Wright	1920	Walter F. Weir
1865	Charles Marsh	1923	George A. McMillan
1866	Joshua Wright	1926	D. McDonald
1867	James Graham	1927	William Thompson
1868	Joshua Wright	1929	George McMillan
1870	James Gordon	1930	George Till
1871	Adam Gordon	1932	Grant Christie
1873	James Graham	1935	William Parrot
1875	Abel Ewers	1940	John S. McDonald
1879	Peter Christie	1941	Robert Swanick
1884	Joshua Dobson	1944	Thomas Harding
1886	S. H. Christian	1952	Howard Dobson
1887	Joshua Dobson	1954	Malcolm Bailey
1888	Donald McKay	1956	E. J. Gibson
1891	John Martin	1957	Robert C. Baird
1892	Leonard Burnett	1960	Howard MacMillan
1893	James Munroe	1961	Edward (Sam) Oyler
1897	Peter Christie	1963	Earl Martin
1904	Norman Stuart		
1905	J. T. Doble		

REEVES OF PORT PERRY

The reeves of Port Perry were elected annually until 1940 when the two year term was approved by a local vote.

1872	Joseph Bigelow	1926	Neil Sweetman
1885	Henry Gordon	1928	Robert Somerville
1886	Joshua W. Curts	1933	W. M. Letcher
1900	E. H. Purdy	1946	F. E. Reesor. Reesor, age 63 died while in office, December 24, 1947.
1901	Dr. S. J. Mellow	1948	E. Hayes. Hayes resigned in December 1952 in order to accept a position as Hydro chairman. Harry Peel was declared acting Reeve until elections later that month.
1903	E. H. Purdy	1953	Harry Peel
1906	W. L. Parrish	1957	J. J. Gibson
1909	H. G. Hutcheson	1969	Bob Kenny
1911	George Gerrow		
1918	Samuel Jeffery		
1919	J. Stonehouse		
1920	James Lucas		
1922	Charles A. Rundle. Rundle resigned in June 1922 over Philip Figary's allegations of wrongdoing. An election was held and Figary won the seat.		
1923	Philip Figary. Reeve Figary died in office at the age of 56 in 1926. Neil Sweetman was acclaimed as Reeve in July 1925.		

In 1973 a re-organization of the structure of local administration took place and Ontario County became Durham Region. The townships of Cartwright, Scugog (Island) Reach and Port Perry were amalgamated to form the new Municipality of Scugog.

MAYORS OF THE NEW TOWNSHIP OF SCUGOG

1974	Lawrence Malcolm
1979	Jerry Taylor
1989	Howard Hall
1998	Doug Moffat

FIRE CHIEFS

1905	J. W. Meharry
1912	William Cook
1916	A. J. Thompson
1933	William MacGregor
1933	W. E. MacGregor
1949	Guy Raines
1969	Harvey Mahaffey
1970	Jack Cook
1992	Don Steele

PORT PERRY RETAIL MERCHANTS'
ASSOCIATION PRESIDENT

Organized 1914
1914 F. W. McIntyre

~

PORT PERRY BOARD OF TRADE PRESIDENTS

Organized in 1920.
1920 W. S. Short

~

PORT PERRY BUSINESSMEN'S ASSOCIATION
PRESIDENTS

Elections held annually.
Formed in 1933. Disbanded in 1956

1933	A. L. McDermott	1939	Harry Peel	1949	J. J. Gibson
1935	H. R. Archer	1942	A. L. McDermott	1952	J. C. Love
1937	A. W. Brock	1943	W. E. MacGregor	1953	Albert Cawker
1936	M. A. Gerrow	1948	Oscar Beare	1956	Ted Griffen

~

PRESIDENTS OF THE CHAMBER OF COMMERCE

Formed in 1956

1956	Storey Beare	1971	Dr. William Cohoon	1990	Warren Strong
1958	Art Panabaker	1973	Ken Dowson	1991	Peggy Finch
1959	Ted Griffen	1975	Richard Drew	1992	Ken Carruthers
1960	John Orde	1977	Cliff Crowell	1993	Bill Dowson
1961	Dr. John Price	1980	Howard Hall	1994	Allisa Smith
1963	Charles Williams	1981	Miriam Price	1995	Brenda Casteels
1964	Beth Oke	1983	Bill Barr	1996	Rick McCoshen
1965	Grant McDermott	1985	Peter Hvidsten	1997	Brenda MacIntosh who resigned and was followed by Craig Taylor
1966	Bill Harrison	1987	Elgin Knopp	1998	Don McLeod
1967	Eleanor Wood	1988	Debbie Jones		
1969	Ted Griffen	1989	Fred Churchill		

CHIEF CONSTABLE

1874-1911 Robert McKnight
1911 Samuel Graham
1916 William Nesbitt
1942 George Holmes
1954 Archie Menzies
1959 R. J. Cameron
In September 1967, the Whitby detachment of the O.P.P. took over the policing of Port Perry.

POST MASTERS

1851-1868 Joseph Bigelow
1875 H. Gordon
1882 John Warren Burnham
1928 Mrs Marion Orde (succeeded her father, J. Burnham, after his death in 1928)
1930 George Hull
1958 Bruce Hull, son of George Hull.
1982 Robert Walker

SOME BYLAWS AFFECTING BUSINESSES

July 1884: ...outer walls of buildings shall be of solid brick, stone or iron or partly of two or more of such materials... within the area of Water Street on the west side, Queen Street on both sides from Water Street to John Street and Perry Street on both sides from North Street to Mary Street. No building of wood shall be constructed within 30 feet of any buildings in the said area.

July 1884: No person shall be drunk or disorderly or profanely swear or use obscene or grossly insulting language or commit any other immorality or indecency.

No person shall race or speed any horse on any street.

No person shall publicly expose his person or make any other indecent exhibition.

No person shall bathe or wash the person in the waters of Lake Scugog fronting on the limits of this corporation between the hours of seven o'clock in the forenoon and nine o'clock in the afternoon.

December 1884: No person shall throw any dirt, filth, carcasses of animals or rubbish on any street, road, lane or highway.

- No person shall ring bells, blow any horn, or shout or make any other noise or noises calculated to disturb the inhabitants in any street or public place.

- No person shall lead ride or drive any horse or cattle upon any side walk or other place not proper thereof within this corporation.

1908: Pigs are not allowed within 150 feet of any dwelling. Open pits are no longer permitted for water closets or outhouses.

1909: Retail sale of spirituous fermented or other manufactured liquors are prohibited within this municipality.

1913: Cows will no longer be permitted to run loose on the streets of Port Perry.

1914: The Town Hall bell will be rung at 9 p.m. each evening to indicate the curfew for children under age 16. They are to be off the streets by the time the bell ceases ringing.

1915: All shops will close on Wednesdays at 12 noon during the months of July and August.

Cows, pigs and other farm animals are prohibited from wandering at large throughout the municipality.

1916: Bicycle riders are not permitted to ride on the sidewalks of the town. The roadway on Queen Street will be 16 feet wide.

1917: The roadway on Queen Street will be 24 feet wide.

- 1920:** All shops will close on Wednesday afternoons during June, July and August and will close at 10:30 Saturday evening.
- 1923:** The town dump south-east of Water Street and the causeway, is to be closed and a new dump is opened north of the intersection of Water and North Street.
- Automobiles are restricted to angle parking in the business section on Saturday nights.
- 1926:** All shops will remain open only two evenings per week; Tuesday and Saturday.
- 1930:** The speed limit within the corporation shall be 20 m. p. h.
- 1946:** Street names to be placed on Port Perry Streets.
- 1945:** Members of Council shall be paid \$50. per annum
- Garbage collection will be conducted by the village. Walter Symes will be the first garbage collector.
- 1950:** Angle parking on Queen Street permitted only between Water and Perry Streets.
- 1951:** Angle parking on the north side of Queen Street only.
- 1955:** Merchants will open their stores until 9 p.m. on Friday nights during June, July and August.
- Stores will continue to be open every Saturday until 9 p.m.
- 1970:** Liquor may be served in licenced dining rooms.
- 1980:** Angle parking on Queen Street is eliminated.

THOSE WHO PAID THE SUPREME SACRIFICE FOR CANADA

1914 1918

Arthur Aldred
William Belknap
Jack Britton
Charles Bruce
Arthur Clark
F.H. Clark
Harold Clark
Arthur Doubt
Dan Elliott
George Fines
Joe Fox
William Giebner
Edward Grey
Gordon Hood
Edward Hooey
Herbert Ireland
Albert Jeffrey
Frank Jefferies
J. Johnston
Martin King

1914 1918

Harry Kettle
James Laidlaw
James Leask
Russell McGill
R. D. Midgley
William Midgley
Arthur Moughton
Gordon Parrett
Clarence Real
Thomas Raines
Arthur Shakleford
Harry Slaughter
Amos Stone
John Sumner
Isaac Taylor
Albert Tarrant
Peter Truss
E. D. Wallace
Murray Watson
Percy Ward

1914 1918

Howard White
Robert Wilson
Grant Williams

1939 1945
William M. Aldred
Fred Andrews
George Dodsley
Thomas C. Hayden
Raymond Hillier
W. Hughli
W. Leacock
T. William Leahy
Glenn MacMaster
Mahaffey
Tom McNeeley
George Mulligan
Murray Sears
Roy Whiteside
William R. Willard

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