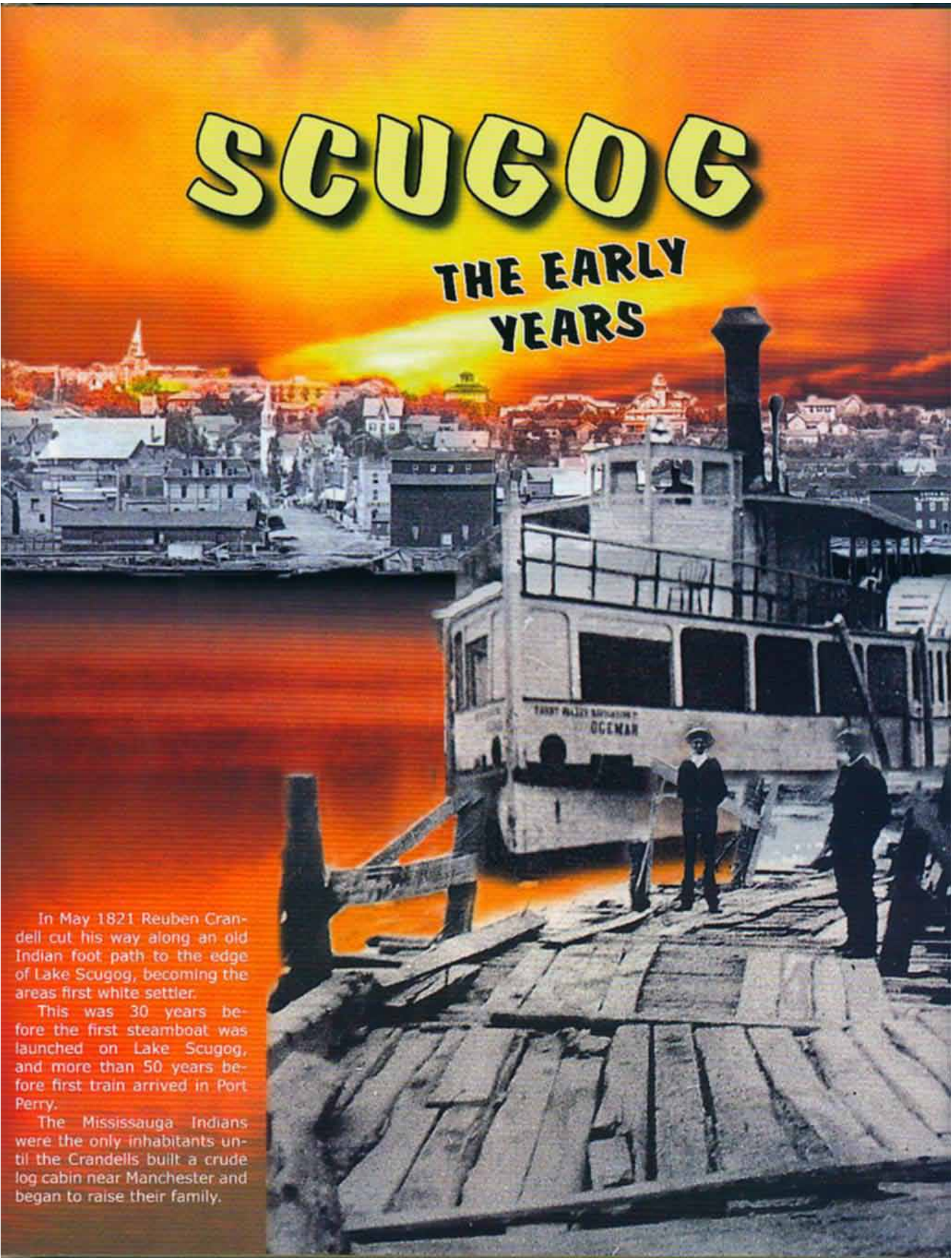


SCUGOG

THE EARLY YEARS



In May 1821 Reuben Crandell cut his way along an old Indian foot path to the edge of Lake Scugog, becoming the area's first white settler.

This was 30 years before the first steamboat was launched on Lake Scugog, and more than 50 years before the first train arrived in Port Perry.

The Mississauga Indians were the only inhabitants until the Crandells built a crude log cabin near Manchester and began to raise their family.

Scugog

The Early Years

1821 - 1899

By
J. Peter Hvidsten

Scugog - The Early Years

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Acknowledgements

The search for historical facts can be time consuming and tedious, but it is often a rewarding process, and while researching this book, I've had to draw on many sources to reclaim information or pictures that had long been forgotten or lost. It's impossible to remember everyone who helped, but to all those who contributed in any way, I extend my sincere *Thanks* for the interest and assistance. Without your help much of the information in this book would not have been possible. Special thanks to:

- Brian Winter - for allowing me use of the resources at the Whitby Archives.
- Paul Arculus - for his ongoing encouragement and enthusiasm, as well as coffee and donuts.
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- Gertrude Wanamaker, Miriam Labanovich, Bob & Audrey Archer, Fred Christie and any others who contributed photographs for this publication.

Research Resources

Scugog Shores Museum Village
Reference Library, Toronto
Archives of Ontario, Toronto
Land Registry Office, Whitby
Osgoode Hall Library, Toronto
Law Society of Upper Canada Archives
Osler, Hoskins and Harcourt Law Offices, Toronto

NEWSPAPERS & BOOKS -

The Ontario Observer
The North Ontario Observer
The Port Perry Standard
The Toronto Mail 1886
The Toronto Star
Historical Atlas of Ontario County 1877
Anglo American Magazine 1854
On The Shores of Scugog - Samuel Farmer
Scugog and It's Environs - Rev. F. G. Weir
Cartwright Revisited - Doreen M. VanCamp



Foreword



HISTORY really is in the eye of the beholder, or writer, in the case of those who document the history of our communities. By reading various accounts by individuals, we quickly learn that the recollections of different people provide different views, even if the writings are about the same event.

How one person recalls an event, may be remembered entirely different by another person, even if they were both eyewitness to the event. So it's without question, that when tales of events from years past are related, there can be two or more versions of the same story. Which one is historically accurate, we can only speculate. But, if we read all accounts of a specific historical event, there's little doubt the main details of events will surface time and time again.

In writing and compiling this book, I have not tried to re-invent the wheel. Rather than gathering all the information, written by a dozen or more individuals over the past century, and try and consolidate them into one document, I've opted to let a few of the more accomplished writers tell it in their own words.

In doing so, it will become obvious quite early that there are some discrepancies in the views of different authors. The writings of these early settlers often cross paths, but they all have individual recollections of historical details. Each of the men writing the articles, documented the information they believed to be the accurate details of the events of the early years of Reach and Scugog Townships.

Researching the earliest days of the area is a difficult chore, but the task is made somewhat easier thanks to a number of men who understood the importance of documenting the life of the areas early pioneers and settlers.

Among those who took pen in hand, and recorded the arrival of the early settlers, their hardships, and their success stories were: Rev. R. Monteith (*History of the Township of Reach*, 1861) James Baird (*Progress Reports in the Ontario Observer*, 1870s) J.E. Farewell (*History of Ontario County*, 1907) Joseph Bigelow (*Recollections*, 1906), Samuel Farmer (*On The Shores of Scugog*, 1913), and Rev. F.G. Weir (*Scugog and It's Environs*, 1927). There are others who also provided glimpses into early life in the area, but these are perhaps the men who recorded the most interesting and important facts, thus preserving the information for future generations.

It will become apparent very quickly, when you read their reports, just how difficult survival was for the early pioneers in Reach Township. After trekking along narrow Indian trails, they constructed crude log cabins and began to clear the land, with little more than their hands and an axe.

Life was not easy for the likes of Reuben Crandell, John Rae, Wm. Wade and the others that followed. With them, in their oxen-pulled carts, they brought their wives, provisions and all their earthly possessions to start a new life, which in those days amounted to very little more than hard work, and isolation.

Here then, in part, is their fascinating story.

J. Peter Hvidsten
 Publisher
 The Port Perry Star
 January 2001

Dedication



The Hvidsten family at the official launch of
Out Of The Ashes - September 14, 1999
From left, Peter, Katie, Matthew, Jamie and Nancy

Dedicated to the patience
and understanding of
my loving family.



Preface



SCUGOG LAKE lay undisturbed for centuries before Reuben Crandell chopped his way through dense brush along an old Indian trail, to reach its shoreline in 1821.

Long before the area became home to the Mississauga Indians, this land wedged between Scugog Island and the eastern shore of the mainland, was primarily a dense marsh with a narrow river winding its way north through a thick, lush carpet of rice fields and tamarack bush.

The only sounds came from the wind and the countless animals, birds and insects that made this vast expanse of land their home.

So the sight that met Crandell's eyes, when he chopped his way to the edge of the Scugog that May afternoon, was that of low lying swamp, stretching as far north as the eye could see. The lake as we know it today, simply did not exist.

He was no doubt exhausted from two days of hacking his way along a narrow trail, with his team of oxen and his wife Catherine, but rather than settle alongside the insect infested swamp, Crandell moved southwest to an elevated piece of land just east of Manchester. Here, Reuben and Catherine, the first white settlers in Reach Twp., cleared enough land to built a simple log cabin and expand their small family.

For a number of years, the Crandells were the only settlers in the area, but they persevered. Despite living a tough, lonely life, Catherine raised a family while her husband cleared the land with only his bare hands, a team of oxen and an axe.

It's not often we think back on the hardships that our pioneer fathers had to endure, but hopefully this book will give an insight into their lives and provide us with an appreciation for what we have today.

We salute the courage of these brave men and women.



C.W. Jefferys



C.W. JEFFRYS has long been hailed as one of Canada's greatest historical artists. In a working life that spanned 60 years, he illustrated with pen and ink on canvas, Canadian history from the time of the early explorer, Jean Cabot.

Photographs from the early years of the 18th century are extremely scarce, so it is the ink sketches of C.W. Jefferys which helped preserve a part of Canada's history which would surely have been lost.

In producing *Scugog, The Early Years*, we called on some of the sketches of this remarkable artist to help illustrate some of the hardships the early settlers encountered. In Chapter One, you will find a number of sketches depicting early pioneers clearing the land, building log cabins, and travelling along mud infested roads.

C.W. Jefferys drew in a style that made every detail clear, using a hard, clean, practical line, with a vitality and liveliness that made them more than historical records. He gave historical characters such bounding life that his drawing in some cases, have received the status of unofficial portraits.

Jefferys was working on a project, with Imperial Oil Limited, to bring all of his art together into a single collection, when he died in 1951 at the age of 82. The collection of more than 1,200 sketches, has been maintained in the company's Corporate Art Collection, since his death.

Chapter One

Early Settlers and Settlements

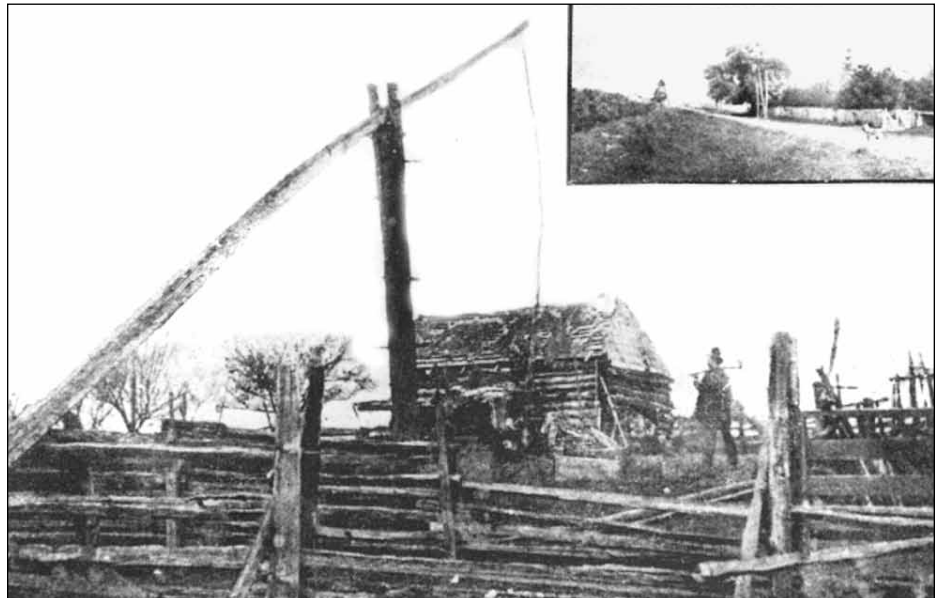
Before we begin the fascinating history of the settlements of the townships surrounding the Lake Scugog basin, it should be pointed out who some of the important early settlers were, and the part they played in developing one of the most exciting and industrious areas through much of the eighteen hundreds. Following are profiles on four men, who forged the groundwork for the settling of the area.

Reuben Crandell

Reuben Crandell was, without question, the first permanent white pioneer to inhabit land in Reach Township.

Born in Saratoga County, New York State, in 1797, he lost his father when only four years old. At nine years of age, he moved with his mother and stepfather to Canada, settling near the Bay of Quinte.

As he advanced into early manhood, vigorous health, a powerful body and active mind led him early to cut out a path for himself in life. In these early times, Mr. Crandell lived by his axe, clearing the land with his powerful strokes, but soon moved to Haldimand County, where he married Catherine More, his lifelong partner through the many struggles and hardships endured by the early settlers.



The original log cabin, built by Reuben Crandell and his wife Catherine when they settled in Reach Twp.

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The Crandell's first child, Elmore, was born a year later, and in May of 1821, Reuben set out with his young family and a team of oxen to blaze his way to the recently established Township of Reach.

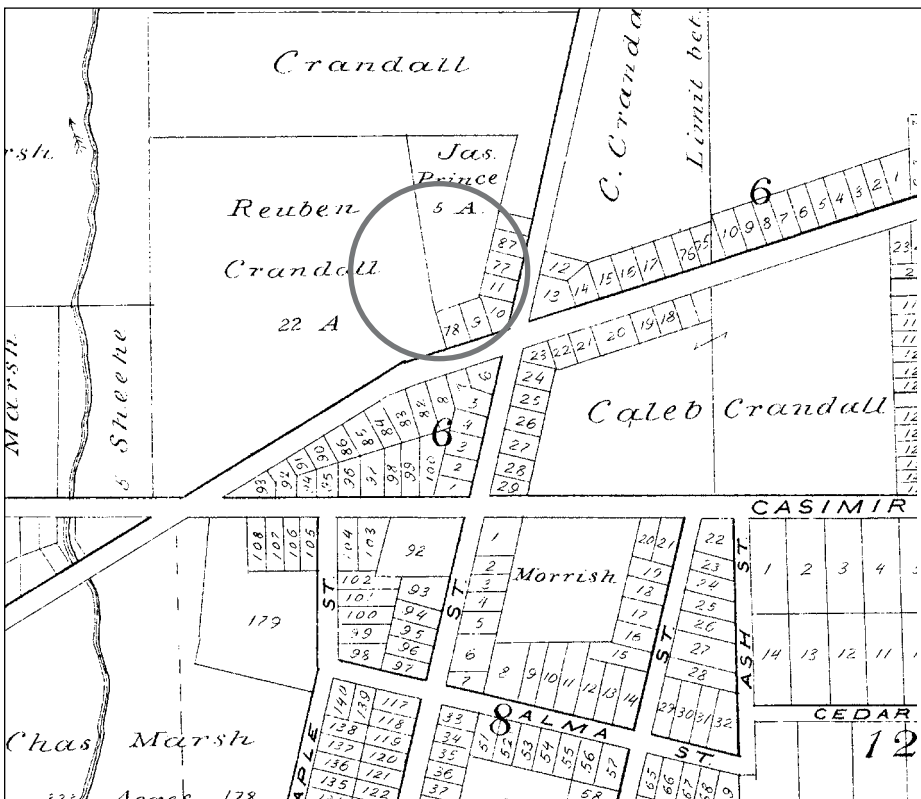
Following the established narrow "Indian Foot Path" which Wilmot drew on his survey of 1809, Reuben was forced to widen the path for his family and team of oxen, literally cutting his way through the dense forest from Oshawa to Lake Scugog.

Pleased with the appearance of the land he'd discovered, he made his way west from the lake, finally settling on land he chose to farm and build his homestead. He purchased 200 acres, near Manchester (presently the Christie farm), paying 50 cents an acre and erected a modest log home in which to raise his family. Only seven months after their arrival, Catherine gave birth to Lucy Ann, the first white child born in Reach Twp. Benjamin Crandell was the first white male child to be born in the log cabin, followed by brothers George, Caleb and Reuben Jr.

Over the next 15 years, the ringing of Crandell's axe was a constant sound, as he cleared some 105 acres of his original purchase, before selling to Alexander and Frederick Graham, of Scotland. In 1832, he purchased another 200 acres, at \$1 per acre, north east of his original homestead.

Once again Crandell set to work clearing the land at his new location and built a home for his growing family. The original home, which was also used as a hotel, was destroyed by fire in 1843. He built another home, on the north side of Queen St., near the 6th concession, and there he lived with his family until his death. Five children were born in this house, Clark, Janet, Mary, Ruth and Byron.

The village which arose around the immediate settlement of Mr. Crandell's land, near the corner of Queen St. and Old Simcoe Road, for



This map from the Historical Atlas of Ontario County shows property owned by Reuben Crandell at the corner of Queen and Simcoe St., which was known as Crandell's Corners (circled area), until 1870.

many years bore the name of Crandell's Corners, but around 1870, his family had it changed to Borelia. A name that stuck with the settlement long after it was absorbed by the newly incorporated village of Port Perry.

Reuben Crandell, aged 77 years, died on October 8, 1874. He had 12 children in total, seven sons and five daughters, all of whom, with the exception of one daughter, survived him. His wife, Catherine, 71, pre-deceased him in August 1870.

A funeral was held for Reach Township's first white settler on Sunday, Oct. 11 with a large and highly respectable procession marching from the late residence of the deceased to the Church of Ascension, Port Perry.

Elias Williams

As certain as Reuben Crandell was the first white settler in Reach Twp., so is it that Elias Williams became the first white man to settle in Scugog Village, which eventually became known as Port Perry.

Elias moved with his father from Bath to Colborne, in the 1820s. About 10 years later, shortly after the death of his wife Loyrenah, Elias settled in Scugog Village on part of a 400 acre parcel of land containing lots 19 and 20 in the 6th concession of Reach, he had purchased on April 8, 1831. Much of this land is now the downtown business section of Port Perry.

Here he built a log home on his property, establishing himself as the first white settler in what is now Port Perry. The exact location of the Williams' home is not known, but it is believed he cleared a parcel of land just south of the Town Hall, near the waterfront.

When Elias died on February 16, 1833, he left all his land to his four sons, Peter, Charles, Andrew, Edward and his daughter Hannah.

Peter Perry purchased a good portion of the property, excluding parts lying underwater from Peter and Charles Williams in 1843, and drew up his plan for the proposed settlement of Scugog Village two years later.

Peter Perry

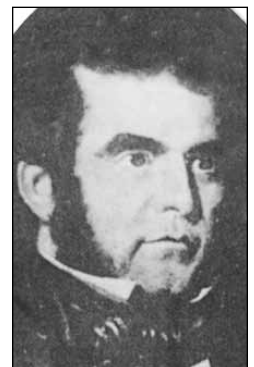
Port Perry bears the name of, quite likely, one of the most unsung heroes in the development of Upper Canada - Peter Perry.

Perry was a leading member of the Reform party from 1824 to 1836 and member of the Legislative Assembly in Toronto. He was a prime mover in the development of Whitby Harbour; an officer of the Windsor Road Co. (Whitby was known as Windsor Bay); and one of the powers behind the move to separate Ontario County from York in 1851, which was then known as the Home District.

A discouraged politician, he retired to Windsor Bay, opening a new store at Perry's Corners, now known as the intersection of Dundas and Brock Street in Whitby.

Perry's interest in lumber products lying north of Whitby, enticed him into the development of Windsor Harbour (Whitby) and communication with the north.

Sometime in 1844, he established a store/trading post, at the corner of Queen and Water Street, (present location of Re/Max Real Estate) in Scugog Village



PETER PERRY

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and sent Chester Draper to manage it. He continued promoting his proposed new settlement and convinced others to join in his plan.

Unfortunately, he did not live to see it all materialize. With his health failing, he moved to Saratoga, N.Y., where he died on August 24, 1851. He was brought back to Whitby for burial, and the following year, Scugog Village was renamed Port Perry, in his honour.

Perry's plan of the village, drawn by John Shier, Provincial Land surveyor, was registered on January 2, 1855, four years after his death. Although Port Perry would not rise to prominence until the coming of the railway in 1872, its location and basic outline had been established by the foresight of the industrious Peter Perry.



JOSEPH BIGELOW

Joseph Bigelow

Without a doubt, Port Perry's most ambitious and influential businessman during the developing years of the village, was Joseph Bigelow. In fact, it could be argued he was the singular, most influential man in the entire history of the community.

Bigelow was identified financially and otherwise with every important improvement in the Port Perry and Scugog district during his active years.

He became the first postmaster in the village from 1852 to 1869. In the late 1850s he took over a woolen factory and planing mill, operating it until it was expropriated for the railway in 1870. In 1862 a branch of the Royal Canadian Bank opened in Port Perry, with Mr. Bigelow as manager. He held the position for six years, until retiring to give more attention to his other business interests.

In April 1869, he opened one of the most impressive commercial blocks in the County, the Royal Arcade. Following this he turned his attention to promoting and building the Port Whitby and Port Perry Railway, of which he became its chief instigator.

In 1872, Joseph Bigelow became the first Reeve of the newly incorporated village of Port Perry. He held the office for three terms, under which time the village thrived under his leadership and drive. It was during his term as Reeve, that two of the town's most important structures were built, the new Town Hall and the Union Public and High School.

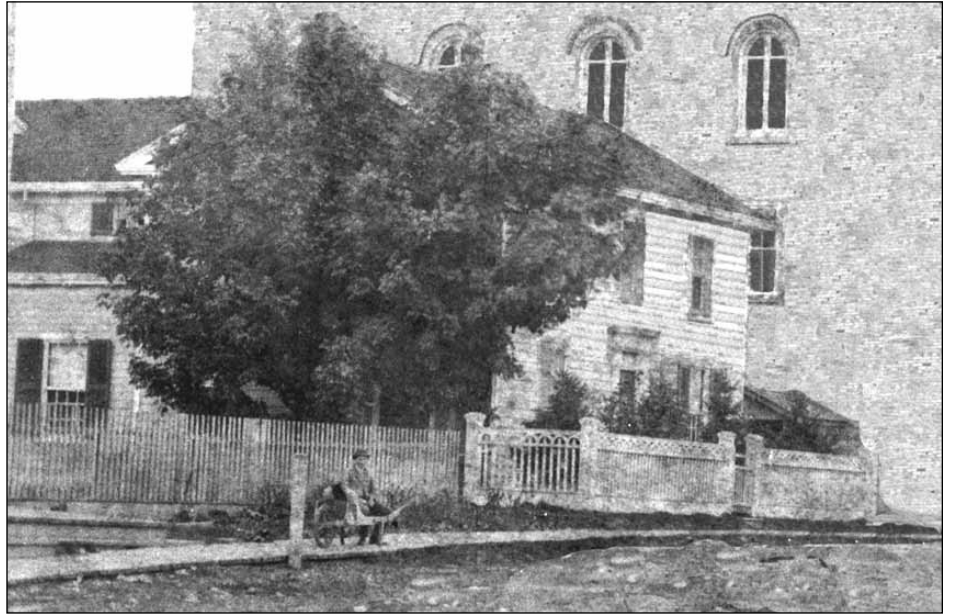
In May 1877, he commenced erection of his magnificent residence on Cochrane St., high on the hill overlooking Lake Scugog. It was here he and his family resided until his death, at 89 years of age, in April 1917.

Mr. Bigelow became a Justice of the Peace in 1877 and in 1881 ran as a Reform candidate for the Ontario Legislature, although failing by three votes to gain election.

On the business front, Mr. Bigelow was a 20-year partner with Thomas Paxton in a flour-milling business located on Water St., and also a partner in the Paxton, Tate Foundry on Perry St, and operated the Big Red Apple Elevator, on Lilla St.

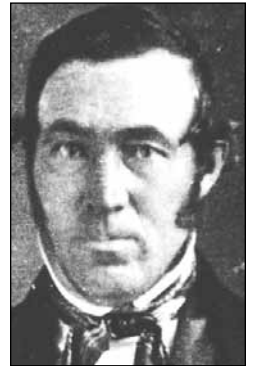
In 1890, one of his most important projects was completed, in the building of the causeway, or connecting bridge between Cartwright, Scugog Island and Port Perry. (see Cartwright Causeway - Chapter Seven, Page 181)

Joseph Bigelow's first home



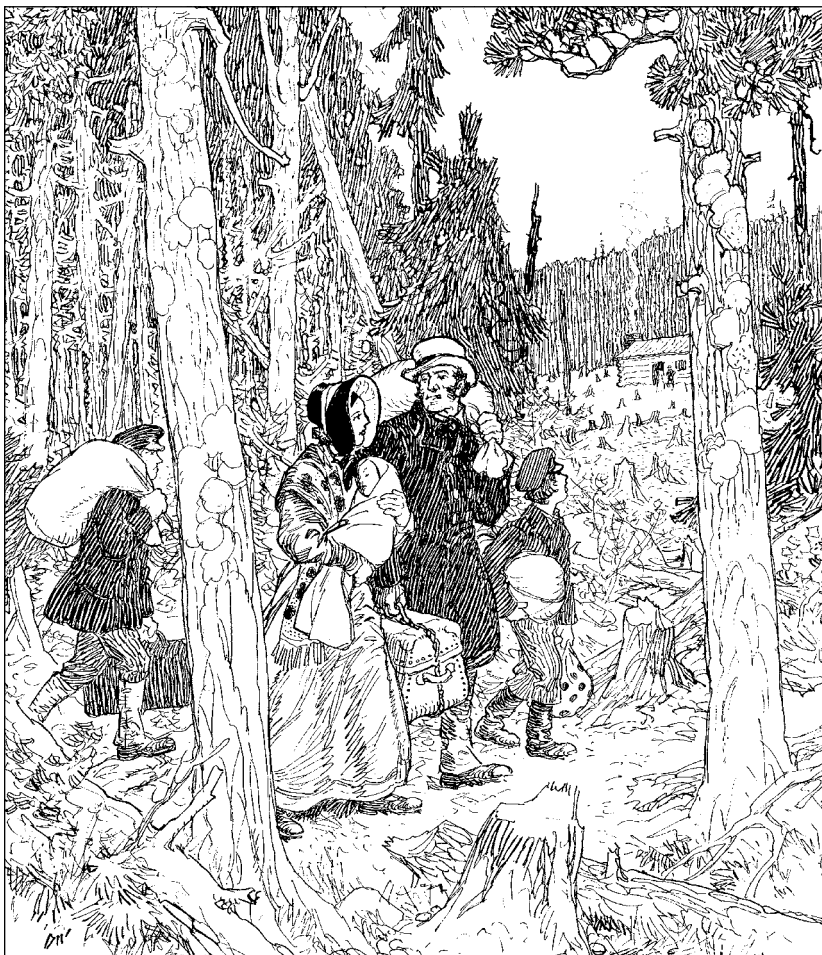
Hiram Bigelow purchased a large block of land on the north side of Queen St. on March 8, 1850, later deeding the property to his twin sons Joseph and Joel. On the western portion of one of the lots, Joseph Bigelow built his first home, in about 1852.

The house, seen above, was an impressive residence for its time. The two-storey, white frame residence was surrounded by an ornate wood and wrought iron fence. The home, located west of Bigelow's Royal Arcade was moved during the winter of 1876 to a lot at 100 Perry Street, where it still remains today (below).



HIRAM BIGELOW





Following, are the recollections of three of Reach's pioneers, as told or experienced by them, during their lifetimes, and documented in articles published in books and newspapers towards the end of the nineteenth century.

The first of the historical sketches comes from the pen of the Reverend R. Monteith, a Presbyterian minister, who lived and preached at Prince Albert, Ontario during the 1860s. The following is his story, in his words, of the History of the Township of Reach.

History of the Township of Reach

THE TOWNSHIP OF REACH was surveyed by the late Major Wilmot, of Clarke Township, in the year 1809, and was designated Reach after a Colonel of that name. Several farms were deeded as early as 1811, but up until the year 1821, there was not a single settler in the township, all was unbroken forest. In the month of May that year, Mr. Reuben Crandell, senior, had the courage to invade its solitude, and to break it up on its primitive condition.

He came by way of Whitby Township, when that township had no village, and only a very few clearances. The only settlers in the line of Simcoe Street were Mr. Widdifield, who lived on the creek about three miles north of the site of Oshawa, and Mr. Joseph Wylie, an Indian trader, who had settled on the 8th concession, a mile or more to the southeast of the site of Raglan.

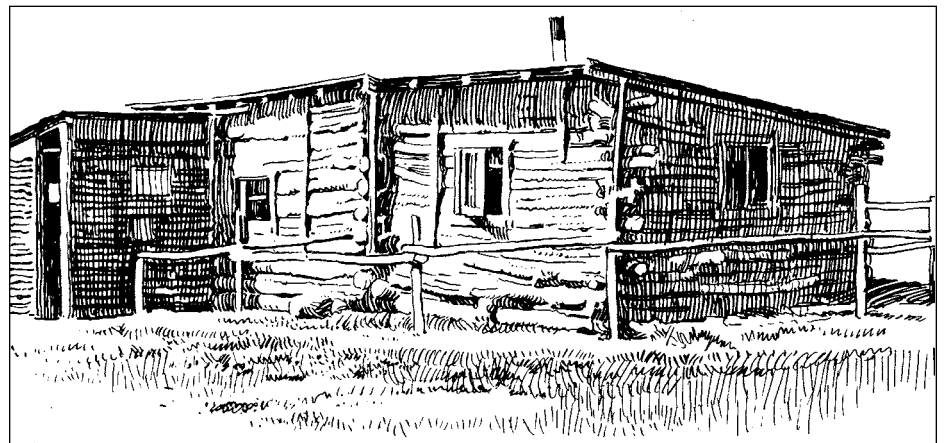
From the latter of these places there was an Indian trail to Lake Scugog; but that was the only path into Reach. So that when Reuben Crandell came to the township with his two ox-teams, he had to clear out all the way for himself, and was occupied two days in doing so. The distance might be reckoned eight or nine miles. The place where he settled first was a little to the south of Manchester, where he encamped for nearly a week, till he raised and took possession of his shanty.

Finding, however, that he had mistaken the position of the lot assigned him he soon after removed into the lot now occupied by Mr. Frederick Graham. There he erected two log houses, one of which still remains, and was occupied till very lately. It stands on the south side of the public road, a mile to the west of Prince Albert. It was there that the first white girl was born in the township, and afterwards the first white boy; and there the first white family connected with the township lived and toiled in comparatively solitude for rather more than two years.

It is true that they were not far off from Indians, but in respect of oral correspondence, these could afford them but little advantage; and influenced as they were by cruel superstition, it was much to be feared that they might rise up against them and do them severe bodily harm. Beside, the beasts of the forest were exceedingly numerous; it is easy to think so.

The township had several large swamps and marshes, as it still has, these for a large number of years, were infested with bears, and still more with wolves; and the fury of the latter may be well imagined when we mention the following fact - one evening the sheep pen, immediately in the rear of Mr. Crandell's house, was invaded by a pack of wolves and it was found in the morning that nine sheep were lying dead, with their heads placed across each other, and the blood taken from them at the jugular vein.

But the perils and exclusion thus referred to were accompanied with many other disadvantages. For miles there was no road whatsoever, and the one on the front, which was one of the best in the county, was not more than passable. Store goods were also at a great distance, 18 miles off at least. Flour and saw mills were scarcely nearer. Medical help and mail communications were hardly to be thought of; mechanical or tradesmen's labor was equally unavailable. In short, at the time we are now speaking of, as well as for many years afterwards, the settlers had little communication with any of their species; they were almost entirely dependent upon themselves.



An early log cabin, similar to the type the early settlers in Reach Twp. would have built.

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And yet we have it from their own lips that they were far from being unhappy. We believe it, and can easily account for it. Living simply and toiling moderately, they enjoyed a good measure of health; they saw the forest diminishing around them, and valuable crops rising in its stead; with these crops to minister to their appetite, and the wood they cut to give them fuel, they felt that they were little indebted to their neighbors; and the virgin beauties of external nature, together with the incidents, of their wilderness life, conspired, in no small degree, to diffuse among them satisfaction and pleasure.

The next clearance that was made in the township was commenced in the summer of 1823. It was made by Mr. John Rae, who had, previously come into Wylie's place in the Township of Whitby, but being merely a renter there, he cleared a portion of his lot in Reach, and erected on it a log house, intending to take possession of the whole, as soon as his renting period expired. The lot which belonged originally to him is No. 11 in the 2nd concession, and lies to the west side of what is now the gravelled road. There were also other clearances commenced the same.

Mr. Wm. Wade for example, who came in the fall, settled for a time on the front of the 5th concession, immediately to the east of Mr. Fitchett's present place. And near to him, on both sides of the road were persons of the name of Jones, Hughes, and Marvin. But these disappeared in a short time, and fixed their abode beyond the township.

The settlers, however, who appeared next were destined to exert a larger influence. These were Mr. Abner Hurd and Mr. Daniel Dayton, who came together in the spring of 1824. The former of the two built his original house to the east of Prince Albert, on nearly the same site where the present farm house stands, and in which Mr. James McKinley now lives. The other settler pitched his tent where Boynton's tavern now stands, and thus, though unintentionally, yet actually, laid the foundation of Prince Albert.

It is also natural to state here that as various settlers were now near one



Clearing the land was back-breaking work for the early settlers, who did most chores by hand.

another, they were drawn into frequent mutual intercourse; and living as they did on the same concession line, they gradually formed a bit of road, which in after years was extended westward. But as yet there was no road in a more important direction, we mean toward the front.

There was, to be sure, a path in that direction - namely from Rae's to Wylie's place, which was not unfrequently employed by the settlers. But that was a very circuitous route. It was, therefore, resolved the following year to shape out a road in a better direction, and the resolution was acted on.

In 1825, the settlers united their energies together and formed a kind of ox-road from Dayton's to Wylie's; and from that there was a rather better road to the front, where all their milling business was required to be done, and from which, also, they obtained their store goods, and their mail communications. In this year, also, the first burial was made in the township. It was the burial of Mr. Rae, who died in Whitby, but whose bones were laid in his own farm lot in Reach.

In reference to the year 1826 we have only one record to make, and we make it because of its bearing on the township, although it does not properly belong to it. Hitherto the nearest mills to our spirited settlers were, Gould's in Uxbridge (which was not easily reached) and Gibb's, south of Oshawa. But now a saw-mill was erected much nearer-namely, Fralick's, (now Harrington's) to the southwest of Raglan. This was a positive gain for Reach, and made it much more easy for our settlers to secure lumber for building purposes.

But passing on to 1827, we have matters of a different kind to state. Somewhere in the course of that year letter-carrying was commenced in the township; and not only in Reach, but in several other townships lying to the north. The system originated with Mr. Donald Cameron, a settler in Thorah, who proposed to the settlers who lived on the line, that, unless the Postmaster General objected to it, a person might carry letters between the front and the back townships, and obtain adequate pay for his trouble. The idea was endorsed by the settlers, and the Postmaster General gave his consent. Kenneth Campbell commenced his travels, walking to and from the front once a fortnight; and, besides a fixed amount secured by subscription, he received a small payment for the letters or papers which he bore to the settlers. Let us add here, that the nearest post office on the front was kept by Mr. Warren, as was also the nearest store, and was situated a mile and a half to the east of what is now the county town, or Whitby.

There were other signs of advancement the same year. If letter carrying was then initiated, so was the preaching of the gospel. Elder Marsh, a Baptist preacher, was the first preacher in Reach; and beginning, as he did, to break up the ground, he continued his labours for some time afterwards. But another gentleman of the same persuasion undertook work of a similar kind, which calls for a more extended notice. We refer now to Elder Scott, an agent of the American Missionary Society, who desired strongly to improve the condition of the Indians.

We have said already that in the early days of Reach, the settlers were not far off from Indians; nor were they. A considerable number of the Mississauga tribe - the same tribe who once lived on the site of Toronto - had encamped for years on the side of Lake Scugog. And prior to the year 1827, their character was extremely bad. They were among the most degraded and filthy of all

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the tribes. Men and women were addicted to drunkenness, almost without exception; and so destitute were they of all moral principle, that they were the pests of the country, and the bye-word and scoff, as well as terror of the inhabitants.

But during the autumn of this year, they embraced the Christian religion, and immediately gave the most satisfactory proof of its holy tendency and benign influence. From a condition unspeakably degraded, debauched and vitiated, in almost every sense of the word, they became a serious, moral, and pious community. These were the objects of Elder Scott's philanthropy. Encouraged by the happy change they had sustained, he endeavored to advance them in various respects. He obtained for them from Government a grant of 200 acres, extending along the southwest side of Lake Scugog, where Port Perry now is. He yoked them partly into agriculture, after they had cleared away the bush.

And he got them the means of education. The person he employed for this work was Aaron Hurd, the second, son of Abner Hurd, a lad of only fifteen years of age. Young though he was, he had shown considerable interest in the Indians, and this, in the opinion of Elder Scott, fitted him much for instructing their children. Well, in the course of 1828, after a school-house had been built and placed on the north side of his father's farm, he commenced his labours. The number of his pupils varied from thirty to fifty, some of whom were more than children, as old indeed as twenty or even thirty years; and he laboured among them, not without gratifying success, for the greater part of two years, when the Indians removed to Mud Lake, and he commenced a similar work in the neighbourhood of Rice Lake. Of this devoted and hopeful young man let us simply add, that he subsequently went to study for the ministry, and in the midst of his efforts toward that object, died at Middletown, Connecticut, U.S.A. in 1836.

The Indian school of which we have spoken was soon followed by another school - the first in the Township for white people. Before the winter of 1828 the settlers had erected a school house for their children. It was made of logs, and stood to the west of Prince Albert, on the knoll now occupied by Mrs. Bunker's house. It is still to be seen opposite Mr. James McKinleys and the first person who taught in it was a Mr. Cull, who did not commence his labours however till the summer following the date of its erection.

We must also offer to two other facts which took place in the same year. In the month of February that year, the first grave was made in Prince Albert. It was made for Mr. Reuben Dayton, son of the settler formerly named, who died in the front, but was laid in the original burying-ground close to Mr. Ross's store. Several months after that, an important public survey was made. Mr. Smallie of Newmarket laid out the whole of Simcoe Street; and the part of it lying in this Township is not materially different from the ox-track which the settlers had opened out three years before.

Settlers were now increasing in the Township. A year prior to the last date, Mr. Ensign had laid the foundation of Epsom, by settling on the site of that village. And early in 1829 he acquired for his nearest neighbour, Mr. Shaw. The same year, also, Mr. Henry Walker settled on the 4th concession, to the south of Manchester. And in 1830, Mr. Thomas Graham and Mr. Ashton settled still further to the south. It was easy indeed to multiply names, such as Harper and Silver, and Dunholm, and Dwyer, and Hinckston, and Barbour, and Buck, and some others who quickly appeared one after another, and fixed their abodes in the same region.



Early roads posed many problems, as the teams pulling wagons often got bogged down in mud.

But such particularity we must now desist from, except when we come to speak of new regions; on these we of course ought to be particular, as our leading object is to show how, and when the Township was opened up. But now an important step was taken; and it calls for more than passing notice. We refer to the construction of the mill dam at Lindsay, which has ever since affected the waters of Lake Scugog. And as this is a matter connected with our Township, we must speak of the former condition of the Lake, and the extent to which its waters were now increased.

Mr. Smith, in his valuable work on Canada, says, Lake Scugog, or the larger portion of it, as it at present exists, has been artificially made. The formation of the dam at Lindsay many years ago, raised the water and forced it back over the land, thus flooding a large extent of the country.

From this cause the lake has not been properly delineated on any map; all maps hitherto published having been copied from the original plans of the surveyors. At the time these Townships were surveyed, the whole of what now constitutes the southern portion of Lake Scugog was dry land. Now, although there is much truth in this, it requires to be taken with some abatement, especially the first, if not also the last, statement of it. One would suppose from these statements that before the construction of the dam referred to, the area of the lake was not one half of what it now is. And to a certain sense it was not, for the larger portion of it was little better than a marsh; hence the propriety of the term "Scugog", which signifies shallow water.

But its breadth was nearly as great as it is at present; and as for its length it extended southward to about the site of the new bridge (Scugog Bridge). In summer, when the springs were materially affected by the heat of the sun, it was somewhat contracted; innumerable reeds or marshy grass shot up above the surface, and the shallow bark canoe of the Indian was not unfrequently brought to a stop, unless it was taken along the main body of water. But at other periods of the year the size of the lake, (or marsh) was somewhat different; it was more navigable; and its area was also considerably enlarged. What was affected by the mill dam at Lindsay was the adding of depth to the waters of the lake, to the extent perhaps of three or four feet, and thereby submerging of those parts of the shoreline where it did not stand much above the waters. Thus much as to Lake Scugog up to the year 1830.

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Passing on to the following year, we have several interesting matters to notice. The Brock Road was then surveyed. And very wisely so. For if settlers on the western side of Whitby were to have intercourse with those on the western side of Brock, the formation of such a road was all but necessary. And besides, as already shown, two persons had come, into Reach whose settlements lay on the very line referred to, and it was reasonable to expect that other settlers would soon come near them. Though the road however was now marked out, it was not made till years afterwards, and the part of it which passes over the ridges was made at a still more recent date.

The next matter connected with the year was the formation of what was called the "Scotch Settlement". Messrs. Donald and Peter Christie, and Messrs. McDermid and McKercher arrived in Reach in the month of October, and settled down between Manchester and Utica. They came of course by way of Simcoe Street; and in saying that they came in wagons we wish to inform our readers that conveyances were not improving in the township.

Indeed there was more than one of the previous settler who had not got wagons instead of ox-carts. But in most other respects things were still unattractive enough. In summer as well as in winter conveyancing was chiefly done with sleighs. And though horses were not entirely unknown, their number as yet was exceedingly small.

In the month of December the same year a settlement opened up in the north, Mr. Solomon Orser who came from Kingston with two steers and a dog, and occupied twelve days with his journey, commenced operations on the place where he still lives, about four miles above Prince Albert.

His earliest days were by no means enviable; we refer especially to his dangers from wild animals; with few visits from white men and equally few from straying Indians, he had often to listen to the cry of bears, and more often still to the howl of wolves, many of which beset him on both sides, but especially towards the extensive swamp on the west of him.

Never-the-less, he was first rate in the use of the gun, and he used it often with much execution. He was also expert in the art of fishing, and he had simple scope for that in the neighboring lake. Indeed so well did he fish and hunt for years that, with masquinonge and venison and other such supplies, his table was probably better provided than the tables of most of the other settlers.

Thus provided from some sources and imperilled from others, he was by and by privileged with new neighbors: and we mention them here, though they came in at successive periods, to inhabit the earlier settlements on the road northward. Eighteen months after Solomon Orser, his neighbor Mr. Mark became a settler. Next in order was Mr. Jeremish Orser, then Mr. James Moon, to the south of the Nonquon, next to Mr. Charles Black on the 14th concession, and lastly Mr. Thomas Show on the 11th with others at later dates.

And now having come thus far with our narrative we would make a few miscellaneous statements. The township having grown ten years old, had acquired a tolerable population according to the census, 134 souls; and by this time a considerable portion of land had been cleared, while several pieces of road had been formed, and a few wagons had appeared upon them.

Intellectual privileges had also been acquired, in the way of education, but a system of letter carrying, and in virtue of gospel preaching, first by the Baptists and next by the Wesleyan Methodists. Nevertheless there still existed many drawbacks. If the wild beasts were at all diminished, their thirst for

blood was as strong as ever. Who can doubt it, when somewhere about this period no fewer than 22 sheep were found by Mr. Hurd one morning killed by a pack of wolves, and this but a few rods from his present dwelling house.

Our readers should also remark that groceries were still far off, there was no nearer store as yet than the one which stood on the Kingston road; it is not then to be wondered at that for coffee some of our settlers resorted to dandelion, or burnt bread, that for tea they drew upon the hemlock tree or sweet fern, and that as for sugar they depended wholly on the juice of maple.

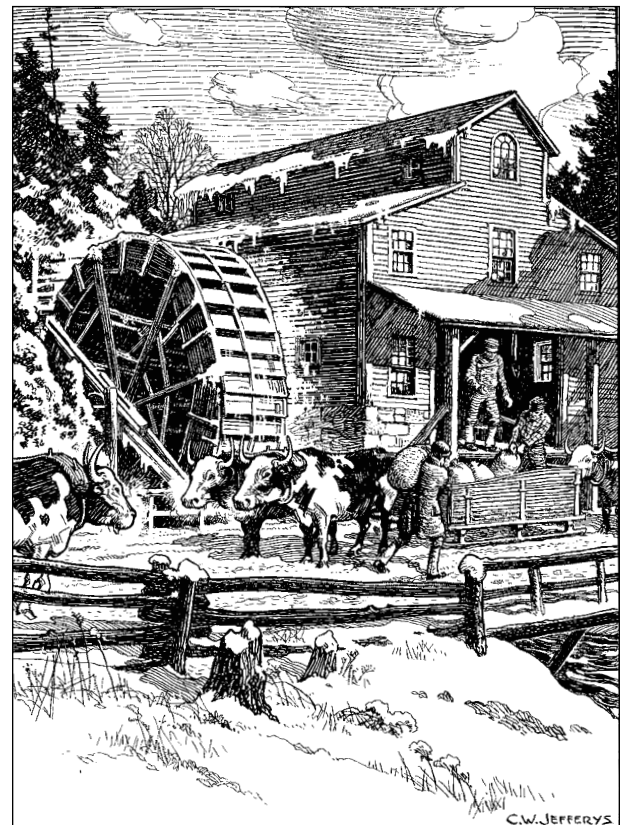
Nor were some of our settlers materially benefited by the letter carrier; those to the west were several miles from his line of travel, and one of them has told us that on going down to the front post office he found a letter for him which had come out from the old country more than a year before.

It is scarcely necessary to add here that the price of grain was comparatively low, and that money was a very rare article. And yet along with these disadvantages, there were also various sources of enjoyment.

Nature was productive, both in respect of garden and field fruits: poultry and cattle also thrived well; houses and roads and such like matters were gradually improving; the cleared fields were rapidly multiplying; society too was always on the increase; and at almost all seasons there was ample room for healthy exertion. These and other corresponding causes, which cannot well be put on paper, abated the drawbacks connected with the bush, and made the settlers not a little happy.

The next was a very memorable year, though not in connection with this township. It was in 1832 that Canada was first assailed by Cholera, and assailed to a very fatal extent: for many hundreds died in consequence. But it does not appear to have visited Reach: at least we have no record of any case of it, fatal or otherwise. And neither do we know of any other matter which transpired in the township that year.

But in 1833 hopeful operations were effected in the northwest. In the month of August that year Mr. Nells travelled up the Brock road, and settled on the rear of the 9th concession, having no neighbor to the north of him in the



An early water driven grist mill

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township, and his nearest neighbor to the south being three miles distant. In that quarter however there were signs of improvement: for not only was there a partial road formed as far as Mr. Wells place, but the road was occasionally passed over all the way into Brock.

And so at this time there was a partial road from Epsom to Uxbridge: we say partial, meaning of course that it was more than blazed, that it was even more than a bridle road, that it was somewhat serviceable for ox-carts. It will thus be seen that means of intercourse were gradually multiplying, not only between settlers within the township, but between these settlers and others in neighboring townships.

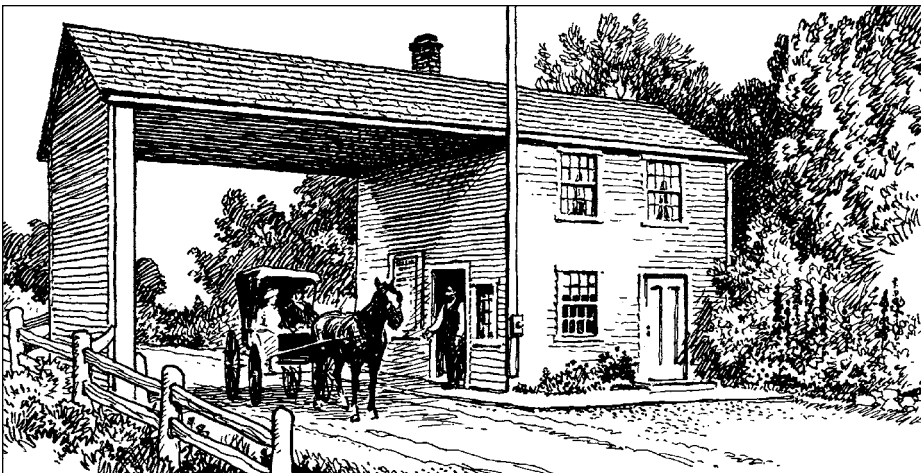
And as might have been expected, new settlers were attracted into Reach. The following year, for example, Messrs. Robert and Samuel Baird, and Mr. George Patterson commenced work on the front of the 14th, and Mr. Adams on the rear of the 8th, not to mention various, other persons who became neighbors to these settlers in the years that followed.

In connection however with 1835 there were various other noticeable improvements.

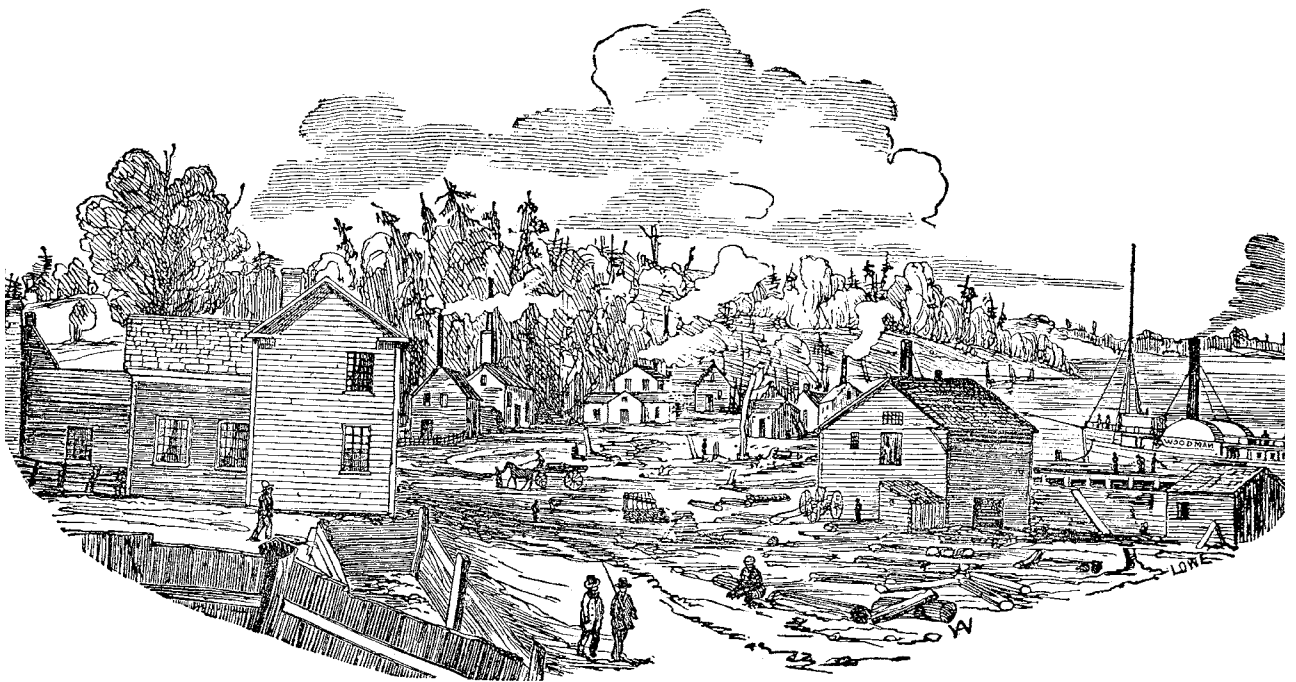
The embryo village of Utica was then formed, for it was in that year that the oldest house it ever had, was raised by Mr. McKercher, hence the name "McKercher's Corners," which the village sustained till of late years.

And now also was laid the foundation of Port Perry. Like most other village foundations in Canada, it was of a very humble foundation: it was a small log house, and it stood in close proximity to the lake, about the place which is now occupied by the warehouse on the old wharf. There was also another school commenced; though now designated No. 6, it was the second that was formed in the township, the schoolhouse stood on the front of the 4th concession, a few rods westward of Hink's mill; and the first teacher was Mr. Ashton.

Nor was this year closed before the township was visited by a Presbyterian Minister; we refer to the Rev. R. Thornton of Whitby. He had landed in the country two years before and now from his place on Kingston Road he travelled back into Reach, with a view to baptize a few children and to preach the gospel of eternal life. On this occasion he has travelled as far north as the Nonquon, and he was met by a large party of Indians, who were carrying a bark canoe between Lake Scugog and Lake Ontario; this was a somewhat rare thing for these latitudes, and if witnessed again at the present day, it would probably be noted as a marvel.



Toll bridges, similar to the one illustrated at left, by C.W. Jeffreys, were common along the Whitby to Manchester roadway during the late 1850s and 1860s.



Sketch looking north along Water St., Port Perry, as published in the Anglo American Magazine, shows the village as it looked in 1854. The buildings from left to right are, Mason and Phillips Hotel (Peter Perry's original store built in 1844), William Sexton's sawmills, William Ross' saw mill (present site of Birdseye Park) and the sawmill of Thomas Paxton (just north of the government docks).

Early Settlers of Scugog Village

The second of the historical sketches comes from the pen of one of Port Perry's most influential men, Joseph Bigelow. The following article was written for a special edition of the North Ontario Observer in 1906.

THE HISTORY of Port Perry extends back more than 160 years, at which time it was scarcely known, only as a landing post and camping ground for the Indian and fur trader, and the land place of the Indian trail leading between Scugog Lake and Lake Ontario at Oshawa.

Evidences of the early occupation of the place is in the finding of arrow heads and stone implements where once roamed the untamed Indian with his dusky mate and children of the forest in pursuit of game, and happiness in anticipation of a full meal, affording a very unreliable means of support, especially during severe and prolonged winters, which must have entailed much suffering in the exposed condition in the bark of covered wigwams with scanty clothing.

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Their little ones must have suffered extreme hardship in their crude homes and on the trail - the squaw carrying her papoose on her back - in their pursuit of fresh hunting grounds.

Scugog Lake, and the rivers and lakes north, were largely populated by Indians at one time, unknown to white man, where fish and game were plentiful, with no closed seasons as enforced by the laws of the white men.

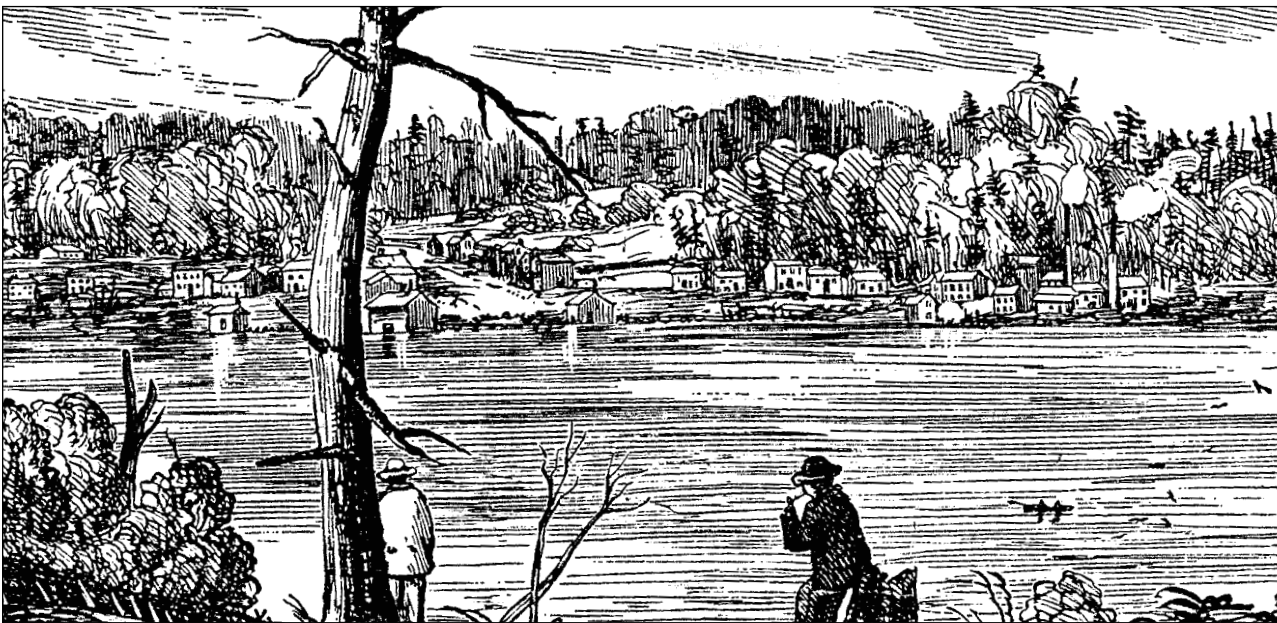
Evidences of Indian occupation at a very early period, or by prehistoric races, is apparent in the construction of dikes and mounds of snake and amphitheaters shapes, and embankments for purposes unknown, between Port Perry and Seagrave, along the railway line in the ninth and tenth concessions of Reach.

South of the present bridge connecting Port Perry with Scugog Island and around the southern end of the Island was at one time about two thousand acres of low-lying marsh land, sparsely covered with a growth of tamarack and spruce trees, giving the appearance of a beautiful grass covered park, the feeding ground of the buck and doe, at times in large numbers, affording meat for the Indians and early settlers.

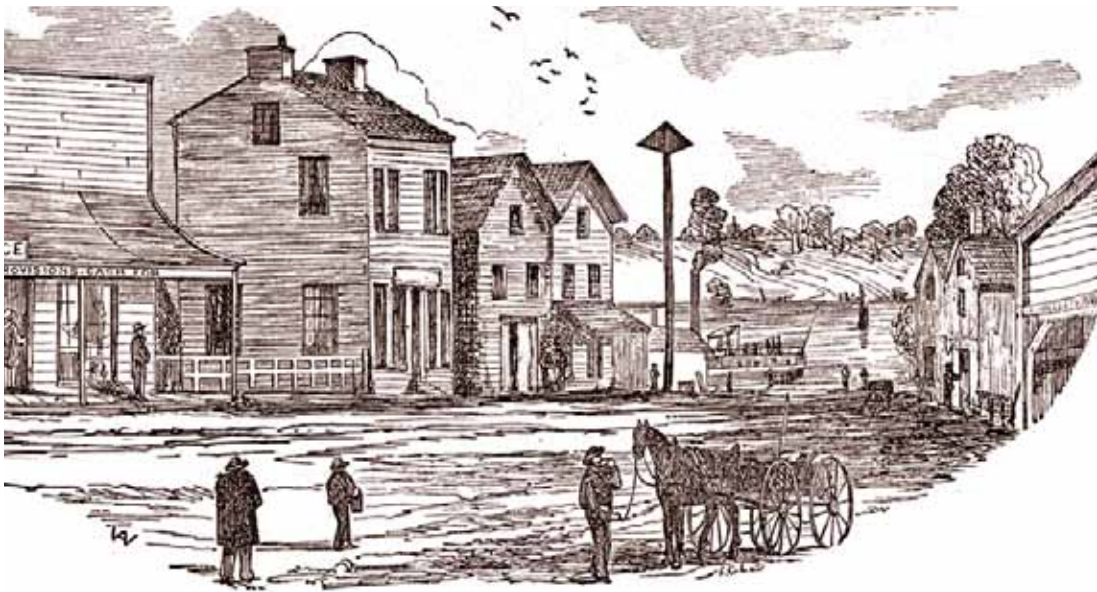
The rising of the waters of the lake by the building of a dam at Lindsay on the Scugog River about the year 1832, overflowed this low lying land, killing all the timber, which was subsequently cut down by incoming settlers for firewood, now presenting a partially submerged waste of marsh stumps and bare weather-beaten relics of a bygone age, now the feeding ground of millions of wild ducks. This is now held by a company as a game preserve, and is a real paradise for sportsmen.

Where Port Perry now stands was formerly an Indian Reservation, which was called by the first settlers, and up to the time of a post office being established here, Scugog Village.

Reuben Crandell was the first settler on the land west of Lilla St. in 1821. Shortly after came Charles and Elias Williams, who located on the land east of Lilla St., Charles selling out his portion to Peter Perry about 1845, and Elias to his son Peter Williams, by will dated 1849.



Sketch from the Anglo American Magazine of 1854 depicts the village of Port Perry as it looked from a high point on Scugog Island.



This sketch from the Anglo American Magazine of 1854 shows the north east side of Queen St., Port Perry in 1854. Stores from left, are: Bigelow's General Store & Post Office, McMichael's General Store, Jones Brother's Grains and Feed, Charles S. Jewett's Boots & Shoes and William White's Planing Mill at the lakefront with the steamer Woodman tied up at the dock. The building on right side is Mason & Phillip's Hotel, (site of Peter Perry's original store).

Mr. Perry had his purchase laid out in lots, which was the first commencement of the town. A frame storehouse was erected on the south side of the corporation wharf. About 1846 Thomas and George Paxton built a sawmill, followed by another built by Samuel Hill, afterwards becoming the property of W.S. Sexton.

These men carried on the lumbering business until the pine forests around Scugog Lake became exhausted. In 1858, another saw mill was built at the west end of the Scugog Bridge, by an American Stephen Doty, which afterwards became the property of Joseph Bigelow.

In 1847 and 1848 John Nott and John W. Davis engaged in the manufacture of furniture. At this date was opened a general store by Peter Perry, of Whitby, managed by Chester Draper, and later purchased by Richard Lund, who retired and the business was subsequently carried on by Alexander McMichael, and later by Henry Charles, where the St. Charles Hotel now stands.

The first hotel was built in 1848 by Harrison Haight, on the south side of Queen St., on property at present owned by Mrs. Sinclair; followed by another hotel built by S.E. Crandell on land occupied by the Bank of Commerce. In 1848 and 1849 was built the plank road from Port Whitby to Scugog Lake, nineteen miles in length, made of three inch pine plank, ten feet long, with three stringers of 3" x 6" pine, the entire distance.

Over this road was hauled immense quantities of masts, square timber,


white oak, and West India pipe staves, mostly rafted and brought to Port Perry from the Townships of Scugog, Mariposa, Fenelon, Ops and Cartwright. The plank road at this time afforded the only outlet for these products of the forest, as well as other traffic and travel to the south.

At this time nearly the whole town was a forest, the north side of Queen St., from Water to John St. was forest, only enough timber being cut away for Crandell's hotel. From Dr. Proctor's to the school house, there were a few acres cleared, but all north

was bush. On the south side of Queen St., from Mr. Forman's residence to the Town Hall and south to the 5th concession was a cedar swamp. East and south of the Town Hall was a small clearing made by Elias Williams. South of Mary St. all was bush land. At this time not more than half a dozen houses constituted the embryo town.

In July 1851, a hurricane passed through the Township of Reach and Port Perry, killing two people and overturning a farm house, carrying it across the road about where John Cassidy's house now stands.

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 Stage from Port Whitby.

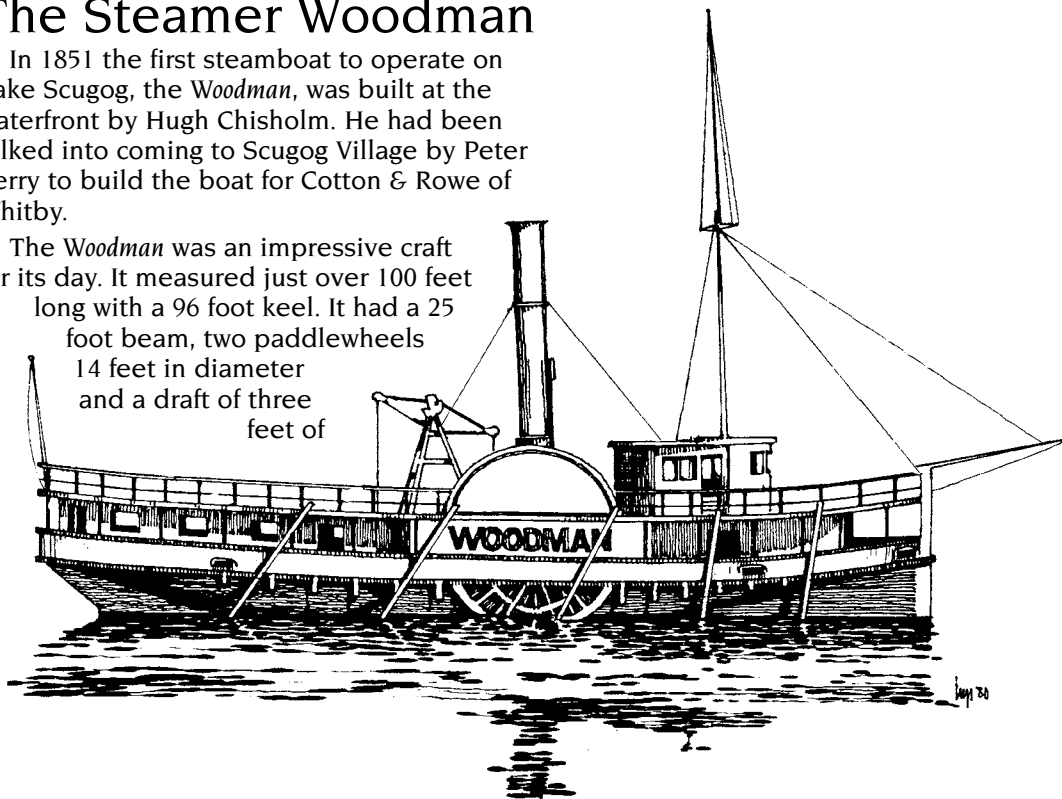
For Freight or Passage, apply to the Captain on board.

Lindsay, July 1, 1851. 14-16.

The Steamer Woodman

In 1851 the first steamboat to operate on Lake Scugog, the *Woodman*, was built at the waterfront by Hugh Chisholm. He had been talked into coming to Scugog Village by Peter Perry to build the boat for Cotton & Rowe of Whitby.

The *Woodman* was an impressive craft for its day. It measured just over 100 feet long with a 96 foot keel. It had a 25 foot beam, two paddlewheels 14 feet in diameter and a draft of three feet of



water. The boat was powered by a 25 horse power beam engine and a twelve-flue boiler, which produced a five foot stroke, and was capable of pushing the large vessel at an impressive nine miles per hour. For its passengers, the *Woodman* provided cabins with bunk beds, as well as quarters for the officers. The boat was launched at Port Perry on August 29, 1850, and began its trips to Lindsay the following June under the watchful eye of its builder, Captain Hugh Chisholm.

About two years later, the *Woodman* was badly damaged by fire and was sold to George Crandell, who repaired her and began to make tri-weekly trips between Port Perry and Lindsay.

The Woodman's first trip on Lake Scugog

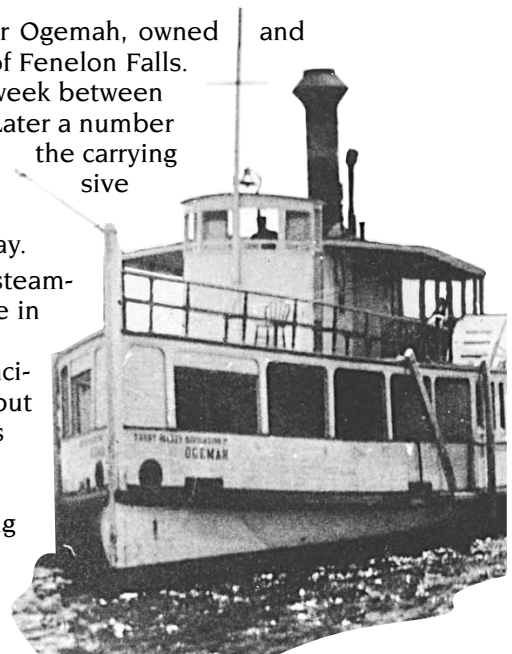
The following account of the steamer Woodman's first trip from Port Perry on Lake Scugog to Lindsay, was published in the Toronto Globe in June, 1851.

The waters of Lake Scugog were traversed by a steamboat for the first time on Friday, the 25th ultimo. For this most desirable improvement, the inhabitants of the township adjoining the borders of this inland lake are indebted to the enterprise of Messrs. Cotton and Rowe. A number of gentlemen from Toronto, Whitby, Streetsville and Oshawa, having accepted the invitation of the owners to be present at the trial trip, proceeded to the point of embarkation, by the really excellent road which leads from Windsor Bay (Whitby) on Lake Ontario, to Port Perry on Lake Scugog.

After some delay... the steamer *Woodman* got underway with a numerous party on board, and on reaching the foot of the lake, entered on the more intricate navigation of the River Scugog. The steamer at length reached Lindsay, where her arrival was hailed by a large assemblage in the most enthusiastic manner.

Next was built the steamer *Ogemah*, owned and operated by Captain Wallace of Fenelon Falls. This boat made two trips per week between Port Perry and Fenelon Falls. Later a number of other steamers went into the carrying trade, which was quite extensive until the railway was built between Port Hope and Lindsay.

Previous to the building of steamers the carrying trade was done in small boats, the largest one being of about three tons capacity and after which a scow was put into service, propelled by sails and poles, navigated by Christopher Shehey. This was about the only means of getting into and out of the back country, as there were no busy roads. A team would have to snake its way around stumps and trees, over roots and mud



The steamship *Ogemah* at Port Perry.

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holes, up and down hills - a most trying operation.

In 1851 was opened a general store by Cotton & Rowe, managed by W.H. Rutledge, where the Observer office is now. The same year, came Joseph Bigelow and his twin brother Joel, opening a general store where Mr. McCaw's store now stands. In 1852 a post office was opened, Joseph Bigelow being appointed post master.

After the opening of the post office, a daily stage was started between Whitby and Port Perry. A new name for the place, instead of Scugog Village, was desirable, and it was called Port Perry after the founder of the village, Peter Perry, who was a prominent merchant and grain buyer of Whitby, and a Member of Parliament for East York in the Parliament of Upper Canada.

In 1852 a steam flouring and saw mill was built by John Cameron, of Toronto, and carried on for some years before it burned down. The mill stood where the railway station was located, which is now Palmer Park.

In 1858 another daily stage line between Port Perry and Whitby was started by C.S. Jewell, the two lines connecting with the steamer *Woodman*, and both lines doing a large passenger business. So keen at one time was the competition between the stage lines, that passengers were carried between Port Perry and Whitby for 25 cents.

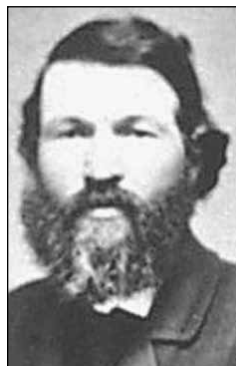
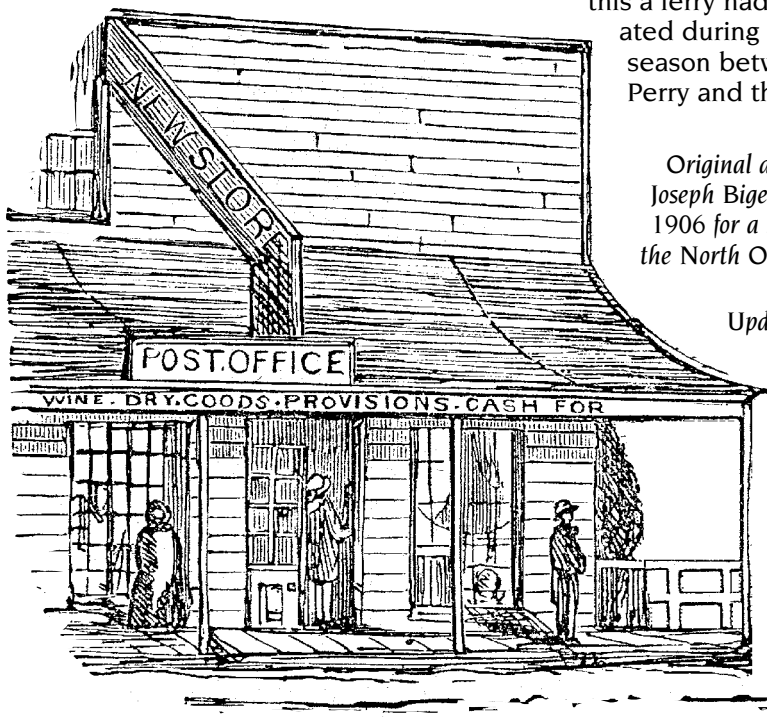
In 1853 Jacob and W.D. Bowerman started a woolen factory and planing mill where the railway engine sheds now are, afterwards passing to Mr. Bigelow, who added the manufacture of flour barrel staves, carrying on the business for some years. When the property was expropriated for railway purposes the mill was torn down and removed to near the foundry of Madison Williams, on Perry St.

The next milestone in Port Perry's progress was the building of the Scugog Bridge by the County of Ontario in 1856, connecting Port Perry with Scugog Island. This was a floating bridge, but was afterwards filled in, making a solid permanent roadway. (See the *Scugog Bridge - Chapter 7*). Previous to

this a ferry had to be operated during the open season between Port Perry and the Island.

Original article written by Joseph Bigelow in February 1906 for a special edition of the North Ontario Observer, of Port Perry.

Updated for re-print in this book.



JOEL BIGELOW
Twin brother of Joseph



J. E. FAREWELL

Reach Township

The final article in this chapter, to introduce the early years of Reach Township, was written by J.E. Farewell. The following excerpts from his book, History of the County of Ontario, written in 1907, recall the early days in Reach Township and Scugog Township.

THIS TOWNSHIP, which was named after Colonel Reach, was surveyed by Major S.S. Wilmot in 1809. It had no white settler until, as described by a local poet:

*In the month of May in the year eighteen hundred and twenty one,
When Reuben Crandell first begun, and did the first settling ever done,
In all the Town of Reach.*

The Crandells came from New York State to Prince Edward County in 1812 and from there to Reach in 1821 through the Township of East Whitby. The only settlers then living between the present Town of Oshawa and Port Perry were Joseph Widdifield, who lived on the Oshawa Creek where the Reach road crosses it, and Joseph Wiley, who lived on the hill north of Goodman's Mill, on the Nonquon Road, east and north of Columbus, and on John Ray, who afterwards moved into Reach.

Mr. Crandell settled on the south side of the road leading from Prince Albert to Manchester; there his daughter, the first white child, and his son Benjamin, the second white child in the township, were born. Peter Christie, M.P. now (1907) occupies this farm.

The forest was so dense that it took Crandell two days clearing a road sufficiently to get his ox team there from Wiley's place.

The next settlement was commenced in 1823 by John Ray, on Lot 11, in the second concession and William Wade settled near Manchester. They were followed by Jones, Hughes and Marvin, but the difficulties of settlement and the privations to be endured were so great they soon became disheartened and moved away.

In 1824 Abner Heard, afterwards known as Squire Heard, and Reuben Dayton, settled on the site of Prince Albert, which was for many years known as Dayton's Corners. It was some times called Boynton's Corners after William Boynton, who afterwards settled there south of Prince Albert and built a tavern.



MAJOR SAMUEL WILMOT
Surveyed Reach and Scugog
Townships.

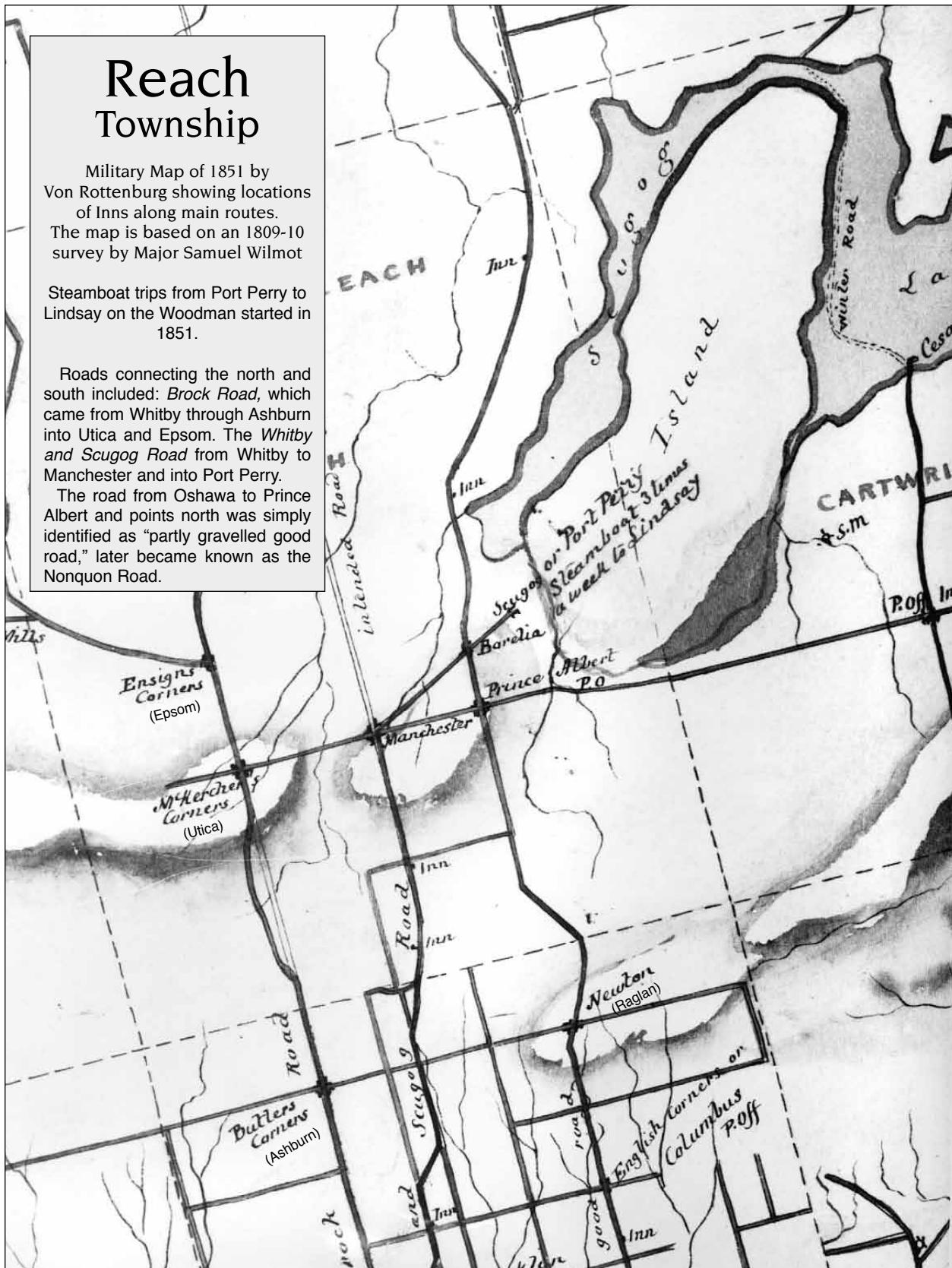
Reach Township

Military Map of 1851 by Von Rottenburg showing locations of Inns along main routes. The map is based on an 1809-10 survey by Major Samuel Wilmot

Steamboat trips from Port Perry to Lindsay on the Woodman started in 1851.

Roads connecting the north and south included: *Brock Road*, which came from Whitby through Ashburn into Utica and Epsom. The *Whitby and Scugog Road* from Whitby to Manchester and into Port Perry.

The road from Oshawa to Prince Albert and points north was simply identified as "partly gravelled good road," later became known as the Nonquon Road.



In 1825 a rough road was opened from this place to Wiley's in Whitby Township, and the first burial in the township, that of John Ray. The first grave at Prince Albert, which now has one of the prettiest cemeteries in Ontario, was for the burial of Reuben Dayton, son of one of the pioneers.

The census in 1831 showed the population to be 134. In 1833 and 1834 a number of settlers took up land about Greenbank. The Craggs, Timothy and Issac; the Bairds, Robert and Samuel; George Patterson, Robert Wells, the first Deputy Reeve of Reach, and one Adams were amongst these.

The first saw mill in the township was built by Squire Heard just west of Borelia, in 1831. It served a most useful purpose to the settlers, but was blown down in the storm of 1852.

In 1836 the first store in the township was opened by Captain George Leach, an Englishman, in what is said to have been the first frame building built in the township. The man who wrote a book entitled "Twelve Miles From A Lemon", would have had a much better subject in describing the hardship of the settlers, who up to that time had lived, many of them, 25 miles from almost every necessity of life.

Reach should erect a monument to Leach. Besides being the first store-keeper, he was the first grain buyer and postmaster, the post office being opened in 1840. The first mail was carried to it on horseback by William Thomas, father of W.H. Thomas of Oshawa, from that place. There had been a system of letter carrying through the township at stated intervals as early as 1827.

In 1836 the Coates settlement was commenced near Shirley Post Office. Two men, Truax and Potter, had previously lived there a short time, but abandoned their location before Mr. Coates settled there. Truax went to the 14th conc. of Reach.

In 1836 Reuben Crandell built a few frame houses at Prince Albert and Borelia.

In 1846 James Burnett and Edward Asling settled on the 9th and 10th concessions about the middle of the township. Mr. Asling built the first grist mill about this time, he afterwards had it driven by steam. It is said to have been the first steam mill in the township.

The first steam saw mill in the present limits of the township was built by A. Farewell of East Whitby at Seagrave in 1854. The mill was not raised on the day appointed because he refused to supply intoxicating liquors for the "raisin." It was subsequently raised by Sons of Temperance from Oshawa, Raglan and Port Perry and other temperance men for the Township of Reach. Reach now is, and for years has been, the only Local Option municipality in the county, except Scugog and Pickering Townships.

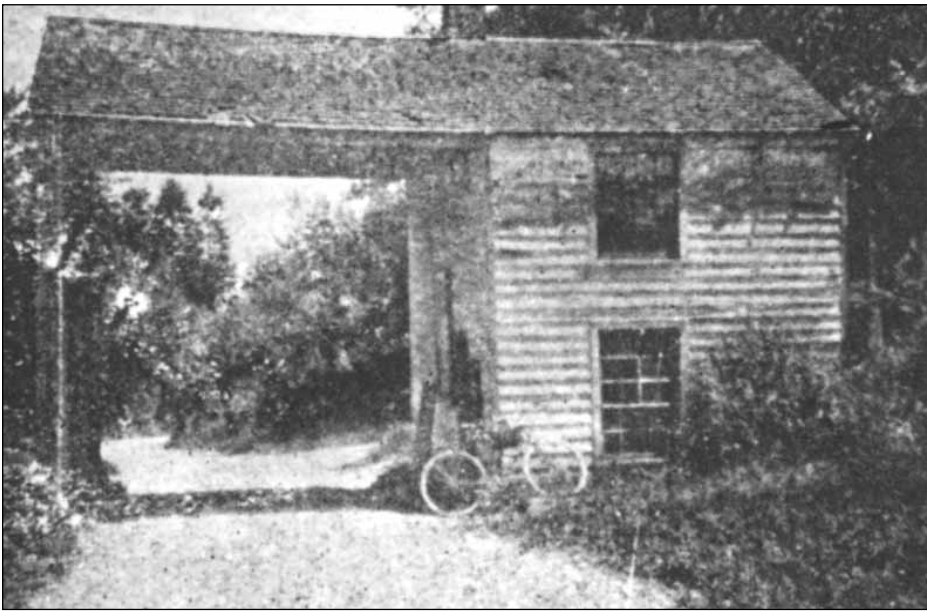
BUILDING ROADS

The importance of good roads in promoting the settlement of the country is shown by the fact that the northern part of Brock, the Township of Thorah and south of Mara had received many settlers while Reach was comparatively unoccupied, the settlers in these townships having gone up Governor Simcoe's Road (Yonge St.) to Lake Simcoe and then eastward along the shores of the lake.

A wise policy was adopted in building four leading roads through the Township from south to north, continuing roads from Lake Ontario through the Township of Whitby.

First, Simcoe Street, the Reach Rd. from Oshawa through English Corners

SCUGOG - THE EARLY YEARS



Toll Bridge located on the Whitby to Port Perry road until the railway came to the village in 1872.

(now Columbus), O'Boyle's Corners (Raglan), Dayton Corners (Prince Albert), Crandell's Corners (Borelia), thence north to the Nonquon, striking the town line between Brock and Mariposa. The Reach part of this road was laid out by Mr. Smellie of Newmarket in 1828

Second, the plank road running from Whitby through Winchester (now Brooklin), Well's Corners (Myrtle), Fitchett's Corners (Manchester), thence to Borelia and Port Perry. This road was assumed by the Government of Canada in 1845, through the persistence of Peter Perry, who represented the third riding of York (now South Ontario), in Parliament.

It was so laid out and built by Government engineers as to secure a good high and dry road bed with easy grades over the ridges that to this day it requires not but an occasional coat of gravel. It's still an object lesson to pathmasters and road builders. Throughout the entire length it was planked. It was a toll road until the building of the railway, when it was abandoned to the municipalities. From Manchester a good road was opened through Smithtown (Greenbank), and Saintfield to Brock Township.

Third, the Brock Road, running in a direct line north from Whitby through Butler's Corner's (Utica), Jockey Hill (Epsom), to the rear of the township. It was surveyed in 1831 and the Scotch settlement between Manchester and Utica was commenced by Peter and Donald Christie, uncles of Peter Christie, M.P. and ex-Warden, Archibald McDermaid and Duncan McKercher.

Fourth, in 1851, an important road, the Nonquon Road, with the shortest distance between the lakes and the easiest grades, was built between Port Perry and Oshawa by a company which Dr. McGill, A Farewell, T.N. Gibbs, Col. G.H. Grierson and Col. Fairbanks were the promoters.



Bethel School S.S. #13 located south of Seagrave at the corner 11th Concession and Simcoe Street. The men in photo are Jimmy Rattenbury and Austin Mitchell.

SCHOOLS FOR WHITE CHILDREN

1. The first school was built west of Prince Albert in 1829. William Ashton, a Derbyshire man, was said to have been the first teacher. It is claimed also that a Mr. John James Alexander Cameron Cull was the first teacher in the township. It is stated that John Leavleslay was one of the first if not the first teacher in this township.

2. A school at the Scotch settlement, near Utica.
3. A school at Cedar Creek, three miles south of Prince Albert, in 1841.
4. The school on the first concession north of Ashburn, in 1843.
5. The school on Brock Road between 11th and 12th conc., in 1843.
6. The school at Utica, in 1843.
7. School on the 2nd conc., near the Plan Road (Vernon's) in 1844.
8. One south of Orser's Tavern, Reach Road, in 1845.



Seagrave School, S.S. #17, located one block east of the general store, on the north-east corner of River Street and Henrietta Street.

SCUGOG - THE EARLY YEARS

9. The school one mile north of Epsom, in 1845.
10. One between the 13th and 14th conc., in 1845.
11. School between Borelia and Port Perry, in 1847.
12. Shaw's schoolhouse, near the Nonquon, in 1848.

The first school in the township was established in 1828 by Elder Scott of the American Missionary Society for the Indians who then had a reservation where Port Perry now stands. The school was not a large one; it had about thirty pupils, some of them about twice the age of the teacher, who was very small. Aaron Hurd, son of Squire Abner Hurd, a delicate boy of fifteen, was the teacher. he was a lad of great ability and promise, but died when very young while completing his studies in a college in the Eastern States.



Scugog Island schoolhouse about 1880.

CHURCHES

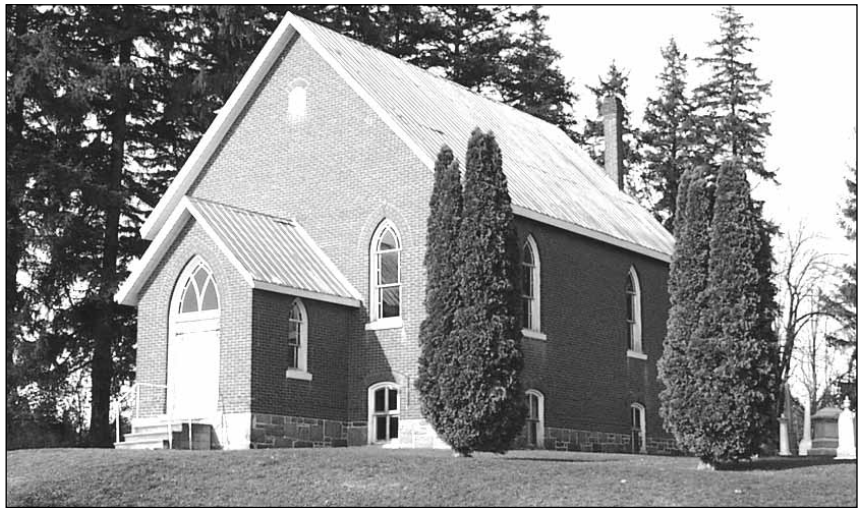
The first preaching of the Gospel was commenced in 1827 by Elder Israel Marsh, a Baptist. He was grandfather of Charles Marsh, afterwards Reeve of the township and member of the County Council.

The Rev. Mr. Scott, above mentioned, through his labors in 1827, converted the Indians from Paganism to Christianity. Prior to this they had been a pest and nuisance to the township. Through his labors there was great improvement in their habits and conduct. In 1832, J. Carruthers, Presbyterian missionary, commenced to visit the Counties of York, Ontario, Victoria and Simcoe, preaching to the settlers.

In his journal he speaks of travelling from Beggs and McGills, in the front of Whitby Township, through the forest to the present site of Prince Albert, thence north to Brock and Beaverton, seeing neither houses nor settlers in some cases for twelve miles.



The Methodist Episcopal Church was located at the corner of Queen and Caleb St., Port Perry.



The brick Breadalbane Presbyterian Church, located just west of Utica, was built in 1849.

In 1835 the Rev. R.H. Thornton of Kingston Road, in Whitby Township, commenced holding services in the settlers houses in Reach. He frequently met Indians carrying their canoes between Lakes Scugog and Ontario.

In 1844, the Baptists commenced holding services in a schoolhouse, probably Vernon's. The first building built for a church was built by the Methodist on Brock Road in the 11th concession in 1848, and in the same year the Presbyterians built a church in the 12th concession.

The third church was built by the Presbyterians at Utica, about this time. The building came about in this way: John Christie, father of Peter Christie, M.P., was accused to walk to the kirk on Starr's Hill, east of Whitby town from Epsom. He wrote to the Marquis of Breadalbane in Scotland of the want of churches in Canada. The Earl sent a subscription of £20 sterling and with this and the contributions of lumber, shingles and timber the church was built in 1849.

REACH TOWNSHIP FIRSTS

Reach had but one post office until 1851 and only a mail twice a week. In that year they had a tri-weekly mail. In 1852 the Port Perry, Manchester and Epsom post offices were opened and Prince Albert got a daily mail. Reach received its first telegraph message at the office of Mason & Curts' harness shop.

The first Division Court was held by Judge Zacheus Burnham at Manchester in 1852.

The steamer *Woodman*, Captain Hugh Chisholm, was built in 1851 and commenced tri-weekly trips to Lindsay.

The first medical man, Dr. Jonathan Foote, who came from Vermont, settled in the township to treat many settlers who acquired fever at this time.

Before the construction of railway in the county, Prince Albert was for a long time, with the exception of Brampton, the largest grain market in Upper Canada. James and Andrew Laing of Oshawa, John B. Warren, T.H. Gibbs, A Farewell, P.A. Hurd, George Currie and T.C. Foreman were amongst the principal buyers.

Scugog Township

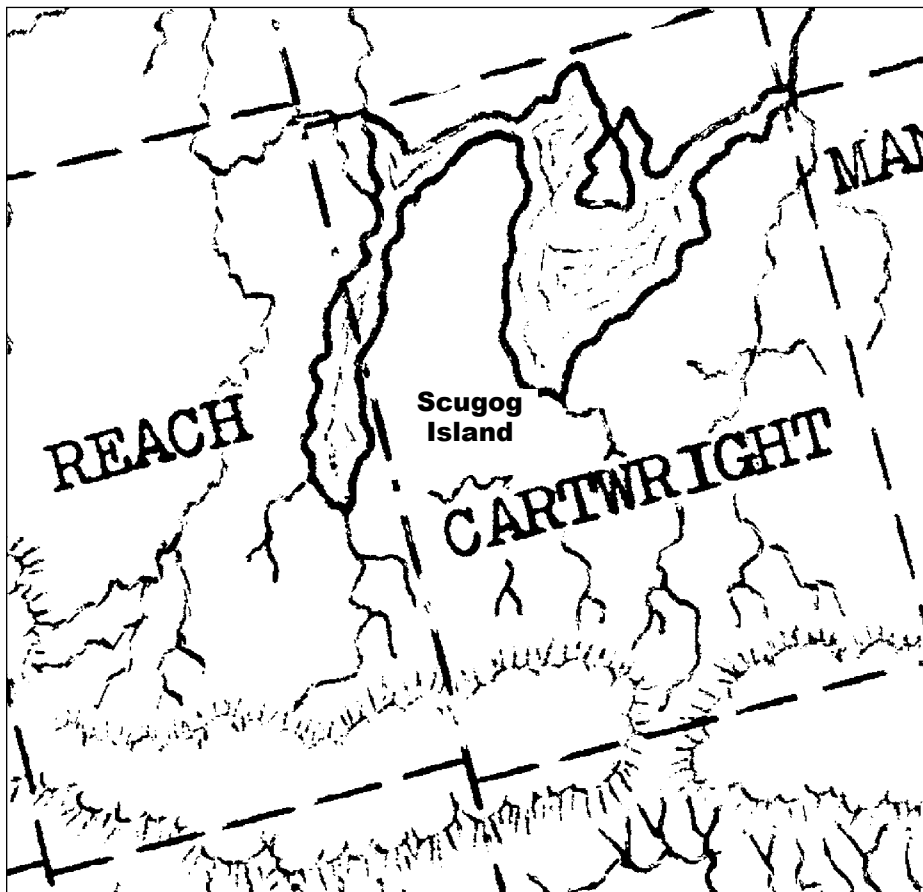
Scugog Island was first surveyed by Major Wilmot during 1816-17 when it was still part of the Townships of Reach and Cartwright.

The building of the dam by William Purdy at Lindsay in 1828 caused the raising of Lake Scugog, separating Scugog township from the mainland, but it wasn't until 1855, it became a separate municipality, governing itself.

The first white settler on Scugog Island was Graxton, then came Stephen Scoville, the Pickles, Moores, Readers, Seargent, Ezra and J.W. Gamble, Rodman, Burnham, Cole, the Grants, Sweetmans, Chas. Nesbitt, Aldred, John Foy, John Collins, Wm. Bateman, J.P., of which the present Reeve Hood is a descendent.

There is an Indian Reservation, about 800 acres, on which a small tribe of Mississauga Indians still reside.

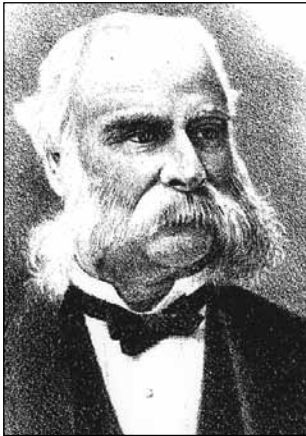
The first election for the township was held in the Head Schoolhouse in 1855, when the following councillors were elected: James Warren Gamble, Matthew Emerson, Solomon Fralick, Daniel Williams and Joseph Reader. James W. Gamble was the first reeve, John Foy was appointed the first clerk and treasurer, and filled both offices continuously and with great ability to the date of his death in 1905. Mr. Thomas Graham succeeded him.



This section of the Chewett's Map of Upper Canada, 1926, shows how Scugog Island was owned partially by Reach and Cartwright Townships.



WILLIAM RODMAN
One of Scugog's early settlers.



THOMAS N. GIBBS
1855 Ontario County Warden

There is one post office and store on the Island, which were established about 1860. There are three schools and four churches in the municipality. Helen Pickle was the first white child born on the Island.

The Island is a beautiful one, containing about 11,000 acres of land. Seen from Port Perry and the lake, it presents a view hardly to be excelled in the province. It was connected with Port Perry by a floating bridge about 1856 and with Cartwright Township by a roadway about the year 1890. Scugog Lake is well stocked with fish and is the feeding place of many wild birds. The Island will yet become a summer resort.

Up to 1851 the township had not three miles of road fit for travel. The whole Island is now well supplied with good roads.

*Excerpts from the book
"History of the County of Ontario"
written by J.E. Farewell in 1907*

BY-LAW NO. 23.

A BY-LAW TO SEPARATE THE JUNIOR TOWNSHIP OF SCUGOG FROM THE SENIOR TOWNSHIP OF REACH

1st. Be it enacted by the Municipal Council of the County of Ontario and it is hereby enacted by the authority of the same, that from and after the first day of January, in the Year of our Lord, one thousand eight hundred and fifty-six, the said junior Township shall be and is hereby declared separated from the said senior Township of Reach, and the said Township of Scugog shall be thenceforth, to all intents and purposes whatsoever, be held and considered as a separate Township.

2nd. Be it further enacted that the first Municipal Election of Councillor for the said Township of Scugog shall be held on the first Monday of January, one thousand eight hundred and fifty-six, at the hour of eleven of the clock, and that the same be held in the School House of school section No. 1, of said Township of Scugog.

3rd. Be it further enacted that Richard Lund, Esq., of Port Perry, shall be the Returning Officer for the election of Councillors at the place and time above named.

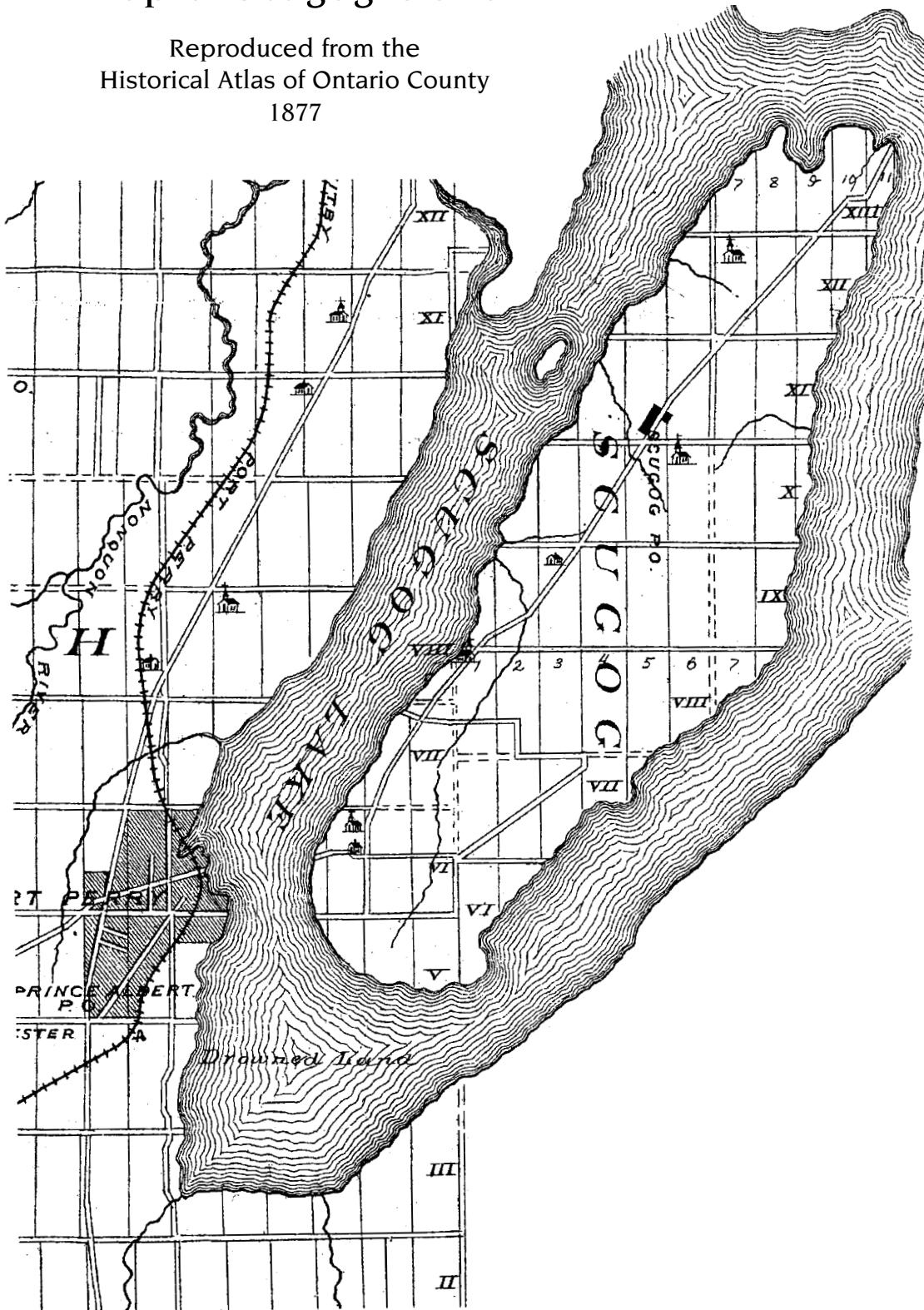
Passed June 22, 1855

THOMAS N. GIBBS
Warden

By-law No. 23, passed by the County of Ontario in 1855, created the Township of Scugog.

Map of Scugog Island

Reproduced from the
Historical Atlas of Ontario County
1877



Chapter Two

Rapid Progress and Change

1857 to 1869

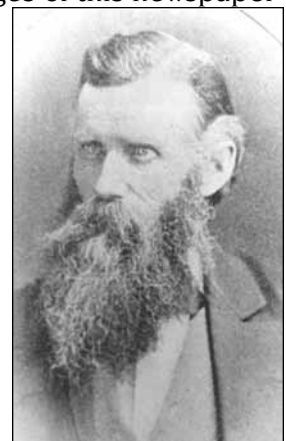
UNTIL December 1857, the residents of Prince Albert, Port Perry and area were without a local newspaper to keep them informed of both local, national and world affairs.

The situation changed Saturday, Dec. 12, 1857 when James Holden pulled the first copy of *The Ontario Observer* off the press at its office in Prince Albert, Ontario.

Mr. Holden explained in the first issue that the rapid progress and development of Prince Albert, Borelia and Port Perry indicated the need for a first-class journal devoted to the interest of the neighborhood. It is from the pages of this newspaper we are able to look at the many issues that faced our pioneer forefathers.

Unfortunately, a great many issues of *The Ontario Observer* were lost or destroyed over the past century, which has made it impossible to document thoroughly the earliest years of the development of the area.

What you will discover in the next few chapters of this book, are items of historic interest from the pages of the newspapers available, which will provide a glimpse of the issues that challenged our industrious forefathers.



JAMES HOLDEN

1857

December 1857

The first issue of the *Ontario Observer* was published with an apology from the publisher after being delayed from Thursday to Saturday due to the late arrival of material for the areas first newspaper.

Some of the first advertisers in *The Ontario Observer* were A. Ross (manufacturer of boots and shoes), Geo. and Mark Currie (dry goods, liquors, wines, children's wear), T.C. Forman, W.A. Tomlinson (druggist and apothecary), Prince Albert House (owned by Robson and Holden).

Notice of a public meeting to discuss the proposed railway at school house section #3 in Reach Twp.

Reach Reeve Geo. Currie chaired a meeting of Reformers at the Jewett's Hotel, Borelia, to pick a candidate to attend the Reform Convention to be held in Brock.

A vote was held at the Town Hall in Manchester regarding the Port Whitby and Lake Huron Railway with Prince Albert residents voting 340 in favor and 158 against.

Mr. Geo. Currie proposed Joseph Gould, Esq., MPP of Uxbridge as a fit and proper person to represent the north riding of the County of Ontario in Parliament.



THOMAS PAXTON
Port Perry businessman
and Reach Twp. councillor

1858

January 1858

Joseph Gould wins the provincial election by a majority of 210 over his opponent Mr. Gowan.

The premises of James Sanders, carriage and cutter manufacturer, Prince Albert, narrowly escaped being consumed by fire.

Elections took place in the Town Hall, Manchester for the Township of Reach by a show of hands. Those elected were Wm. Boynton, Ewers, Paxton, Burnett and Ward.

The Township of Scugog elected the following members for 1858 - Joseph Reader, E.W. Gamble, Solomon Fralick, Joseph Schell and Matthew Emerson.

December 1858

A Railroad Meeting was held at Neil Sinclair's Hotel, Borelia, with one of the largest attendances ever. A. Hurd was elected chairman and Mr. R.H. Tomlinson, secretary. The proposed line would be laid down between the Manvers Station, through Prince Albert and Uxbridge to Marchell's Corner on the Northern Railroad.

1859

January 1859

T.C. Forman elected Reeve for the Township of Reach. Councillors included Deputy Reeve Irvin, Thomas

JUST RECEIVED

A LARGE STOCK OF
Boot and Shoe Findings,
Of all descriptions.

A. ROSS.
44 of
Prince Albert, Oct. 6, 1858.

STEAM SAW MILL
AT
PORT PERRY

WE the undersigned have just started our Steam Saw Mill at Port Perry, and prepared to execute all orders in our line on the **SHORTEST NOTICE.**

We have procured a first rate **SIDING MILL** for the manufacture of **SIDING, FLOORING, AND FENCING,** Being a uniform thickness at each end, and no sub-shot on the Boards. Seasoned Flooring always on hand, also a large quantity of **SQUARE TIMBER,** From 8 to 12 inches square, and all lengths up to 60 feet. Terms liberal.

THOMAS PAXTON & Co.
Port Perry, May 25th, 1858. 24-11

Thomas Paxton advertises his Steam Saw Mill in the *Observer* in 1858

BACK LAKES.

THROUGH ROUTE FROM
BRIDGENORTH TO PORT PERRY

Passing through the whole chain of Back Lakes.

THE STEAMER "SCUGOG"

HAS been refitted, and is now one of the fastest, surest, and most comfortable Boats on the Back Waters.

For Freight or passage, apply to Capt. Kelly, on board, or to Messrs. Dixon & Ivison, Peterboro'

DAYS OF SAILING.

TUESDAYS—Leave Bridgenorth at...10 a.m.
Arrive at Bobcaygeon at.....12 30.
" Lindsay,..... 4 p.m.

WEDNESDAYS—Leave Lindsay at...10 a.m.
Arrive at Port Perry at..... 4 p.m.

FRIDAYS—Leave Port Perry at.....10 a.m.
Arrive at Lindsay at..... 3 p.m.

MONDAYS—Leave Lindsay at.....10 a.m.
" Bobcaygeon at..... 1 p.m.
Arrive at Bridgenorth at..... 4 p.m.

She will call at Caesarea and Port Hoover on her trips between Port Perry and Lindsay, and returning.

Stages will run between Bridgenorth and Peterboro' every Monday and Tuesday in connection. 30-1f.

The steamer Scugog advertises Back Lake excursions to Bridgenorth in 1859



The steamer Scugog with a small excursion on board arrives at Lindsay.

Paxton, Joshua Wright and John McKercher.

A trial was held in Whitby between Joel W. Morris and Joshua Wright regarding his election. The court ruled in favour of Mr. Wright.

Prince Albert has been enlivened by the arrival of an astonishing number of teams bringing in immense quantities of wheat. Local buyers are Messrs. Geo. & Mark Currie, T.C. Forman and J. Gilchrist.

May 1859

T.C. Forman moved to his new store on King St., Prince Albert.

Discussions continue on the Port Whitby railway extension, with Reach Twp. favouring a route from Utica to Port Perry, by way of Prince Albert or Borelia.

Richard Lund moved, seconded by W.S. Sexton, that the municipal council of Reach should, at as early a day as possible, introduce and pass a bylaw taking 15,000 stocks in the Port Whitby and Lake Huron Railway Company.

June 1859

A bylaw authorizing the Corporation of the Twp. of Reach to take stock in the Port Whitby Railway Co. was published in the *Ontario Observer*, with June 17 and 18 designated as the days of voting for or against the bylaw.

The vote for the railway bylaw was lost by a majority of 95 votes. For the bylaw 268 - voting against the bylaw 363.

Prince Albert Sabbath School held its 30th anniversary. Mr. Wm. Robinson, of the *Observer*, presented the address. Mr. Abner Hurd, Esq. was the school's superintendent for most of this time.

A hail storm, with hail stones fully as large as hickory nuts, passed through the area, destroying large portions of crops. One farmer had 20 acres of prime fall wheat cut into pieces by the fury of the storm.

July 1859

The Sabbath School of Port Perry held its anniversary in the Mechanic's Institute with an address delivered by Mr. N.H. Davis. Ten-year-old student Thomas Paxton Jr. delivered an address to school superintendent William Shipman.

The steamer *Scugog* is advertised as being refitted and now one of the fastest, surest and most comfortable boats on the "Back Waters", sailing between Port Perry and Bridgenorth, and making stops at Caesarea, Port Hoover and Lindsay.

A Temperance Demonstration was held in Port Perry.

Post Office Notice - After July 1 letters for anyplace in Canada, if prepaid may be sent for five cents per half ounce, but if post-paid the charge will be seven cents per half ounce.

November 1860

A subscription to the *Ontario Observer* can be purchased for one dollar per year.

Thos. C. Forman offers for sale

SCUGOG - THE EARLY YEARS

the entire stock in trade and business in which he has been engaged for the past 8 1/2 years in Prince Albert. Advertising the business as one of the largest country businesses in Upper Canada. Also for sale was his saw-mill near the village of Utica.

H.H. McCaw opens a tinsmith shop one door east of Calhoun's Hotel in Prince Albert.

1861

January 1861

Scugog Council - Reeve Ezra W. Gamble, Councillors M. Emerson, Jos. Reader, McKinley.

Reach Council - Reeve James B. Campbell, Deputy Reeve Wm. White and councillors Barber, Penhall and Ward.

July 18, 1861

Courtice and Rolph advertises receiving a quantity of new goods comprising of whalebone and gut whips from England as well as horse nets, saddles, bridles of all descriptions.

John Christie is appointed clerk of Reach Township.

Victoria Hotel and General Stage Office on Simcoe St., Prince Albert. Wm. Scott, proprietor, successor to William Boynton.

August 1861

Discussions between Prince Albert, Borelia and Port Perry about the merits of purchasing a fire engine. Cost of an ordinary sized engine would be \$400 to \$800.

Directors of the North Ontario Mechanics' Institute, Port Perry, are: J.W. Allison, president; J. Nott, vice-pres., J. Bigelow, secretary, W.J. Trounce, librarian, Jas Baird, lecturer, J.W. Davis, treasurer.

September 1861

The Reach and Scugog Agricultural Society held their annual Seed Fair in Utica.

Special meeting of the Reach Council at Manchester Hall regarding taxes. Reeve James B. Campbell in chair and councillors Barber, Penhall and Dept. Reeve Wm. White present.

George and Mark Currie dissolved their partnership as G.& M. Currie General Merchants with the business continuing on under the ownership of Geo. Currie.

October 1861

The Reach and Scugog Agricultural Society held their annual plowing match on Mr. Peter Christie's farm, near Manchester.

At a meeting of Scugog Council on Oct. 5, on a motion by Matthew Emerson, seconded by Joseph Reader, a bylaw was introduced and finally passed establishing the road known as the Centre Road, 50 feet in width.

Scugog Council authorized W.E. Yarnold, Road Surveyor to survey and stake out the road, known as the Pine Point Road to the width of 50 feet.

November 1861

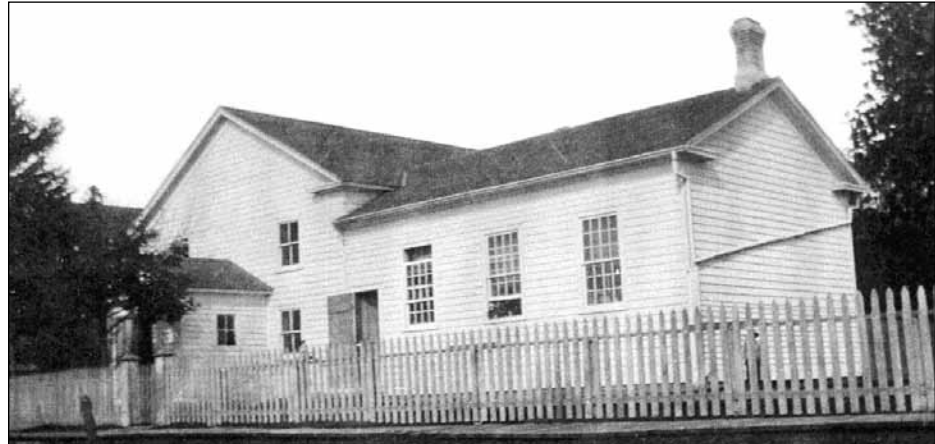
James Holden writes about merits of building a Tram Railway from Port Perry to Oshawa or Whitby.



Bethel Methodist Episcopal Church, was built in 1860, on the north east corner of Simcoe St. and Clements Rd. (Conc. 11).



J. W. ALLISON
Superintendent of
Education for Reach Twp.



The Prince Albert school during the 1860s was located on Jeffrey St. The main part of the building, (at left) still stands today, but the southerly extension has been removed.

The cost for a horse-drawn railway are estimated to cost one-fifth of that to build a steam railway and operation would be comparatively small.

The opening of a new schoolhouse at Utica took place with the inaugural addresses by Rev. R. Monteith of Prince Albert, Superintendent James Baird, Esq., and Reeve James B. Campbell. Teacher, Mr. McCrimmon. The old log schoolhouse was sold by public auction the same day for \$3.50.

December 1861

The *Ontario Observer* begins its fifth year of publication.

Mr. William Mackie's store at Borelia was broken into and \$800 worth of goods were stolen. The goods were found later in the woods about half a mile away, stowed in grain bags.

J.W. Allison has been appointed local Superintendent of Education for Reach, Scugog and West Whitby, following the resignation of James Baird.

1862

January 1862

Scugog Council Meetings held in Gordon's Hall. Scugog Reeve Ezra W. Gamble, councillors Emerson, Reader, Fralick, John Foy, clerk. Reach Reeve J. B. Campbell, Deputy Reeve C. March.

July 1862

Dr. Oakley of Port Perry has been appointed local Superintendent of Education for Reach and Scugog following resignation of Mr. J.W. Allison.

The officers and directors of the North Ontario Agricultural Society met at Hamilton's Hotel, Epsom. President Mr. Spears. Officers Wm. Boynton Jr., treasurer, Donald Christie, secretary, Directors Messrs. Wheler, Turner, Irvine, Penhall and Smith.

October 1862

The North Ontario Agricultural Society held its fifth annual exhibition at Prince Albert.

1863

January 1863

Reach Reeve James B. Campbell, Deputy Reeve Charles Marsh, councillors Munro, Graham, Boynton. Scugog Reeve Ezra W. Gamble, and Messrs.



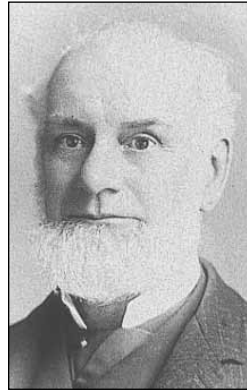
JOHN FOY
Scugog Township Clerk
1855 - 1905

SCUGOG - THE EARLY YEARS

Emerson, McKinley, Reader, Savage, councillors.

Notice of a meeting to be held in the Town Hall, Manchester, on Jan. 31st, for the purpose of considering the location of a Registry office in North Ontario. Requisition for meeting signed by Thos. Paxton, James Holden, Jos. Bigelow, N.H. Davis, G.W. Jones, M.D., P. A. Hurd, T.C. Forman, W.E. Yarnold, J.H. Brown, R.H. Tomlinson, W.A. Tomlinson and Aaron Ross.

Moved by Mr. P.A. Hurd, seconded by G. Currie and resolved that the place for locating the Registry office for North Ontario should be within the boundary of the villages of Prince Albert, Port Perry, Borelia and Manchester.



AARON ROSS
General Merchandise and
Grain Merchant

February 1863

County Council news (re Jan.28, 1863) - Referring to the Scugog Bridge, Reeve E.W. Gamble of Scugog said he had been threatened, if he did not vote a certain way for Warden, he would lose support for needed work on the Scugog Bridge.

April 1863

The Reach Volunteer Infantry Company was formed at a meeting held at McClue's Hotel, Manchester. Officers are as follows: Captain Joshua Wright., Lieut. J.W. Allison, Ensign Thomas Graham.

May 1863

A firecracker thrown by young boys was blamed for a fire at the Anglo-American Hotel, Prince Albert, which is owned by Mr. Moggridge. Fortunately a great number of people succeeded in putting a stop to the fire before it destroyed the building.

**JUST
RECEIVED**

FROM MONTREAL
A LA GE STOCK
OF LADIES'

BOOTS & SHOES,
OF ALL DESCRIPTIONS.

A. ROSS.

Prince Albert, Oct 6, 1858 44-m

L. C. CLARK,
GARRIAGE & WAGGON MAKER,
SIMCOE STREET,
PRINCE ALBERT,

TAKES 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.

1865

January 1865

Scugog Twp. Reeve Mr. Joseph Reader. Reach Twp. Reeve Charles Marsh, Dept. Reeve Mr. Spring.

February 1865

James Holden is appointed Agent for the issuing of passports to British Subjects about to travel in foreign parts.

1866

January 1866

Reach Twp. Reeve Joshua Wright, councillors Graham, Spring, Campbell and Major.

June 1866

Notice to readers that a report on the proceeding of County Council was unavailable due to the severe illness of Mr. W. Robinson, Editor of the *Ontario Observer*.

Captain T.C. Forman has gone to the front to fight the Fenians. The Fenians

Ads from the Ontario Observer 1858

crossed the Niagara River and have taken possession of Fort Erie.

Meeting held by inhabitants of Prince Albert at the Town Hall to form a Volunteer Company to protect the families and properties of volunteers who have already gone to the front.

Port Perry residents organized themselves into a Home Guard and elected Mr. H. Charles, Captain. Mr. John Rolph is the drill instructor.

The Broadway Emporium of Capt. Forman, despite his being at the frontier, is operating in full blast.

Mr. William Robinson, editor of the *Observer*, died after a lingering illness. His early death leaves a blank in this village which will be long and sensibly felt.

The return of the Prince Albert Infantry Co. from active service was celebrated at a supper in the Town Hall with more than 200 present.

July 1866

A Common School Picnic was held in a grove about three-fourths of a mile south of Manchester. Eighteen schools were present and it was estimated between 4,000 and 5,000 persons were assembled. Local Superintendent Jas Baird called the meeting to order.

North Ontario Agricultural Society agree to hold the coming fair in Port Perry. Directors of the fair are: Uxbridge Reeve G. Wheler, President, Jas. Graham, first Vice-President, G. Thompson, 2nd Vice-President, Robt. Spears, Treasurer, John Christie, Secretary.

The second annual Grand Excursion and Picnic on Lake Scugog took place with the steamer *Lady Ida* carrying about 600 persons, on three large flat boats, to Washburn's Island for the occasion.

A meeting of the Reach and Scugog School Teachers' Association was held at the School House, Manchester. President of the Assoc. James Baird, Local Superintendent delivered the address.

Dr. Ware, H. Burnham, J.W.Trounce, Joseph Reader and Henry Charles were appointed to a building committee for the erection of a church in Port Perry, in connection with the Church of England, at a meeting held at Kirsten's Hall.

August 1866

John Johnson of Williamsburg, Cartwright, was attempting to arrest one Robert Crozier, when Crozier drew a large knife and stabbed him in the side. There is but slight hope for his recovery.

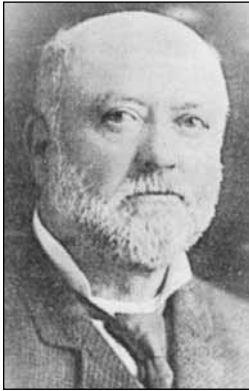
Henry Parson, of the *Ontario Observer*, announced he had learned that a weekly paper called the *Port Perry Standard*, is to be published from that town.

A meeting was held at Sinclair's Hotel in Port Perry to consider the propriety of making an effort to get a Railroad built to connect Lake Scugog with some point on Lake Ontario.



THOMAS C. FORMAN
Captain Forman in uniform, went to Toronto to guard the Fenian prisoners.

SCUGOG - THE EARLY YEARS



EDWARD MUNDY
Begins publishing The
Port Perry Standard.

September 1866

The opening of the new Wesleyan Methodist Chapel, at the village of Greenbank took place on Sabbath, 23 inst. The Chapel is a neat little building 28 x 36 capable of accommodating 126 people. Cost of the building will be in the neighborhood of \$800.

A meeting of the ratepayers of the Township of Reach was held in the Town Hall, Manchester to discuss the proposed railway.

The Wesleyan Methodist Chapel, an ornament to the village of Prince Albert, was dedicated on Sabbath, 30th inst. with Rev. L.L. Taylor lecturing.

October 1866

Mr. George Paxton, of the late firm of G.&T. Paxton, one of Port Perry's leading, young businessmen, passed away at the age of 44 years.

The Fall Show of the North Ontario Agricultural Society held in Port Perry was a decided success.

Joshua Wright opens his second Boot and Shoe Store business in Manchester.

A neat comfortable chapel has just been erected, for the Primitive Methodists, at the Village of Manchester, which is to be dedicated on Sabbath the 28th inst. The building is 34 x 45, cost about \$800 and will seat 200 people comfortably.

November 1866

Paymaster T.C. Forman has been promoted to the rank of Major.

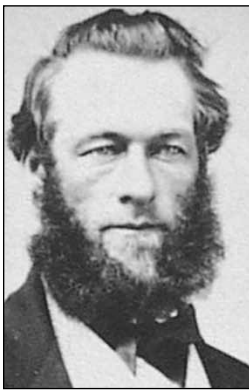
George Richardson of the firm of Rolph and Richardson passed away at the early age of 27 years, of consumption.

The bridge connecting Reach and Scugog has proved a considerable benefit to both townships, and once the bridge from Hoover's Point is built, it will be an immense advantage to all that section of country.

The Scugog Indians belong to the tribe called Mississauga. There are not more than 38 of them, young and old, while ten year ago there were upwards of 90.

Prince Albert completed construction of a drill shed, well fitted in every way as a military drill room for our brave volunteers. The shed is 112' x 70' with 14 ft. posts. T.C. Forman was the contractor and Geo. Robinson the builder.

Mr. George White has just opened his new carriage factory on Simcoe St., Prince Albert.

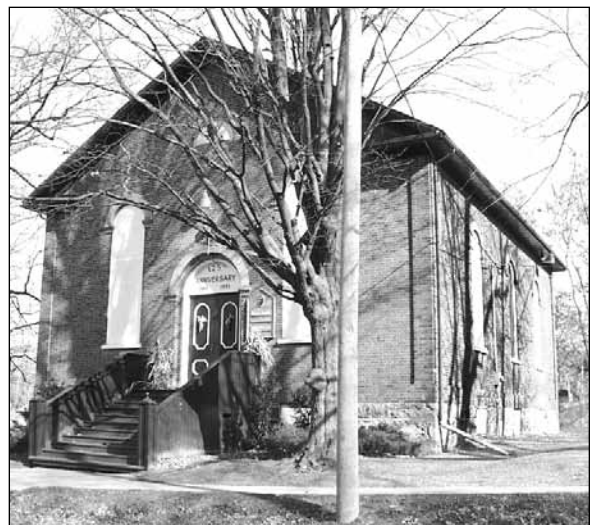


GEORGE PAXTON

Mr. Gibson, has fitted up and almost got into running order, a first class foundry in Port Perry. Several thousand dollars worth of machinery stand ready to make a start; and we are informed that the furnace will be in full blast in a short time.

December 1866

Joshua Wright, Esq. is out soliciting the votes of the electors for the approaching election to return him as Reeve of the municipality. Many other names are spoken as likely to aspire to



The beautiful Wesleyan Methodist Church, Prince Albert was dedicated in September 1866.



The Primitive Methodist Church was dedicated in Manchester in October 1866.

municipal honors. Amongst others James B. Campbell, James Graham, Josia Wales, Noah Bates, E. Major, J.W. Allison, John Johnston, Thomas Graham, and W. Way.

Adam Gordon announces to the electors of Reach, his intent to be a candidate for the office of councilman.

Mr. G. Robson, our late Post Master (Prince Albert) has resigned that office, an office which he has filled with credit to himself for these nine years past. Mr. H.H. McCaw has been appointed his successor.

The brick church in course of erection at Port Perry for our Church of England friends was considerably damaged during a storm. It will cost at least \$150 to repair the damage. Contractor for the church is Harrison Maw and Son, Port Perry.

A three-year-old child of Mrs. Snider of Sonya perished when fire swept through the house, destroying the entire home and contents.

1867

January 1867

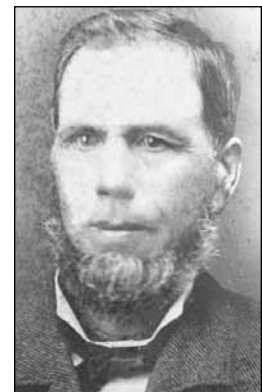
Elections - Reach Twp. Reeve James Graham, Dept. Reeve J.B. Campbell, councillors T. Munro, A. Gordon, J. Wals and A. Scott.

Township of Scugog - Reeve Mr. Sexton, councillor Messrs. Fralick, Hunter, Taylor and Neisbet.

At the annual meeting of School Section No. 8, on a motion by Mr. Sheehy, seconded by Mr. Rueben Crandell, the school was declared "free" for the present year. Trustees recommended to endeavor to obtain, on reasonable terms, two or three acres of land from Mr. Crandell, for a school grounds.

The dedication service in connection with the opening of the Primitive Methodist Church at Greenbank took place on the 27th inst.

Scott's Hotel, Prince Albert, was the location of the Reach and Scugog Agricultural Society. Officers elected were, S. Netherton, President; T. Munro, Vice-Pres. and Wm. Scott, Treasurer.



JAMES GRAHAM
Elected Reeve of Reach
Township for 1867.

SCUGOG - THE EARLY YEARS

Ontario County Council recommends the Scugog Bridge be planked with boards 12 feet long and 3 inches thick and that the County appropriate \$400 for this purpose; the Township of Scugog to pay the balance if that amount is insufficient.

A petition of Joseph Bigelow and 100 others praying for the establishment of a Grammar School at Port Perry was recommended by the County Council Report.

Elections - Reach Twp. - Reeve James Graham, J.B. Campbell and J.W. Allison, Deputy Reeves, councillors T. Munro, Adam Gordon, Township of Scugog - Reeve Mr. W.S. Sexton, councillor Messrs. Fralick, Hunter, Taylor and Neisbet.

February 1867

It has cost the Township of Reach \$7,119.65 for 65 teachers to instruct 842 pupils during 1866.

A war of words between the editors of the *Ontario Observer* and *Port Perry Standard* being fought out in the columns of the two newspapers.

At a nomination meeting held in the Town Hall, Manchester, Reeve James Graham submitted a writ for setting aside the election of Mr. J.W. Allison, and a writ for the calling of a new election. Mr. Allison was unseated after declaring he was not legally qualified. Mr. Allison, along with Mr. J. Wright, Mr. Major and Mr. N. Bates were then nominated for the position with Mr. Major the successful candidate.

March 1867

R. & J. Campbell of Whitby, one of the most reliable and best business firms in the County has opened business at Manchester.

At a meeting held in the Revere House, Manchester, the President of the North Ontario Agricultural Society was instructed to obtain from Joseph Gould, a lease of the ground known as the "Market Square" in the village of Uxbridge for a term of 15-20 years, for the purpose of holding exhibitions.

Mr J.E. Hoitt, a first class artist, joins G. Massey at the Prince Albert Photograph Gallery.

John Moggridge offers for rent - that convenient little store situated on King St., Prince Albert, second building east of the Anglo-American Hotel, now occupied as a Drug Store by Mr. W.A. Tomlinson.

April 1867

T. C. Forman announces his intention to close his business in Prince Albert during the present summer.

The Reach and Scugog Agricultural Society held their Spring Fair at Prince Albert with farmers, tradesmen and mechanics largely represented.

T. Courtice, J. Wright, T.C. Forman, J. Emaney, Wm. Scott, J. Heard, A. Sinclair, G.W. Jones and J. Baird were elected Directors of the Prince Albert Public Hall Joint Stock Company at the annual general meeting.

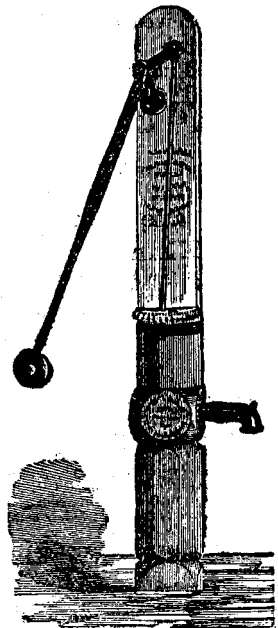
May 1867

Local advertised business include: W.H. Marsh, house, sign, carriage painter operating his business out of the Ontario Carriage Factory, Prince Albert, owned by James Emaney; W. H. Park, cabinet maker and undertaker, Prince Albert; Chas Hiscocks, bakeries in Prince Albert and Manchester. Currie & Ross, clothing, hardware and groceries, Prince Albert; Brown and Christian, dress goods and seeds.

Ensign Pound, Major Forman and Capt. Billings put about 60 members of the Prince Albert Infantry Company through drills in the drill shed. This was the first turn out in the new uniforms.

Mrs. R.H. Maw narrowly escaped drowning at Mr. Sexton's wharf, after falling into the lake while attempting to get on the scow from the boat.

The Leading Pump in America is
POWELL'S



Patent Swing & Force Pump.

J. BOWMAN,
MANUFACTURERS,
BORELIA, ONT.

These Pumps are the most useful, most durable, easiest worked, frost proof, and not liable to get out of order. The Force Pump is worth its cost in one year; while being available in two seconds of time it forms a most reliable fire engine. Try one. All work warranted. When ordering please state depth of well or cistern. All orders must be sent to the manufacturers. N. B. Wells dug on the shortest notice. Parties wishing to manufacture the above Pumps can do so by making arrangements with the manufacturers at Borelia. Borelia, May, 15 1868.

Jas. Bowman's Swing Pump
advertised in the Ontario Observer

June 1867

The new steamer *Anglo-Saxon* at Port Perry is calculated to be completed for passengers by the first of July. The steamer has a 32 h.p. engine, and has a cash estimate of \$4000.

July 1867

Celebrations in Prince Albert to honour Dominion Day were attended by large numbers of residents from Reach and surrounding areas who enjoyed horse racing sports, games and speeches by the candidates for Parliament.

Adam Gordon, proprietor of the Manchester Warehouse notifies customers he has on hand a large and varied stock of hay and harvest implements.

Members of the Reach L.O.D. met at Murta's Hotel, Greenbank and resolved that the L.O.D. meet to celebrate the anniversary of the Battle of the Boyne at Prince Albert.

John Nott was given the job of painting the Manchester Town Hall. He had the lowest of six tenders at \$65 for two coats of paint.

Mr. Major presented a petition of Thomas Paxton and others, praying the council for license to open a saloon at the village of Port Perry. It could not be entertained as the council had no authority in the matter, saloons not being allowed in villages.

A grand excursion and picnic was held on July 19th with the steamer *Anglo-Saxon* leaving from Sexton's Wharf, Port Perry and travelling to Washburn's Island. Four to five hundred people enjoyed the day before returning safely home.

More than 1500 persons converge on Prince Albert to celebrate the 12th of July. A triumphal arch was erected across Simcoe St. and the Reach Brass Band under the leadership of G. L. Robson provided music.

August 1867

A meeting of the electors of Utica and neighborhood was held at the School House, Utica, to listen to the candidates seeking to represent North Ontario riding; Hon. M.C. Cameron, Mr. Gillespie and Thos. Paxton.

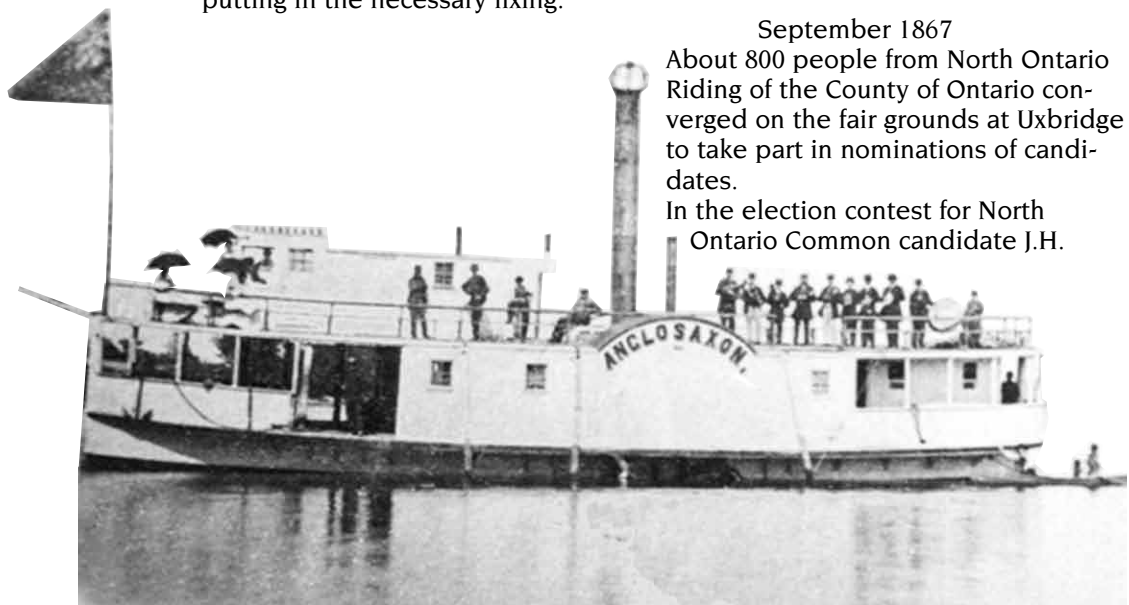
Mr. Jacob Purdy, tenant on the farm owned by Mr. Holtby, located on the 8th concession, lost his barn and \$400 worth of grain and wagons in a fire.

Our enterprising townsman, Mr. E. Cash plans to start a Cheese Factory in Prince Albert in the coming spring. The building is up and he has set about putting in the necessary fixing.

September 1867

About 800 people from North Ontario Riding of the County of Ontario converged on the fair grounds at Uxbridge to take part in nominations of candidates.

In the election contest for North Ontario Common candidate J.H.



SCUGOG - THE EARLY YEARS

Thompson won with a majority of 266 and Local candidate Thomas Paxton received a majority of 526.

October 1867

The Fall Show of the Reach and Scugog Agricultural Society was held at the Show Grounds in Epsom.

November 1867

Description of the village of Manchester - "three first class stores, two hotels, two carriage factories, several blacksmiths, two boot and shoe factories, two tailoring establishments, tinware factory and stove shop, grocery store, Town Hall and very neat Primitive Methodist Church."

Former M.P.P. Joseph Gould received serious injuries in a fall while putting an addition on his woolen mill in Uxbridge. He broke three ribs in the 12 foot fall, but is now doing well.

George Buntin, 14, drowned while out skating on Lake Scugog. The lad had skated to his uncles place for lunch and on his return fell through thin ice.

December 1867

The barn, one horse and contents of grain, owned by C. & E. Sweetman on Scugog Island was destroyed by fire.

The patent Swing Pump manufactured by Mr. Jas. Bowman at his factory at Borelia, Reach Twp., is rapidly swinging every other description of pump out of existence.

Scugog residents are busily engaged in taking up a subscription for the erection of a new church to be built about halfway down the Island.

A large frame building, two stories high, the property of Mr. Davis, Port Perry, was completely destroyed by fire early Monday morning 16th inst. Cause said to be careless handling of ashes.

The free and independent electors of the Twp. of Reach mustered at the Town Hall for a nomination meeting. Nominated to the office of Reeve were

Joshua Wright and Mr. E. Major; for Deputy Reeve, Mr. Bates, Mr. G. St. John and Mr. J.W. Allison.

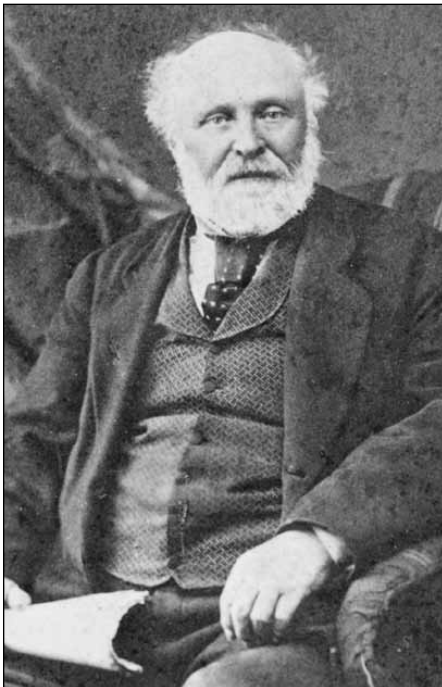
1868

January 1868

Our enterprising townsman, Mr. W.H. Park, is determined to keep pace with the times, has just erected a new Cabinet shop at Manchester.

Joshua Wright elected Reeve of Reach Twp., with Messers A. Gordon and St. John Deputy Reeves, and Messers Shaw and Steel as councillors. In Scugog Twp. W.S. Sexton was elected Reeve and Messrs. Fralick, Neisbet, Hall and Taylor councillors.

Brethren of the Prince Albert Lodge of A.F. and A.M. met at Jewett's Hotel, Borelia, to celebrate the Festival of St. John the Evangelist. Officers for 1868 - James Emaney, W.M.; Major Forman, S.W.; W. M. Cochrane, J.W.; G.W. Jones, Treasurer, J.W. Trounce, Secretary., John Rolph, J.G.; Henry Gordon, S.D.; and W. A. Tomlinson, J.D.



W.S. Sexton, a Reach Twp. businessman, was elected Reeve of Scugog Twp. in 1868.

The first anniversary of the Greenbank Primitive Methodist Church was celebrated Jan. 12th and 13th.

James Graham was elected president of the Reach and Scugog Agricultural Society, and Robt. Dobson Vice-President.

Trustees of the Port Perry Grammar and Common School schedule the school to open on Monday, Jan. 20, 1868. Trustees of the school are H. Burnham, Sexton, Bigelow, Marsh, Jewett and Cochrane.

February 1868

On Feb. 14th inst. George White's Carriage Factory, Prince Albert, was entirely consumed by a destructive fire and along with it, an excellent two storey house owned by James Sanders and another house owned by Mr. Thos. Courtice. Loss of real estate estimated at \$2,000.

The Red, White and Blue Store, Manchester, is clearing out its stock.

A heavy snowstorm blocked all main roads, concessions and side lines, preventing even the transit of the Queen's mail for two days.

The Railway Committee met on the 20th. The Bill to incorporate the Port Whitby & Port Perry Railway came before them and there was much discussion about the gauge of the track. After much discussion the narrow gauge was granted by a small majority of 16 to 14.

March 1868

Mr. Wm. Wightman has taken over the business lately carried on in Prince Albert by Mr. F. Cowan. It is well known that Mr. Wightman was the moving spirit of the business.

Observer editor James Baird writes - "The awkward figure the Town Hall cuts is certainly no credit to the Village of Manchester. It is a disgrace to a wealthy corporation such as Reach Twp. to own such a place, and dignify it by the sounding title of Town Hall.

Dr. G.W. Jones runs a notice in the newspaper asking all persons indebted to him for a dollar upwards to take notice and pay their outstanding accounts. "I cannot understand why the Tailor, Butcher, Shoemaker and Merchant should be paid in full, while the poor Doctor is forgotten," he writes.

April 1868

An information meeting of the Provincial Directors was held at Jewett's Hotel, Borelia, regarding the Whitby and Port Perry Railway. Present for the meeting were James Holden, Major Forman, W.S. Sexton. A motion to call a public meeting of the ratepayers April 10th, at the Town Hall in Manchester was carried.

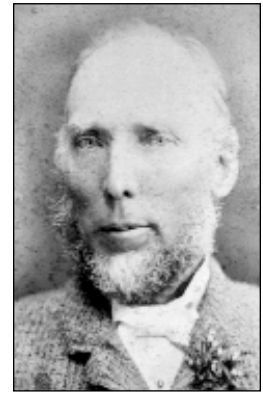
Two young boys, George J. Morris and Arkland Benson, were credited with saving the life of two little girls when they saw fire coming from the roof of a house and alerted neighbours, who saved the children.

A new partnership for the practice of medicine by Drs. G.W. & R. Jones has been established with G.W. Jones, M.D. in Prince Albert and his brother R. Jones, M.D. taking up the residence of Dr. Oakley of Port Perry. Both doctors are favorably known as successful and skilled practitioners.

May 1868

Drs. Jones & Jones purchase the Drug Store Business of Mr. J.H. Bache and will operate it as the Medical Hall in Port Perry.

Reeve Joshua Wright was in the chair for the public Railway Meeting for the ratepayers of Reach at the Town Hall, Manchester. President J. Bigelow



JOSHUA WRIGHT
Elected Reeve of Reach
Township for 1868

SCUGOG - THE EARLY YEARS

was the guest speaker and discussion centered on how much Reach Twp. would contribute to construction of a railway from Port Perry to Port Whitby.

Comment from James Baird referring to celebrations for the Queen's Birthday. "We wonder what Reach has been doing on May 25th. From city, village and hamlet, all over the country we hear of festivities, but Reach, so far as we can learn, was almost blank."

An excursion to Washburn Island aboard the steamer *Anglo-Saxon* was poorly attended with only 100 on the trip. Many thought it was too early in the season for such an excursion.

June 1868

The good people of Reach have resolved to muster at Prince Albert on Dominion Day, July 1st, there to revive in all their grandeur the never to be forgotten Olympic Games, with a few variations to suit the climate. Activities to include running, trotting and colt races, hurdles, and a variety of races for kids and adults.

Statement of Affairs of the Township of Reach. Total value of property \$972,262; number of persons in the township 5,916, and the number of acres of land is 61,244, of which 35, 689 are cleared.

The commissioner for Scugog Bridge, set forth at County Council that he had expended considerable labor on said bridge, with snow and ice during the winter and claimed \$50 remuneration for his services as commissioner in 1867.

July 1868

One of Reach Township's highly respected citizens, Mr. Wm. Boynton, passed away. He took up residence in Prince Albert in 1839 where he remained until his decease.

Reach council made an appropriation of \$50 to expend on the town line between Reach and Cartwright, provided the council of Cartwright will appropriate a like sum.

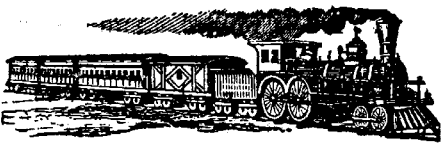
Robt English of Scugog Township died almost instantaneously after receiving sun stroke while cutting hay in the field. Thos. Caesar, of Point Caesarea died from sunstroke following the annual drill of the Cartwright Company in Bowmanville.

The enterprising firm of Maw & Son, Port Perry got the contract of finishing the Port Perry, English Church.

Reach Council unanimously passed By-law No. 448 - to aid and assist, to the extent of \$40,000, the Port Whitby & Port Perry Railway Company in the construction and equipment of a Railway commencing in Whitby and terminating at or near Port Perry on Lake Scugog.

August 1868

A day of Grand Entertainment was held at Greenbank, July 31st. Among the leading parties present were the M.P.P. for North Ontario



BY-LAW NO. 448.

A BY-LAW to aid and assist the Port Whitby and Port Perry Railway Company in the construction and equipment of a Railway commencing at the Town of Whitby within the limits of the Port Whitby Harbor and terminating at or near Port Perry on Lake Scugog, and to make and grant as a bonus to the said Railway Company therefor, the Debentures of the Corporation of the Township of Reach for the sum of Forty Thousand Dollars.

Port Whitby and Port Perry railway by-law ad run in the Ontario Observer in 1868.



C. McKenzie Carriage Shop, located on Perry Street, Port Perry, circa 1867.

County, Sherrif Nelson G. Reynolds, Mr. Bickell the County Warden, Reeve Geo. Wheler of Uxbridge and Reeve Joshua Wright of Reach and Joseph Bigelow, President of the Port Whitby and Port Perry Railway Company.

Voting for the Railway By-law received overwhelming support from Borelia, Prince Albert and Utica with a majority of 254. In Epsom and Greenbank the majority against the by-law was 63. Out of about 500 votes polled, there was a 191 majority for the by-law.

Mr. Plank, owner of the Revere House in Manchester, went to bed Sunday night, placing his pants (with about \$100 in his pocket) under his pillow for safe keeping. When he awoke in the morning, his pants were gone, only to be found hanging on a post in front of the hotel with the money gone. The thief also made off with a bottle of wine and a box of cigars.

September 1868

The barn of Mr. J. Ackney, 8th Concession, Reach was destroyed by fire. Also lost were his seasons crop of fall wheat and barley. Mr. Ackney is a highly esteemed, sober man, and a good neighbor, and his neighbors are busily engaged in raising funds to help him.

Manchester is decidedly the natural grain centre of North Ontario and few villages in the province have storage accommodations equal to Manchester. Mr. Gordon of the Manchester Storehouse has just added to his extensive operation, with a new 40 x 60 storage shed.

Spencer & Ebbels Barristers, etc., a new law firm has established their business in Port Perry.

Mr. Bigelow, President of the Port Whitby and Port Perry Railway Company attended a special meeting of Scugog Council to present a by-law providing for \$4000 in aid for the

PORT PERRY

Carriage Shop.

THE SUBSCRIBER wishes to inform the public that he is now prepared to build

WAGGONS, CARRIAGES & BENCHES!
do., do., of the Latest Styles, and of the best material, on the shortest possible notice.

Repairs Promptly Attended to.
All kinds of RANING MILL SIEVES constantly on hand.

C. MCKENZIE,
 Port Perry, Sept. 11, 1867. 417

C. McKenzie Observer ad dated Sept. 11, 1867

SCUGOG - THE EARLY YEARS



The quaint Gothic styled St. Agnes Church in Greenbank was opened for worship on Sunday, September 27, 1868.

construction of the railway.

The Church of St. Agness at Greenbank was officially opened and held its first service on Sunday, Sept. 27. Many were disappointed on their arrival to find that all parts of the sacred edifice were already occupied. The space in front of the Chancel, the aisles, the porch and even the vestry being occupied.

October 1868

The North Ontario Agricultural Society held its annual two day Fall Show at Prince Albert.

The By-law granting a bonus of \$4,000 to the

Port Whitby and Port Perry Railway Company was voted on by the freeholders of the Township of Scugog with a large majority of the votes recorded against the grant.

November 1868

J.B. Olver, M.D. has taken up residence at Greenbank. He is a talented, preserving young man and we trust that his residence in their midst will be reciprocally beneficial.

The contract for the building and equipping of the Port Whitby and Port Perry Railway, was let to Kesteven & Starrat, Toronto. The amount agreed upon is \$330,000.

Port Perry & Borelia Union Sunday School held their annual social in the Methodist Episcopal Church, Borelia.

Tenders were published for the purchased of 40,000 railway ties, 9 feet long with square ends, 10 inches wide by 7 inches thick for the P.W. & PP Railway.

December 1868

A nomination meeting was held in the Township of Scugog at Mr. Finley's Hall. Nominations for Reeve were Mr. Sexton and Mr. J.W. Gamble; for Councillors Messrs. Fralick, Taylor, Hall, Nesbitt, J. Hunter, S. Platten, Bateman, Williams and Clegghorn.

Reach Township nominations were held at the Town Hall, Manchester. For the office of Reeve, nominated were present Reeve J. Wright, Mr. Adam Gordon and A.W. Ewers. Nominated for Deputy Reeve, Messrs. J.B. Campbell, Major and St. John. Messrs. Steel, Graham and Holman were nominated to the office of Councillor.

At the close of the year 1868, James Baird described the following: "We have three capitals each putting in its pretentious, and each pressing its claims to pre-eminence. Manchester, the natural, the legal, and the grain centre of the municipality; Prince Albert, the commercial centre; and Port Perry, the manufacturing centre."

1869

January 1869

Reach Township elected Joshua Wright Reeve, J.B. Campbell and E Major Deputy Reeves. Scugog Township re-elects W.S. Sexton Reeve. Cartwright elects Robt. B. Spinks, Reeve, D. Hooey Deputy Reeve.

The Port Perry Presbyterian Church was packed for the divine service on the Sabbath, 3rd inst. The Rev. Windel praised his people and the villagers on their liberality and enterprise in erecting so handsome and commodious a house wherein to worship the God of their fathers.

Reach Twp. Reeve Joshua Wright was elected as Warden of the County of Ontario.

February 1869

The Nonquon Fair and Races held on Mr. Dewart's land, come off as a success on the 28th inst.

Notice from Reach Twp. Clerk John Christie that applications for Tavern or Shop Licenses to sell by wholesale or retail, Spiritous, Fermented or other Liquors must be made by petition by the person applying for the same licenses.

The enterprising people of Manchester have established a telegraph office in that village. This will prove a great convenience for the numerous grain buyers who attend that market.

The handsome little Church of Ascension - English Church, Port Perry opened for Divine Service on Sabbath, 28th inst. The interior of the building can seat about 200 people, the style is of the Gothic order and the windows are excellent taste.

March 1869

An election took place for a Deputy Reeve to fill the vacancy left on Reach Council by J. B. Campbell's disclaiming. The contest was between Mr. Noah Bates and Mr. Wm. McGregor, with Mr. Bates being elected.

Snow storms have been the order of the day for the past week, piling up from ten to twelve feet deep on many of our most important highways, thus rendering all transit out of the question. The Queen's Mail was stopped in Brooklin.

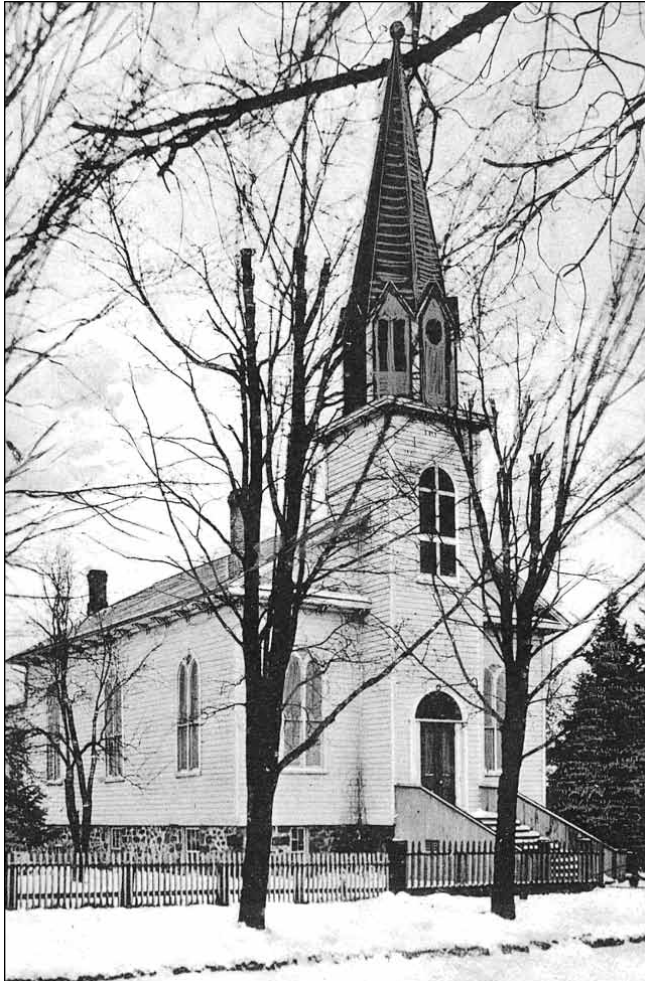
The Port Perry Brass Band Concert took place in Mrs. Shaw's Hall, Port Perry.

Messrs. Powell and Irvine take over the business of Jas. Bowman, Manufacturer of the Patent Swing and Force Pumps.

April 1869

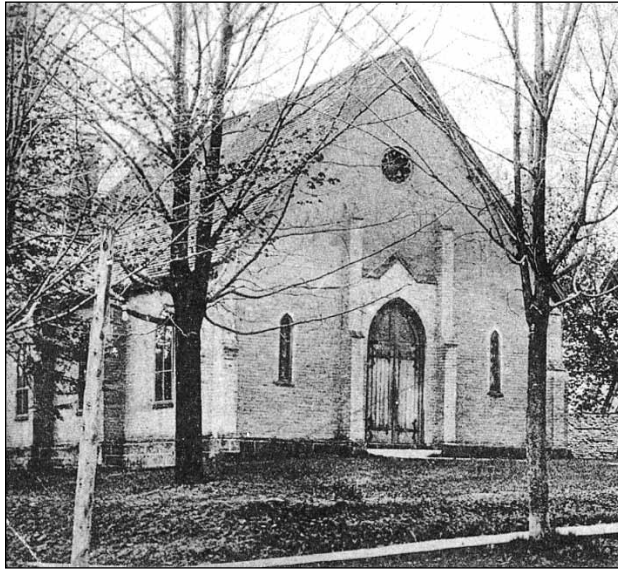
Tenders are being received for another new frame School House, about to be erected in School Section No. 4, Reach.

A team of horses crossing the ice on Scugog lake, hauling a load of maple lumber to Mr. J.B. Lazier's factory, broke through the ice, and team, load and driver all went down. The team shot right under the ice and were both drowned, but the teamster was pulled from his perilous position by



The Presbyterian Church, located on Queen St., Port Perry, held its opening service January 3, 1869

SCUGOG - THE EARLY YEARS



The English Church - Church of Ascension, on North St., Port Perry held its opening service on February 28, 1869.

an Indian riding with him on the load.

The Bigelow Bros. uncovered their handsome new block the other day. This is one of the best, if not the best structure of the kind in the County. The ground flat contains four magnificent stores. The second and third flats are occupied as Bank, Law and other offices. It is certainly a costly and commodious building.

May 1869

Council authorized the clerk to instruct the pathmaster of the Port Perry road division to open up, forthwith that portion of John St., run-

ning from Queen to North St., which is the most direct and by far shortest route to the new English Church - Church of Assension on John St.

The drying kiln at Mr. J.B. Lazier's Factory, 7th con. Reach, was consumed by fire with a large quantity of cradle fingers and other valuable wood work, valued at \$600 being lost.

The Scugog Bridge suffered terribly in the late floods; in fact it is almost wrecked. The past winter found it in a good state of repair, but it has left it in a deplorable condition; so much so that it is very far from being safe, and will require immediate attention and a considerable outlay. The Principal which this bridge has been constructed is a huge blunder, and after the old rickety concern has cost fifty times more than it is worth, the proper mode of construction will likely be adopted, then we shall have a proper bridge at a tenth of the expense.

The Ontario Woolen Factory has been greatly extended and a complete assortment of the most approved machinery for manufacturing purposes has just been fitted up.

At the annual public meeting of the shareholders of the Prince Albert Public Hall Joint Stock Company the following officers were elected - W. Scott, President, J. Baird Vice President, T. Courtice, Treasurer, J. Emaney Treasurer.

June 1869

A meeting was held in the Victoria Hotel, Prince Albert, for the purpose of arranging celebrations for Dominion Day. The following men formed a committee to arrange the day. Major Forman, E. Major, M.G. Robson, Capt. Sinclair, Mark Currie, Capt. Billings, Wm. M. Cochrane, J. Rolph, Dr. G.W. Jones, Jas Jewett, D.J. Adams, J. Emaney, Capt. P. Bigelow, J. Plank, A. Hurd Jr., Wm. Wilcox, Thos Paxton, Jr., H. Foy, John Christie, B. Bryan, J.W. Jacobs and H. Parsons.

Mr. Foy has taken possession of the Royal



CAPT. PALMER BIGELOW

Canadian Hotel and fitted it up to suit the times. Mr. Foy's affability, energy and enterprise will doubtless secure for him a large share of public patronage.

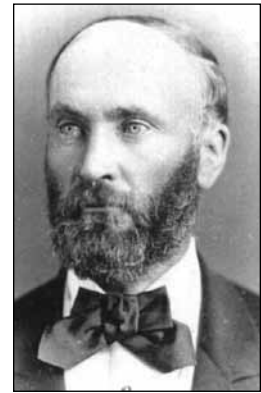
An Excursion to Washburn Island is to take place on the 25th inst. aboard the excellent and fast sailing steamer *Ontario*.

July 1869

A burglary at the establishment of W.M. Wightman & Co., Prince Albert, sometime between Saturday and Sunday. The thieves emptied the till and selected such pieces of silk and other expensive goods and carried off their valuable bounty.

Two young boys, aged 10 and 7 years, the sons of Mr. Palmer Car and Mr. Jessie Ireland, drown after their boat upset on the Nonquon River.

Celebrations for the 12th of July, Prince Albert was in a gay appearance handsomely adorned in honor of



JOHN CHRISTIE
Reach Township Clerk
July 1861 - Dec. 1886

the day, with arches erected over the principal streets, dozens of booths and Union Jacks fluttering in the breeze. Seventeen Lodges marched into the village led by the County Volunteer Band. Mr. Wm. Kennedy, District Master for Reach opened the proceedings.

Mr. Riordan has opened a Brick Manufacturing establishment on the Walsh farm, about half a mile south of Manchester.

Ann Cornish, aged 30, and her child, aged 3 years, died by drowning after attempting to cross the lake from the village of Caesarea to Scugog Island.

August 1869

Businesses expanding in Prince Albert. Mr. Wright moved his boot and shoe business to his large premises, opposite Scott's Hotel. Capt. Sinclair's rapidly increasing business required further enlargement and he moved into the first class store which Mr. Wright left. Mr. Cash took advantage of Mr. Sinclairs moving and took over his former shop where he has opened a large and excellent stock of groceries and provisions. Mr. McConnell, owner of the former Cash premises, is opening his business of Merchant Tailor, as well as dry goods and groceries.

Meetings continue discussing the merits of the Port Whitby and Port Perry Railway proposal against the Toronto and Nippissing Railway Co., which was to pass through about 5 1/2 miles of Reach Twp. to the north and west.

September 1869

There was a large turn-out of qualified electors for the Railway By-law. with 322 vot-



The Bigelow Brothers opened this large commercial block of stores on Queen St., Port Perry, in April 1869.

SCUGOG - THE EARLY YEARS



WM. KENNEDY

Opens a lumber business in Uxbridge in Nov. 1869.

ing against the by-law and 192 in favour.

Mr. Hiscox of Manchester has enlarged, refitted and moved into the store formerly occupied by Mr. Wright.

The Wesleyan Church at the Indian Village, Scugog, dedicated on Sunday, 26th inst. A grand festival will be held with a choir of 100 Indians. Visitors expected from Mara, Snake Island, Rice Lake, Mud Lake and Alderville.

A By-Law granting a bonus of \$2000 to the P.W. & P.P. Railway Co. was carried by the qualified electors of the Township of Scugog.

October 1869

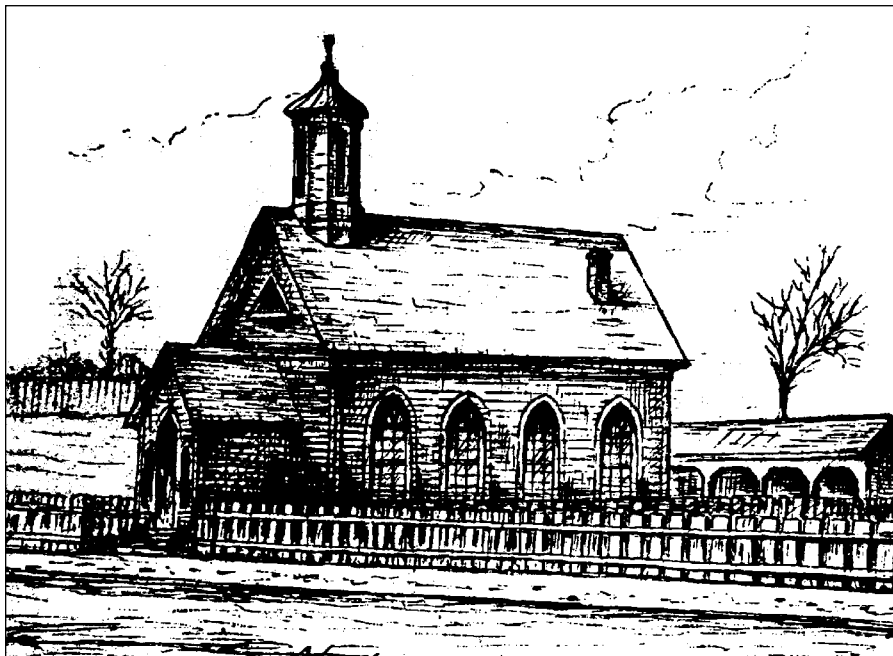
Prince Arthur arrived in Whitby on Tues., October 5 to take part in the official sod turning for the Port Whitby and Port Perry Railway Co. The Prince was presented with a silver spade and a maple wheel-barrow and went to work in turning up the first sod. Also on hand were the Lieut. Governor, Sir John A. MacDonald, Premier of Ontario John S. McDonald.

A large number of friends and acquaintances of G. W. Jones, M.D., entertained that gentleman at a public supper in the Royal Canadian Hotel, Port Perry, on the occasion of his leaving the country to take up his abode in the Western States.

November 1869

Mr. Wm. Kennedy is moving to Uxbridge, where he intends engaging the manufacture of lumber on his own account. He was honored at a dinner organized by the Brethren of L.O.L. No. 223, of which is the highly esteemed master of the Lodge.

Reach Council handed over the first \$10,000 debenture of their \$40,000 grant to the P.W. & P.P. Railway Company.



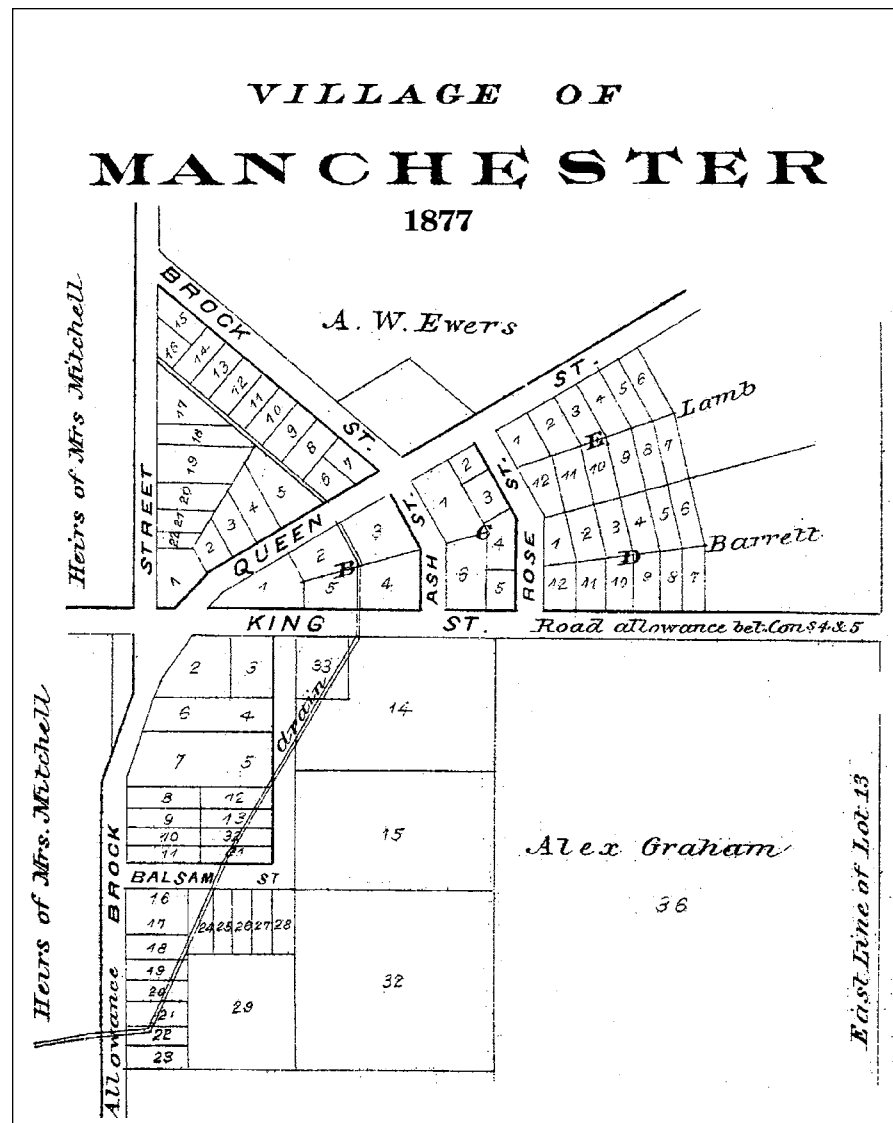
An 1861 sketch of the Prince Albert Presbyterian Church.

December 1869

The first battle of the municipal election takes place, with members of the council being blamed for stupidity or recklessness in passing the railway by-law.

Nominations for Reeve of the Township of Reach - Mr. James Graham and Mr. Adam Gordon. For Deputy Reeve Messrs. A.W. Ewers, E. Major, and Geo. St. John; and for councilmen Messrs. D. Town, N. Bates, J. Holman, and Thos. Graham.

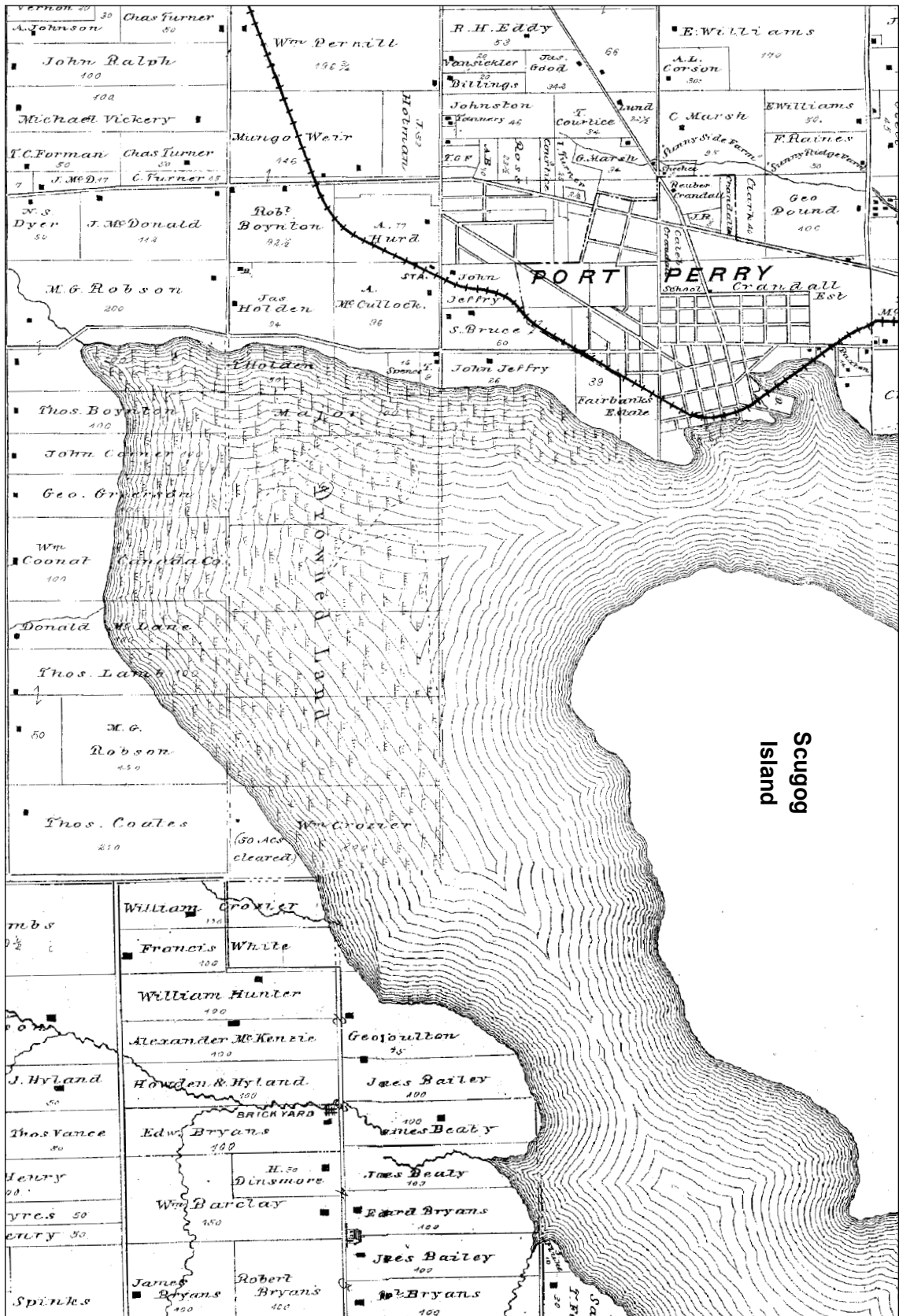
In the final meeting of Reach Twp. Council, Reeve Joshua Wright stated he would not interfere or take any part in the coming elections between Mr. Graham and Mr. Gordon.



Map of the Village of Manchester taken from the Historical Atlas of Ontario County 1877.

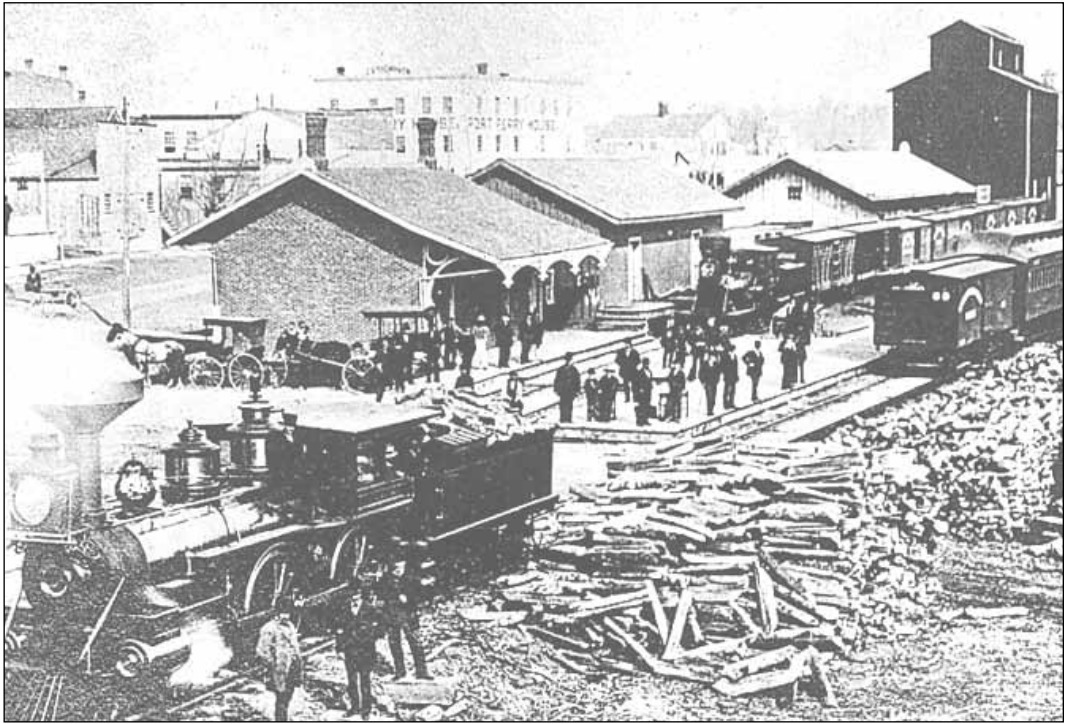
SCUGOG - THE EARLY YEARS

Map of Port Perry and the marshlands at the south end of Lake Scugog in 1877. Much of the land at the south of the lake was under water, as show on this map. For years there was dispute over the ownership of the water above the land, with the courts finally ruling that both the water and land was private property.



Chapter Three

Arrival of the Railway



THE EARLY YEARS of the 1870s proved to be some of the most interesting and industrious for the residents of Reach and Scugog Townships, and the village of Port Perry.

In June 1871 the County of Ontario passed a by-law to incorporate the village of Port Perry, separating it from Reach Township. Over the next year or so, the two corporations battled over the appropriate share of tax and debt, becoming for some time, bitter rivals for growth and commerce.

Prince Albert and Manchester, having been the two major commercial centres in Reach Township for many years, found themselves fighting to keep the enormous grain and commercial business in their communities, as Port Perry began to grow and prosper.

With the arrival of the first train along the Port Whitby and Port Perry route later in 1871, it wasn't long before businessmen realized if they hoped to survive, they would have to move to this new, thriving community situated on the shores of Scugog Lake.

Joseph Bigelow was elected the first Reeve of Port Perry in January 1872, and over the next few years, under his ambitious leadership, the town underwent one of the largest building booms in its history.

New factories, stores and homes began to spring up over the next few years, one of the largest of these being Geo. Currie's grain elevator at the lakefront near the railway.

Public buildings and projects also flourished. Under Bigelow's leadership the village improved roads, built a new Town Hall, and a magnificent high school to educate their children. The 1870s were indeed, exciting and prosperous times for the fledgling village of Port Perry.



JAMES GRAHAM
Elected Reeve of Reach
Twp. for 1870.

1870

January 1870

Voters went to the polls in the public hall, Prince Albert, electing James Graham, Reach Twp. Reeve, Messrs, Ewers and Major, Deputy Reeves and Messrs. Holman and Graham Councillors.

Scugog Twp. elected W.S. Sexton, Reeve, and Messrs. Hunter, Bateman, Neisbitt and Williams, Councillors.

Tenders were let for building a parsonage in connection with the Primitive Methodist Church, Manchester.

Loyal Orange District of Reach held their annual meeting in Butson's Hall, Greenbank, electing Bro. Thos. Martin, D.M. and Bro. J. Stovin, D.D.M.

James Graham elected President of the Reach and Scugog Agricultural Society at a meeting of directors at Plank's Hotel, Manchester. Mr. S. Netherton, Vice-

President, W. Scott, Treasurer, J. Christie, Secretary.

John Stonehouse was appointed Assessor for the Twp. of Reach for 1870 at a salary of \$120, and Mr. E. Walker, the Liquor Licence Inspector.

A report on the schools of Reach shows a total of 19 schools in operation with a total of 800 students attending classes.

Scugog Reeve W.S. Sexton was elected Warden of Ontario County on the first ballot. An Oyster supper was given in his honour at the Royal Hotel, Whitby, with some 60 gentlemen present.

February 1870

County Council gets into debate about who should pay for upkeep of the Scugog Bridge. A bylaw passed in 1864 granted leave to draw on County funds to the value of \$150 a year for repairs to the bridge. Some members of the County council feel that the maintenance should be paid for by Reach and Scugog Townships.

The villages of Prince Albert and Manchester were kept busy with a rush of sleighs hauling grain to local buyers. Currie & Ross purchased from 3,000 to 5,000 bushels per day.

The Ontario Presbytery of the Canada Presbyterian Church met at the Presbyterian Church, Prince Albert, Moderator Rev. Mr. Smith in the chair.

A grand Variety Concert with a tenorist from London, England, performed at the Public Hall, Prince Albert.

Vast numbers of people braved the piercing cold to witness the horse races on the ice of Lake Scugog, Feb. 10th and 11th.

The report of the inspector for Taverns and Shops recommended that 16 shops now had the necessary accommodations and should receive licenses.

March 1870

The inhabitants of Manchester are putting fourth a laudable effort to have the route of the P.W. & P.P. Railway changed as to bring the line between Manchester and Prince Albert, with a station located between the villages.

Another first class snowstorm, which commenced Saturday night and continued all day Sunday, closed all churches on Sunday and Monday was almost a universal holiday.

April 1870

A route through the valley of the Beaver River and Lake Scugog is being suggested as one of the most preferred routes for the proposed Huron and Ontario Ship Canal. Mr. Thompson, the member for North Ontario said the advantages of this Lake Simcoe and Lake Scugog route should not be over-

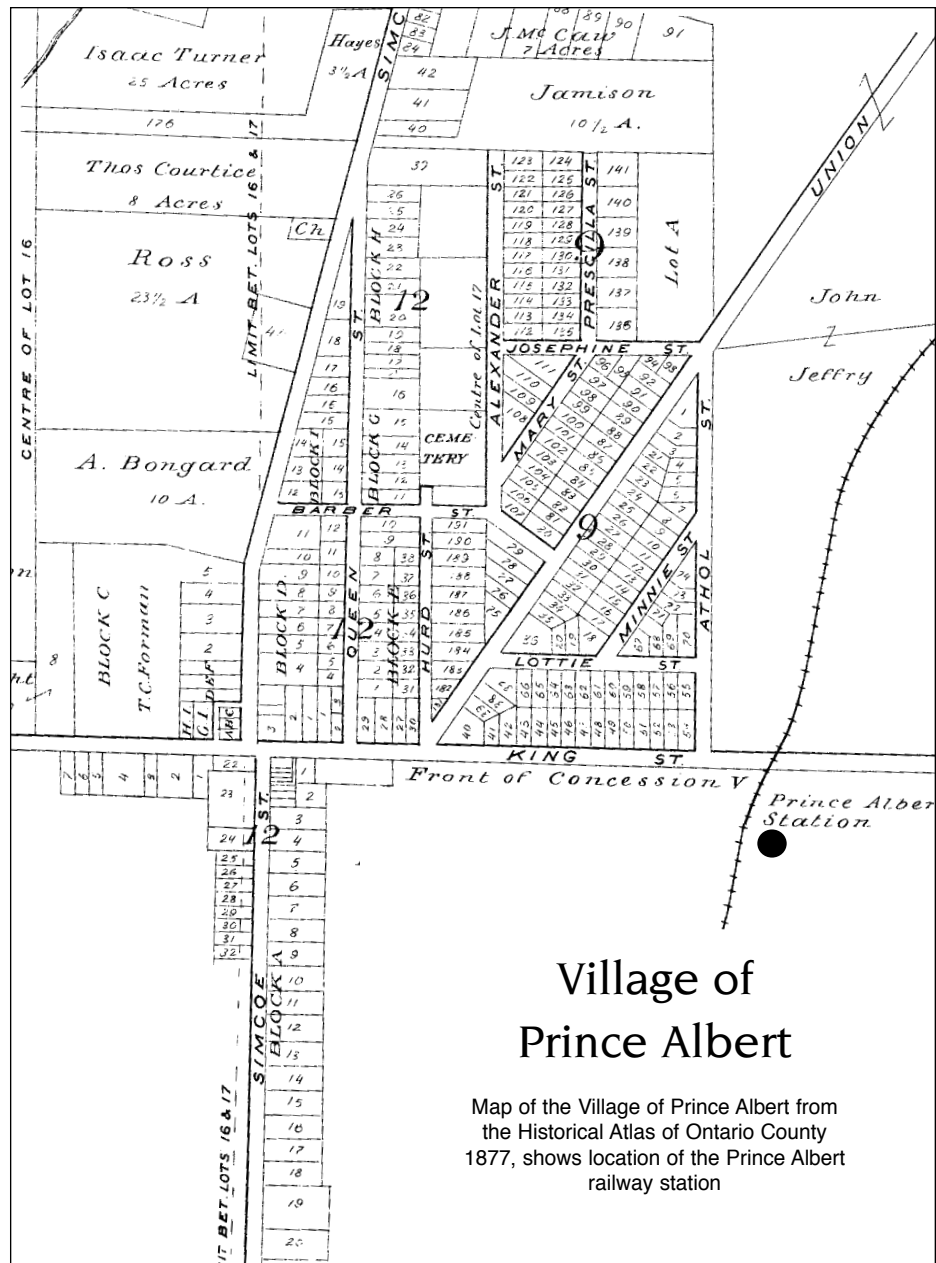
looked.

The Prince Albert Cricket Club held their annual meeting at Scott's Hotel, Prince Albert, and elected a new executive. President W.M. Cochrane, Vice President W. Beattie, Sec. J.T. Slater and Treas., W.M. Willcox.

The carriage and workshops of Mrs. Mortson, Epsom, was completely destroyed by fire.

There were over 70 horses exhibited at the Reach and Scugog Agricultural Society Spring Fair held at Prince Albert fairground.

The melting of vast accumulations of snow throughout the area caused many roads and bridges to be damaged due to destructive spring floods. In some places public roads were flooded to a depth of over four feet, and several bridges have been washed away.



SCUGOG - THE EARLY YEARS

A petition bearing the names of 116 ratepayers requested the Township of Reach have a change in the route of the PW & PP Railway. To have it cross the gravel road north of the 4th conc. and to erect a good station house and freight shed at said crossing.

May 1870

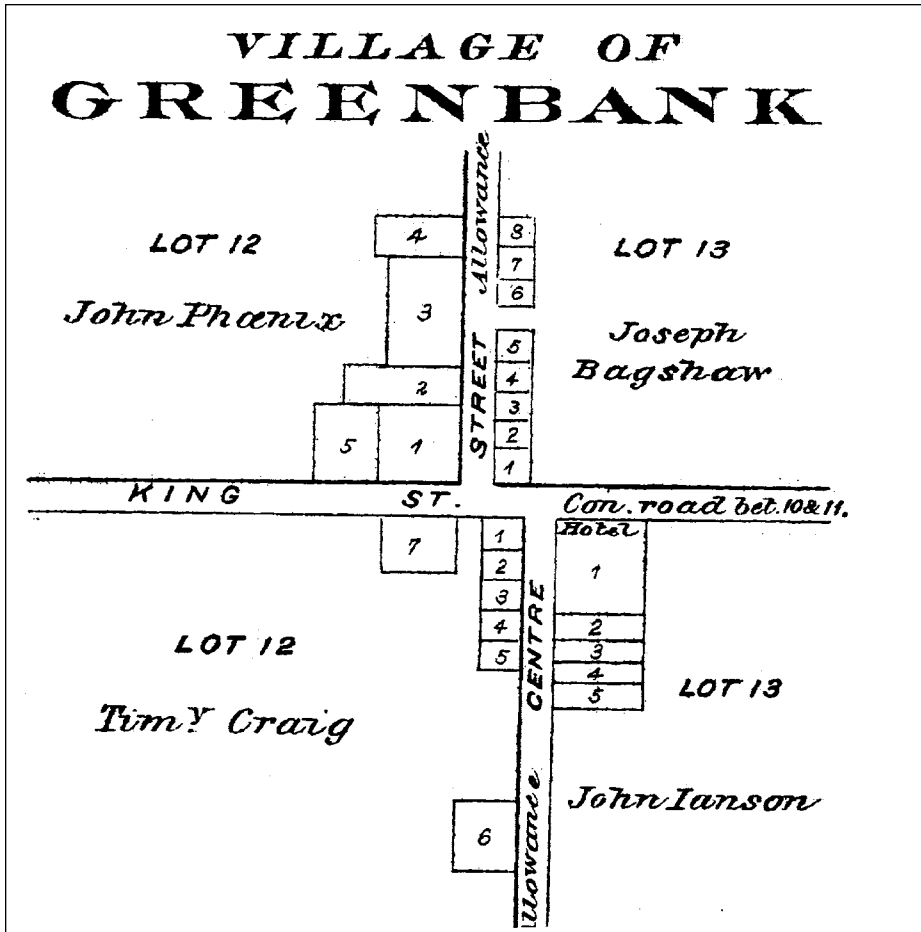
Manchester still presses forward. Mr. Brown, of Brown & Christian, is erecting a residence north of the village of gothic style; Mr. A. Gordon is erecting a large and commodious store in the centre of the village on the Manchester road allowance. The building is 31'x48', two storeys high with 18 foot posts; and the parsonage in connection with the Primitive Methodist Church is being erected west of the village.

The steamboat *Ontario* and the *Anglo-Saxon* with her large scow attached picked up 300 from the dock for an excursion and went steaming o'er the lake, entertained by the Port Perry Brass Band.

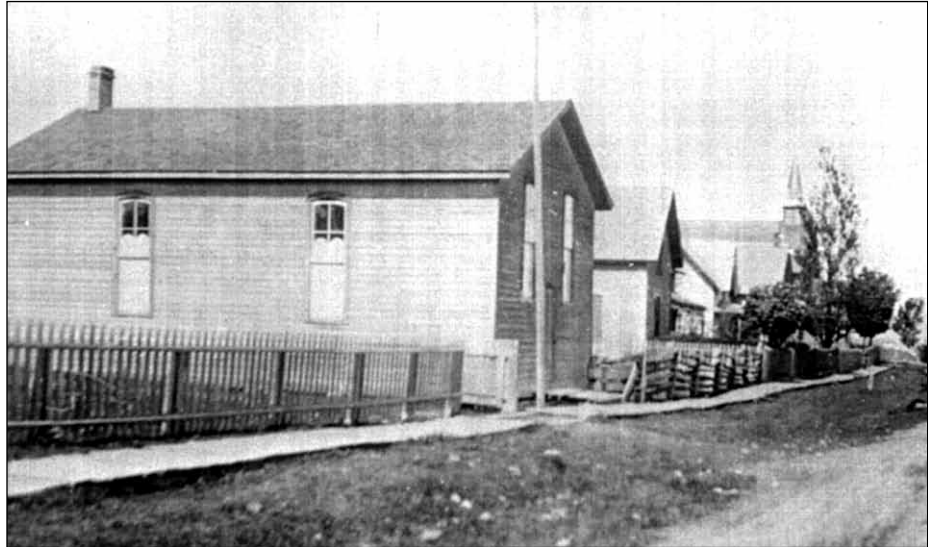
June 1870

A movement being made by the inhabitants of Williamsburg for the erection of sidewalks. Mr. Neisbitt, of this village, has just completed a capital new carriage shop on the west side of Scugog St. and north of Tooley's Hotel, for carriage building and blacksmithing.

The extensive planing and fanning mill factory of Mr. Cossatt of Port Perry was destroyed by fire. Some of the valuable machinery and tools were saved, but the loss is over \$2000. The lack of anything more effective than a bucket to extinguish the fire is not in keeping the energy and enterprise of that prosperous village.



Map of the Village of Greenbank from the Historical Atlas of Ontario County 1877.



Temperance Hall, located on 11th Conc. (Cragg Rd.) east of Centre Rd. (Hwy. #12) Greenbank.

The excellent Weir's Steam Saw Mill, on the 7th conc. of Reach was completely destroyed by fire, with losses totalling \$1000.

A recommendation was brought forward at County Council to abandon the bridge over the Scugog (Scugog Bridge). Some members fought hard to make the County stick to their bargain in maintaining the bridge, but a large majority of them were able to break the contract by repealing the by-law by a vote of 16 to 6 nays.

Two men, Wm Jamieson and Richard O'Boyle, taking part in the Raglan Sunday School excursion on the *Anglo-Saxon*, from Port Perry to Lindsay fell overboard during the trip and drowned.

July 1870

A large influx of people came into Prince Albert as the community celebrated Dominion Day in right royal style, with horse races, games, banquet in the Town Hall and musical entertainment and speeches held in the Prince Albert Drill Shed, with guest speaker Dr. McBrien.

In Reach Twp., an average of 990 children attended classes every school day during the last half of the year. Scugog Twp. shows a daily average attendance of 111 students per day during the same time period.

Uxbridge were the winners of a cricket match with Prince Albert, outscoring them 112 to 111.

August 1870

Classes for the Grammar and Common Schools of the United Section No. 8, Port Perry, scheduled to begin at 9 o'clock a.m., Monday next, 8th inst.

At Borelia, Catherine Crandell, 71, beloved wife of Mr. Reuben Crandell died, Reach Township's first white settler. In 1821 she moved with her husband and first child into the Township of Reach, where she remained 'till her decease.

Reach Twp. council authorized the Reeve to take the necessary steps of quashing the by-law passed by the County, repealing the by-law by which the County Council assumed the Scugog Bridge as a County work, thus seeking to throw the responsibility upon Reach and Scugog of keeping the bridge in repair.

The enterprising villagers of Port Perry have procured an excellent fire

SCUGOG - THE EARLY YEARS

engine for the use of that village. A fire engine is indispensable to a village which is increasing and filling up as Port Perry is doing.

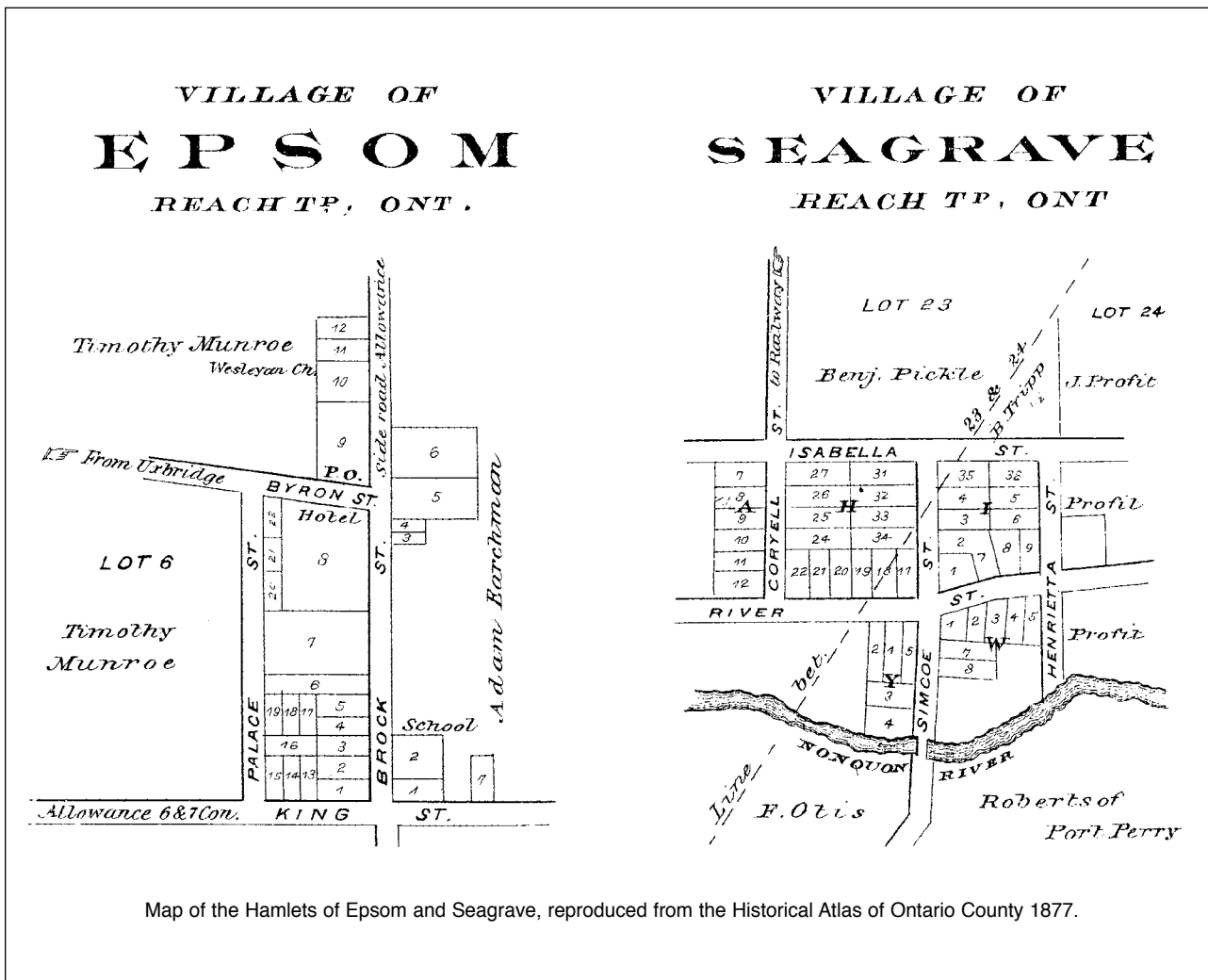
Mr. Adam Gordon opened his new and commodious premises in Manchester.

September 1870

The Port Perry Fire Company made their debut to a fire on the property of Mr. R. Boynton. It was quite a new feature in our fire fights, but by the time they arrived the fire had destroyed the barn.

A document submitted to Reach Twp. Council by the Hon. M.C. Cameron, regarding the Scugog Bridge, suggested that the County repealing by-law does not need to be quashed, it is so flagrantly illegal that it falls to pieces by its own weight. The clerk was instructed to inform the County Council that Reach expects the Scugog Bridge to be kept in a state of repair.

The sound of fire! fire! rang through this and neighboring communities as another conflagration took place at Mr. James Lazier's Factory a couple of miles north of Prince Albert. The wool kiln, implements and wagons were all consumed by the fire.



Map of the Hamlets of Epsom and Seagrave, reproduced from the Historical Atlas of Ontario County 1877.

Progress in Reach Township expands at a rapid pace

Progress report by James Baird, Ontario Observer - December 29, 1870

PRINCE ALBERT - The Village of Prince Albert has certainly not done a great deal in way of building during 1870, but even in this respect the closing year leaves us better than it found us.

A fair share of prosperity has attended our businessmen, and it is a generally acknowledged fact that throughout the Dominion of Canada, there is no other village or town, we might almost say city, where better and cheaper commodities can be had or more satisfactory purchases made than in the Village of Prince Albert.

The Boots and Shoes manufactured in the village are deservedly praised. Harness of Prince Albert manufacture is well spoken of. Our Tailors are men of much skill, the Combine and Undertaking business is well sustained by Mr. Park, while Mr. McCaw supplies everything wanted in the tinware line. As a Jeweller and Watchmaker, Mr. Diesfield stands in the front rank, while the extensive practice of our skilful physicians is the best test of their ability.

For carpenters and joiners we have a good supply. Our hotel accommodation is hard to beat, whether we regard the table, the bar or the stable, or the general accommodation and comfort of the guests.

MANCHESTER - The Village of Manchester has added several important buildings during the year. Mr. Gordon has erected one of the most convenient stores in the county, the building is not a costly one, but the location is well selected and everything necessary for a first-rate general store is provided.

Mr. J.H. Brown of the firm of Brown & Christian has built a very handsome residence at the northern extremities of the village. A convenient parsonage for the Primitive Methodist Church has been erected. The amount of business done here is the best proof of the enterprise and energy of its businessmen. There is certainly not another market in the County where an equal amount of farm produce is bought, while it is decidedly the cattle market for Reach Twp.

The regular monthly fairs held here are of much importance to the farmers, while a source of considerable profit to the village. Several manufacturers are well sustained, the Blacksmiths and the Carriage builder sustain themselves, while the Tailoring business is well represented at the establishment of Mr. Squire.

The hotel accommodation here is excellent and well patronized.

PORT PERRY - Port Perry has certainly much cause for rejoicing over her rapid progress during 1870, it is true she has not been reaping the harvest, but she has been preparing the ground she has been gathering within and around her the materials of future strength which will doubtless begin to develop itself more fully in the coming year.

The energy and enterprise of its leading spirits combined with the happy location of this village have succeeded in bringing to the front and raising it to a position of importance which few villages occupy.

The Port Perry of 1869 is not the Port Perry of today, it has effectually burst the bounds which then confined it and it is stretching out its arms to the west, north and south with a giant's grasp.

Buildings are springing up in groups, all of them respectable and many of them handsome. This village has doubtless a bright career before her as a prosperous, thriving business centre.

Of the other villages in the township, little progress has been made as far as additional buildings go. Greenbank has been doing something in this way, several tidy building have been put during the year; and as a whole the prosperity of the Township of Reach has been most encouraging, while the general health has been excellent.



ADAM GORDON
Elected Reeve of Reach
Twp. for 1871.

October 1870

William Stonehouse, 19, son of Mr. John Stonehouse, was killed while hauling sand for the erection of Primitive Methodist Church in School Section No. 4, Reach. The young man slipped and fell under the wheels of the wagon.

The son of Mr. Straight Houck of Prince Albert, was killed in a railway accident in Savanna, Illinois, after being run over by a railway car.

November 1870

Work on the Port Whitby and Port Perry Railway is progressing. The grading nears completion and will soon be ready to begin laying the nearly 40,000 ties; the iron rail for the lines has been purchased in England and is ready for shipment.

The anniversary of the Gun Powder Plot was celebrated at Thompson's Hotel, Port Perry, under the auspices of L.O.L. No. 223. About 80 sat down to supper, with Mr. Wm Scott of the Victoria Hotel, Prince Albert, placed at the head of the table.

David Hooey, Esq., Deputy Reeve of Cartwright, a highly esteemed member of the business community, died instantly after being kicked by a colt.

The Tax Collector notifies residents he will be at Thompson's Hotel, Manchester, on Monday and Scott's Hotel, Prince Albert, Tuesday, for the purpose of collecting taxes.

December 1870

A great rally of ratepayers from various parts of the township attended a meeting called by Reeve James Graham, at the Temperance Hall, Greenbank, in preparation for the coming municipal elections.

Cartwright Twp. elected their candidates by acclamation. Reeve Robt. B. Spinks; Dept. Reeve W. Taylor; Councillors Parr, Goggin, Hyland and Taylor who takes the position of the deceased Mr. Hooey.

The new Primitive Methodist Church in the east settlement, in Mr. Stonehouse's neighborhood will be opened for Divine Service on New Years day.

1871

January 1871

The residents of Reach Twp. elected Adam Gordon as Reeve and Messrs. N. Bates and Holman as Deputies. Messrs. Town and Weir were elected councillors. W.S. Sexton was re-elected to the Reeveship in Scugog Twp. with Wm. Bateman, Mr. Clegghorn, G. Savage and D. Jackson as councillors.

George Wheler, Reeve of Uxbridge was elected Warden of Ontario County.

Dr. Geo. W. Jones is accused in the columns of the *Port Perry Standard* of having run off and married young Annie Paxton, and carried her off to Imlay City, Michigan.

Mr. Charles Marsh was re-elected president of the Agricultural Society.

February 1871

The annual meeting of the stockholders of the Port Whitby and Port Perry Railway met in Whitby, electing as directors, Messrs. Major, Lockhart, Reynolds, Holden, Rose, Dryden, Paxton, Bigelow and Chester Draper as president.

The Scugog Bridge comes under heavy discussion at the winter session of Ontario County Council. Reach and Scugog Twps. are looking for the County to repeal a bylaw passed in June 1870, which reverted maintenance of the bridge to the township.

The streets of Prince Albert and Manchester are literally blocked these days with the rush of grain coming in and empty sleighs going out. Prices for Spring hovered between \$1.30 and \$1.40 a bushel.

Two days of horse racing on Lake Scugog took place.

Aggregate attendance of all schools of Reach Twp. show that 787 children attended school every day.

March 1871

The carriage factory of Mr. Emaney was stuck by fire on the Sabbath evening. Flames burst through the roof of his stable, but were subdued by the energetic men who ran to his aid.

Capt. P. Bigelow announces the steamer *Anglo-Saxon* is prepared to do all kinds of towing and freighting between Port Perry, Lindsay and Fenelon Falls.

North Ontario Riding elected Charles Paxton as its representative to the Ontario Legislature, defeating Wright 308-150 votes.

April 1871

Joshua Wright offers for sale his boot and shoe establishment in the prosperous village of Port Perry, to devote his time to his Tannery.

Agricultural Spring Shows were held in Williamsburg, April 27 and at Prince Albert on April 25, 1871.

The first steamer passed through the new locks at Lindsay on April 20, with

Spring plays havoc with bridge and roads



The Scugog Bridge circa 1875

"We found the now celebrated Scugog Bridge lying too much like a hulk which had just passed through a hurricane, its bulwarks torn, twisted and broken in every conceivable way, and that which had not been swept overboard, lay prostrate on the deck, partially obstructing the passage, while the rickety old timbers squeaked and grated at every step of the ponies. One more squall and the old thing will quit her moorings - in fact, she has arrived at that interesting state which will afford parties an admirable opportunity of testing the validity of the Repudiation by-law, passed at the June session of the County Council of 1870.

On our way home we passed through Port Perry, along Water St., but found it a fearful misnomer, unless mud and water are considered synonymous terms; for we found it Mud Street with a vengeance, parts of this would-be Water St. being from 3 to 4 feet deep, of the most abominable mud, tuft as putty, and as nasty as could be imagined. We should judge that the mud on this street is almost as deep as the water in the lake. Getting through Water St., and passing up the hill from Port Perry to Borelia, we found the entire hill, which had been so savagely summer-fallowed last fall, in a perfect uproar, cut up and dug in every possible way. The bottoms of the vehicles resting on the mud had prevented the wheels from sinking completely out of sight, but the plaguy axles had dragged the mud out of its place, and gave the road much more the appearance of a gutter than a summer-fallow or a road.

Written by James Baird, *Ontario Observer* - April 1871

SCUGOG - THE EARLY YEARS



CHARLES PAXTON
Elected to represent North
Ontario at the Legislature.

a large number of people watching. The work will form a most interesting and important link in the chain connecting Port Perry with the back waters.

May 1871

An examination for Public (formerly Common School) School teachers will take place in July. No female under 16 or male under 18 will be eligible for examination.

The vigilantes of the Port Whitby and Port Perry Railway Company continue to try and get Reach Twp. to pay its last \$10,000, but the township refused to pay until all the grading is completed.

June 1871

Reach council appropriated the sum of \$110 for building a bridge on the Centre Road over the Nonquon. The Reeve and Mr. Holman were commissioned to see the work done.

C.C. Kellett offers fruit trees, ornament trees, and shrubs for sale from his property in Port Perry.

A large crowd of about 500 people attended the Reunion held at Port Perry in the new Freight House of the PW & PP Railway. The reunion was under the auspices of the Church of the Ascension.

Reeve W.S. Sexton of Scugog Twp. introduced a by-law to incorporate the Village of Port Perry, which went through several readings and passed. (see opposite page).

Sealed tenders were being received to erect a Brick Church in the village of Utica for the Wesleyan Methodists, to be completed by the first day of July, 1872.

The first anniversary of the Cedar Creek Union Sunday School took place in a handsomely got up spot convenient to the School House.

July 1871

About 130 school children from Lindsay arrived at the wharf in Port Perry by steamer to enjoy a school picnic with the students of Reach Twp. and Port Perry schools.

Uxbridge emerged victorious in a Cricket match between that town and the boys of Port Perry and Prince Albert.

The streets of Port Perry were decorated with beautiful arches, banners and Union Jacks as the Orange Celebration took place on the 12th of July.

August 1871

Of 47 applicants to obtain teachers certificates, 15 failed the examination held in Whitby, with many teachers complaining of the difficult "papers".

Howe's Great London Circus came to Prince Albert and was by far the finest ever witnessed in these parts. The thousands who witnessed the display expressed it surpassed their highest expectations.

Mr. Joshua Dobson lost part of his leg in a serious farming accident, after his horses bolted, throwing him into the rakes and then being dragged by the team.

The Port Perry Fire Brigade held an excursion from Port Perry to Washburn Island aboard the *Anglo-Saxon*. Proceeds of excursion for A. Bowers who lost his right hand in an accident at Paxton's Saw Mill recently.

J.R. Youmans, Head Master of the Port Perry High School has returned from a pleasant European tour.

Mr. Joshua Wright installed a steam engine into his tannery business in Prince Albert. It is a capital engine, the twenty horse power boiler is the first steam powered engine in the village.

BY-LAW NO. 216.

A BY-LAW TO INCORPORATE THE VILLAGE OF PORT PERRY IN THE TOWNSHIP OF REACH

Whereas all the requirements of the municipal law relating to the power and authority of the county councils to pass by-laws to incorporate the village have been complied with as far as relates to the incorporating of the Village of Port Perry, in the Township of Reach.

Therefore the Council of the Corporation of the County of Ontario enacts as follows:

That the following described lands in the Township of Reach, be, and are hereby declared to be erected into an incorporated village, under the name and title of Port Perry, viz.: That is to say, commencing at a point where the easterly limit of the Port Whitby and Port Perry Railway intersects the centre line between the east and west halves of lot No. 18. in the fifth concession of the Township of Reach, thence westerly to a point on the westerly limit of said lot eighteen, distance twenty-six chains from the front of the said fifth Concession, thence northerly along the western limits to Victoria Street, according to Farewell's plan of part of lot No. seventeen, in the fifth concession of Reach, aforesaid, thence westerly along the said street to the intersection with Maple Street, thence northerly along the said Maple Street to the rear of the said concession, thence westerly along the southern limits of the said concession to the western limits of said lot seventeen, in the fifth concession, thence northerly along the western limits of said lot No. seventeen in the sixth concession, twenty-six chains, thence easterly on a line parallel to the southern boundary, to the eastern boundary of Simcoe Street, to the northern limit of the road allowance in rear of said concession, thence easterly along the northern limit of said road allowance to the water's edge of Scugog Lake, thence southerly following the water's edge of Lake Scugog to the front of the said sixth concession, on lot No. twenty, thence southerly along the edge of said lake to a point twelve chains from the rear of the fifth concession, on a line parallel to the eastern boundary of lot No. twenty, thence westerly on a line parallel to the northern limit of said concession, across lot No. nineteen, in the said fifth concession, to the eastern limit of the Port Whitby and Port Perry Railway, thence southerly along the eastern limit of the said railway to the place of beginning.

That the meeting of the electors for the election of a Reeve and Councillors for the said village shall be held at the time prescribed by law, at the Fireman's Hall, on Perry Street, in the said village.

That Harris Burnham, of the said village, shall be, and he is hereby appointed returning officer, to hold said election according to law, in such case made and provided.

Passed June 9th, 1871

H.J. MACDONELL,
County Clerk,

GEORGE WHELER
Warden (L.S.)

SCUGOG - THE EARLY YEARS

September 1871

The Port Whitby & Port Perry Railway advertise for 200 men to work on the railway line. Mr. Major is persuing the work with much energy.

Ontario Observer editor James Baird attended the formal opening of the Uxbridge extension of the Toronto and Nippising Railway.

R. Nott of the *Port Perry Standard* writes to the *Ontario Observer* stating he had no hand in railway articles run in the *Standard*, explaining they were the works of Mr. Mundy alone.

Captain Sinclair offers his Prince Albert home and business for sale, as he is leaving to locate in Lindsay.

October 1871

A huge auction sale is advertised to take place in Prince Albert and Port Perry selling 200 town and park lots situated on and adjacent to Union Avenue. (Nov. 21, 22)

An imposing ceremony was performed for the laying of the foundation stone for the new brick Port Perry Methodist Episcopal Church on Tuesday, Oct. 10.

James Squire moves his tailoring business from Manchester to rented space in the Ross Block, Port Perry.

November 1871

Work is progressing on the PP & PW Railway with men busy along the route preparing to lay the tracks.

A train from Whitby made its way to the south end of Reach Twp. near the 2nd concession with dignitaries on board. They made their way to Mr. Paynes hotel in Prince Albert for a dinner before heading back down the line.

Messrs. J. & D. Adams, money, land and insurance brokers have moved their place of business from Prince Albert to Port Perry.

Mr. English came before Reach Council requesting the third and last \$10,000 debenture for the PP & PW Railway, as the work had been completed.

December 1871

The newly incorporated village of Port Perry held its first nomination meeting in Ireland's Hall, Port Perry. Nominees to become the first Reeve of Port Perry were Joseph Bigelow, J.W. Allison and J. B. Campbell.

In his election speech, Mr. Bigelow said should he be elected he will do his utmost to get the necessary assistance from County Council to erect a



The home of Mr. A.N. Sexton, a member of the Village of Port Perry's first council in January 1872.

bridge between Cartwright and Scugog.

By the end of 1871, businesses began to trickle out of Prince Albert and take up locations in Port Perry. Following is a list of businessmen still operating in Prince Albert at the end of 1871: Geo. Currie (General Merchant), Joshua Wright (Tannery), W. H. Park (Furniture), John Diesfeld (Prince Albert Jewelry Emporium), T.C. Forman (General Merchant), W. Trenbeth (Merchant, Tailor), W.M. Willcox (The Union Drug, Grocer and Liquor Store), Chas. Hiscocks (Bakery), J.M. Heard (Carriage & Wagon Shop), W.A. Tomlinson (Druggist), Ontario Carriage Factory (Carriage Shop), T. Courtice (Leather & Saddlery), Wightman's (Clothier),

1872

January 1872

The new municipality of Port Perry elected Joseph Bigelow as its first Reeve and Messrs John Phillipe, Wm. Tate, Caleb Crandell and A.N. Sexton as the village's first councillors.

The newly configured Reach Twp. elected Adam Gordon as Reeve and Messrs. Noah Bates, James Holman, Mead and Purdy as councillors.

Scugog Twp. is represented by W. S. Sexton, Reeve.

The municipality of Reach sets out on her New Year's career under generally altered circumstances having undergone a severe dismemberment, her boundaries curtailed, and her benefit of a large portion of her former wealth now within the new village of Port Perry. The cutting off of Port Perry takes about one sixth of the ratepayers, at least one third of the labor force.

The right of way of the Union Avenue has been secured. Grading is to be proceeded with at once and a winter road is expected to be constructed forthwith.

James Graham was elected president of the Reach and Scugog Agricultural Society at the Town Hall in Manchester.

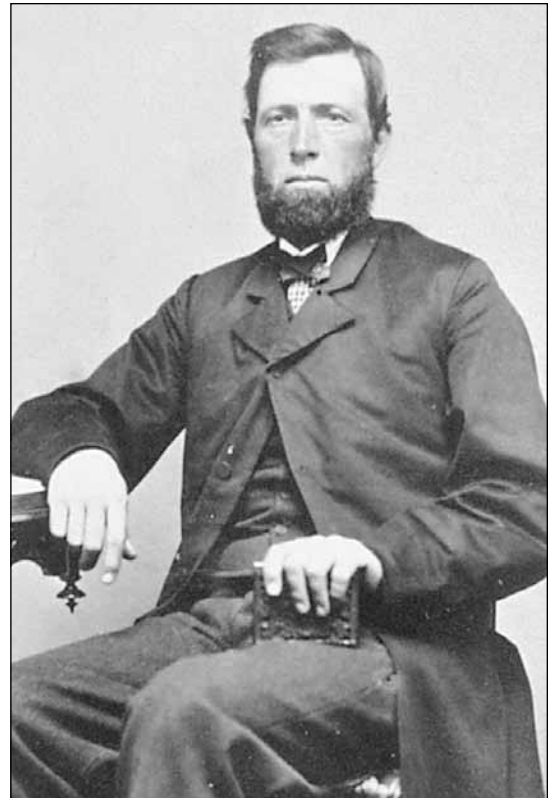
The members elected of the municipal council of the Corporation of the Village of Port Perry met at the Fireman's Hall, where H. Burnham declared Joseph Bigelow, Reeve. Duncan McKercher was appointed as the first clerk and H. Gordon as first treasurer of the village.

The Oddfellows of Warriner Lodge, Port Perry, held a Grand Concert in the Prince Albert Public Hall.

W.H. Gibbs of Whitby, was elected Warden of the County of Ontario

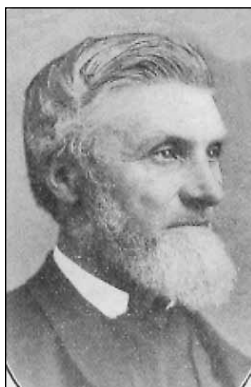
February 1872

The County appoints the Reeve of Pickering and Reeve Sexton of Scugog to look into the matter of the Scugog



JOSEPH BIGELOW

Elected as the first Reeve of the new Village of Port Perry in January 1872.



JOHN NOTT
Cabinet Maker and
Undertaker.

Bridge and report back

A trip to Whitby aboard the PP & PW Railway takes about one hour, making it possible to leave home in the morning to do business and return in the evening.

The Port Perry Races took place on Lake Scugog with a \$50 purse going to the winner.

Mr. Paxton introduces a Bill to construct a branch of the PP & PW Railway from Port Perry to navigable water in the town of Lindsay, and further north to Fenelon Falls.

A new school house at Saintfield is now completed. The building is 32x25 and the interior is decidedly the best school room in the township.

The subject of building a town hall came up for discussion. Reeve Bigelow, and Councillors Tate, Phillipso and Sexton formed a committee to deal with the matter and then report back to council.

March 1872

The Village of Port Perry held its first Monthly Fair with a good showing of cattle and grain.

The councils of Reach and Port Perry discuss a settlement between the two municipalities regarding the division of the railway debt.

A committee of council was appointed to obtain plans and the probable cost of a suitable Town Hall and report to the next meeting.

April 1872

J. K. Gordon, brother of Reeve A. Gordon of Reach, has been appointed to fill the office of County Attorney, vacated by the death of S.H. Cochrane.

May 1872

Thieves broke into the smokehouse of Mr. Jewett, Port Perry and made off with close to 200 pounds of choice smoked ham.

Sheep and goats were added to the animals prohibited to run at large on the streets of Reach Twp. Also prohibited are horses, cattle and swine.

Reach Twp. was instructed to procure nine roadscrapers at a cost not to exceed \$6.50 each, and get the old ones repaired.

A resident complains about damage in the old Prince Albert burial ground from the feet of cattle and swine which are allowed to graze and root on the sacred ground.

Celebrations took place in Port Perry for the Queen's Birthday. Throngs of people gathered, for the celebrations, with excursions leaving the dock loaded with people. Some 250 people boarded the train of ten open cars and a palace car, heading off to Whitby.

June 1872

Rev. A. McCann and Aaron Ross of Prince Albert left on a trip across the Atlantic to visit the dear homes of their childhood.

Joseph Bigelow presented a petition from C. Paxton and others asking County Council for aid in constructing a bridge between the Townships of Scugog and Cartwright, urging the importance of the work. A committee consisting of Mr. Holman and the Reeves of Scugog and Port Perry was formed to confer with the Councils of Darlington and Cartwright regarding the bridge.

The County authorized an expenditure to exceed \$250 for repairs to the Scugog Bridge.

Removal! Removal!



THE Subscriber would embrace this opportunity of thanking his numerous customers for their liberal support during the past 24 years in which he has done business in the village of Borelia; and would now inform them and the public generally that he has moved his place of business to the Store lately occupied by Jones Bros., in the business centre of

PORT PERRY,

Where he hopes by
**Moderation in Prices,
Superior Material,
Good Workmanship,
Fair Dealing,
and Attention to Business,**

To secure an increased share of public patronage.

My Stock is choice and complete, consisting of Bureaus, Sideboards, Tables, Chairs of all kinds, Pictures, framed and unframed,

Picture Framing and Repairing Furniture done on the best terms.

UNDERTAKING in all its Departments.

Having constantly on hand a good selection of Coffins made up of Black Walnut, Oak, Butternut, &c., &c., I am prepared to supply customers on the shortest notice.

Funerals fully supplied, and a



First Class Hearse

provided when required.

Suitable Lumber and Produce taken in exchange.

Agent for Tomb Stones and Monuments.

JOHN NOTT.

Port Perry, Oct. 30, 1872.

John Nott advertises his services in Ontario Observer in 1872.

July 1872

The dedication of the new brick and stone Wesleyan Methodist Church at Utica took place on Sabbath, July 7th. The structure, 50'x32' stands beautifully elevated on one of the finest sites that could be selected. The crowd was so large that one half could not get into the church.

A fire at Dr. Oakley's Druggery in Port Perry was quickly extinguished before it could do much damage.

August 1872

The Sunday School in connection with the Baptist Church, Port Perry, held a picnic in Mr. Crandell's woods, north of the school house.

Port Perry council passes a by-law to debenture \$10,000 for the use of organizing a fire department, purchasing a fire engine and building water tanks, and to purchase a site and build a Town Hall.

On the evening after the election of T.N. Gibbs as the M.P. for North Ontario, a large number of friends headed by the Port Perry Brass Band marched from that village through Prince Albert where they spent a couple of hours of enjoyment.

September 1872

The County of Ontario Rifle Association held their annual matches at Prince Albert offering over \$400 in prizes.

An auction sale of 70 splendid building lots on or adjacent to Union Avenue took place.

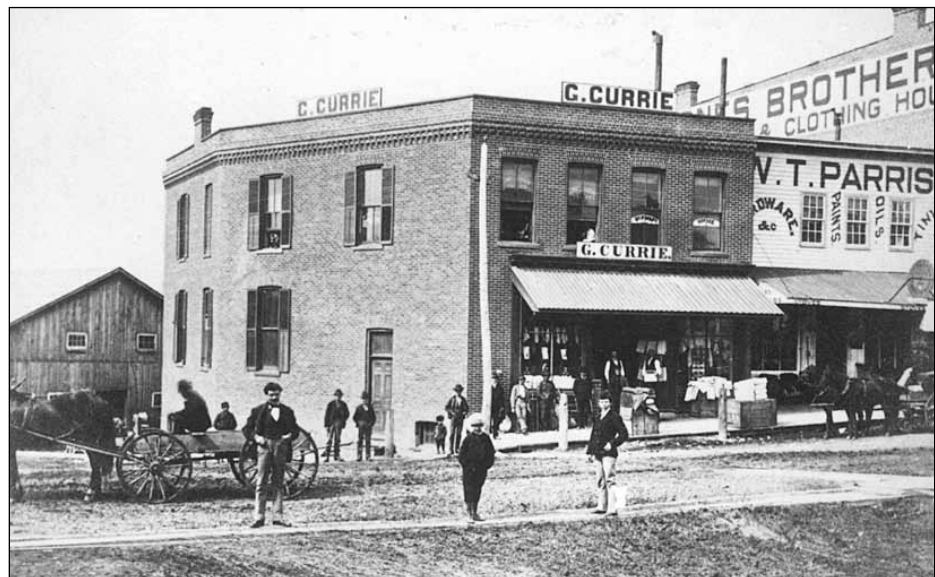
The Port Perry Carriage Factory, owned by W. U. White was destroyed by fire Sept. 10, by a fire believed to have been caused by sparks from the forge chimney. Mr. White estimates his loss at \$6,000.

Excursions from Port Perry and Caesarea to Lindsay are the order of the day, and Capt. Crandell's excellent new steamer "Vanderbilt" is already a favorite on these waters.

George Currie moved to his business from Prince Albert to a greatly increased facility for doing business in Port Perry.

October 1872

John Nott of Borelia, Carpenter and Undertaker, has moved his place of business to the store formerly occupied by Jones Bros., nearly opposite the new building.



George Currie moves from Prince Albert to his new building on Queen St., in September 1872.

SCUGOG - THE EARLY YEARS

The North Ontario Agricultural Society held it's two-day Fall Fair at Prince Albert. The show was decidedly one of the best, if not the very best every held.

An accident at the Whitby station which damaged an engine, resulted in a telegraph to Port Perry to have the "Scugog" engine come to its relief and take charge of the passengers.

A new stage coach, built at Ontario Carriage Works, Prince Albert, is being used to provide comfortable transportation to travellers between Uxbridge and Reach Twp.

The annual North Ontario Plowing Match took place at the Bascom Farm near Uxbridge village.

Jones Bros. of Port Perry have taken possession of their splendid new brick store. They have erected one of the finest and best appointed business establishments in the province. The building is 80' deep by forty wide and contains two spacious stores, connected by a wide archway.

November 1872

Reach Twp. continues its battle with the PW & PP Railway to have a proper station built, as agreed upon in the by-law.

Reach passes a bylaw stating it was dissatisfied with the award of the arbitrator, regarding the railway, and council authorized Deputy Reeve James Holman and Mr. Purdy to obtain a written opinion of either Mr. R. A. Harrison or the Hon. J.H. Cameron regarding the legality of the award and report to the council.



Jones Brothers open their new brick building located on Queen St., Port Perry, in October 1872.



C. W. JONES
Opens new building
on Queen Street.

A battle of words rages between James Baird of the *Ontario Observer* and Edward Mundy of *The Standard*. Baird apologizes for replies to the "slandrous rubbish in that indecent, filthy, ribald rag, the *Port Perry Standard*," and suggests that in the interest of morality and truth, the miserable worthless sheet and its still more worthless scribblers should be kicked out of the community.

Wm. Jamieson opens a Flour and Feed Store, one door east of Foy's Hotel, Port Perry.

December 1872

Geo. Currie, treasurer of Reach Twp., handed in his resignation, to take effect at the close of this year.

The new church erected by the C.P. Congregation of Cartwright was dedicated to public worship on the Sabbath, 15th December 1872.

Over 100 residents met at the Town Hall, Manchester, for the purpose of nominating candidates for the offices of Reeve and Councillors for 1873.

1873

January 1873

Complaints about mail service arise, with claims there is no direct mail communication between Manchester, Prince Albert or Port Perry and any place north along the Centre Rd., namely Greenbank, and Saintfield.

Election results - Reach Twp. James Graham Reeve, James Holman, M. Weir, deputy Reeves, D. Purdy and J.C. Pilkey, councillors.

In Port Perry, Reeve Joseph Bigelow was returned by acclamation, council members are Caleb Crandell, A.W. Roberts, John Phillippo and G.U. White.

In Scugog Twp. W.S. Sexton was elected Reeve.

W. H. Park has moved his furniture business from Prince Albert to a location opposite the Post Office in Port Perry.

William Wightman & Co. advertise effective April, they will be closing their business in Prince Albert.

A public meeting was held at the Town Hall in Williamsburg for the purpose of discussing the proposed Ontario and Quebec Railway.

February 1873

The annual winter horse races on Lake Scugog took place with two great days of racing.

Railway meetings held in Manchester and Port Perry regarding the Ontario & Quebec Railway, which proposes to purchase the PW & PP Railway and extend it to Georgian Bay with a branch to Uxbridge.

H.L. Ebbels calls for the people of Reach to be taxed for the support of the Port Perry High School.

Mr. Harrison Maw disposes of valuable lots on Queen, Mary and Perry St., in Port Perry by auction, J. L. Watkins, auctioneer.

J.H. Brown becomes the successor of the office of the treasurer in Reach following the retirement of Geo. Currie.

March 1873

A by-law from the Township of Cartwright, to aid and assist the Ontario and Quebec Railway by giving a bonus of \$25,000 was defeated soundly. Of the 105 votes, 70 voted against the by-law.

The 1871 Census report shows the Township of Reach with 6,809 inhabitants. Of English decent there are 3,484, Irish 1,599, Scotch 1,074, German 379, French 145 and 160 various. Scugog Twp. has a population of 880 and Cartwright 2,515.

Dewar's Hotel, Nonquon, and nearly all its contents was destroyed by fire.

The Ontario government completed the lock and Lindsay and improved the Scugog River by widening and dredging the channel.

April 1873

A fire which broke out at 11 p.m. on the first of April in Prince Albert and within three hours it had laid in ashes the splendid block on the north-east corner of Simcoe and King St. Totally consumed by the fire fiend were Wright's Boot and Shoe establishment, Willcox Drug & Grocery store, Wightman's extensive general goods store and the Masonic Temple. Total loss was estimated at over \$15,000 in property and stock.

May 1873

Former Prince Albert resident Dr. George W. Jones was elected president of the newly chartered village of Imlay City, Michigan.

Fares for riding the PW & PP Railway are: from Port Perry to Whitby 70 cts., from Prince Albert 65 cts. and from Manchester 60 cts.

Mr. C. Payne has commenced the manufacture of bricks at the village of Manchester.

The PW & PP Railway was purchased by J. Austin and J. Michie, who pur-



DR. G. W. JONES
Former Port Perry doctor
moved to Imlay City.

Port Perry's Town Hall 1873

More than 125 years after Port Perry's Town Hall opened for use, it remains one of the most important and imposing historical structures in the town.

Discussions about construction of a new town hall began in 1871, but it wasn't until almost a year later that plans finally got underway.

In February 1872, the subject of building a town hall for the new corporation of Port Perry was brought up at a council meeting, which resulted in the forming of a committee, consisting of Reeve Joseph Bigelow and councillor Tate, Filippo and Sexton to obtain plans and the possible cost of building a suitable town hall.

About six months later, Port Perry council passed a by-law at one of their regular meetings, to debenture \$10,000 for organizing a fire department, securing a fire engine and to build a town hall.

They settled on a site on the south-west corner of Queen and Lilla (Simcoe) St., owned by Benjamin Crandell. Mr. Crandell sold the lot to the village for \$1,000, and construction got underway during the summer of 1873.

Most of the exterior work was completed that year, with work on the inside taking place throughout the winter.

In March, the editor of the *Observer* filed the following progress report: "We had the pleasure the other day of visiting our new Town Hall. The mason work is being done in a manner which would do credit to any of our cities and fairly establishes the reputation of Mr. Wm. Spence, as one of our most skillful contractors.

The ceiling is really handsome, surrounded by a fine cornice about six feet wide with some six or eight centre pieces. This hall will be no less an ornament to the village than a credit to the liberality, enterprise and intelligence of its inhabitants.

From the appearance of things the Town Hall will be dry and thor-

oughly ready for use in a couple of months, and we would say by all means let us have an opening worthy of so splendid a building."

It appears there never was a special celebration or official opening of the new Town Hall, as work seemed to plod along for the next few months. Council purchased 75 bench seats for the hall in March at 35¢ per foot, and by June the Town Hall's handsome new tower was finally installed.

Exterior bricking was underway when council received an offer from a Mr. Jones of Markham to supply a bell for the Town Hall on a trial basis, and if considered satisfactory the cost to the town would be \$120. It is unclear if this offer was accepted.

Even in its uncompleted state, the building began to be used for a number of events over the next few months, including a concert, church services and an election meeting for Reeve Joseph Bigelow, when the hall was described as still "naked of bricks on its lofty walls, had gaping joists and was in a general uncompleted state."

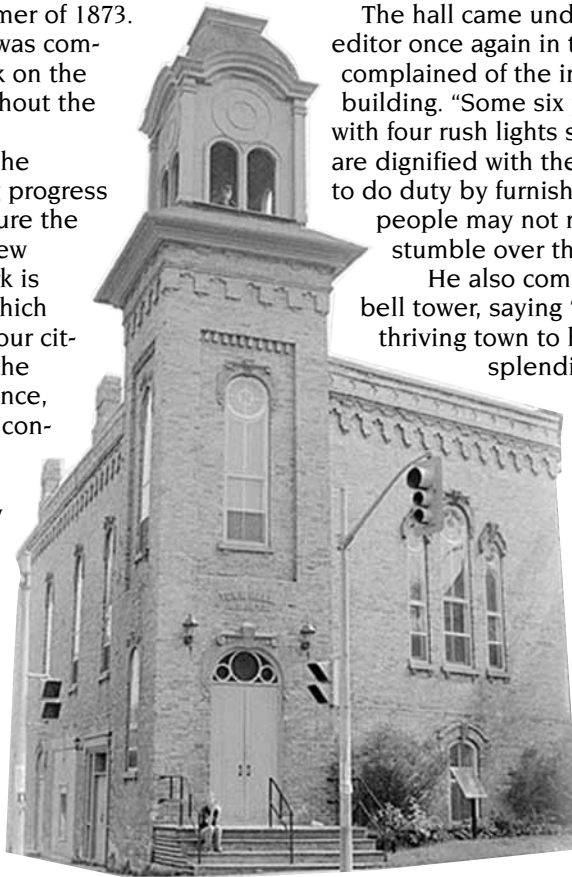
The hall came under the scrutiny of the *Observer* editor once again in the spring of 1875, when he complained of the inadequate lighting in the building. "Some six pieces of rusty crooked iron with four rush lights sticking on the ends of them are dignified with the title of chandeliers and made to do duty by furnishing sufficient glimmer so that people may not run up against each other or stumble over the benches," he wrote.

He also commented on the state of the bell tower, saying "it is certainly no credit to this thriving town to have a bell tower on our splendid Town Hall, looking down

like a great dummy through its leather spectacles on the passers by. One looks up for a clock and finds the bottom of a flour barrel meeting his gaze. One thousand dollars will place a suitable four dial clock in the bell tower."

In May 1875 council discuss the merits and necessity of a bell and clock for the town hall, but no decision was made at that time.

Estimated cost to build the hall in 1873 was about \$6,000.



chased the stock and bonds for \$165,000. Mr. Austin becomes president, Mr. Michie vice president and the directors are J. Holden, E. Major, John Dryden, A. Ross and C. Draper.

James Baird was elected president of the stockholder of the Prince Albert Public Hall Joint Stock Company.

June 1873

At the June session of County Council, Mr. Sexton suggested that the county engineer, Mr. Shear, be authorized to examine the Scugog Bridge with a view to the best mode of securing said bridge in its proper place, as the present fastening had given way, the timbers now being rotted off, and as new fastening are required. Mr. Sexton feels it would be advisable to have the engineer inspect it to see whether a better mode of fastening than that hitherto adopted might not be employed.

July 1873

Dominion Day celebrations in Port Perry included a regatta, horse races, steamboat excursions, music by the Port Perry Brass Band and a torch-light procession. A steamboat left the wharf every two hours making a trip to the Indian Village and back.

The Hon. T.N. Gibbs was returned as M.P for South Ontario.

A new lodge of L.Y.B was formed and installation of the officers took place in the Orange Hall, Bigelow's Block, Port Perry. Officers are: Bro. Wm. Kennedy, M., Gerrow Gardener, D.M., R. Foy, secretary and Wm. Hiscocks, treasurer.

Longtime businessman and Justice of the Peace, John W. Allison passed away in his 50th year.

August 1873

About 250 people enjoyed the Grand Excursion of the Presbyterian Sabbath School. A special train arriving from Whitby brought excursionists from points all along the way. Here they boarded the steamer *Ontario*, accompanied by two large flat boats and made their way to Washburn Island for a grand day.

The steamer *Champion* left her mooring at Port Perry with some 90 of the chief businessmen of Toronto, Oshawa, Whitby, Prince Albert and Port Perry. At Lindsay they boarded Capt. Crandell's *Vanderbilt* and progress on to Bobcaygeon on the two-day excursion.

The *Ontario Observer* announces it is moving to the Warriner Block, just west of the Post Office, in Port Perry, due to the shift of business from Prince Albert to that village.

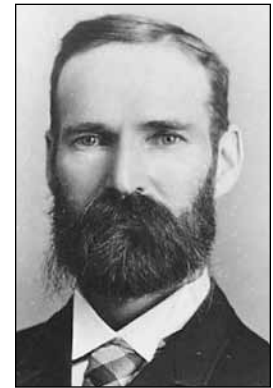
W.H. McCaw Jeweller opens business in Bigelow's Royal Arcade, Port Perry.

September 1873

The drain of business continues from Prince Albert to Port Perry. Joshua Wright announced the move of his Boot & Shoe Establishment, to a location opposite White's Carriage Factory.

Work on the new school house (Union School) is being undertaken by Mr. Devrill and his skillful workman. The corporations investment for land and building of the school is about \$12,000.

The Dominion Telegraph Company opens a Port Perry office in the Royal Arcade under the care of W.H. McCaw.



W. H. McCAW
Opens Jewellery store in
Bigelow's Arcade.

W. H. McCAW,

**PRACTICAL
Watchmaker and Jeweler!**

HAS now opened out in his place of business,
**BIGELOW'S ROYAL ARCADE!
PORT PERRY,**

One of the Finest and most Reliable Stocks
offered in the County, consisting of
watches in Gold and Silver
JEWELRY of the Best Quality and Latest
Styles!!

SILVERWARE of the best description!!
CLOCKS! CLOCKS! and an endless variety
of Fancy Goods!

Writing desks, Dressing Cases, &c., &c., for
Ladies and Gentlemen.

IN BOOKS.
Bibles, Hymn Books, Prayer Books, and
a full assortment of School Books.

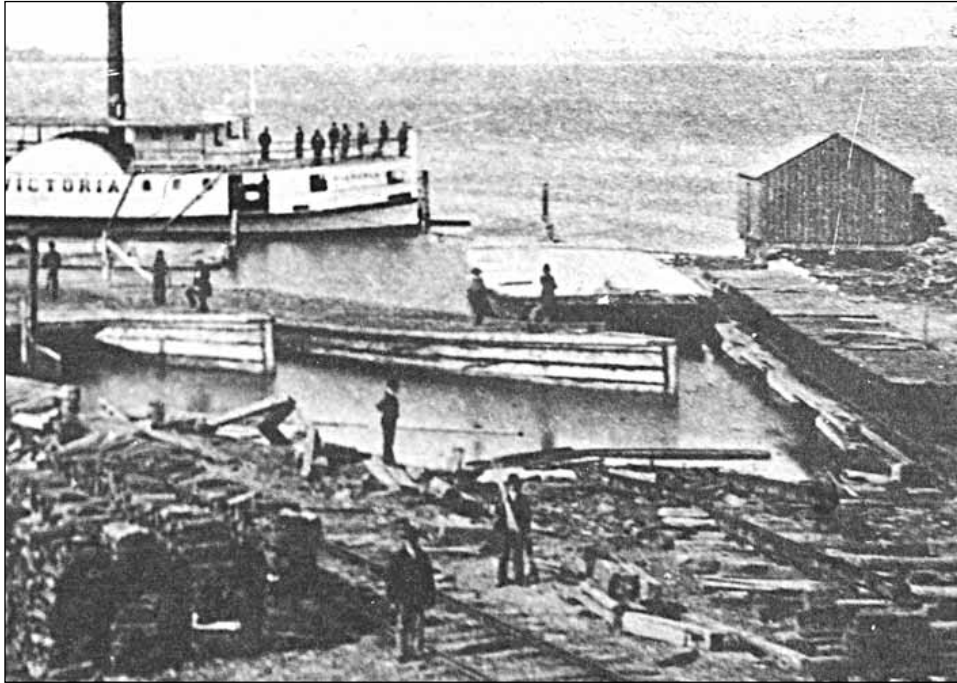
IN STATIONERY!
A Large and varied Stock, all choice
quality.
The best British and American Maga-
zines and other Periodicals.

PRICES:
The very lowest at which such Goods can
be sold.

REPAIRS.
Watches, Clocks and Jewelry of every
description, repaired with neatness and dis-
patch, and warranted.

W. H. McCAW.
Port Perry, Aug. 27, 1873. 37

New wharf constructed at Port Perry's lakefront



During the early 1870s, Port Perry's lakefront was a disgraceful mess. The mud infested shoreline and dirty water was cluttered with rubbish, creating not only an eyesore for the village, but a health hazard to its residents.

With the Port Whitby and Port Perry Railway now entrenched into the economy of the village, the railway company began work in the spring of 1873, which would not only clean up the despicable mess, but also add to the commercial viability of the railway and steamships.

Under the capable leadership of Mr. B.R. Kimball, superintendent of the railway, large crews of men began construction of a wharf which would stretch more than 300 feet out into Lake Scugog.

The permanent wharf was constructed by building a crib of timbers off shore in the lake and then filling the space between the crib and the shore-

line with brush. Next the crews set to work with a dredger outside the timbers, throwing the dirt removed from the lake on top of the brush. This method of construction allowed them to raise the level of the wharf as high as desired, creating a 320 foot structure along which the company laid railway lines.

Steamships bringing lumber and other products to Port Perry, or picking goods up for delivery to Lindsay and other points north, were now able to dock right along side of the wharf to meet rail cars waiting to load or unload their cargos.

An article in the *Ontario Observer* in Nov. 1873 reported "when completed an area of 320 feet by at least 300 feet will have been transformed from a disagreeable, sickly looking puddle, to a clean, comfortable, valuable yard and most convenient wharf."

The Anglo-American Hotel in Prince Albert is put on the market For Sale or Rent by Mrs. Moogridge. Contents of the 10 bedroom hotel go up for auction.

Jacob Dafoe announces his retirement and offers For Sale the Dafoe House Hotel, store and dwelling in the Village of Utica.

Work is progressing favorably on the new Port Perry Town Hall.

Tenders for the erection of a Wesleyan Methodist Brick Church in Port Perry were being received by George Currie.

Cole & Company's Dominion Circus entertains in Port Perry.

W.M. Willcox holds an auction of his buggies and wagons as a consequence of his moving business to Port Perry.

October 1873

A public meeting of the ratepayers was held at Dewar's Hotel to consider granting aid to the projected Bowmanville and Georgian Bay Railway with view of a route through the village.

D. McKercher's tender for gravelling Queen St., from Currie's store, east to Thompson's Hotel, eight feet wide and nine inches deep was accepted at a rate of \$1 per rod.

Duncan Urquhart, notwithstanding what has been said about him leaving Prince Albert, will be in Port Perry in a few days with his plows, and cutters.

The large and handsome Town Hall building has now attained its height and will soon be ready for occupancy.

Among the new homes under erection are for Messrs. Willcox, Crandell, Mark Currie, Gordon, Wm. Brock and Cameron.

Mr. Isaac Davis, station master here of the PW & PP Railway is building a handsome residence immediately north of the English Church.

The steamer *Victoria* owned by Mr. Shaw of Peterborough docked at Port Perry, the first time this capital craft has been in Lake Scugog waters.

November 1873

Dissolution of partnership and clearing out of business of Brown & Christian, Manchester.

The new firm of Brown & Ross (John A. Brown & Robert Ross) commences business, having bought out A. Ross, Esq., father of the junior partner. Aaron Ross, although giving up the Dry Goods business remains active in the grain market.

H.H. McCaw was honored at a dinner having resigned the position of Post Master in Prince Albert and preparing to move to Port Perry.

The Anglo-American Hotel has been taken over by Mr. Badgerow.

A grand shooting match of pigeons takes place at H. Foy's Royal Canadian Hotel, Port Perry, with a large number of pigeons secured for the sport.

Abner Hurd, one of Prince Albert's earliest settlers, died at the age of 83 years. He settled just east of the village in 1824.

The new municipal act sets nomination meetings for towns, townships and villages as the last Monday in December and elections to be held on the first Monday in January.

December 1873

The basement of the new Town Hall is being used as a temporary shelter for the town's fire engine, until a suitable place could be found.

The excellent and comparatively new School House of School Section No. 4, Reach Twp., was destroyed by fire. Neighbour Wm. Coates was only able to save the clock and a few maps.

McKenzie & Scott's Photographic Gallery opens opposite Foy's Hotel, Port Perry.

W.S. Sexton announces, having been requested by a large number of ratepayers, to run for the office of Reeve of Port Perry for 1874.

Reeve Joseph Bigelow holds meeting in the new Town Hall, which was still

SCUGOG - THE EARLY YEARS

naked of bricks on its lofty walls, had gaping joists and was in a general uncompleted state.

Reach Twp. treasurer J.H. Brown, handed in his resignation of office to take effect the end of the present year.

1874

January 1874

Elected by acclamation in Cartwright Twp.: Reeve Robt. B. Spinks and councillors Parr, Taylor, Hylands and Goggin.

Joseph Bigelow was returned as Reeve for Port Perry in a hard fought battle with W.S. Sexton. Councillors are Roberts, G.U. White, Adams and Davis.

In Reach Twp., James Graham won the seat of Reeve. His council consists of Holman and St. John, Dept. Reeves, and Purdy and Pilkey councillors.

In order to meet the rapidly increasing population of Port Perry, Chas. Hiscock announced the opening of his Bakery and Confectionary in the village.

All parties desirous of obtaining a license for the sale of intoxicating liquors must make application to council.

February 1874

The new Bible Christian Church in Caesarea was opened for divine service on Sunday, February 1, 1874.

Jessie Ireland added on an important stage between Port Perry and Manilla.

T.C. Forman announces the selling of his merchandise at cost and closing his business in Prince Albert.

Ontario Carriage Works of Prince Albert announces it is closing its business and moving to Port Perry.

Port Perry tenders for 150,000 feet of 2 inch plank; 10,000 feet of 4x4 cedar scantling, to be used for building sidewalks.

Thousands gather on the ice to watch the annual Port Perry Winter Races.

March 1874

Mr. B.R. Kimball, superintendent of the PW & PP Railway tenders his resignation. More than 80 community leaders and businessmen from Port Perry and Reach asked the company to withdraw the resignation.

Seventy five seats were ordered for the new Town Hall from the Bowmanville Factory, priced at 35 cts. per foot.



ROBERT B. SPINKS
Cartwright Township
Reeve 1862 - 1879

Ontario Carriage Works!

PORT  PERRY.

THE Subscriber takes this opportunity of thanking his numerous customers for the liberal and constantly increasing patronage bestowed upon him during the many years in which he has been in business. Increasing business having rendered an extension of premises necessary, I have

MOVED TO PORT PERRY,

Largely extended my premises and secured greatly increased facilities for business and am now prepared more promptly to meet the increasing demands of customers and to fill orders on the shortest notice.

**CARRIAGES OF ALL DESCRIPTIONS,
CUTTERS SLEIGHS,**

BUGGIES, WAGONS, built of the best material in the best style and by first class workmen. Orders for Blacksmithing carefully attended to. Old Carriages repaired with neatness and dispatch. Wood-work ironed and Carriages timmed for the trade at reasonable rates.

Res. Come and inspect our Works,
Port Perry, Dec. 24, 1873.

JAMES EMANEY.

Ad in the Dec. 1873 Ontario Observer announces the move of Ontario Carriage Works to Port Perry

Port Perry's magnificent new Union School opens in March 1874

Controversy surrounded the construction of a new combination High and Public School, or Union School, in Port Perry throughout the later part of 1872 and well into the following year, as the Ontario Government prepared legislation for the construction of high schools in the province.

Questions surrounded the willingness of ratepayers to dig deep into their pockets to pay for the erection of a "palace" in which to educate their children, and the huge and ongoing expenses involved in equipping and maintaining the building.

In February 1873, the Ontario legislature was flooded with petitions from High and Union School boards, looking for a slice of the public school's budgets. Residents living in the hamlets and villages surrounding Port Perry argued against the cutting of public school budgets and the fact their education taxes would be used for construction of a High School in Port Perry.

Despite the pleas of ratepayers, construction began on the new Port Perry Union School during the summer of 1873, which would combine the high and public school in the same building.

An article published in the *Ontario Observer*, in September that year indicated the building was finally underway, when it reported the School House was one of eight buildings in the course of construction in Port Perry. The two other most significant buildings were the new Town Hall and Geo. Currie's Grain Elevator.

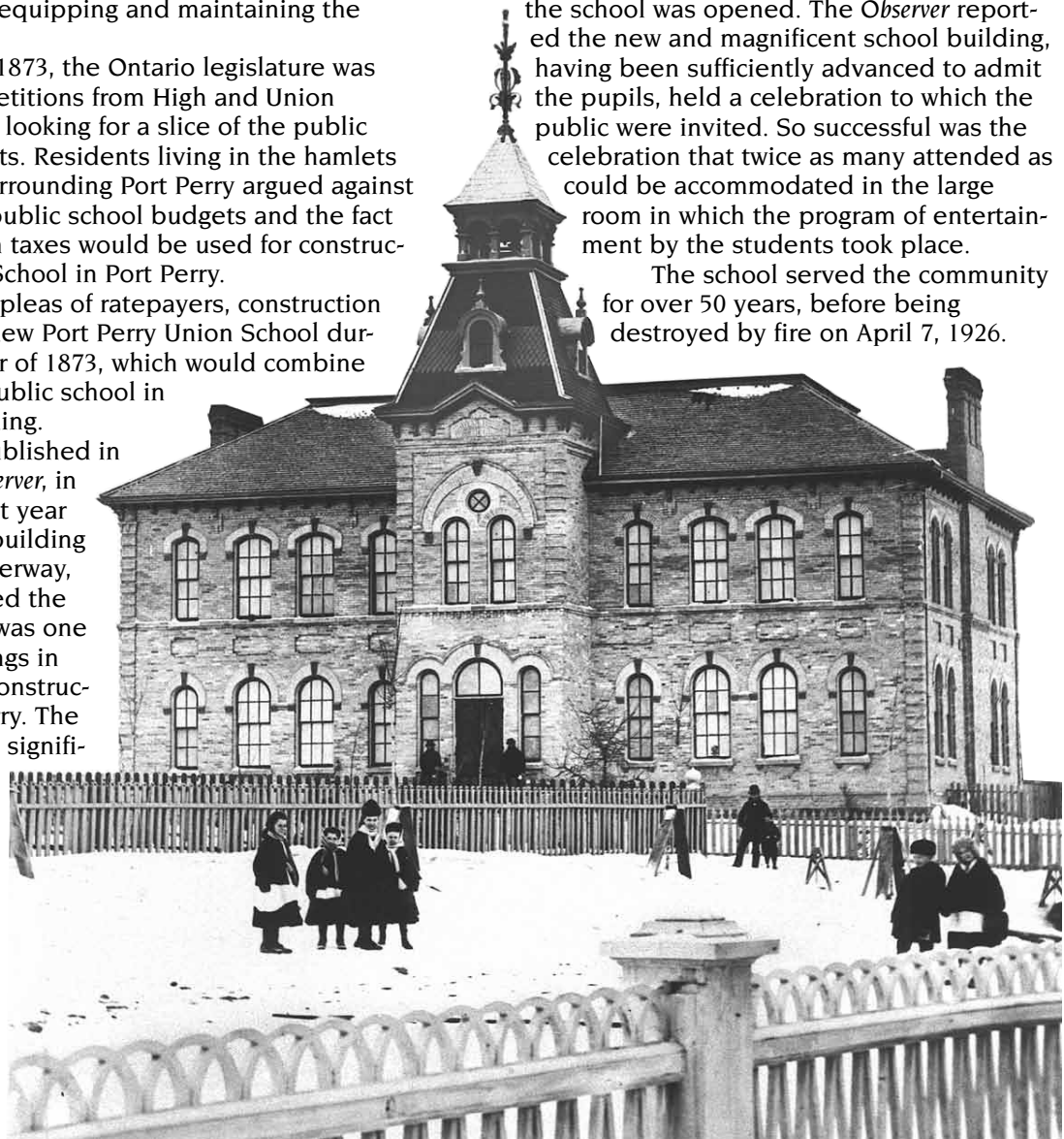
About a month later, as construction was moving along, the *Observer* noted that the pro-

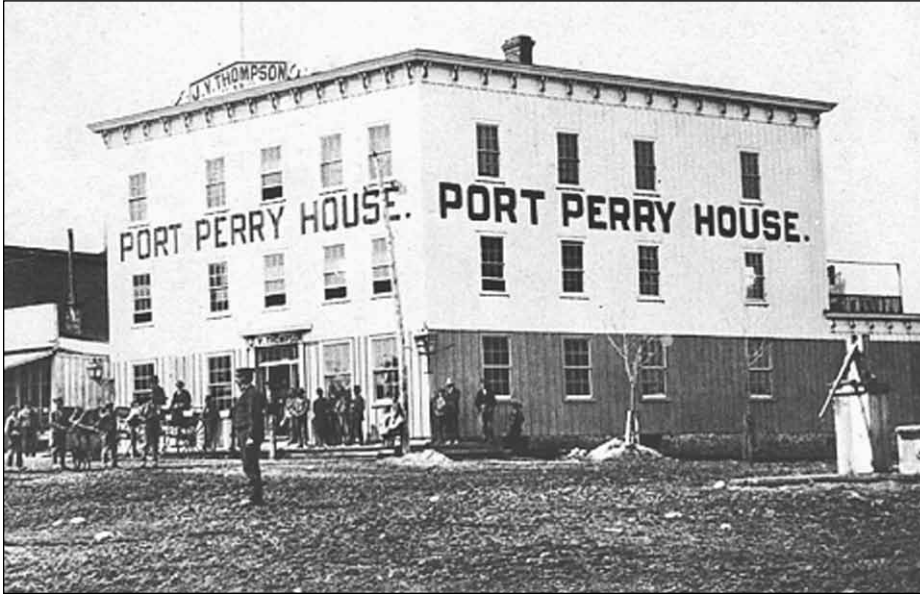
portions of the magnificent new educational building (Union School) were rapidly moving along and that it promised to rank among the finest school buildings in the Province.

Later that month, in preparation for the school's opening, council called for repairs to the sidewalks between the new Town Hall and the School House.

Construction on the building continued throughout the winter and finally on March 6, 1874 the school was opened. The *Observer* reported the new and magnificent school building, having been sufficiently advanced to admit the pupils, held a celebration to which the public were invited. So successful was the celebration that twice as many attended as could be accommodated in the large room in which the program of entertainment by the students took place.

The school served the community for over 50 years, before being destroyed by fire on April 7, 1926.





James Thompson offers for sale his Port Perry House hotel, due to failing health.

A by-law was passed appropriating \$2 per head of the population of the corporation of Port Perry, to the completing of the Town Hall.

D. Urquhart's Agricultural Implement Emporium, formerly located in Prince Albert, opened just west of Geo. Currie's Store.

The Port Perry House hotel, owned by James V. Thompson, due to failing health is offered for sale.

A fire at the home of W.J. Trounce, was confined to the back kitchen, which was destroyed in the blaze.

Adam Gordon announces he is giving up general merchandise business and has sold it to Messrs. T.S. Corrigan and Rutherford.

April 1874

Geo. Uriah White suddenly and unexpected vacates his seat on council , due to being declared insolvent.

A Montreal clock manufacturer offers to furnish a 5 foot diameter clock for the clock tower of the new Town Hall at a cost of \$350.

Mr. D. McKercher hands in his resignation as clerk for the corporation, to take effect April 11th.

A bustle of activity taking place around the Port Perry wharf as an army of busy workmen remove the foundations of factory buildings for the Railway Company.

George Currie is laying down cedar and other timbers in preparation of the erection of a large grain store-house and elevator, capable of holding 50-60 thousand bushels of grain.

T.C. Forman opens one of the largest and best stocked stores containing dry goods, groceries, hardware, boots and shoes, one store east of Allison's Drug Store.

The Wesleyan Methodist Church opens services in the new Town Hall on Sabbath next, 26 inst.

The Dominion Hotel, operated by D.B. Denison, opens to business. Being situated at the Port Perry Station of the railway it is convenient for parties coming by cars or steamboat.

Mr. C. Paxton was elected to fill the seat on council vacated by G.U. White.

J. Tennyson offers for sale the Tavern Stand in Manchester known as the Union Hotel.

May 1874

The new Town hall, since its completion has been a grand centre of attraction, with a rich and varied supply of entertainment and concerts.

The Township of Reach records it has 19 school sections, three of which are union sections.

Work is being pushed with vigor on the erection of the new brick Wesleyan Methodist Church in Port Perry.

Workmen, under the efficient directions of Mr. Kennedy are making needed repairs to the streets and boardwalks in town. Many trees are being planted along the principal streets which will add greatly to the appearance.

James Smith, a 23 year old worker at Sexton's Saw Mill was killed when he got caught in the main driving belt and carried round the drum.

June 1874

Dr. Ware of Prince Albert moved his office to Port Perry and has gone into partnership with Dr. F.H.Brathwaite.

The handsome Town Hall is being completed with the erection of the tower. The hall is estimated to have cost the corporation about \$6,000.

Observer editor calls for repairs to the bridge over the old mill creek immediately west of Borelia before anyone gets hurt.

Henry Charles offers for sale his most eligible Stand in Port Perry - corner of Queen and Water St. - close to the railway station, the wharfs and opposite the new grain elevator.

Mr. Currie's Grain Store house and Elevator in course of erection at the railway terminus at Port Perry has advanced its first stage. The size of the timbers and the plan on which it is constructed will secure uncommon strength, in fact it appears as if no amount of weight could effect it.

The Scugog Presbyterian Church has chartered Capt. Dawes and his steamship *Ogemah* for excursion trip from Port Perry and Platten Island on Dominion Day.

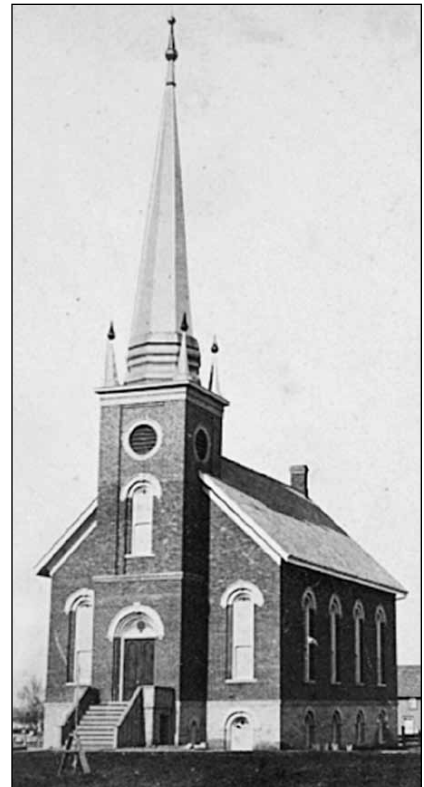
July 1874

Port Perry celebrated Dominion day with vim, with 3,000 visitors flocking into the village to take part in excursions, concerts and sporting events. About 550 adults and 850 children took advantage of an excursion to Platten Island.

Proposal to purchased 12 acres of J. Bigelow's land near the rice-beds on Scugog for a Fair show ground is meeting resistance. Cost of the land is \$7,000.

A.W. Roberts becomes the second council member to resign during this term on the corporation's council. J. B. Campbell was duly elected to the position.

Dr. Sangster was elected as a representative for the Public School Teachers at the Council of Public Instruction.



The new brick Wesleyan Church in Port Perry was under construction in 1874.

SCUGOG - THE EARLY YEARS

Our Indian friends of Scugog held the annual entertainment at a beautiful spot in the woods surrounded by nature's richest tapestry. Entertainment included the Indian choir, speakers, and afternoon tea.

The corporation purchases three hand Fire Engines with hooks, ladders and 100 feet of hose.

Neil McArthur offers for sale, bricks made from clay unsurpassed in quality, from his brick factory just north of Borelia.

August 1874

Council accepts Jessie Ireland's offer to purchase 12 acres of land which he would fence and build a suitable hall for the purpose of holding agricultural fairs. The corporation to lease it back at \$75 per year for a period of 10 years.

W.S. Sexton launches a lawsuit against the corporation claiming damages of \$20,000 for injuries received from an accident on Water St. earlier in the year.

September 1874

A by-law for the issue of \$5,000 more in debentures on the credit of the corporation of Port Perry was successful by one vote.

Mr. Jones of Markham agrees to supply a bell for the Town Hall on a trail. If satisfactory as to tone and power, the cost would be \$120.

Controversy surrounded the late vote of the Reeve, 11 minutes after the polls were supposed to close, giving the by-law the majority.

Building continues at a great pace in Port Perry, with Mr. Thos. Courtice new harness establishment, a fine new block by A. Ross is in the course of erection and the commodious building of Mr. Leonard is being hastened to completion.

The grain stores and Elevator now being completed by Geo. Currie is by far the most important erection, now going up in the village. The elevator is nearly ready for going into action.

Mr. Tripp, contractor for the Town Hall, was instructed to complete the bell tower without further interruptions.

Messrs Brown & Ross have purchased the Maw property south of the foundry to erect an extensive pork-packing establishment. Mr. Wm. Spence does the stonework and Mr. Widden the wood.

October 1874

The opening and dedication of the new Methodist Church, Port Perry, took place on Sabbath, 18th inst. The church will hold 400 worshippers and cost \$7,000 to build.

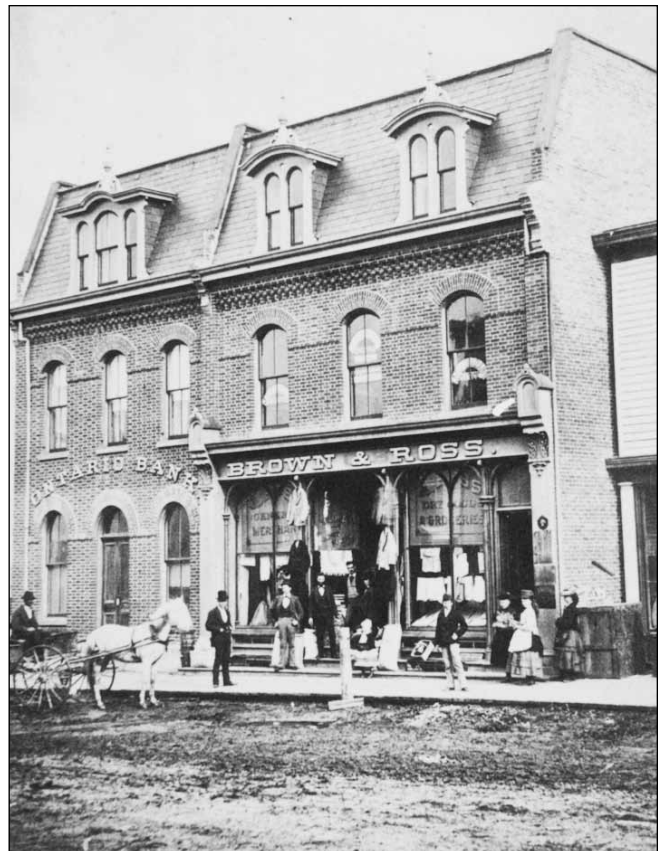
Council authorized 1,500 feet of lumber delivered to Currie and Gordon for the purpose of making a sidewalk past their premises, expense and labor supplied by the applicant.

Mr. Thos. Courtice's splendid new Harness Shop, opposite J.W. Davis Cabinet Factory, Queen St., is now completed and in full operation.

November 1874

Port Perry population is 1,720, horses 140; cattle 118; hogs 43, sheep 17 and dogs 68.

Total amount to be raised by taxes for the present year is \$6,066. Of this, \$3,871 is demanded by the School Board.



New building erected by Aaron Ross in 1874, beside Ontario Bank.



Thomas Courtice opened the harness business in his new block in October 1874.

Grand Pigeon Shooting match to take place at Dafoe House, Utica.

A Port Perry Literary Club was organized at the Son's Hall in the Bigelow Block. Rev. C.C. Johnstone of the Church of Ascension was elected President.

The anniversary of the Gunpowder Plot was celebrated in Port Perry with a torch light procession and demonstrations of the judging, condemning, decapitating and burning of the notorious Guy Fawks.

Dr. J.H. Sangster has become a resident of Port Perry and has opened an office for the practice of medicine over Nott's Furniture Store, corner of Queen and Perry St.

W.S. Sexton, Esq. of Port Perry sold to James Graham the esteemed Reeve of the Township of Reach, 800 acres of his Springwater Farm on Scugog Island.

Benjamin Crandell threatens to sue the corporation regarding the digging of a well convenient to the new school building. Council maintained they had not employed him to do the work.

December 1874

The Ontario Packing House, just completed by Brown and Ross, is one of the best appointed establishments of its kind in the province.

The firm of Jones Bros, entertained their employees to an Oyster Supper at the residence of Chas. Jones, head of the firm. Some 45 employees were given a supper worthy of their hosts.

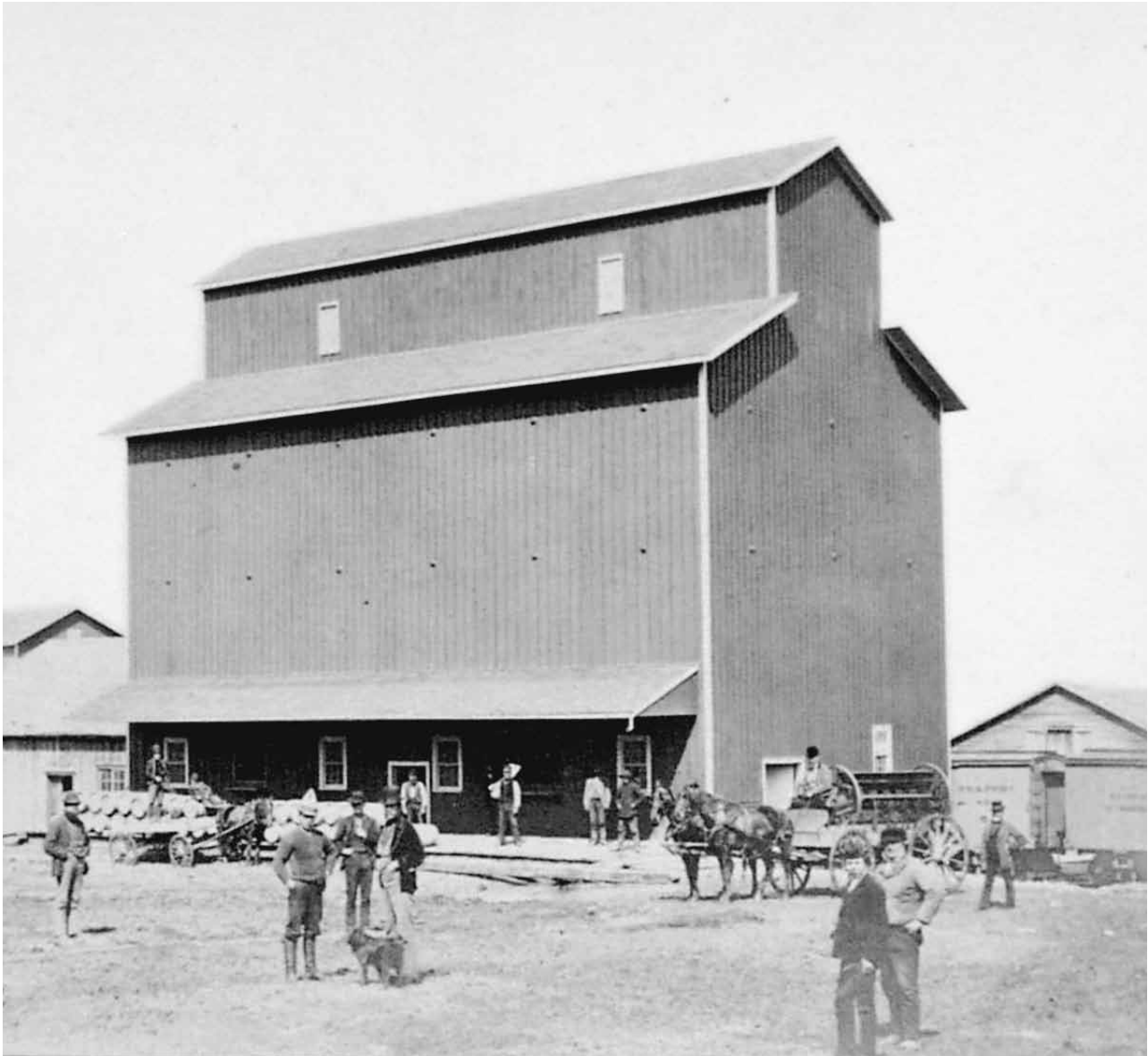
Mr. Thomas Walker has become proprietor of the Royal Hotel, Port Perry, formerly owned by D. Ireland. He has fitted it up in a style which would do credit to any town or city.

The Town Hall in Manchester, which was a disgrace to the township, has been refitted and is now an ornament to the municipality.

Messrs Geo. Currie and Joseph Bigelow nominated for the office of Reeve. Mr Currie asked his name to be withdrawn as he would not serve under any circumstances, and would pay the fine if elected.



JESSIE IRELAND



George Currie's Grain Elevator at the lakefront Port Perry 1875

Currie's Elevator

During this exciting period in Port Perry's history, one of the areas most prominent and successful grain buyers, George Currie, began construction on what would become a landmark on the waterfront for generations. In fact, the building still stands today, more than 125 years later, as a monument to the vision of Mr. Currie and his colleagues.

Before beginning the story of one of Port Perry's most visible and historic buildings, Currie's Grain Elevator, a little should be known about the man who erected this impressive structure more than a century years ago.

After working a number of years as a grain merchant in Oshawa, George

Currie arrived in Prince Albert, opening a grain buying business in the year 1844. He and his brother Mark also opened a general merchandising business consisting of drygoods, liquors, wines and children's wear in the village.

Throughout the 1850s, the Curries became one of the principal grain purchasing businesses in the area, and it was during this time that George tried out his hand at politics. In 1857 he was elected Reeve of Reach Township. He later held the position of Treasurer of the Township for a number of years, before moving to Port Perry.

The Currie brothers dissolved their partnership as General Merchants in September 1861 with George continuing the business. During the 1860s, he formed another partnership with Aaron Ross and together they became one of the principal grain companies in the county, as well as respected clothing, hardware and grocery merchants.

During the early 1870s, business began to trickle out of Prince Albert and Manchester and take up location in neighboring Port Perry. Currie, realizing that the tide of business was on the move, purchased a property on the north-east corner of Queen & Perry St. in 1870 and erected a wooden building to house a general store. By the time he was ready to move to Port Perry, in 1872, he had removed the wooden structure and constructed an attractive two-storey brick building into which he moved his new business.

Now settled into his attractive Port Perry building, his thoughts turned to construction of a new residence. During the summer of 1873 he built an impressive new home at the south-west corner of Queen and Ella St. This was also the same year that he began construction of a large new grain elevator near the busy railway station at Port Perry's lakefront.

Detailed information about the grain elevator is sketchy, but it is known that

Dissolution of Partnership.

THE Partnership hitherto carried on in the village of Prince Albert, under the firm of G. & M. Currie, as General Merchants, is this day dissolved by effluxion of time. All debts due to or by the said firm will be settled by George Currie, who is hereby authorized to discharge the same.

GEO. CURRIE.
MARK CURRIE.

Witness, JOHN H. BROWN.
Prince Albert, August 12, 1861.

WITH reference to the above the subscriber begs to say to the customers of the late firm, and the public generally, that he will continue the business, without any material change, except such as will be for the benefit of customers. The stock of goods is very complete and will continue to be so—while prices will be materially reduced—and many articles of summer goods offered at and under cost to clear out and make room for new FALL GOODS, shortly to arrive.

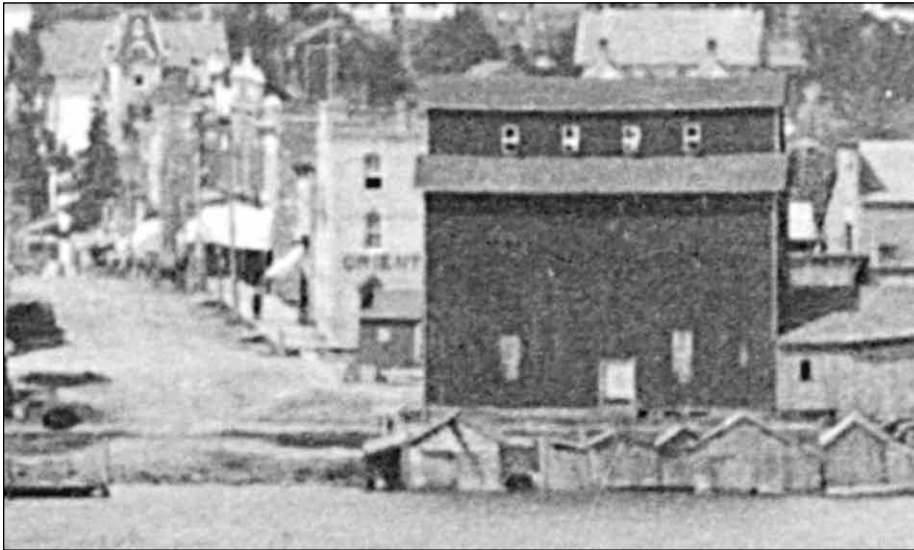
Cash paid at all times for all kinds of Grain, &c.

August 12, 1861. GEO. CURRIE. 35-11

The home of George Currie, at the corner of Queen and Ella St., Port Perry. His home was built the same year, 1873, as the Port Perry Union School, which can be seen in the background.



SCUGOG - THE EARLY YEARS



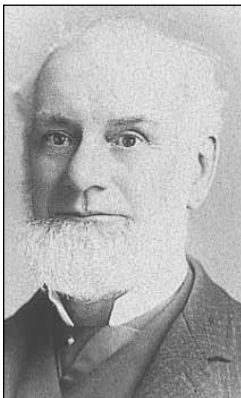
This view of Currie's Grain Elevator, taken about 1881, shows the building located at the east end of Queen Street, along the shore of Lake Scugog, and beside the railway line.

Mr. Currie began work on the massive structure in April 1874. The *Ontario Observer* describes the first work on the building as follows:

"George Currie is laying down cedar and other timbers in preparation of the erection of a large grain store-house and elevator, capable of holding 50-60 thousand bushels of grain."

Little more than two months later, the *Observer* reported: "Mr. Currie's Elevator and grain store house in course of erection at the railway terminus at Port Perry has advanced its first stage. The size of the timbers and the plan on which it is constructed will secure uncommon strength, in fact it appears as if no amount of weight could effect it."

The elevator was built on a stone foundation measuring 24 inches thick and above the foundation the entire structure was made of wood. The 58 foot high frame was constructed of huge pine beams and the exterior was covered with 2x8 inch lumber to a height of 26 feet. The remaining height was covered with 2x6 inch lumber, and the joints of the boards were covered with one inch thick vertical boards. When completed it was painted a rusty red color. The *Observer* noted that when completed, the erection will be one of the most valuable and important buildings in town and will form a very important addition to the grain storage for the area.



AARON ROSS
Buys Currie's share of
the grain elevator

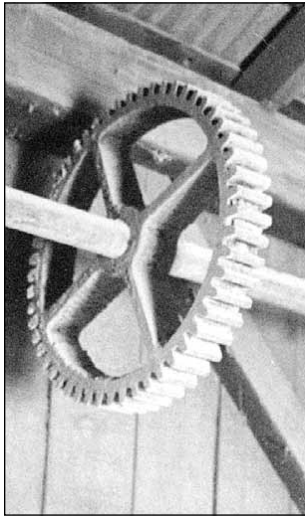
George Currie sold the elevator to his partner Aaron Ross about 1876. Ross operated the grain business as A. Ross Elevator for a number of years and when his son William became a partner, the name was changed to Ross & Son Elevator.

In 1886, William Ross built a separate office at the south west end of the property, right at the corner of the intersection of Queen and Water Streets.

Aaron Ross died in July 1896 and his son continued with the business.



R. Walker carves his name into one of the massive wooden beams in on Nov. 4, 1875.



A wooden cogged wheel helped drive the grain crushers.

About 1900, the mill had 18 bins which could hold 2,000 bushels of grain each. Mr. Ross had the building covered by metal siding about this time.

In 1909 William Ross decided to retire from the grain business, selling the elevator to James Lucas. While under the ownership of Lucas, a fire destroyed the offices in 1918 and subsequently the main building was extended to the south to accommodate three more bins.

Lucas sold the mill to Hogg and Lytle in 1916, who in turn sold it to Toronto Elevators. In 1956 the building was extended to the north in order to store more ground grain. At the same time, a garage was added to the north end of the elevator.

The last owner of the elevator, to operate it as a mill, was Maple Leaf Mills (Master Feeds) who took it over in 1962. Harvey Mahaffy served as its manager until the mid-1970s. Mike Doyle was the final manager of the mill, operating it until the company closed the Port Perry site in 1979.

The landmark building was purchased in 1980 by Fred Burghraef whose son Jim opened Port Perry Auto Supply in the building in 1981. The building is currently occupied by the auto supply store and other sections of the building are rented out to small retailers.



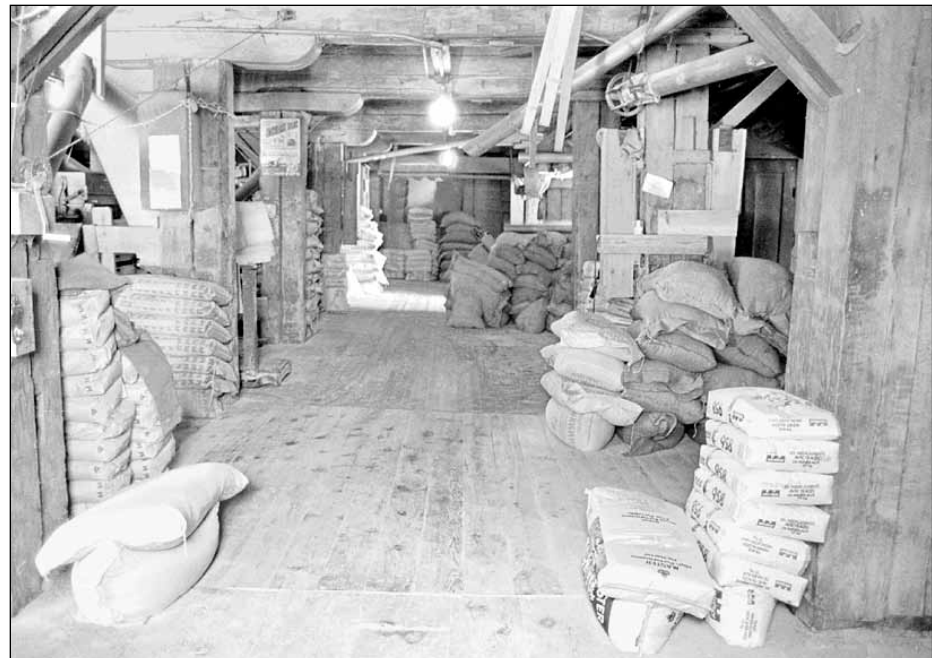
WILLIAM ROSS



JAMES LUCAS

Elevator Narrowly Escapes Fires

The old feed mill has escaped destruction from fire on many occasions since it was built in 1874. The most miraculous of these came in 1883 and 1884 when two major fires in less than a year, destroyed Port Perry's entire commer-



Interior view of the main floor of the mill shows bags of grain lined along both sides of the corridor. The photo was taken just before Master Feeds closed its doors and sold the mill in 1979.

SCUGOG - THE EARLY YEARS



Grain Elevator

cial core. Only Currie's elevator, located feet away from the burning buildings on Water St., escaped unscathed.

But fire plagued the building throughout its entire existence, as recorded in the following articles:

- March 1916 - Fire broke out in the engine room of the James Lucas Grain Elevator, but damage was slight.
- A fire destroyed the offices in 1918 and subsequently the main building was extended to the south to accommodate three more bins.
- August 1920 - A Serious fire broke out in an implement shed and spread to the office of Hogg & Lytle, destroying the offices at the front of the building. Quick work by the fire brigade prevented its spreading to the big grain elevator.
- August 1947 - The Hogg & Lytle Elevator was struck by lightning. Loss by fire was small, but 10,000 bushels of wheat were soaked.



Fire destroyed the offices of Hogg & Lytle in August 1920, but the flames were prevented from spreading to the elevator.

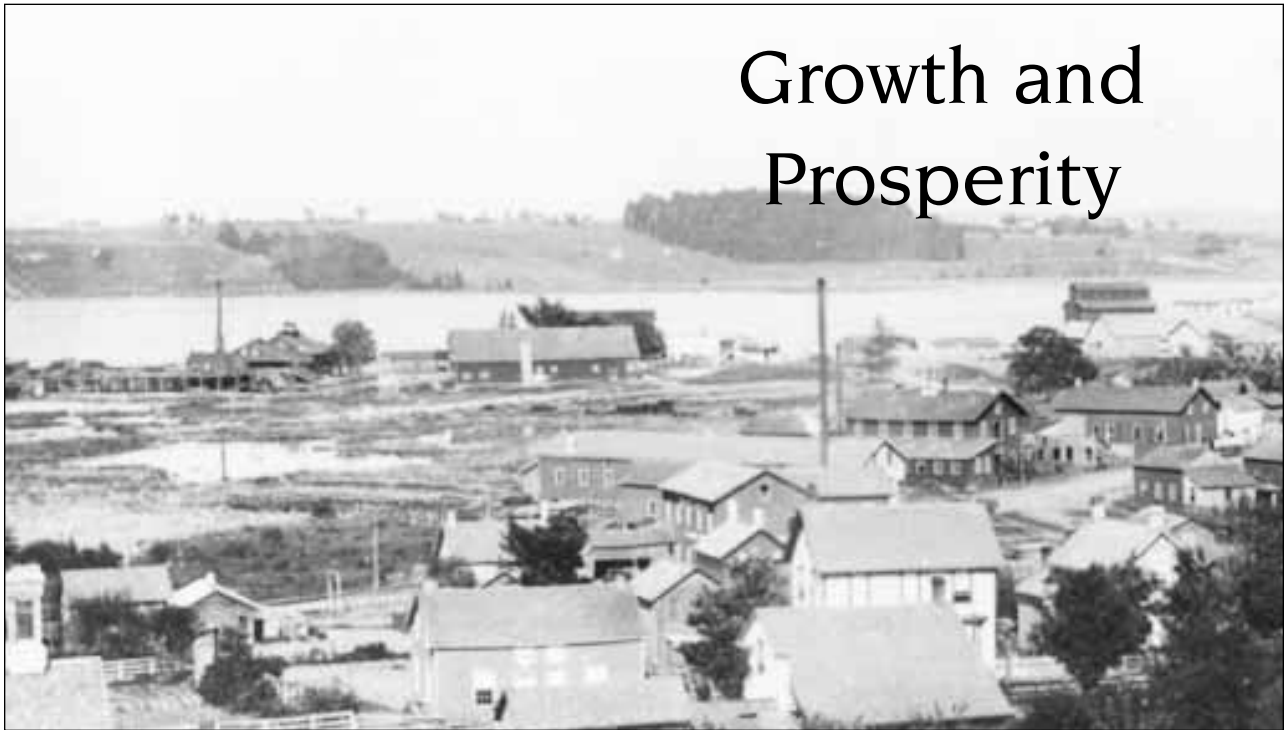
- In 1958 a section at the rear of the mill was destroyed by fire along with the grinder and roller. It cost more than \$60,000 to repair the damage from the fire.

- February 1959 - A fire discovered by manager Harvey Mahaffy in the ceiling of the engine room at Master Feeds caused \$30,000 damage to the building before being extinguished. Fire Chief Guy Raines sized up the scene quickly and called in trucks from Uxbridge and Oshawa to help control the blaze.



Pulleys and belts hang unused in the mill in 1979.

Chapter Four



Growth and Prosperity

1875

January 1875

ELECTION RESULTS - Port Perry, Reeve Joseph Bigelow; councillors Wm. Jones, J.J. Shaw, C.C. Kellett and Mark Currie.

A.W. Ewers defeated Joshua Wright to become Reach Twp. Reeve.

Council consisted of Geo. St. John, James Holman, Joshua Dobson and Peter Christie.

Esteemed businessman, Chas. Paxton, aged 47, a partner in the firm of Paxton, Tate & Co. of the Port Perry Foundry died of a severe illness.

The winter horse races on the ice at Port Perry offer near \$5,000 in prizes to the competitors.

The directors of the Port Perry, Reach and Scugog Agriculture Society decide on holding Spring Shows in Manchester and Fall Shows in Port Perry.

John Diesfeld, Watchmaker, announces his removal from Prince Albert to take up new premises between Bigelow's Royal Arcade and the Walker House.

February 1875

The corporation paid Mr. Benjamin Crandell \$1,000 for the purchase of the Town Hall site. Interest on the purchase amounted to \$152.50.

The Port Perry Races were postponed due to heavy snowfall which blocked roads, closed businesses and almost freezing us to death.

Mr. Forman presented 77 name petition asking Reach council to suppress one of the two hotels in the village in the interest of public morals. Declining business over the past three years, was not sufficient to warrant two hotels.

Port Perry council passes a by-law limiting seven licensed hotels - T. Walker (Walker House), J.V. Thompson (Port Perry House), James Dewart (Queen's Hotel), D.B. Denison (Dominion Hotel), Jessie Ireland, Millar and J. Dafoe (Dafoe House) at \$110 per license.

SCUGOG - THE EARLY YEARS

March 1875

Reeve Bigelow instructed Mr. Wharton, the liquor inspector, to ensure no liquor be sold in either shops or taverns in Port Perry, between seven o'clock Saturday evening until six o'clock Monday morning.

The Town Hall was packed for the annual exhibition of music and song, of our High School pupils, hosted by principal D. McBride.

Mr. Finley, late of Scugog, is having built a new rapid sailing steamer, to be ready to take the water on the opening of navigation, to ply between the ports of Lindsay and Port Perry.

April 1875

Mr. Tate and 100 others petitioned the Council to open up Paxton St. through to Perry Street. Mr. Yarnold was instructed to survey the street and report to the next meeting.

Council discussed the merits and necessity of a bell and clock for the Town Hall. No decision made.

The partnership of Richard and Chas. W. Jones, operating as Jones Brothers was dissolved. The business to continue under the same name in the hands of Wm. M. Jones and Chas. W. Jones.

Mr. S.E. Allison, Druggist, has secured Wm. Spence of Utica, to build a handsome new residence this season.

S.H. Christian purchases the premises occupied by Adam Gordon, at Manchester, as a general store and post office.

May 1875

James Emaney sold his Queen St. Blacksmithing establishment, to John Nott, Esq., who is about to convert it into a Cabinet Factory. Mr. Emaney will concentrate all his business at his Ontario Carriage Works, on Perry St.

Mr. W. H. Park of this place has purchased the Anglo-American Hotel in Prince Albert, with plans to enter into business.

Captain Finley's new steamer *Maple Leaf* has now been completed at Hoover's. It will go into regular service on Monday, 24th inst., the Queen's Birthday.

The interior of the Post Office has been completely changed to accommodate the increase in business of the village. When completed Port Perry will have one of the most comfortable and convenient post offices one could wish.



The steamer "Maple Leaf" went into service in May 1875. It is seen here docked at Lindsay.



A train arrives at the Manchester Station and S.H. Christian's Grain Elevator, along the Port Whitby and Port Perry Railway Lines.

Council negotiated with Mr. Bigelow to purchase the right of way for a street to connect Paxton to Perry St. Mr. Bigelow said he would not sell for six times the amount of \$75 proposed by the corporation.

June 1875

T.C. Forman has moved his dry goods and grocery business into the splendid new store west of the Walker House Hotel.

Mr. J.B. Laing will open a new hardware establishment in the premises lately occupied by Mr. Forman.

James Baird comments: "It is certainly no credit to this thriving town to have a bell tower on our splendid Town Hall, looking down like a great dummy through its leather spectacles on the passers by. One looks up for a clock and find the bottom of a flour barrel meeting his gaze. One thousand dollars will place a suitable four dial clock and bell in the tower."

Scugog Bridge caretaker, Joseph Reader, instructed to prosecute any party fastening rafts or scows to the bridge, for fear of damage to said bridge.

The whistle of the PW & PP Railway is almost an hourly occurrence while far stretching trains of heavily loaded cars show the vast amount of timber and lumber being moved over this line. The Port Perry wharf is a also a picture of thrift and activity.

Mr. W.J. Dafoe has leased Miller's Hotel in Port Perry and got it completely renovated from top to bottom.

July 1875

Tenders are let for the erection of a brick church, the Church of England, at Williamsburg, Township of Cartwright.

A Temperance Festival, under the auspices of the Manchester Sons of Temperance, took place in the handsome and comfortable Manchester Hall, with John Christie discharging the duties.

The celebration of the 12th of July in Port Perry attracted about 2,500 to the Show Hall at the agricultural grounds to take place in the celebrations. About 1,100 excursionists arrive by train and Capt. Dawes provided excursions on his steamer "Ogemah."

Council approves award of \$175 as price of land to be purchased from Mr. Joseph Bigelow for land to allow extension of Paxton Street to Perry St.



SAMUEL CHRISTIAN
Builds grain elevator at
Manchester station.

SCUGOG - THE EARLY YEARS

August 1875

About 100 men were busy at the Manchester Station lending a willing hand in assisting at the raising of S.H. Christian's new elevator.

The Bible Christian Church, Prince Albert re-opened for services, after undergoing a thorough repair.

Excursion to Washburn Island on the holiday Monday with the *Ogemah* towing one flat boat, followed by the *Victoria* with two flat boats making their way up the lake with about 900 valued denizens aboard for the regatta and picnic.

September 1875

Construction in Cartwright - the Town Hall is undergoing some important repairs, the contract for the new Church of England at Williamsburg has been given to Mr. A.D. Huckins for \$4,000, and Mr. Fluke is laying the foundation of a splendid new building for a first class general store.

Henry Webb advertises first class red or white bricks manufactured at his Nonquon Brick Field on the 12th concession of Reach.

Mr. Hayes home, just south of the Victoria Hotel, Prince Albert was destroyed by fire.

A barrack containing 18 tons of hay, belonging to Mr. Geo. Jackson, was consumed by fire after being struck by lightning.

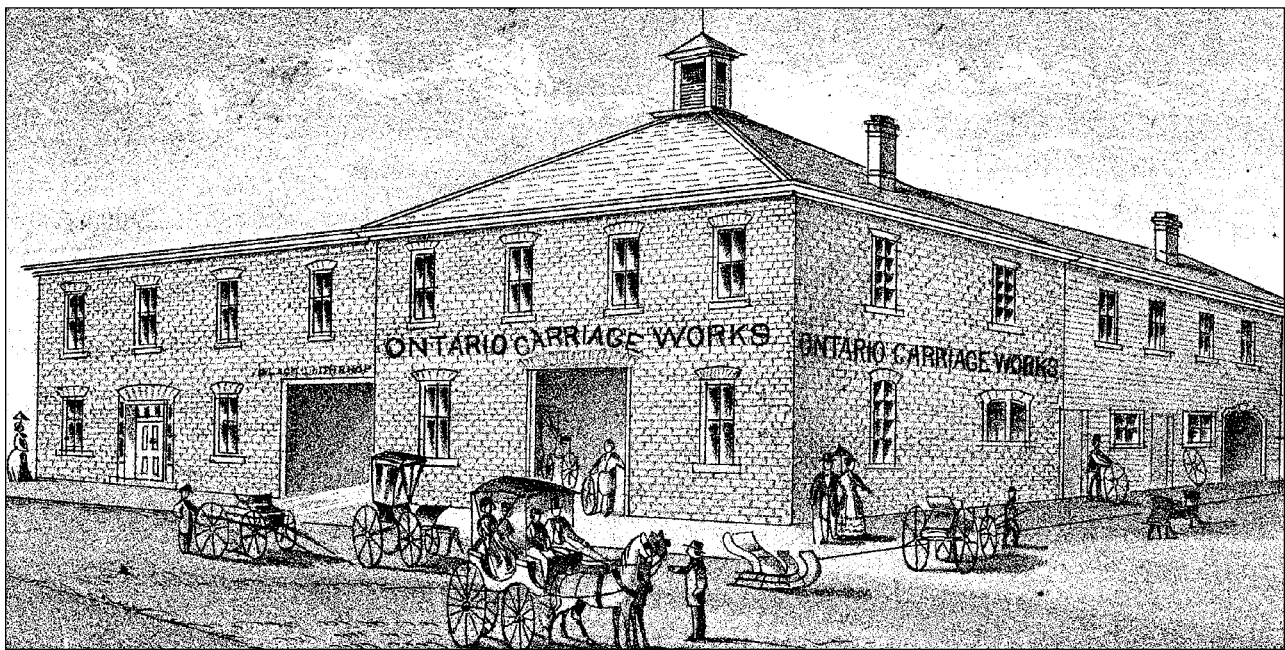
October 1875

The four-year old son of James Jackson, Scugog, was attacked by a boar pig, tearing him and ripping out a rib, before three men got the animal off.

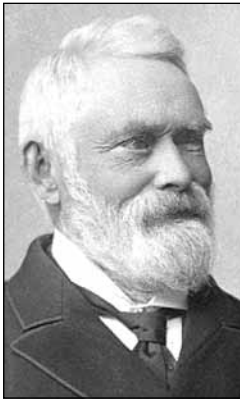
The repaired Salem B.C. Church, a couple of miles north of Port Perry held a special re-opening service.

John Christie was elected president of the Manchester Division, No. 245, Sons of Temperance. Other officers included H. Fitchett, Wm. Christian, H. Lamb and Jos. Graham.

After a six year absence, G.W. Jones, M.D., was greeted by a large circle of friends, when he came home from the United States, to visit his ailing brother, Dr. Richard Jones.



James Emaney's "Ontario Carriage Works" located on Perry Street, Port Perry. Illustration from the Historical Atlas of Ontario County.



WILLIAM SPENCE
General Contractor for
Port Perry's Town Hall

A service took place in connection with the re-opening of the Methodist Church, Prince Albert, following extensive repairs.

November 1875

Meeting held to discuss the erection of a bridge or roadway connecting Port Perry and Scugog with the Township of Cartwright. Application made to the Legislative Assembly of Ontario for a Charter to empower a company to construct such work.

The Dafoe House Hotel, of Port Perry, owned by Jacob Dafoe, is offered for sale with all furniture and fixtures.

In the corporation there were 374 rods of plank sidewalks built during the year. Also 19 culverts and 11 bridges over ditches were constructed.

Mr. Emaney of the Ontario Carriage Works is showing one of the most magnificent displays of cutters and sleighs in time for winter.

Mr. D. Ireland, owner of the Queen's Hotel has given the premises a thorough renovation and it now well deserves the title Queen's.

December 1875

Mr. T. H. Mason, the retired host of the Royal Exchange Hotel, Williamsburg, has been succeeded by E. Bryans.

Manchester Primitive Methodist Church, having undergone a thorough repair, was re-opened for divine service. The church has been so much improved, one can scarcely believe it is the same house.

Joseph Bigelow signifies his intention of declining further honors as Reeve for the municipality.

The report of chimney inspector D. Rose, sets forth he has inspected 375 chimneys this year.

Arbitrators awarded contractor Wm. Spence \$354.53 owed by the corporation for his work on the erection of the Town Hall.

1876

January 1876

Council for 1876 stands as: Reeve Joshua Wright, Messrs. E. Worthington, C. Crandell, J. Rolph and John Currie as councillors.

In Scugog Township James Graham is elected Reeve. In Reach Township A.W. Ewers was elected Reeve, and Messrs. G. St. John, Peter Christie, Jos. Dobson and J. Mowbray councillors.

Messrs. Taylor, Powers and Breathwaite are erecting a substantial building, 54' x 64' x 34' high, on Lilla St. for a planing mill, door and sash factory, etc. to be known as the Dominion Planning Mill.

There was a capital turnout for the Anniversary services of the Methodist Episcopal Church, Port Perry, with Rev. J.R. Jacques conducting the service.

At the annual meeting of the North Ontario Agricultural Society, elected as president was Charles Marsh and vice-president Donald McKay.

Reeve J. Wright was injured and his buggy badly smashed, when his team of horses bolted and ran, causing the accident.

The School Board reveals that during the early part of 1875 they had two lawsuits on hand, first the builder for the balance of his pay and second, the architect sued them for pay for extra services on the new Union School.

February 1876

Port Perry passes a by-law limiting five hotels in town. Four for the first 1000 and one for the 400 over 1000.

G.W. Ross, Esq., M.P. for North Middlesex, lectured on 'prohibition' at the Town Hall, Port Perry.

At a meeting of the leading Temperance men of the county held at the Town Hall, Port Perry, a County Temperance Association was formed with Geo. Currie, elected president.

SCUGOG - THE EARLY YEARS

The Port Perry Band, under the leadership of Mr. T. Wharton, are giving a good account of itself.

James Dewart, late of the Queen's Hotel, Port Perry, has leased the Commercial Hotel, Williamsburg, taking over from Mr. T. Oke.

Seventy five ladies, armed with a petition of 157 ratepayers marched to the Town Hall, to a meeting of council, demanding increases in tavern licenses. Council complied raising a licence fee from \$85 to \$100 and a shop licence from \$85 to \$200.

March 1876

Reeves James Graham and Joseph Bigelow call for tenders for brushing and covering for 600 feet of the Scugog Bridge.

James Heard lists his Union Hotel in Manchester for sale.

Council accepted a tender from Paxton, Bigelow and Trounce to supply pine planks at \$9 per thousand board feet for new sidewalks.

The Reach Temperance Association was formed at a meeting of temperance men and women at the Town Hall, Manchester, March 11th. Object of Association is to repress the evils of intemperance and prohibit liquor traffic as a beverage throughout the Dominion.

At a Railway Meeting held at the Town Hall, Port Perry, a motion put forth by Mark Currie, seconded by J. Nott, moved, that it would be to the interest of Port Perry to grant a liberal bonus towards the construction of the proposed railway extension to Lindsay. The motion carried.

The Commercial Hotel is under a new host, Mr. Oke having sold out to Mr. James Dewart.

A destructive fire at the home of John Nott, Esq., Borelia, was contained before it could spread to Mr. Jewett's fine block of buildings.

Joseph Gould, Uxbridge, and M.G. Robson, Prince Albert, were appointed Liquor Licence Commissioners for the Province.

April 1876

In Williamsburg, John McKercher has timber on the ground for the erection of a steam Woolen Mill and machine shop, located near the new brick church just being completed for the Church of England.

Mr. W. B. McGaw, of Oshawa, purchased the lease for the Walker House, Port Perry, decidedly one of the best hotels in the province.

A new, much safer, coupling device, for coupling railway cars, was installed on several cars at the Port Perry station for a demonstration in front of a large crowd.

Council authorized the closet, under the stairs of the Town Hall, be converted into a lock-up for prisoners. Cost not to exceed \$25.

Mr. H. Graham opens a Boot and Shoe Shop in Mr. Park's premises, east of the Anglo-American Hotel, Prince Albert.

Mr. Broad of the Port Perry Soda Water, Ginger Ale factory is turning out large quantities of the very best of these popular cooling summer drinks.

May 1876

The by-law, granting a bonus of \$20,000 to the Port Whitby and Port Perry Railway company to assist in the extension to Lindsay, carried by a majority of 75 votes.

P.A. Hurd presented a draft of a proposed by-law which urged Reach council to the many benefits which would arise from the construction of an extension, of the PW & PP Railway, and asking for a bonus of \$15,000 from Reach.



ADAM GORDON
Member of Parliament
for Ontario County



REV. GEO. JONES

June 1876

Adam Gordon, Esq., M.P., aged 45 years, died suddenly and unexpectedly, leaving a widow and children. He is a former Reeve of Reach Twp.

Rev. George Jones, a highly respected and esteemed member of the community passed away. He was attending a conference in Orono when he took ill, and died four days after the attack. He leaves his wife and nine children.

July 1876

W.H. Gibbs was elected as the representative for the North Riding of Ontario County, in the House of Commons, defeating his opponent, Mr. Geo. Currie by 86 votes.

The Church of England, Williamsburg, Cartwright, dedicated their handsome new brick church on Sabbath 23rd inst.

A barn belonging to Messrs. D. & A. Munro, 9th conc. of Reach, was destroyed after being struck by lightning during a thunderstorm.

Port Perry High School students faired well in provincial tests. Thirteen students obtained the necessary marks.

A moonlight excursion on board the steamer *Ogemah* left Port Perry wharf Friday night with an excellent Quadrille band providing music for dancing.

August 1876

Mr. Carnegie, who operated the Ianson Flouring and Oatmeal Mills, near Manchester, for several years, is leaving to move to Cannington.

Messrs Brown & Ross announce the dissolution of their partnership in business and sell off their stock at cost.

George Currie announces his intention to give up business and selling off his entire stock at bargain prices.

Chas. McCaw miraculously escaped death at the Manchester Grist Mill, when his team of horses bolted, throwing him from the wagon and narrowly escaping being trampled by the horses before the wagon rolled over him.

The town's new Fire Brigade, the first we every had in the village deserving the name are thoroughly organized, fully equipped and prepared for action.

The Town Hall bell was being sounded during church services, annoying the worshippers in nearby churches.

Capt. Crandell's steamer *Champion*, was on its way to Port Perry with a tow of several scows loaded with lumber, when a spark from the engine started a fire on one of the scows. The lumber, valued at \$600 and scow at \$900 were all lost.

The M.E. Sunday School, Port Hoover, held their Anniversary services for 1876 with grand entertainment.

September 1876

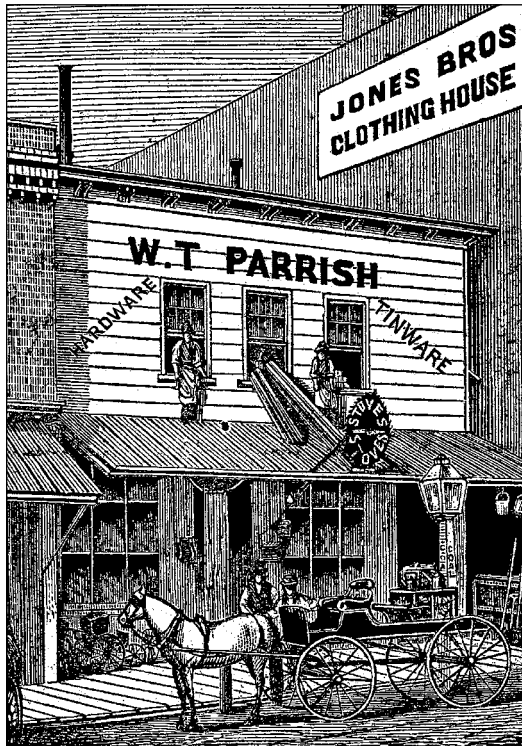
Mr. J.H. Brown, late of the firm of Brown & Ross purchased the stock and goodwill of Mr. Geo. Currie, and is opening business in the formers store, located facing on Queen and Perry St.

Construction on the new bridge over the Scugog goes bravely on, Mr. Dyer is within 40 feet of the limit of his contract and making a capital job of it.

Messrs. James and Wm. Paxton have purchased from Mr. Broad the entire stock and good will of this Soda Water and Ginger Ale manufacturing business.

October 1876

The new business firm of Davis & Robinson, two young, intelligent and upright men, have succeeded Mr. H.A. Black as grocery, liquor and provision merchants in Port Perry.



Store owned by W.T. Parrish, Queen St., was located on the north side of the street, beside Jones Bros.

SCUGOG - THE EARLY YEARS

Mr. T. Allin moved from his old stand west of the Port Perry House to his new premises east of the Ontario Bank.

November 1876

Quick work by Mr. Legare, a night watchman at the mills, along with Mr. Bigelow and the crew of the *Anglo-Saxon*, resulted in saving the steamship *Ogemah* from destruction by fire. Capt. Dawes, the owner of *Ogemah*, offered a \$50 reward for conviction of parties who set fire.

At a special meeting of the School Board, the services of the Head Master, Mr. D. McBride, was secured for another year at a salary of \$1,400, this being a \$200 advance from the previous year.

David Mitchell, son of Mr. Chas. Mitchell was assailed from his buggy by three men, who took his money, gave him a kick, and sent him on his way.

Mr. Diesfeld has taken over sole ownership of the business lately carried on by Diesfeld and Doll, Port Perry.

The enterprising firm of T.S. Corrigan & Campbell have purchased and set up the Canadian Air Gas Machine in their building for lighting their entire premises. They also supply from their gas machine, Allison's Drug store, to the east of their establishment. They are the first in North Ontario to convert to gas from the use of coal oil.

December 1876

Chester Draper, Esq., while delivering an address to the C. M. Church, Whitby, was seized with paralysis and fell on the platform.

Former Port Perry watchmaker and jeweller, Frank L. Doll, of Diesfeld and Doll, opened a store in the town of Peterborough.

Dinner guests of Mr. Houck, of the Revere House, Manchester, to mark the closing of the present year included Reach Reeve A.W. Ewers, clerk John Christie and treasurer S.H. Christian.

Contest heating up in Reach Twp for the position of Reeve between Mr. Geo. St. John and the present Reeve, Mr. A.W. Ewers.

1877

January 1877

Reach council for 1877 will be A.W. Ewers, Reeve; John Mowbray 1st Deputy; Peter Christie 2nd Deputy; and Joseph Dobson, Leonard Burnett and B. Barnes, councillors.

Port Perry elects Joshua Wright for Reeve over John Nott. Wright receiving 180 votes, Nott 50 votes. Members of council are Clement Dawes, John Currie, W. Jones, Caleb Crandell and Mark Currie

Scugog elected Jas. Graham Reeve.

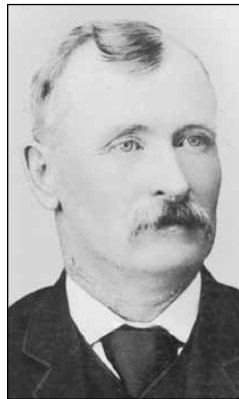
A census taken for the Village of Port Perry showed that the population at the end of 1876 was 2,033, an increase of 161 from the previous year. There was a total of 370 families, averaging nearly 5.5 in each family.

Temperatures of 60 below zero and clouds of snow on which a man could sit without breaking through were a little too much for flesh and blood and the annual ice races on Lake Scugog had to be postponed.

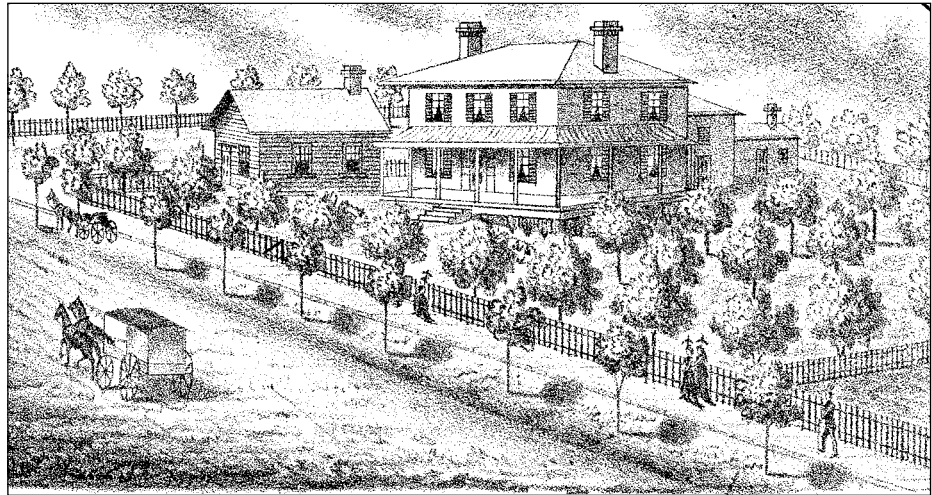
February 1877

County Council ordered paid the items for the Scugog Bridge, amounting in all, with last year's grant to \$1,957.60.

Clerk instructed to tender for the furnishing of 5,000 feet of well seasoned pine plank, 1 1/2 inch thick, 12 inches wide and 12 feet in length.



DR. J.A. MURRAY
Dental Surgeon starts
practice in March 1877



The magnificent residence and offices of Dr. R. Jones, located on Queen St., Port Perry

Bro. William Kennedy, Port Perry, was elected County Master of the North Ontario Orange Co. Lodge at a meeting held in Cannington.

A meeting to discuss the Dunkin Act (a law prohibiting the retail of intoxicating liquors) was held at the Town Hall, Port Perry. A number of men spoke in favor and against the act, to the packed hall.

March 1877

Mr. Wm. Lee was driving across the ice of Scugog, when near the Caesarea shore his horse broke through and was drowned. The ice is not now to be trusted and parties will do well to avoid it.

A severe snow storm blocked up the track of the Whitby and Port Perry Railway delaying the evening train until 3 o'clock the next morning.

Robt. Spinks, Esq., late of the Township of Cartwright, has purchased a residence and become a resident of Port Perry.

H. McPhail, Esq., Merchant and Post Master at Williamsburg, Cartwright, sold out his premises to Mr. R. Bryans Jr. He was honored a complimentary supper in the town hall, Williamsburg.

Mark Currie calls for the Village to be incorporated as a Town, having the necessary number of inhabitants. A public meeting was called at the Town Hall, but due to a poor turnout, no action was taken.

Jones Bros. disposed of the Dry Goods department of their business to J.A. Stirling & Co. The grocery and produce business was conveyed to W. M. Jones.

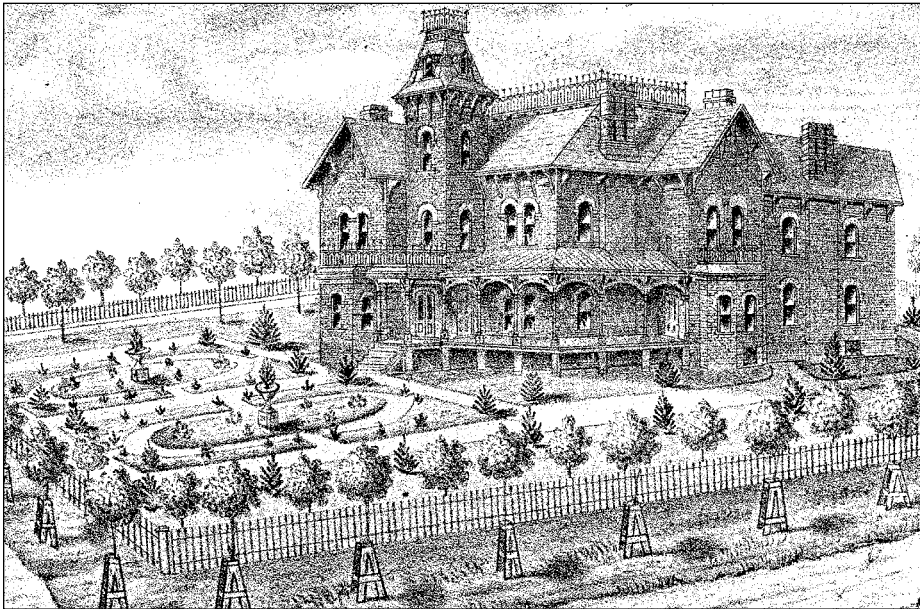
Mr. J.S. Baird of lot No. 17, 14th concession of Reach, while gathering sap in his woods discovered a depression in the ground and upon excavating, found the remains of from 100 - 150 human beings. It is a circular pit eight or nine feet in diameter and perhaps seven feet or more in depth. The bodies had been laid face downwards and with the heads towards the outside of the hole. It is thought an Indian battle had been fought in the area and the remains are the bones of the slain.

Dr. J.A. Murray, surgeon dentist, is the successor to Patterson and Fenton, Port Perry. Mr. Murray stands well in his profession.

April 1877

A meeting was held to discuss the transition of Port Perry from a village to a town. All speakers from Port Perry favoured the proposal, but residents from Prince Albert were unanimous in objecting to their being included with-

SCUGOG - THE EARLY YEARS



The magnificent residence and property of Joseph Bigelow, on Cochrane St., built in 1877.

in the boundaries of the corporation of the town of Port Perry.

Township of Cartwright prepares a by-law to authorize the township to aid and assist the Toronto and Ottawa Railway company, by granting a bonus of \$20,000. Vote to take place on 21st day of May.

R. B. Browne, to continue the General Merchandise business following the dissolution of his partnership with A.C. Browne.

May 1877

During discussions about the boundaries for the incorporation of Port Perry, Reeve Wright disagreed with boundaries set out by councillor W. Jones, who advocated including all, or as much of Prince Albert as possible.

Mr. J.V. Thompson, of the Port Perry House, is having that excellent and comfortable hotel thoroughly overhauled, with a large addition for guests.

Joseph Bigelow, Esq., has commenced the erection of a magnificent residence on handsome ground north east of the School buildings and facing on Cochrane St.

The by-law granting a bonus of \$20,000 by the Municipality of Cartwright towards the construction of the Toronto and Ottawa Railway was carried by a handsome majority.

Mr. D. Ledingham, employed at the Bigelow and Trounce saw mill at the Scugog Bridge, lost his arm when it came in contact with the circular saw blade.

Commencing the 1st day of June, the entrance to Beechenhurst, Dr. Sangster's residence, will be by the new street lately opened, and not by the 7th Concession line as formerly.

Messrs. Kennedy and Hoitt are getting materials together for the erection of an extensive new steam Flouring Mill on Perry St.

June 1877

At a session of County Council, the Reeves of Reach and Scugog were appointed commissioners to examine the Scugog Bridge and to make such repairs in way of planking as they deem necessary.

Township clerks in 1877: Wm. M. Cochrane, Port Perry; John Christie,

Reach; John Foy, Scugog and William Lucas, Cartwright.

Vote on "Grouping By-Law", which groups Pickering, Reach, Scugog and Port Perry for the granting of \$90,000 toward construction of the proposed Toronto and Ottawa Railway to take place on June 21, 1877.

Liquor Licences issued for 1877 - Port Perry, four hotels, two stores, for a total of \$900. In Reach Twp., eight hotels paid \$620 in licence fees.

July 1877

Mr. Wm. Currie has entered into partnership with his brother-in law, Mr. J. H. Brown, Port Perry.

The grouping by-law granting \$90,000 to the construction of the Toronto - Ottawa Railway was voted on and carried by a majority of 273 votes.

Messrs. McKittrick & Sanders have refitted and renovated the Manchester Flouring Mills.

Excursions on Lake Scugog are almost a daily occurrence, but on Tuesday one of the popular excursions of the season was had from Port Perry to Washburn Island under the auspices of the United Temperance Association, Prince Albert.

The northern headquarter of the PW & PP Railway being moved from Port Perry to Lindsay, necessitates the removal of station master J.D. Hunter and conductor S. K. McCaw to Lindsay.

The Prince Albert Post Office is moved to new premises opposite Mr. Goodfellow's establishment.

August 1877

W. Tummonds purchases the block on Queen St. opposite the Post Office and opened a General Grocery, Flour and Feed business.

The Church of England, Port Perry held their anniversary picnic at Ambleside, the magnificent residence of John Adams, on the summit of the gently rising ground on Scugog Island.

On a motion of Mr. W. Jones, the Street Commissioner was instructed to impound all horses, swine and geese running at large on the streets of the municipality.

A new board sidewalk is being built from the village of Prince Albert to the railway station.

September 1877

A fire in Williamsburg, Cartwright, devoured John McKercher's Carding



The Seagrave Station as it looked in the early 1900s, was built about 1875

SCUGOG - THE EARLY YEARS

Mill, despite efforts of willing hands. St. John's Church and T. H. Mason's buildings were threatened by the fiery monster, but were saved by active defenders.

October 1877

Passengers at Seagrave and Sonya train stations complain about the train whistling by, leaving over 100 people waiting for another train to take them to Lindsay for the Central Fair.

Council complains of the slovenly condition in which the agricultural hall and grounds are kept by the proprietor.

Reeve Wright said the time is favorable to secure a public park and a suitable spot could be had on the Crandell estate.

An auction sale of over 50 town lots, the property of the Crandell Estate, takes place Oct. 26, 27. Lots located on Ella, Crandell, Caleb, Scugog and Elgin streets.

J.H. Beers & Co's Historical Atlas of the County of Ontario is published.

The new M.E. Church, Pleasant Point, was dedicated Sunday last.

November 1877

The Port Perry branch of the Ontario Bank has established a savings department in connection with the branch, with deposits of \$5 or over allowed interest.

Mr. N.E. Briggs has opened classes in Prince Albert for giving instruction in the indispensable art of penmanship. Mr. Briggs is an accomplished penman and successful instructor.

Joshua Wright has purchased the Sexton Mill property in Port Perry and is having it thoroughly fitted up as a tannery.

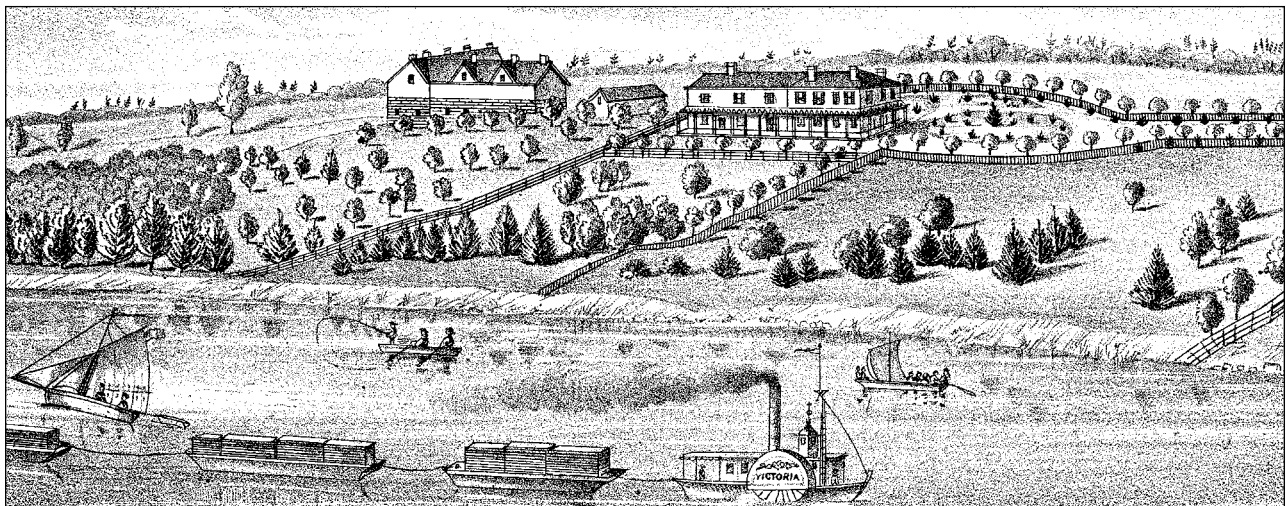
Mr. J.V. Thompson of the Port Perry House, and others, call the attention of council to the present unsafe conditions of the municipality in the event of a fire in the village.

A call for the lowering of the water of Lake Scugog to release 100,000 acres of land submerged by the Lindsay dam.

Laing & Meharry, the enterprising Hardware Merchants, Port Perry, are putting a large addition to their premises.

December 1877

The agitation for the drainage of the Scugog culminated in a monster meeting held in the Town Hall, Port Perry. Speakers, including Geo. Currie,



"Ambleside" the beautiful Scugog Island residence of J. Adams, with the steamer Victoria bringing barges of lumber to Port Perry.

Jos. Bigelow, W.M. Jones, Major Forman, M. Paxton, all spoke of the importance of the lake.

At a meeting of council to discuss fire protection, the committee recommended the purchase of an additional 300 feet of hose, the purchase of a steam fire engine or the erecting of suitable waterworks for the protection of the village in case of fire.

1878

January 1878

Engineers for the Toronto to Ottawa Railway were in town mapping out the route. They are considering two different routes through the township.

Port Perry returns Joshua Wright as Reeve; Scugog Twp. Reeve Jas. Graham and council acclaimed; Reach Twp. Mr. Geo. St. John elected Reeve.

T.C. Paxton appointed secretary of the Port Perry United School Section. A total of 503 students registered for public school during 1877.

A fire company organized to consist of 25 men with Mr. Mark Currie as chief engineer. When on duty at a fire, men will receive 50 cents for service under one hour or more each man receives \$1.

February 1878

A by-law was introduced at Port Perry council to raise by way of loan, the sum of \$4,000 for the purpose of purchasing a Steam Fire Engine and hose.

The capacity of the magnificent Town Hall was pretty well tried in accommodating all that longed for the law for the last session of the Division Court. Justice flowed down the hall in a stream.

Col. Wallace visited Port Perry to find a suitable place to erect a drill shed. The government intends to remove the drill shed from Prince Albert. The lot west of the Town Hall was discussed.

Mr. J.V. Thompson, worthy host of the Thompson House, is having material brought in for the erection of a couple of stores.

The Reach and Scugog Agricultural Society has just been incorporated, so that it now has legal status.

March 1878

Two sons of J. Latimer, of Cadmus, died 20 minutes after being mistakenly given arsenic powder by their mother, who thought it was worm powder.

Port Perry debentures for 1878 include - School Buildings \$12,000, Town Hall \$10,000, Railway Extension \$20,000.

The Port Perry by-law for raising \$4000 for the purchase of a steam fire engine was defeated by a majority of 52, of the 150 votes cast.

Scugog Lake shook off its icy mantle on the 17th inst., nearly a month earlier than usual.

Aaron Ross, Esq., was thrown from his buggy and was badly injured in the fall. Drs. Ware and Sangster were summoned to attend him.

C.W. Jones has re-entered business with W.M. Jones under the old and familiar name of Jones Brothers.

April 1878

The first inward bound vessel for the new season came into Port Perry on April 1st, the fast sailing steamship *Lady Ida* with Capt. Dyer commanding.

Mr. Rolph and Dr. Sangster presented a petition from about 100 residents asking for a suitable sidewalk be laid along Beech St. to the open waters of Lake Scugog.

J. Ianson offers for sale his Manchester Grist and Flour Mill, premises and 42 acres of land.

A severe storm passed through the village on the 24th instance causing quite a wreck. The eighty foot C.M. Church steeple was twisted off and thrown to the ground and a new house was blown to pieces during the storm.

SCUGOG - THE EARLY YEARS

May 1878

The annual meeting of the Grand Division of the Sons of Temperance for the Province of Ontario was held in the Town Hall, Port Perry.

The firm of Rose & Weifenback have established a Marble Works in Port Perry for supply of monuments, tombstones and other ornaments.

Lively times - workmen are busy erecting new buildings. Mr. Hiscocks has just moved into his handsome new store, Mr. Thompson's new structure is being pushed and will be an ornament to the village, and Mr. Wright, the Reeve of the village is erecting one of the most commodious tanneries in the province.

Mr. Dennison, proprietor of the Nonquon House at Seagrave is repairing that fine hotel with new floors and shed.

June 1878

Tenders were let for 600 feet of permanent roadway to replace that portion of the bridge known as Scugog Bridge by commissioners J. Graham, J. Wright, and G. Wheler.

Partnership of John Nott and his son W.J. Nott is dissolved. W.J. Nott to continue the business as Cabinet Maker, Upholsterer and Undertaker.

The merchants of Port Perry have determined to close their establishments at 7:30 each evening, except Saturday.

Port Perry was selected by the militia authorities of the 34th battalion as the location for the annual drill. The officers and invited guests, numbering 70, sat down to a sumptuous dinner at the Walker House hotel.

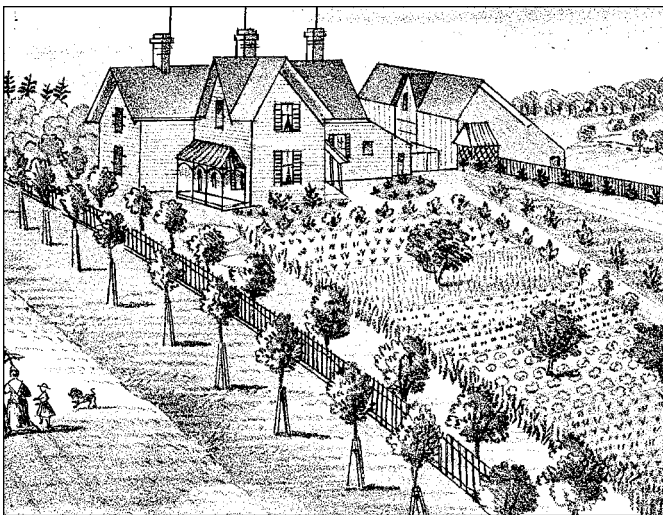
July 1878

Celebrations in Port Perry and Prince Albert for Dominion Day were quiet, with little being done to celebrate the occasion.

A regatta was held at the lakefront in Port Perry, which may be regarded as the initiative for a regular annual event.

The ever startling alarm of fire! fire! was heard about 10:30 p.m as the elevator of Mrs. Gordon, opposite the railway station was found burning in every direction. The building and grain were totally lost with insurance on the building at \$800, the machinery, scales etc. \$700 and the grain, which was owned by Geo. Currie, at \$14,400.

The opening of tenders for the construction of 600 feet of permanent road-



The home of the Port Perry Standard's owner and publisher, Edward Mundy on Cochrane Street.

way on the east end of Scugog Bridge.

Commissioners, Wright, Wheler and Graham met at the Town Hall at 2 p.m. and opened the tenders when it was found that Mr. Dyer had tendered at \$4,300, Mr. Yarnold \$2,500 and Mr. J. Ireland \$2,350. The contract was awarded to Mr. Yarnold who proceeds at once with the work and is bound to have it done within

a couple of months. Mr. Yarnold is an experienced engineer and will doubtless make good work.

Construction in Port Perry is being pushed ahead with great energy and enterprise. Joshua Wright, our worthy Reeve is erecting a large new tannery, Mr. Irvine's new Pump Factory is almost completed, Mr. Swan has moved his first-class Blacksmith shop to larger premises, Mr. Thompson's magnificent new block is progressing finely. The residences of Mr. Corrigan, Mr. Trounce, Mr. J.H. Brown, Mr. Irvin and Mr. N. Houck are progressing favorably.

August 1878

Greenbank Presbyterians have erected a handsome brick place of worship in the village.

Lightning struck the house of Mr. Wright, Prince Albert, entering one room and rendering Mrs. Wright's uncle unconscious for twenty minutes.

The North Ontario County Model School, was opened in Port Perry for the training of teachers for the next term.

The Crandell Estate throws more of that property on the market, thus allowing parties an opportunity of securing valuable town or park lots in the most desirable locations in this thriving town.

Mr. E. Worthington has sold out his entire business to Mr. John L. Watkis.

The *North Ontario Observer* announced it was about to move to a new office in Thompson's handsome new brick block, opposite the Ontario Bank.

September 1878

The Grand Excursion and picnic of L.O.L No. 223, Port Perry, left the wharf at 9 a.m. aboard the *Anglo Saxon* and her two accompanying flat boats steering a course for Washburn Island, with Windsor's Quadrille Band adding to the pleasure of the excursion.

Mr. D. Urquhart is offering for sale his magnificent new residence on Queen St. It is one of the most handsome, best located, convenient brick residents in the village.

October 1878

Port Perry was host to the North Ontario Agricultural Society fall show.

The barn of Robert Howsam, lot 1 in the 4th conc. of Reach, with all its contents was destroyed by fire. The barn contained 600 bushels of unthrashed oats.

November 1878

Reeve J. Wright received a letter from the Reeve of Darlington relating to the proposed union of the municipalities of Darlington and Cartwright with the County of Ontario for municipal purposes.

Mr. Leonard asked council to lay a sidewalk to his property on Perry St.

The new Greenbank Presbyterian Church held its Dedication Day on

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.



Advertisement of Port Perry's, best known photographer James Leonard, who had his studio on Perry St.

SCUGOG - THE EARLY YEARS

Sunday with many hundreds of people assembled.

Mr. Morgan's handsome new two storey block, situated on Queen Street immediately east of the Ontario Bank, has just been completed and the proprietor is moving in.

The Division Court for Reach, Port Perry and Scugog was held in the Town Hall, Port Perry, with His Honour Judge Dartnell presiding.

An application is made to the Parliament of Ontario by Toronto men to construct an embankment or solid roadway across Lake Scugog near Port Perry to shore at the Township of Scugog. The applicants propose to drain the property south of the embankment and reclaim the lands.

December 1878

The barn, stable, horses, implements and feed of Mr. Donald Christie, south of Utica were destroyed by fire while he was in Port Perry attending the St. Andrew's Festival.

A Literacy Club was formed at Prince Albert, with Mr. Holman president, Mr. A. Bongar Secretary-Treasurer, and Mr. Langdon reporter.

One of Prince Albert's esteemed residents, Mr. John Heard was honoured at a public supper.

An enterprising company has secured the large shed on the Agricultural Grounds, Port Perry, and are flooding it for a skating rink this season.

The cost of new buildings completed in Port Perry during the year 1878 will exceed \$60,000.

The students of the second session of the Port Perry Model School, 1878, thank principal Alex M. Rae for his intellectual efforts.

1879

January 1879

The Sons of England held a celebration in the Railway House, Port Perry, on New Year's eve. This is the first public celebration of the group.

Port Perry, Scugog and Cartwright all return their Reeves by acclamation, Joshua Wright, James Graham and Taylor. Reach Twp. elected Peter Christie over Mowbray by a vote of 424 to 179.

The Lorne Skating Rink at the fair grounds is a splendid place, finely lighted up every evening, except Sunday, for pleasing and healthful recreation.

Reach Reeve Peter Christie and Clerk John Christie signed the bill to allow an embankment to be built from Reach to Scugog Island. The embankment to be south of the bridge now known as the Scugog Bridge, no part more than six rods from the bridge.

Scugog Reeve James Graham was elected Warden of the County of Ontario.

February 1879

John L. Watkis is erecting a large ice-house capable of holding 200 tons of pure ice.

Charles Marsh was elected chairman of the Board of Trustees for the High and Public School, Port Perry.

March 1879

Five rail cars were thrown over an embankment, three miles south of Manchester, after encountering a broken rail. Three men miraculously escaped injury.

Quick work by fire captain Currie and his men, Messrs. Kennedy, Phillip and Crandell averted a serious fire at the Port Perry Tannery.

April 1879

Mr. D. Ledingham, the founder, chief promoter and superintendent of the Sabbath School, was presented a writing desk from the teachers and scholars of the Church of Ascension.



JUDGE H.C. DARTNELL
Presides over Division
Court in Port Perry.

The Spring Show of the Reach, Port Perry and Scugog Agricultural Society was held at Manchester.

Mr. George McDermot has opened in Thompson's brick block, west of the Thompson House, and has fitted it up as a general grocery and provision store.

May 1879

Councillors Major and Stewart Bruce, have purchased for the village a scraper so constructed that by once passing over the street takes down raised portions and fills holes, so the street becomes perfectly level.

A meeting of the Teacher's Association for the County of Ontario met at the High School, Port Perry.

The Walker House hotel has completed expensive renovations which provide increased accommodation in both extent and style. Proprietor Mr. W.B. McGaw has also enlarged the stables and sheds providing unequalled accommodation anywhere in the county.

Council instructed the village constable to impound milk cows, horses, cattle, hogs and geese found running at large upon the streets of Port Perry between 8 o'clock in the evening and 7 o'clock in the morning.

The Anglo-American Hotel in Prince Albert, owned by Mr. Park, is undergoing a thorough repair, re-painting and outfitting.

June 1879

Flowers and valuable plant pots are being stolen from the silent tombs of loved ones at Pine Grove Cemetery, Prince Albert.

A committee of County Council made an official inspection of the now famous Scugog Bridge, as to its present condition and immediate requirements.

A report from Mr. Rowland, chairman of the special committee on the matter of the Scugog Bridge to County Council recommended the completion of the work and the appointment of Reeve Wright of Port Perry, and Messrs. John Adams and Mark Currie. When asked if he had any idea as to what it would cost to complete the work, the chairman replied that he had not the slightest idea.

July 1879

The induction of the Rev. Hugh Crozier into the pastorate of the Presbyterian Church of Prince Albert and Port Perry took place in Port Perry. He replaces Rev. E.R. Young.

Mr. Tate of the firm of Paxton & Tate of Port Perry, and his wife were injured when their buggy overturned plunging them heavily to the side of the road.

August 1879

B.J. Thorne, Esq. one of the town's most reliable and honorable Dry Goods merchants is moving to Port Hope to enter into business.

A fire discovered on the highest point of the village, about two o'clock in the morning, was found to be the barns and stables of Mr. Prince. The loss will be considerable.

Mr. Isaac J. Davis, due to failing health, retired from his grocery and liquor business, selling out to Mr. W.B. McGaw, of the Walker House.

The first demonstration of a steam thresher took place on the property of Mr. Harper, 5th conc. Reach. The steam thresher is a move far in the right direction.

John Currie opens a new lumber yard with his office and yard located near the elevator, Port Perry.

September 1879

Port Perry council set its budget for the coming year at \$7,999. Of this \$2,238 was for the public school and \$1,500 for the high school.

**SCUGOG BRIDGE
TENDERS.**

TENDERS for the
BUILDING
OF AN
Earthway

Connecting the two sections already built of the Scugog Bridge, will be received by the undersigned up to and inclusive of
FRIDAY, JULY 18th, 1879,

At whose office Plans and Specifications can be seen
The lowest nor any tender not necessarily accepted.

JOSHUA WRIGHT,
Chairman Board of Commissioners,
Port Perry, May 17, 1879.

Tenders for construction of an Earthway for the Scugog Bridge published in the Ontario Observer

SCUGOG - THE EARLY YEARS

Council appointed Mr. Ledingham as night watchman for the village at a salary of \$1 per night.

The Pullman Company's "Humpty Dumpty Show" packed the canvas at Port Perry on the 17th inst. Highlight was the daring gymnast Mons. Allen, who performed on his aerial perch high in the sky over the village, suspended from the monster balloon "Excelsior".

A substantial new bridge has been erected over the creek on the gravel road on the western boundary of Port Perry.

October 1879

J. V. Thompson offers for rent, his first class hotel - Port Perry House - due to his ailing health and being advised to retire.

Council rescinds the motion which appointed Mr. Ledingham as a night watchman for the village. The clerk is instructed to notify Mr. Ledingham that his services are no longer required.

The fall show of the North Ontario East District Agricultural Society was held at the agricultural grounds, Uxbridge.

November 1879

An early freeze on Lake Scugog prompted a Port Perry High School pupil to walk across the lake from Scugog Island to Port Perry on the ice.

Large quantities of valuable products, including cattle, horses, sheep and fine grain, are being regularly shipped from the Port Perry railway station.

Thieves made off with ten fine turkeys from Geo. Jackson's place, East Settlement.

Mr. John Ruddy, of Brock, has taken over as the new tenant of the Port Perry House. Mr. Thompson has moved to Greenbank to secure relaxation from the rush of business.

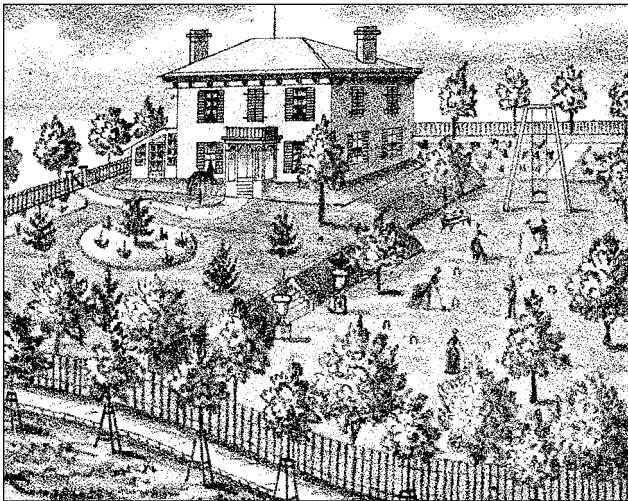
Mr. Clement Dawes, one of our most energetic and respected townsmen, is moving to Whitby, where he is proprietor of the Ontario Hotel.

December 1879

Mr. A.M. Pentland, chemist and druggist, Bigelow's Block, has sold out his business to Mr. C.C. McGlashan.

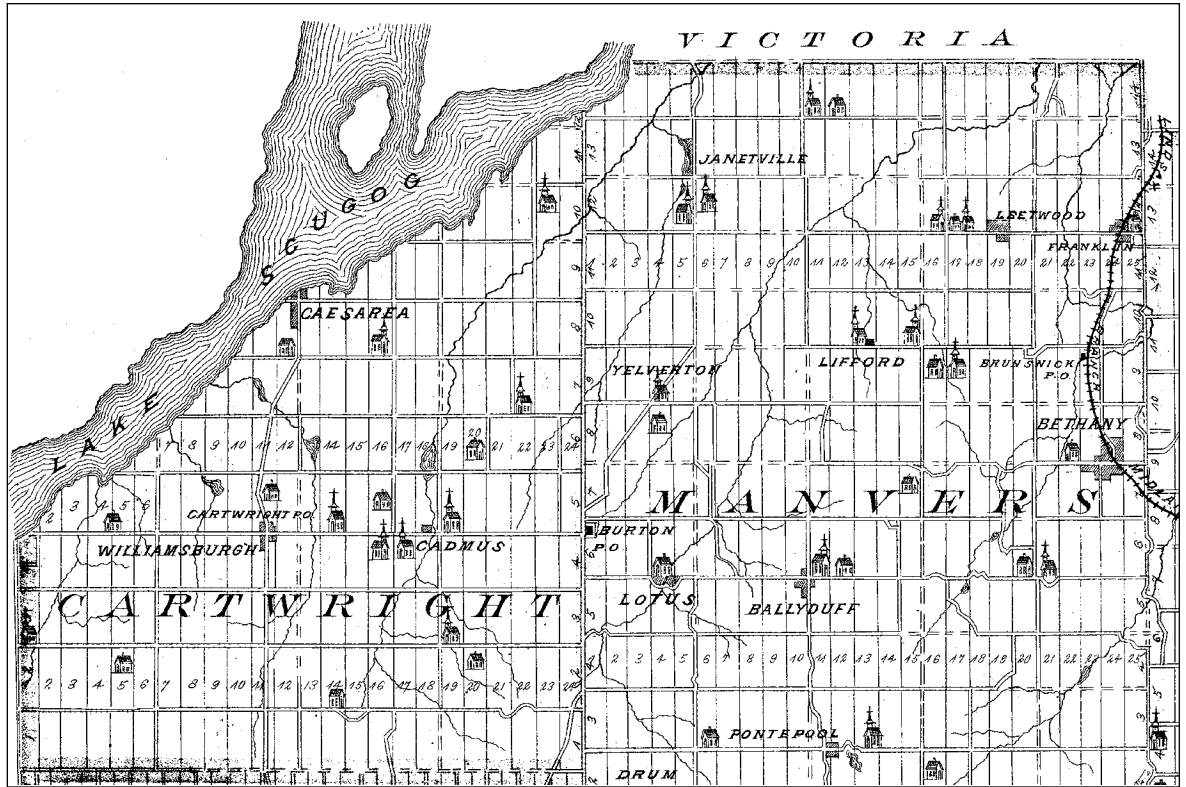
Mr. Wm. Letcher has built a most commodious rink on the ice at the foot of Queen St., and the skating rink at the Agricultural Hall has been flooded and prepared.

Edward Major offers himself as a candidate for Reeve of the Village of Port Perry in the coming election.

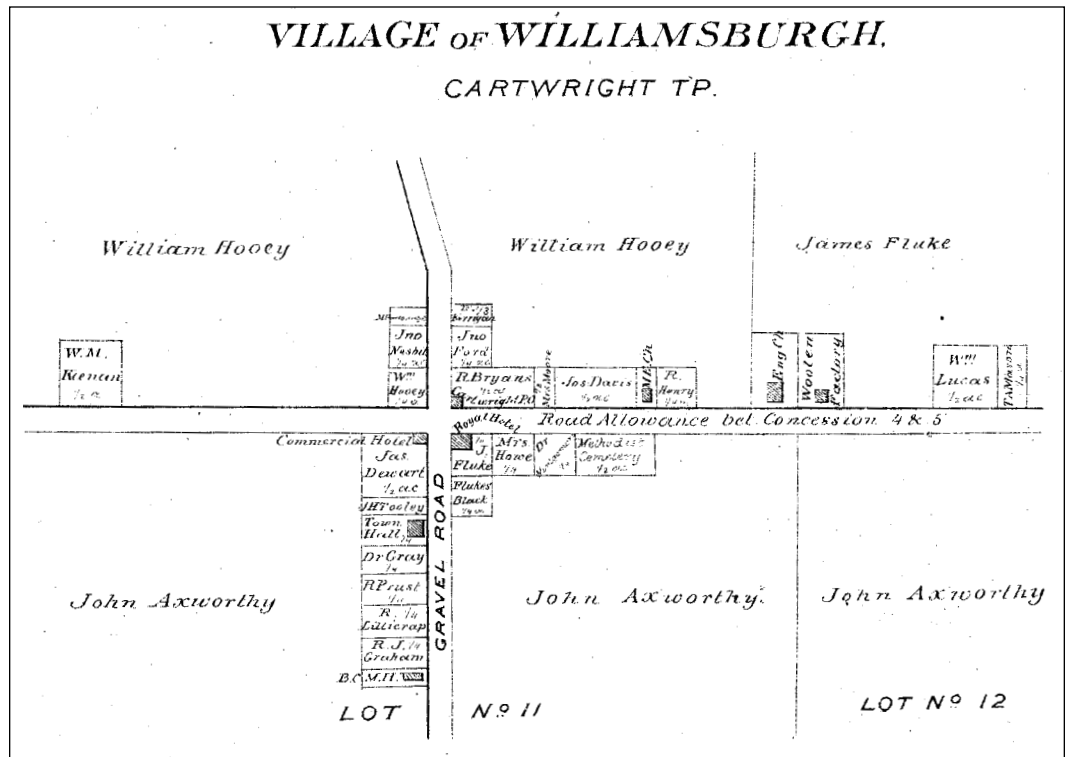


The home of Barrister Hubert Ebbels, Port Perry

SCUGOG - THE EARLY YEARS



Above, Map of Cartwright Township and Manvers Township taken from the Northumberland & Durham County Atlas of 1878. Below, map of the village of Williamsburgh (Blackstock).





The Ontario Bank, and Brown & Ross Block, about 1878, located on the south side of Queen St., at Water St. Both of these attractive brick buildings were completely destroyed by the great fire of July 1884.

Chapter Five



The beautiful residence and property of Reach Township Reeve Joshua Wright, located in Prince Albert.

Disaster Strikes

THROUGHOUT the early years of the 1880s, the prosperous and busy village of Port Perry began to attract large numbers of residents and businesses.

The owners of factories, mills and grain dealers worked tirelessly to keep up with orders, which were pouring in from across the county and province, and storekeepers in Port Perry were enjoying one of the most prosperous times in the history of the village.

But this all came to an abrupt halt during the evening of Nov. 26, 1883, when a tremendous fire razed the entire north side of Queen St. Undaunted by the tragedy, the busy townsmen immediately began plans to re-build and by the spring of the following year, the foundations of many new buildings had been laid out and the sound of the hammer and saw could be heard everywhere.

With new buildings almost completed, suddenly on the evening of July 4, 1884, a second, even more devastating fire took hold, destroying almost every building in the town. For some it was just too much, and they moved away, but the majority stayed on and rebuilt. Out of this tragedy rose one of the most attractive and prosperous towns in the county.

1880

January 1880

Results of the municipal elections are as follows: Reach Twp., Peter Christie, Reeve, R.J. Dobson, L. Burnett, Deputy Reeves, James McFarlane and Mr. Holman, councillors.

In Port Perry Joshua Wright was elected Reeve. Scugog Twp. returned Mr. Graham as Reeve, and in Cartwright, Robt. B. Spinks retired after 18 years as Reeve. Mr. James Parr was elected Reeve in Cartwright.

A vast number of people gathered on the ice to see the annual horse races held on the lake.

Six spontaneous liquor dealers, who started a wholesale liquor business on the lake during the ice races, were hauled to a reception at the office of the magistrate and fined \$25 for selling without a license.

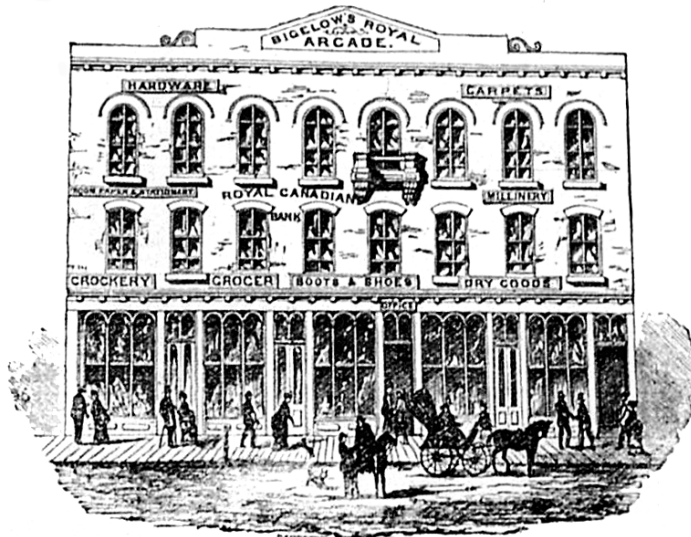
The Ontario Pine Grove Cemetery held their annual meeting in the Town Hall, Port Perry. T. C. Forman, president.

Twenty four ballots were cast at Ontario County



JAMES PARR
Elected Reeve of
Cartwright Township

Bigelow's Royal Arcade !



IMMENSE STOCK

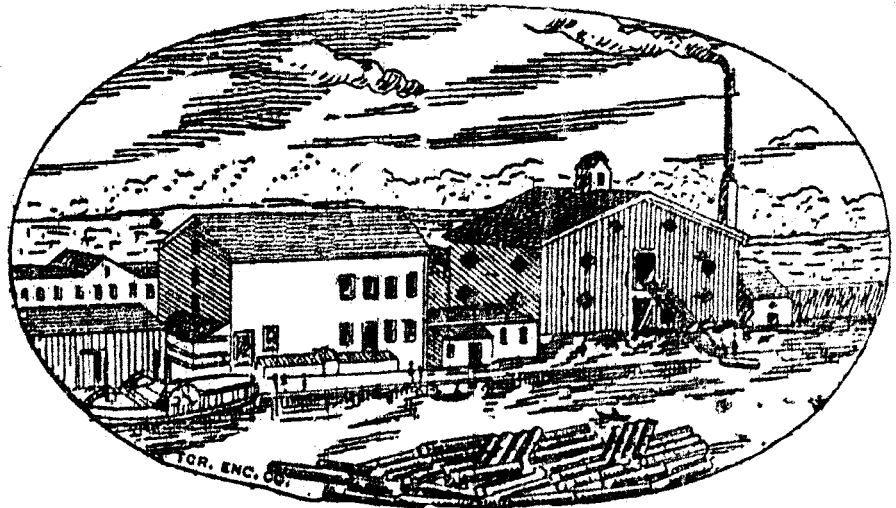
Of New and Stylish Millinery Goods, Hats and Trimmings a Specialty and very Cheap. A large Stock of Ladies' Mantles, Parasols, Dress Goods, Hosiery, Gloves, Prints, Shirtings, Flannels, Cloths, Tweeds, Towelings, Tickings. Ready-made Clothing. &c. A large Stock of Gent's New and Fashionable Hats. Ladies', Gent's and Children's Boots and Shoes. A full Stock of General Groceries, Crockery and Glassware. \$5000 worth of Bankrupt Stock Goods to be Cleared Out at Wholesale Prices.

The highest Market Prices allowed for all kinds of Farm Produce.

PORT PERRY, May 12, 1880

JOSEPH BIGELOW.

Joseph Bigelow shows off his beautiful Royal Arcade in this advertisement from an 1880 issue of the Ontario Observer



The Bigelow & Trounce Lumber and Flouring Mills, located at the lakefront Port Perry.

Council before Mr. McPherson, the Reeve of Rama, was elected Ontario County Warden for 1880.

February 1880

A fire in Williamsburg, Cartwright, caused \$2,000 to the Exchange Hotel owned by James Fluke, Esq.

The stable of Mr. Eck, Harness Maker, on Lilla St. was destroyed by a fire which spread to the home of Mr. Dunn.

Richardson's Planing Mills and Sash Factory are in full blast and ready for the coming spring.

Mr. T. Bennett purchased the Revere House, Manchester from the late host, Mr. Straight Houck, who has retired.

John McKercher, one of Reach Twp. early settlers, passed away.

March 1880

Mr. Thompson from Bobcaygeon came before Cartwright council urging for the necessity of a wharf at Caesarea. Reeve Parr was appointed to look into the possibility of a wharf.

Judge Zacheus Burnham presided over the Division Court for Reach, Scugog and Port Perry at the Town Hall.

The Bible Christian parsonage in the village of Prince Albert was reduced to a few smoking embers due to a fire which struck at 11 a.m. on the 16th inst. Thanks to the efforts of many, the church and stables were saved. Rev. R. Allin, is the worthy pastor of the church.

The opening carnival on the Prince Albert Skating Rink attracted a large number of villagers. Music by Mr. Riley's Band.

Mr. D. Deacon, treasurer of the corporation of of Cartwright, resigned his position. The post was filled by Robert. B. Spinks at a salary of \$50 per year. Wm. Lucas is the township clerk.

April 1880

Lake Scugog has laid aside its icy mantle during the first week of April. The Bigelow and Trounce flouring mills are turning out the very best flour on the market. They are constantly shipping from this port and their flour commands the top prices in the market.

Mr. M. Boyd of Bobcaygeon floated some hundreds of thousands of feet of squared timber into Scugog Lake three years ago, where it lay sinking in the



ZACHEUS BURNHAM
Ontario County Judge
from 1853 to 1896.

SCUGOG - THE EARLY YEARS

water. Some 20 men are now busily engaged in rescuing these timbers from a watery grave, putting them aboard rail cars and shipping them on to market.

Port Perry merchants begin closing their places of business at seven o'clock p.m., Saturdays excepted.

A large hotel and its outbuildings in the village of Seagrave, was devoured by fire.

The Board of License Commissioners issues liquor licenses to the following persons: Reach Twp. J. Dafoe, Geo. Reynolds, W.H. Park, E. Newton, M. Stabback, Thos. Bennett and S.H. Christian. In Port Perry W. Haslam, W. Hallett, James Dewart, John Ruddy, W.B. McGaw, Henry Charles.

May 1880

J. V. Thompson, former owner of the Port Perry House hotel, rented and renovated the premises formerly known as the Cottage Hotel in Greenbank.

Stock buyers are busy sending off car loads of cattle from Port Perry to market. Large shipments are being shipped daily from the railway station.

Farmers owning land on the banks of the Scugog, below Lindsay, are so annoyed by their lands being drowned by the water of the lake, they are threatening to lower the dam themselves.

Mrs. Robt. Henry was killed when she fell off the wagon her husband was driving, while bringing a load of grain to the market in Port Perry. She fell between the wheels, with the back wheel passing over her body.

Mr. T.C. Forman moved his business from the north side of the street to the south, opposite the Walker House.

Since the firm of Brown & Currie painted the woodwork in front of their business black at the start of the present season, many other merchants have followed in the wake. Mr. Allison, Messrs. Laing & Meharry, T.C. Forman, Mr. Pearce, Mr. Bigelow, Mr. McGlashan and Mr. McCaw have also adopted the black paint with capital results.

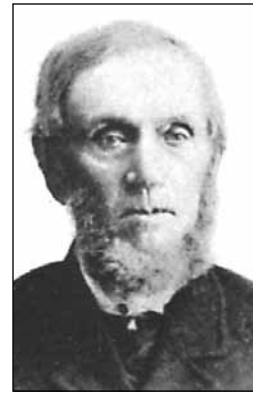
June 1880

The Ontario Bank has undergone a thorough renovation inside and out.

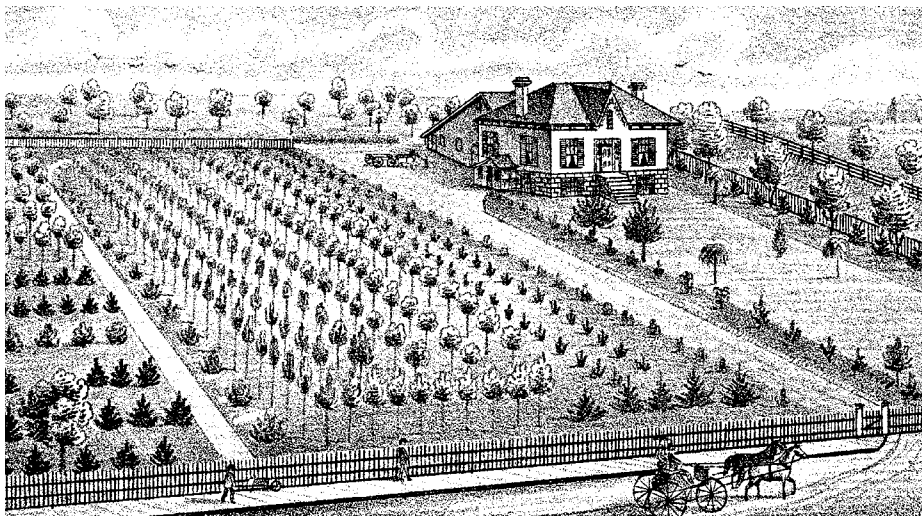
A large crowd attended the celebration of the completion of the new Orange Hall, Spinks' settlement - Cartwright.

A petition to council with the names of 42 people praying to have parts of Queen and Perry St. watered during the dusty season.

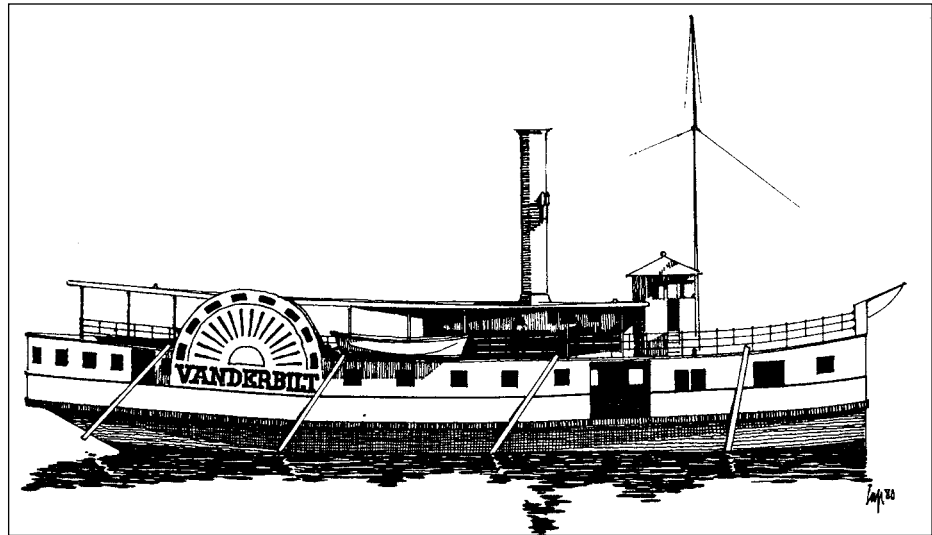
The Presbyterian Church and the Church of England are undergoing complete renovations and improvements to the churches.



WILLIAM LUCAS
Cartwright Township
Clerk 1861 - 1902



The nurseries and home of Mr. C.C. Kellett, located north of Port Perry (the Fairgrounds)



Crandell's steamship Vanderbilt as depicted in this sketch by artist Les Parkes.

July 1880

Dominion Day celebrations took place in Port Perry, Prince Albert and Williamsburg.

J.B. Campbell brought a petition to Reach council asking for the removal of the bar in the Nonquon River, near Seagrave, for the purpose of draining lands of the local landowners.

In celebration of the anniversary of the Victory of the Boyne, arches were erected on Queen St. and Water St. by Mr. Ruddy and Mr. Dewart. The entire town was decorated for the occasion.

The Scugog Marsh Reclaiming Company are about to proceed with the work in the marsh. English Capital is being brought into the enterprise and steps are being taken to proceed with the work without delay.

Reach Twp. councillor James McFarlane was injured seriously while helping with a barn raising at Mr. A. McTaggarts.

August 1880

Capt. Crandell's steamer *Vanderbilt* provided a beautiful trip to Washburn Island for the Grand Picnic and Excursion of the Sabbath Schools of Port Perry.

Mr. C.C. Kellett has 100,000 standard apple trees for sale, and other valuable nursery stock, at his Port Perry Nurseries.

Local industry is flourishing - Mr. S. Graham has erected a new blacksmithing shop on Queen St.; Paxton, Tate & Co., are busy filling orders from all over the province; Bigelow & Trounce's lumber and flouring mills are busy, and Mr. Gordon's flouring mill is being driven to its utmost.

September 1880

A large hotel at the corner of Simcoe and Queen St., Borelia, which was undergoing a thorough overhaul, was destroyed by fire. Nobody was in the building, owned by Mr. Sheehy, at the time of the fire.

Mr. Wheeler was elected to represent North Ontario riding in the Commons of Canada, defeating his opponent, Gibbs by a vote of 2,213 to 2,159.

Joshua Wright has leased the Port Perry Grain Elevator and gone into grain buying. This will be good news not only to the farmers, but to the town which has severely felt the absence of a regular, active and liberal buyer since George Currie left a few years ago.

SCUGOG - THE EARLY YEARS

A public meeting of ratepayers at the Town Hall, Port Perry, to discuss the advisability of granting assistance by way of \$2,500 bonus towards construction of a roadway across the Scugog, from Scugog Island to Cartwright.

October 1880

Messrs. Bigelow and Trounce have shipped, from Whitby Harbour aboard schooners, 790,000 feet of lumber to markets along Lake Ontario.

A report from Mr. Yarnold estimates it will cost about \$8,000 to drain the Nonquon Marsh, which will reclaim about 3,000 acres of land for the township.

November 1880

Post Master and town Treasurer, Henry Gordon, of Port Perry suffered breaking his leg in two places in an accident on his farm.

The Bigelow & Trounce saw mill has been closed down for the winter, as the ice has got hold of the logs until spring.

Pigeon shooting matches take place in Prince Albert and Utica.

December 1880

While crossing the ice of Scugog from the Island to Port Perry with a load of cordwood, about the middle of the lake the ice gave way and the team and load of Mr. Staley's went through. All were pulled to safety.

Robert Armour came before Cartwright council to petition the passage of an Act to enable the Lake Scugog Marsh Land Drainage Company to construct and embankment against the south side of the Scugog Bridge. The Reeve was instructed to receive legal opinion.

Mr. Ireland, operator of the Lorne Skating Rink held a Christmas Eve carnival at the rink, with the Glen Major Brass Band supplying the entertainment.

1881

January 1881

The Port Perry Fire Brigade held their annual supper at the Lorne Restaurant. Captain Phillippo occupied the chair.

Council in Reach consists of Reeve, Peter Christie., J. Dobson and L. Burnett, Deputy Reeves, J. Holman and J. McFarlane councillors.

In Port Perry, Reeve Joshua Wright was acclaimed. Scugog Township acclaimed Reeve James Graham and Cartwright returned Reeve James Parr and the entire council.

Thos. Paxton was appointed to the position of Sheriff of Ontario County, after the death of Sheriff Reynolds.

Peter Christie, Reeve of the Township of Reach, was elected Warden of the County of Ontario.



PETER CHRISTIE
Elected Warden of
Ontario County 1881

Two members of Port Perry council, elected with their consent, refused to serve. Three men, Messrs. Major, S. Bruce and Crandell were nominated to replace them. An election to be held.

February 1881

The C. M. Church in Prince Albert narrowly escaped being destroyed by fire, after two young boys noticed smoke coming from inside. A large hole had been burned in the floor but quick work had it out.

Joshua Wright reports at County Council that the job of the Scugog Bridge was nearly complete, but the bridge commissioners had decided not to accept the work until after the spring in case anything goes wrong, such as settling or any other defect which might manifest itself, when the contractor would have to repair any part requiring such. The contract price, except \$500 has

been paid, with the remainder to be paid when the work was completed.

Chas. W. Jones and Wm. M. Jones, operators of Jones Bros. & Co. in the village of Port Perry retired from business. The store is taken over by Geo. H. Abbs in partnership with J.H. Paterson and W.T. Reid.

The School House of section No. 2 Reach, known as Vernon's School House, was destroyed by fire.

The first general meeting of the stockholders of the Reach Cheese Factory was held at the town hall, Manchester. Elected directors are Richard Harper, Thos. Graham, treasurer; James Laing, Robert Walker, secretary; John Tennyson, president; Wm. Sellers and Robert Howsam.

March 1881

John Christie, one of Reach Twp. early settlers, and most respected citizens, died at the age of 81 years at his farm at Utica. He purchased 200 acres in 1840 and has lived on the property since that time.

Messrs. Joseph Letcher and L.F. Richardson purchased the Dominion Planing Mills, Port Perry, by auction.

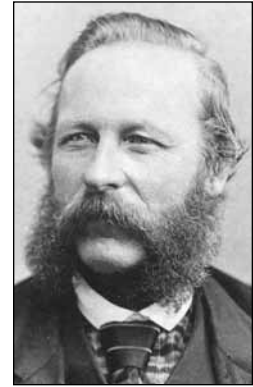
On Monday, March 7, the residence of Dr. Sangster, on the northern boundary of the town, was burned to the ground. It was discovered at 4 a.m. but efforts to extinguish it failed and within four hours the house was completely destroyed. He carried \$7,000 worth of insurance.

Mr. Wm. Johnston of Uxbridge received the contract to construct a new brick school house for section No. 2, Reach, recently destroyed by fire.

Reach council instructed Mr. W.E. Yarnold to begin work on draining the Nonquon, by running four lines while the ice was still on the creek.

April 1881

The Reach Cheese Factory buildings, under the contract of Mr. Worden, is almost ready and have a business like appearance.



THOMAS PAXTON
Elected Sheriff of Ontario
County



The residence of businessman Samuel H. Christian, Manchester.

SCUGOG - THE EARLY YEARS

The partnership of Jos. Bigelow & Trounce was dissolved mutually. Mr. Bigelow continues business in the south mills and Mr. Trounce in the north, including the flouring mill.

Fire made short work of a neat and desirable residence in the south-quarter of town owned by J.V.Thompson. It had just been rented at \$70 a year to a new tenant.

John Christie was elected as pathmaster for the Utica road division for 1881.

The Spring Show of the Reach, Port Perry and Scugog Agricultural Society was held at Manchester on April 26th. Cartwright held their show at Williamsburg on April 29th.

May 1881

S.T. Cawker has closed his meat stall for the season and is now running his beef cart with first-class meat brought to the door from day to day.

Capt. Dyer has thoroughly trimmed and fitted his steamer *Lady Ida* for the coming season. On her first trip to Port Perry she had in tow her full quantity of scows loaded with brick.

Henry Gordon, treasurer of the village of Port Perry since its incorporation, served a writ on the village, claiming \$500 for damage done to his property by water. Council relieved him of his job and appointed J.H. Brown as treasurer.

Council carried through a by-law to allow construction of a roadway from the Twp. of Cartwright to the Twp. of Scugog, by the Lake Scugog Marsh Lands Drainage Company.

Reach passed a by-law to provide for draining parts of the Nonquon Swamp and for deepening the Nonquon River, and to borrow \$4,000 for completing the work.

June 1881

Joseph Bigelow was defeated by Frank Madill in an attempt to be elected as the member of parliament for North Ontario. Mr. Madill was elected by a majority of 31 votes.

Port Perry council is petitioned by 164 leading townsmen, led by Aaron Ross and Thomas Paxton, regarding the dismissal of Henry Gordon, requesting



The steamer Victoria, right, sitting at the wharf in Port Perry. Piles of lumber await to be loaded on railway cars and sent to market.

he be reinstated as the village treasurer. Council declined.

Fire struck downtown Port Perry on June 27th at the south-east corner of Henry Charles block at Queen and Water St. The block contained Mr. Charles grocery and liquor store, Mr. Sutherland's grocery store, Messrs. Johnston's implement warehouse and Mrs. Smith's residence at the rear of the stores.

July 1881

Mr. Thompson's block, scorched by the fire at Mr. Charles' premises recently has been thoroughly overhauled and is ready for business.

The tender of E. Major was accepted by Reach council for drainage of the Nonquon Swamp. Amount of the contract is \$4,265.

In Williamsburg, a new two storey brick hotel, facing on Church and Scugog Street is being erected. The building, 50x70 is to be fitted up in good style and furnishings.

The grain warehouse and store houses at Seagrave Station of the W.P.P.& L Railway, were destroyed by fire on the 18th inst. Mr. Arthur Miller owned one of the warehouses.

James Dryden, former M.P.P., died at the residence of his son John at Maple Shade Farm, Whitby, on July 31st. He had a fine new brick residence in course of erection in Port Perry at the time of his death.

August 1881

Mr. Emaney, of the Ontario Carriage Works offers for sale his workshops, residence and entire premises, having determined to move from this locality.

Lazier's Factory, on the 7th conc. of Reach, just north of Port Perry, was completely destroyed by fire about midnight of the 5th inst.

Mr. Samuel H. Christian is having his Manchester business establishment completely overhauled.

Joshua Wright is putting forth an extensive overhaul and improvement of his Port Perry Elevator.

September 1881

The sound of the fire alarm sent a general rush toward Trounce's saw mill. Protection against fire from the barrels of water kept on the top of the buildings and the crowds of willing hands extinguished the fire ere much damage was done.

The constant stream of loaded teams pour into town from day to day with thousands upon thousand of bushels of crops, heading to the local grain buyers at Joshua Wright's elevator and the Ross Elevator.

Sir Hector Langevin, Minister of Public Works, Canada, paid a two hour visit to Port Perry, touring the town and attending a reception at the Walker House.

October 1881

Fall shows take place in the millenary departments of Bigelow's Royal Arcade and Abbs, Peterson & Reid, where the latest fashions are on exhibit in the grandest style,

Wm. Pearson leased Dundrenen farm, near Manchester, the property of Peter Christie, Esq., where he intends going into stock raising.

November 1881

Joshua Dobson, superintendent of the Sabbath School, Manchester was surprised when 60 friends, teachers and scholars paid a surprise visit to his home to honor him for his work with the school.

The County of Ontario Teacher's Association picked the school buildings, Port Perry, for their meeting. President of the association is Jas. McBrien, Esq..

Mr. J.V. Thompson, owner of the Port Perry House and Thompson block, is adding an extensive and costly hall, for public banquets and other purposes.

December 1881

The Canadian and Pacific Syndicate purchased the Whitby, Port Perry & Lindsay Railway and also the Victoria Railway.

SCUGOG - THE EARLY YEARS

On the urging of more than 50 leading citizens of Port Perry, Henry Gordon agrees to offer himself as a candidate for Reeve for 1882.

Rescue Fire Company, Port Perry, held an Oyster Supper in the Mansion House with Mr. Currie Chief Engineer and Capt. Phillipo in the chair.

1882

January 1882

Elections for 1882 took place during the first week of the year with Reeve and councils of Reach and Scugog being acclaimed. In Port Perry, Dr. Richard Jones was elected Reeve, with Major, Trick, Stewart Bruce and Phillipo, councillors. Cartwright returned James Parr as Reeve.

The largest and best turbine ever manufactured in the Dominion, was shipped from Paxton & Tate's Port Perry Foundry to New Brunswick.

A large delegate of men representing the wealth, intelligence and enterprise of the town, led by Joseph Bigelow, travelled to Toronto to meet with Mr. Osler, president of the Ontario and Quebec Railway, and to encourage the line to run through Port Perry.

February 1882

The Trotting and Racing Carnival was held on the ice at Port Perry, with a large and spirited gathering on hand.

Ninety year old Mr. Burk, of Caesarea was beaten in his residence, then robbed of \$300 and left to die.

An additional post office has been granted to the Township of Cartwright. It was opened last week and is called Purple Hill, P.O.

Former councillor and Port Perry businessman, Mark Currie passed away Feb. 23 at the age of 53 years.

March 1882

Geo. Medd, proprietor of the Railroad House hotel in Port Perry offers for sale his property, situated on Water St. across from the railway station.

Geo. B. McDermot has purchased that fine new brick store, one door east of the Ontario Bank, Queen St., and intends to move into his new premises.

A horse owned by Mr. James Prince, took off across Lake Scugog from the Island, heading for home in Port Perry, when it went through the ice and drowned.

April 1882

Wightmans Bros. moved their popular business to the store lately occupied by Joseph Bigelow in the Royal Arcade.

While assisting in taking down an old barn on the Dundrennan farm, near Manchester, Reach Twp. clerk John Christie fractured his leg in two places.

In order to meet the increasing demands of his customers, Mr. Irvine, has found it necessary to introduce steam power to his pump factory.

Mr. Samuel Graham, of the Ontario Carriage Works, displayed a fine lot of carriages and open buggies at the Spring Show of the Reach, Port Perry and Scugog Agricultural Society.

May 4, 1882

Mr. A.A. Allen, manager of the Ontario Bank, was honored by a number of the leading businessmen at a dinner. He is leaving to take a position in Toronto.

A motion at council, not to have Mr. McKnight ring the Town Hall bell three times daily, as it was a waste of his time, was lost after a tie-vote was defeated by the Reeve.



DR. RICHARD JONES
Elected Port Perry Reeve



ROBERT McKNIGHT

Reach council received a letter from the Cartwright Twp. inviting their co-operation in establishing a road between the townships, with both communities supplying 17 days labour.

A public meeting of the ratepayers of Port Perry was held in the Town Hall to consider an offer made by the Drainage Company offering to build the Cartwright Bridge for a bonus of \$4,000, money to be paid when the bridge is built. The offer was, on motion, rejected.

June 1882

Council to proceed with or without the co-operation of Cartwright Council to employ an engineer to ascertain the cost of a suitable roadway from the Cartwright Shore to that of Scugog.

Mr. Pettit has made an important advance in his patent Bee Hive Factory, introducing a horse for hand power.

July 1882

Reeve R. Jones, along with Messrs. Bruce, Ham, Bigelow and Major, were appointed to confer with the Reach council with reference to a survey and the right of way for a branch of the Ontario and Quebec Railway to Port Perry.

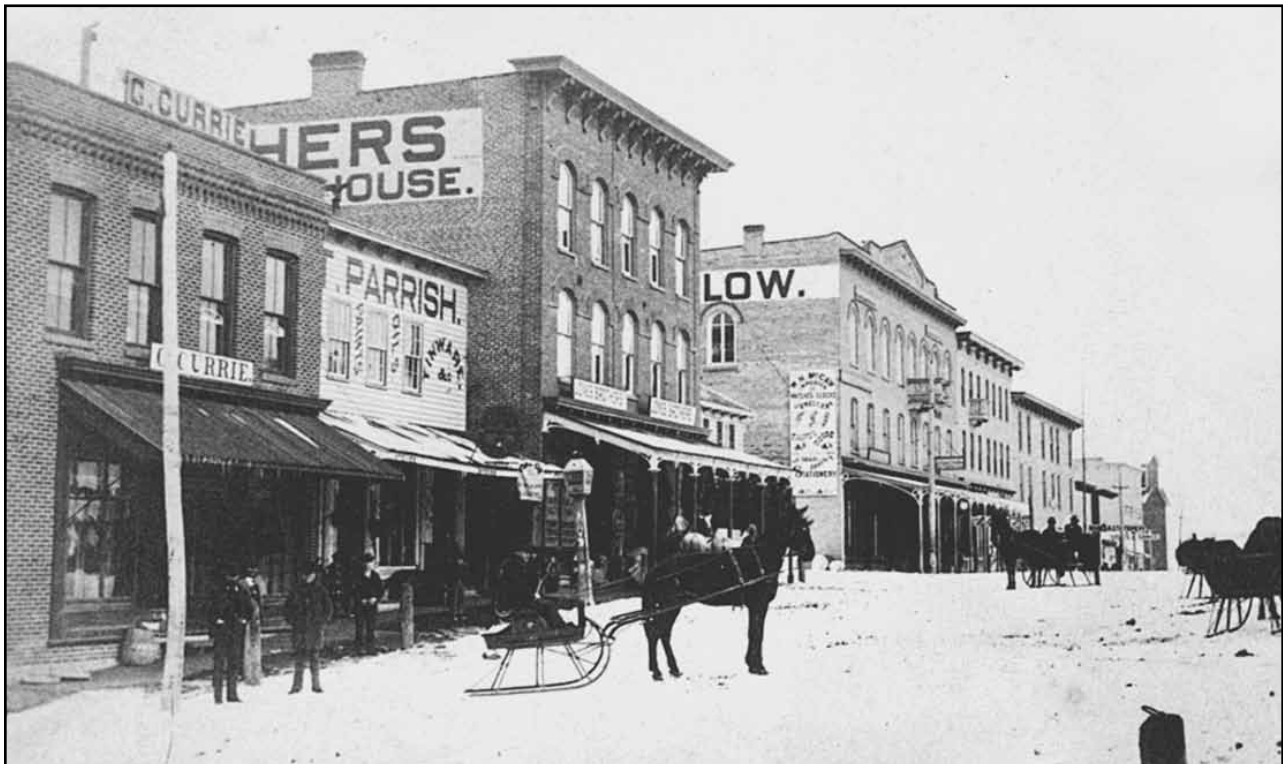
Mr. J. McIntyre, a young man of good business abilities, honorable and upright, has opened up a grocery establishment in Port Perry.

Mr. Fred Hunt, telegraph operator in Port Perry, was entertained at a complimentary supper, before leaving for Toronto.

Under the leadership of Mr. Coram, station master at Port Perry, the station has undergone full repairs and a ladies' waiting room has been added.

August 1882

Messrs. J.B. Blong and Watters purchased the large brick building known as the Royal Arcade from Mr. Bigelow, and plan to fit it up as a first-class hotel.



Queen St., Port Perry, with buildings owned by from left, Geo. Currie, W.T. Parrish, Jones Brothers, Bigelow Arcade, Diesfeld's, Walker House, Port Perry House and Curries Elevator.

SCUGOG - THE EARLY YEARS

Mr. W.E. Yarnold, P.L.S. was hired to prepare a map showing the location of the embankment across the Scugog, (the Cartwright Bridge).

Seven new street lamps are to be erected in town, one in front of the Town Hall, Post Office, Wright's Shoe Shop, Brown & Currie's Store, Corrigan's Store, Ruddy's Hotel and Dewart's Hotel.

Mr. W.H. McCaw will move his store from the Royal Arcade building to the fine store nearly opposite the Ontario Bank, owned by J.V. Thompson.

At a public meeting at the Town Hall, Port Perry, a resolution was passed recommending such action as will ensure at as early a date possible, the construction of the proposed Cartwright Bridge.

One of Reach Township's noble pioneers, Mr. Peter Christie, aged 82 years passed away Aug. 31, 1882. He settled near the village of Manchester in 1831.

September 1882

When Mr. Wright's lease of the Port Perry Elevator expired and Mr. A. Ross purchased the premises, it was broadly hinted that Mr. Wright would thus be driven off the market for lack of accommodation. He secured the use of the Company's stores, equipped them for business and his new office is just being completed, and will soon be prepared to enter another buying campaign.

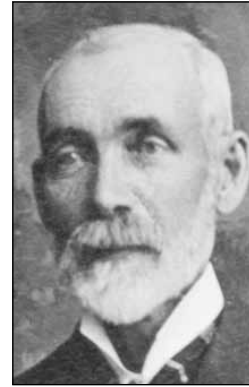
The clerk of the village of Port Perry was instructed to meet with the board of directors of the Ontario & Quebec Railway Co., to enquire whether the Company will build a branch from Port Perry, and on what conditions.

The petition of J.H. Brown and 63 other residents of the village, urged council to draft a by-law to the electors granting a bonus of \$4,000 for the construction of the Scugog/Cartwright Bridge.

October 1882

Mr. Richard Harper fell from a ladder to his accidental death while attempting to open one of the port holes on his barn, located near Manchester.

Mr. McCaw's fine new brick block, adjacent to Blong and Watters new hotel premises in the Royal Arcade, is being hastened forward.



DUGALD McBRIDE
High School Headmaster



The home of W.S. Sexton and his wife Amanda, located on Water St., north of Queen St.



GEO. BRADBURN
Cartwright Township
Councillor 1882 - 1883

November 1882

Mr. J. Dafoe, proprietor of the Dafoe House and the general store, Utica, leased his store to Mr. B. Reid and the hotel to Mr. L. H. Hurd, worthy host of the Epsom Hotel.

In celebration of the Gun Powder Plot, a most imposing procession of some seventy torches, were marched through town in a cheerful demonstration.

Plans for establishing a public market in town, begin to take tangible shape, with the basement of the Town Hall being considered as a suitable location.

Mr. Codd, president of the Scugog Marsh Lands Drainage Company advanced \$150 to the village, to prepare a by-law granting the Company a bonus of \$4,000 toward construction of the Cartwright roadway.

The genial and obliging host, Mr. W.B. McGaw, has returned to Port Perry and taken over the possession of the Walker House.

December 1882

Thanks to the enterprise of Mr. Trounce, a winter roadway will be ploughed across the ice, 25 feet wide, from Port Perry to Bailey's Landing, Cartwright, shortening travel to Williamsburg by five miles.

The \$4,000 bonus by-law for the construction of the Scugog to Cartwright roadway was defeated by 17 votes.

The Port Perry Market By-law established a public market building in the storehouse north of Brown & Currie's store and east of Mr. Brock's Block. Market days were set as being Tuesday and Thursday each week.

1883

January 1883

Municipal electors went to the polls and elected the following: In Reach, Reeve, Peter Christie, J. Dobson, 1st Deputy, L. Burnett, 2nd Deputy; Jas Holman, Jas. McFarlane, councillors.

Port Perry elected Reeve Henry Gordon with Dr. R. Jones, J. Phillippo, W.M. Currie and A. Richardson as councillors.

In Cartwright the electors elected Reeve James Parr, Deputy Reeve McKee, and councillors, Messrs. John H. Devitt, Geo. Bradburn, Albert Spinks.

Scugog Township elected by acclamation, W. Bateman, Reeve; S. Fralick, J. Collins, P. Sweetman, Mr. Alridge, councillors.

February 1883

The opening of the Brunswick House by Messrs. Watters and Blong provides one of the finest, best appointed and attractive hotels in the Province.

Mr. G.B. McDermot is giving up the mercantile business, to put more time into his duties as Overseer of Fisheries for this locality.

The races on the ice were the most successful ever held in Port Perry. Two days of first class races attracted a large crowd of really fast and valuable horses.

Mr. W.T. Parrish, has sold out the stove and tin department of his hardware store to Mr. James Boxall, who will continue in the same premises.

March 1883

Mr. Joshua Wright, our energetic and liberal grain buyer is about to build an elevator on his premises near the railway station, Port Perry.

The closing carnival was held at the Lorne Skating Rink, Port Perry, on March 23.

W.H. McCaw is agent for the magnificent steamer



ALBERT SPINKS
Cartwright Township
councillor 1882 - 1889

SCUGOG - THE EARLY YEARS



JAMES McBRIEN
Ontario Teacher's
Association President

Republic of the famous White Star Line of ocean palaces.
W.L. Marshall is successor to Mr. George McDermot, of
the China Hall Grocery establishment.

April 1883

Council appointed a committee to select a proper
location for the road across the Scugog Marsh to the
Cartwright shore, and to employ a surveyor to locate
said road.

Several teams of horses have gone through the ice on
Scugog, with fortunately nothing more serious than a
thorough dunking.

May 1883

One of our highly popular and deservedly esteemed
merchants, J.A. Wightman has sold his stock to Messrs.
C.W. Jones and D.R. Davenport.

Mr. Rae, Headmaster of the Model School and Mr. D.
McBride, Headmaster of the High School, addressed

the County of Ontario Teacher's Assoc. convention held in the school build-
ings, Port Perry.

June 1883

Messrs. Ruddy and W. Bowerman, are building a handsome steamer, which
now lies ready to be launched into her natural element.

Cartwright council agreed to pay one-third of the \$25 cost of surveying the
Scugog to Cartwright roadway, contending that Scugog and Port Perry should
pay a third each.

The unsatisfactory condition of the Scugog Bridge was discussed at County
Council, with authorized spending \$60 on repairs to Ireland's portion of the
bridge.

The Reach Cheese Factory is having a highly successful season, processing
4,000 lbs. of milk daily.

Rev. R. Monteith, formerly pastor of the Presbyterian Church, Prince Albert,
after many years absence, paid a visit to this locality.

July 1883

The celebration of Dominion Day at Port Perry proved to be a grand suc-
cess, with a large crowd gathering.

Contracts for the extending of and thoroughly overhauling the Manchester
School House have been let to Mr. Wm. Spence and Mr. George Ewers.

Due to the unusual heavy rains of the past week the rush of water was so
great along the ditch from Scugog St. to the lake, that the culverts on Lilla St.
and Perry St. overflowed, creating a wide, deep, impassable chasm right
across both streets.

The splendid new steamer, *Mary Louise*, the property of Ruddy and W.
Bowerman is ready to begin excursions around the lakes and rivers.

J. Burnham, the deservedly esteemed Clerk of the Division Court here, has
been gazetted Notary Public, of which he will do honor to the position.

Joseph Bigelow has moved his lumber manufacturing business to
Peterborough, but his lumber yard remains in Port Perry.

Joshua Wright has sold out his grain and general commission business and
the premises to D.C. Downey, Esq., of Whitby.

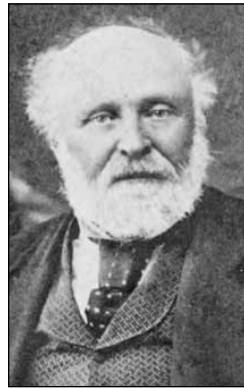
August 1883

The Church of England held an enjoyable excursion aboard the *Mary Louise*
to the beautiful grove on Ambleside Farm, the property of John Adams,
Scugog Island.

The Olympic Club Grounds, a delightful spot on the rising ground over-



C. W. JONES
Port Perry merchant



W. S. SEXTON
Honored at banquet.

looking the village, was the centre of activities for the holiday on Mon. Aug. 6th.

A new plank sidewalk has been laid on the east side of Perry St., from Queen St. past the market buildings, and a new walk on the west side of Water St. from the railway station to Queen St. is under construction.

The firm of Davenport, Jones & Co. have purchased the large stock of Abbs & Patterson, who are about to move from this locality.

September 1883

Joshua Wright, having sold his grain business, rented the former store of John McIntyre and opened his Boot and Shoe Business.

The railway station is undergoing important and valuable repairs. A new planked crossing is being placed at the crossing on Water and North Streets.

The partnership of Brown & Currie has been dissolved and in future it will be conducted by Mr. Brown alone.

October 1883

The library of the Mechanics' Institute will be open for distribution of books in the rooms over the Post Office, Monday evenings.

Aaron Ross came before council complaining that the Public Market has not been a success. He suggested the hours should be extended from nine to eleven o'clock.

A grand plowing match under the auspices of the Reach, Port Perry and Scugog Agricultural Society was held on the farm of John Turner, Scugog Island.

A highly complimentary supper was held for W.S. Sexton, one of Port Perry's standard bearers and best friends, who is leaving the community. He was presented with a fine gold headed cane and an expensive pipe.

During a complimentary supper for Dr. Richard Jones, who retired from business, he was asked to reconsider his decision to leave town, and finally consented to remain.

November 1883

Over 100 sat down to a tasteful spread at the tables of the Mansion House hotel, to celebrate the anniversary of the Gun Powder Plot.

A lamp explosion caused a fire in the barn on the farm of Mr. Thos. May, Scugog Island, destroying it along with the contents.

A fire which started near the rear of the Port Perry House on Nov. 26, 1883 succeeded within three hours in wiping out one third of the business portion of the town and consumed property valued at more than \$125,000.

1884

January 1884

Results of the municipal elections: Reach Twp., Reeve Joshua Dobson; Port Perry, Reeve Henry Gordon; Scugog Twp., Reeve William Bateman; and Cartwright, Reeve James Parr.

A public banquet and testimonial to Sherrif Paxton, late MPP for North Ontario, took place at the Town Hall, Port Perry, Jan. 25th inst., to which 125 representatives of the intelligence, enterprise and solid worth of the community turned out.

Mr. W.H. Leonard succeeds his deceased and father, Jas. Leonard, as photographer artist in Port Perry.



SHERRIF PAXTON
Honored at banquet.

SCUGOG - THE EARLY YEARS



JOHN W. BURNHAM
New Postmaster for
Port Perry.

The Rescue Fire Company elected their officers for 1884, led by Wm. Kennedy as Chief Engineer and John Power, Captain.

Henry Gordon, Esq. resigns his position as Postmaster after discharging his duties for the past 18 years. His successor is John W. Burnham.

February 1884

Mr. J.V. Thompson, owner of the Port Perry House, laid in ashes in the fire of November last, is laying down big timbers to rebuild his fine hotel.

John Tennyson was elected President of the Board of Directors of the Reach Cheese Manufacturing Co.

W.B. McGaw of the Walker House is having erected some first-class stables and shed accommodations.

Mr. L.H. Hurd, late of the Dafoe House, Utica, has leased and fitted up Hurd's Hotel, on Perry St. a few rods south of the Market.

Tenders for the construction of a three storey building on the site of the late Port Perry House, and for the erection of a new Brick Hotel for W.M. McGaw appear in the newspapers.

March 1884

A.M. Pentland announces the opening of a Telegraphic Institute in Port Perry, where he can train pupils commercial and railroad telegraphing skills.

A Skating Carnival, was held at the Victoria Rink, Prince Albert.

Mr. Hiscox has let the contract for his fine building. This too will add to the beauty of the town. C.B. Diesfeld will be found working on the handsome block on the site of the destroyed building.

Mr. R. Cooper lost his horse while drawing wood off Scugog when the ice gave way and it could not be got out until it had drowned.

April 1884

A.A. Post, architect from Whitby, asks for sealed tenders to construct two stores and a dwelling in the village of Port Perry.

Mr. Parsons, introduced and carried through a Fire Limit By-law prohibiting the erection of wooden buildings on either side of Queen St. from Water St. to John St. and either side of Perry St. from North St. to Mary St. and on the west side of Water St. from Queen St. to Mary St.

Orr Graham, son of James Graham, Scugog, received his Diploma as a qualified Veterinary Surgeon, and has located in Port Perry.

May 1884

John Adams of Ambleside, Scugog, one of our leading stock breeders, is often visited by breeders from all parts of Canada and the United States.

J.W. Isaacs has purchased the entire clothing and boot and shoe stock of Davenport, Jones & Co., and the two businesses are being consolidated.

Mr. Robert Henry, successor to Mr. Sam Graham, general blacksmith is already making the anvil ring.

J. V. Thompson and family return to Port Perry from Greenbank, to supervise the erection of his new hotel.

Architect A.A. Post of Whitby, calls for sealed tenders for the erection of a block of five stores in Port Perry for Mr. Jonathan B. Blong.

June 1884

The activity and push around the numerous new erections underway, is now being hurried on to take the places of the many buildings laid in ashes some seven months ago, makes things look lively in town.



A. A. POST
Architect for many Port
Perry buildings.

The following newspaper report was published in the July 4, 1884 issue of The Port Perry Standard. This article, recently uncovered by Paul Arculus, describes the disastrous fire, which totally destroyed Port Perry's downtown business section. Until now, the only reports on the fire came from the North Ontario Observer and other neighbouring newspapers.

DISASTROUS FIRE!

BUSINESS PORTION OF PORT PERRY TOTALLY DESTROYED.

Over \$350,000 Worth of Property Consumed

By Edward Mundy, Publisher of The Port Perry Standard - July 4, 1884

This romantic village, so recently the pride of its people, and the admiration of travellers, is now a thing of the past and exists only in the memory of those who beheld it.

During the night of Thursday, the third instant, the alarm was given by voice and bell, and in less time than it takes to write or relate it, many of the inhabitants were awakened with the sound and horrified at the sight. The flames were already leaping high in the air; and, long before they could be surrounded it was a foregone conclusion with many that the south half of the town was as surely doomed to destruction as had been the north half only a few months before. Nor were they agreeably disappointed, for in less than ninety minutes the whole of the remaining business part of the town was reduced to ashes, involving in the destruction some forty-five or fifty places, and incurring a loss of over three hundred and fifty thousand dollars.

The fire sprang up so suddenly, and spread so rapidly that men, women and children, struck with consternation, were actually terrified. A still breeze blowing from the south-east when the fire began aided the devouring element immensely in its spread and purpose. In their madlike fury the flames were driven, in every direction, over the tops of all the buildings in the south-east block and ignited them almost simultaneously as they passed.

The flames burst through the buildings on Perry and Queen Streets, and reaching to the blocks west and north, their fiery tongues soon ignited these also. The terror stricken owners fondly hoped to the last moment, that their



View of the damage caused by the July 4, 1884, a few days after the disaster.

SCUGOG - THE EARLY YEARS

buildings as well as their contents would escape; but they were suddenly undeceived.

Once the fire obtained a hold all hope was gone. The doors and windows were opened and entered in, defiance of all efforts to stay its progress. The sight was terrifically grand, and yet awfully devastating, as the flames arched the streets, and played havoc with everything in their reach, till all the buildings from Ackerman's harness shop to Johnstone & Hobbs, in the south-east block, from Davis & Son's cabinet factory, to the vacant lot east of Tummond's, in the south-west block; from McGaw's temporary retreat to Reynold's blacksmith shop, in the north-east block; and from Shaw's marble works to Diesfeld's jewellery shop in the north-west block, were swept out of existence.

Rush after rush was made for back-door entrances, and though willing hearts and ready hands did everything that humanly speaking, could be done, they were driven back by the fire fiend with only a small measure of success. Many of the determined efforts were successful, though fighting against fearful odds, and yet a very small percentage of the moveable goods was saved. This will be admitted when it is known that not a pound of any of the necessaries of life could be had in the place, except at the store of Mr. W. Tummonds, the next day.

The firemen worked like heroes and with all others who assisted, deserve great credit for their bravery. Fortunately -- gratefully indeed -- was it ascertained after the turmoil and excitement and worry of that featful and never to be forgotten night, that no human lives were lost, if even every resemblance to the former pretty and prosperous village had been obliterated.

The fire originated in the stables attached to the Mansion House. The cause is enveloped in mystery, though it is very generally attributed to incendiarism.

The following list of losers and values will give some idea of the extent of the loss which this fearful calamity has brought upon the village of Port Perry and its inhabitants:

Name	Loss	Insurance
A. Ross & Son, stock & buildings	\$22,000	\$16,000
Ontario Bank	500	500
Laing & Meharry, hardware	16,000	9,800
T.S. Corrigan, drygoods, etc.,	20,000	3,500
B.F. Ackerman, harness	2,500	1,600
G.B. McDermot, buildings	2,200	1,300
C.W. Marshall, groceries	2,700	1,200
B. McQuay, hotel	3,000	1,500
J. Wright, boots and shoes	6,000	2,000
S.E. Allison, drugs	6,500	2,000
Mrs. Hiscox, bakery	7,500	1,800
T.C. Forman & Son, drygoods	17,000	6,500
E. Mundy, printer	2,000	500
A. Vansickler, livery stable	200	None
C. McKenzie, livery stable	6,000	3,400
Johnstone & Hobbs, carriages	10,000	4,000
A.G. Campbell, flour and feed	1,400	900
J.W. Davis & Son, undertakers	25,000	6,000
A.J. Davis, drug store	2,200	1,000
J. Nott, furniture	400	None
R. Henry, residence	1,400	600
Baird & Parsons, printers	700	700
Mrs. Diesfield, jewellery	800	600
J. Rolph, harness	1,400	900
W. Bond, shoemaker	40	None
T. Walton, sewing machine agent	350	None

DISASTER STRIKES

Name	Loss	Insurance
B. Robinson, barber	100	None
H. Charles, groceries, etc.	2,000	1,000
W. Brock, dry goods, etc.	12,000	8,500
W. Shaw, marble works	1,000	None
W. Leonard, photographer	2,700	1,200
A.H. Reynolds, carriages	3,000	500
A. Bongard, butcher	250	None
E. J. Wheeler	400	None
Curts & Henderson, flour & feed	3,400	1,500
J.H. Brown, dry goods, etc.	18,000	11,000
J. Bigelow, building	2,500	1,250
W.T. Parrish, hardware	9,700	6,000
E. Worthington, buildings	3,800	2,500
T. Courtice, harness	2,300	900
N.W. Telegraph Co.	500	None
J. Boxall, tinsmith	2,500	1,200
Davenport, Jones & Co.	30,000	16,000
J.W. Isaacs & Co. furnishings	10,000	4,000
C. Trick, fresh meats	600	None
W.H. McCaw, jewellery	11,500	5,000
Miss McKenzie, fancy goods	200	None
H. McKenzie, photographer	1,000	300
J. Billings, buildings	1,400	900
D. & D.J. Adams, brokers	50	None
Rev. Geo. Jamieson, property	800	700
S.H. Christian	2,000	900
T. Bedford	11,000	6,000
Mrs. Allison	4,000	2,500
Mrs. Sinclair, Mansion House	8,500	2,500
Masonic Lodge	330	330
A. Robertson, tailor	300	None
O. Graham, V.S.	300	None
J.A. Murray, dentist	400	None
Dr. Clemens, office	250	None
C.V. Thorne, V.S. office	1,200	None
Dr. Sangster, M.D.	700	None
Miss Mozier, dress maker	50	None
H. Doubt, tailor	100	None
H.L. Ebbels, office	2,000	1,800
Miss Vancamp, artist	100	None
N.F. Paterson, Q.C., office	6,000	1,200
P.A. Hurd, office	400	None
I.O.O.F. Lodge	1,000	500
R.T. of Temp	25	None
W.B. McGaw, building	1,000	None
Mrs. Rook, household goods	50	None
G.S. Miller, building	1,000	500
A. Thomas, household goods	225	None
J. Foote, contractor	500	None
J. Stoven, contractor	200	None
Mrs. M. Currie, building	8,500	5,500
W.S. Lattimor, cord	1,000	None
W.J. Nott, undertaker	1,351	800
Dr. Jessop, building	1,100	600
Geo. Harrington, painter	600	None

SCUGOG - THE EARLY YEARS

Name	Loss	Insurance
Harrington & Seymour, agents	700	None
T.H. Dancaster, horse	2,000	None
T. Devrell, builder	200	None
A. Campbell, building	150	None
John Derby, agent	3,000	None
Mr. Rapall, agent	150	None
James Parker, agent	100	None
Geo. Wheler, agent	100	None
Sons of England	200	100
Miss Chisholm	100	None
W. Corrin	600	None
M.G. Robson	2,000	Part
Miss Harrison	200	None
Corporation	2,000	None
Paxton, Tate & Co.	300	None
Total	\$352,865	150,980

PUBLIC MEETING

A public meeting of the ratepayers was called by the Reeve, on the afternoon of the following day at the Town Hall, for the purpose of ascertaining the amount of loss occasioned by the fire and for suggesting ways and means of relief.

The Reeve was called to the chair and N.F. Paterson, Esq., was appointed secretary. The chairman, after a few explanatory remarks, called upon any one present to address the meeting.

After a short discussion, the following resolution, moved by Mr. Baird, seconded by Mr. Prince, was passed: -- That the following gentlemen be appointed a committee consisting of Messrs. J. Bigelow, Wm. M. Jones, P.A. Hurd, J. Wright, N.F. Paterson, H. Gordon, J.W. Isaacs, A. Ross, T.C. Forman, J.H. Brown, Dr. Sangster, W.T. Parrish, J.W. Davis, J. Blong, G.W. Dryden, T. Courtice, J.B. Laing, J. Baird and W.J. McMurtry, to ascertain, as nearly as possible, the amount of loss sustained by the present fire, and to place the same before the Provincial Government, with the financial standing of the Corporation, and solicit such assistance as the Corporation requires under the circumstances.

A motion moved by Mr. N.F. Paterson, seconded by Dr. R. Jones, was passed, requesting the losses by the fire to furnish the committee at the Reeve's office, not later than Monday, the 7th inst. at 2 p.m., an approximate statement of their losses and insurance, to enable the committee to submit a statement to the Government.

A motion was also passed approving of the by-law of the village respecting stone and brick buildings within certain limits, and recommending the Council to extend the same.

The meeting then adjourned, the committee to meet on the following Monday at 2 p.m. in the Reeve's office.

ANOTHER PUBLIC MEETING

A similar meeting of the ratepayers was held in the Town Hall on Monday evening last. The Reeve occupied the chair.

The Secretary, Mr. Paterson, read a statement of the losses and insurances. The Chairman stated that outside assistance had been offered, and he asked the meeting if it was their wish to accept the same.

Mr. Hurd said he was greatly in favor of receiving aid, from neighboring municipalities or otherwise, so as to render immediate assistance to those who were now in want, by having all they owned destroyed, and being thrown out of employment. He did not wish by any means to ignore the committee appointed to wait on the Government, but he would suggest that another committee be

appointed, consisting of persons not affected by the fire, to solicit immediate aid from outside. He therefore moved, seconded by Mr. J.W. Davis, that Messrs. Gordon, McMurtry, Major, Davis, Trounce, Hurd, C. Crandell and N.F. Paterson be a relief committee to solicit immediate subscriptions.

Mr. Paterson was heartily in sympathy with the resolution, but he wished to be informed as to how and to whom the money raised would be distributed. He for one, though a heavy loser, and many more he could name, were too independent to accept of such aid.

Mr. Hurd said all such matters could be left with the committee. The motion was then passed unanimously.

After a short, informal discussion the meeting adjourned.

A meeting of the Relief Committee then held, when Mr. Gordon was appointed Chairman, Mr. Paterson, Secretary, and Mr. McMurtry, Treasurer. Messrs. Hurd and Paterson were appointed a committee to draft the necessary circular, collecting the required aid and to report at a meeting to be held on Wednesday at 10 a.m. Committee adjourned.

INCIDENTS

- Luckily no human lives were lost.
- The foundry was on fire several times from flying brands.
- Mr. T. Courtice saved a portion of his stock of leather by hurriedly cramming it into a well close by where it remained safe and sound.
- Just think of it! In less than three hours \$350,000 worth of property was reduced to ashes. How many three hours will it take to replace it?
- Not a solitary paper belonging to the Corporation including this year's assessment roll was saved. The Council will have their hands full for some time to come, as about 150 by-laws will have to be re-passed.
- The country for miles to the north-west, was on fire in many places by cinders blown hither and thither from the Port, and a piece of paper, one of Davenport, Jones & Co.'s bill heads, was found on Mr. Beare's farm, near Greenbank.
- Messrs. Harrington & Seymure lost a \$300 horse in the Mansion House stable, where three other horses and a cow were burned. This horse, "Dan," had travelled over nine States in the Union, and was rescued from three fires, and was a great favorite.
- Some idea of the brilliancy of the flames may be formed from the fact that for miles the shore of Lake Ontario and in Oshawa, Whitby, etc., parties affirm they could see to read a paper, or pick a pin. In Port Hope the fire alarm was wrung with the idea that the fire was on Protestant Hill.
- It is hardly possible to conceive of the wildness of the excitement which prevailed during the progress of the fire. One woman entrusted her babe to the care of a friend, while she went to rescue other valuables. She forgot where and what had become of her child. Her feelings and conduct about that time may be imagined, but not described.
- Young Mr. Parrish who had entered his father's store to call out for his parents became partially suffocated by the smoke and having also lost his way would have perished had he not by mere chance stumbled upon the cellar way, down which he fell. Jas. McArthur suddenly found his escape cut off and was obliged to rush through the flames to save his life. He was badly burned but will soon be well.
- Mr. Dancaster feels the loss of his stallion "Siver Dust," very keenly. He was offered only a few days before the fire \$2,000 cash for him, and declined it. Mr. O. Powell, in whose charge the horse was, would very likely have shared the same fate had it not been for some men who were close at hand. Powell made a rush to secure the horse it seems, but was driven back in a fainting condition, when he had to be carried away.
- A great deal of satisfaction was expressed, and many sighs of relief were

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breathed amongst business men, when safe after safe was removed from the debris and opened and the contents found safe and sound, though in one or two instances a little charred. Mr. W.T. Parrish's safe fell in the coal oil well and was burning for a day or so after the fire, with no material damage to the contents. Some 26 stood the fiery test. Messrs. Goldie & McCullough, of Galt, and J. & J. Taylor, of Toronto, were the principal makers.

August 1884

Work is being pushed to clean up the rubbish and lay down proper sidewalks in Port Perry. Piles of brick and lumber line the street and whole armies of workmen are busy raising numerous brick blocks along the street.

The Midland Railway offers special rates for hauling car loads of lumber, and brick, to Port Perry, to assist in pushing the work of rebuilding the town.

Life continues in Port Perry with members of Warriner Lodge holding an excursion on the *Mary Louise* and a picnic at Washburn Island.

September 1884

Council prepare a by-law to raise \$5,000 by debentures to purchase a Steam Fire Engine and other necessary fire apparatus.

Mr. Trounce came before council urging they take some action to prevent Messrs. Needler and Dundas, of Lindsay from wasting so much of the waters of Lake Scugog in running their mills.

The Commissioners of the Scugog Bridge seek tenders for the purpose of raising 600 feet of the east end of Scugog Bridge, to be completed no later than Sept. 1885.

The handsome blocks being erected by Mr. H. Charles, Mr. B.F. Ackerman and H.L. Ebbels are being pushed forward with all the rapidity possible.

October 1884

Following a most successful demonstration of the Brussels Steam Fire Engine in Port Perry, council voted to purchase the fire engine the next day. It is superior for its rush of water, which draws 300 to 400 gallons a minute.

Mr. W.B. McGaw, the host and proprietor of the lately destroyed Walker House, is removing from our midst, having leased and taken possession of the Alma House, Bowmanville.

Mr. Thompson's magnificent new hotel, Thompson House, open for accommodation of the public Monday 13th inst. His was the first building in town opened for business since the fire.

The partnership of James Baird and Henry Parsons, as proprietors and publishers of the *North Ontario Observer* was dissolved, with the business being taken over by Mr. Parsons.

November 1884

Moving into new premises, completed since the July fire are: N.F. Paterson, Q.C. moving into the Ross Block, W.T. Parrish into his magnificent new premises; Mr. J.W. Davis, Laing & Meharry and Messrs. Ross & Sons have all taken possession of their new blocks.

Mr. James Boxall, has supplied the required galvanized cornices, as well as ornamental fixing for most of the fine buildings being erected in Port Perry.

J.E. Ware, M.D., Coroner for the County of Ontario, was honoured at a public banquet in Queens' Hotel, Port Perry, prior to his removal from town.

December 1884

Mr. Wm. Foy, the late proprietor of the Brunswick Hotel, has moved to Whitby. Mr. John Bryans, of Cartwright has taken possession of the hotel.

The Diesfields have moved into their excellent new premises, Mr. T.S. Corrigan into his fine store in the Blong Block, and Mr. W.H. McCaw has moved into his handsome new premises.

The magnificent new St. Charles Hotel, operated by Mr. B. McQuay will open for the reception of guests the beginning of the new year.



HENRY PARSONS
Takes over ownership of
North Ontario Observer



A Historical Sketch

of a thriving community on the shores
of Lake Scugog

ONE OF THE LARGEST gaps in the recorded history of Reach Twp., Port Perry and Scugog Twp., occurs between the years 1885 and 1889, a period for which time all copies of both the *North Ontario Observer* and its rival, *The Port Perry Standard* are missing or destroyed.

It's highly probable that many of these records were lost during fires which destroyed smaller sections of the town, including both the newspapers offices, over the next couple of decades. Since there is no substantial local accounting of the community during this time, we have had to look to other sources for material.

The most important of these sources comes from a large, illustrated article which ran in *The Toronto Mail* newspaper on Saturday, October 2, 1886. The paper produced a two and a half page feature on The Town Of Port Perry, entitled "Historical Sketch of a Thriving Community on the Shores of Lake Scugog."

It is highly likely the article was written as a progress report on the village, a little more than a year after the community had been devastated by the fires of 1883 and 1884. For whatever reason, the results provided a thorough look at the commercial, residential and social condition of the town, which fortunately provide a valuable glimpse at Port Perry of 1886.

The story has been reproduced in its entirety, along with many of the sketches which accompanied the article more than 100 years ago.

SCUGOG - THE EARLY YEARS

"Port Perry is a large and prosperous village, soon to be incorporated into a town, beautifully situated on the west bank of Lake Scugog, in the County of Ontario, 40 miles by rail from Toronto. The Whitby, Port Perry and Lindsay branch of the Grand Trunk railway runs through it, and it has navigable water communication stretching over 100 miles to the north-west and north-east. Lake Scugog is a very fine sheet of water, some 20 miles long and from 4 to 6 miles wide, abounding in fish and water-fowl of various kinds, and forming a very paradise for sportsmen who frequently come from distant sections of the province and of the United States to enjoy the fishing and shooting.

Its centre is occupied by Scugog Island, which embraces about 10,000 acres of fertile and valuable land, part of it thoroughly tilled by its owners and occupants. The island is connected with the town by a bridge about a mile in length which has cost the county over \$30,000.

The county around Port Perry is noted for its beautiful scenery and lovely drives, its well stocked and highly cultivated, prosperous farms and its comfortable homesteads. Thriving villages abound in the neighborhood. Among these may be enumerated Prince Albert, Manchester, Utica, Epsom, Uxbridge, Greenbank, Saintfield, Wick, Sunderland, Sonya, Seagrave, Williamsburg, Shirley, Raglan, Columbus, Brooklyn, Myrtle and Ashburn, all within a radius of 10 miles and all, in their business and social relations, more or less tributary to Port Perry.

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 into a substantial 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.

Two large brick hotels and some 28 to 40 brick stores, all more or less ornate in design and all furnished with plate glass fronts, grace the principal streets, and others are in process of erection. The public buildings and the better class of private residences are exceptionally fine - notably so in the case of the schools, the Town Hall and the market.

Some ideas of the rapid growth and of the importance of Port Perry as a business centre can be gleaned from the fact that although scarcely a score of years have elapsed since it was a mere county hamlet, it now possesses ample buildings and grounds for the accommodation of the District Central Fair, and has two newspapers, six churches, public and high schools, a Mechanic Institute, Masonic, Oddfellows, Foresters, Orange and Sons of England lodges, a foundry, a saw mill, a grist mill, three planing mills and sash and door factories, an elevator, marble works, soda water factory, two carriage factories, a hay pressing establishment, two furniture factories, a falling and carding mill, pump works, etc.

Its business men are public spirited, live, go-ahead people, determined to ensure the prosperity of their town. They offer the highest possible prices for produce of all kinds and are prepared to sell their goods at the smallest living advance or cost. Civil, obliging and anxious to please they have by consistently pursuing this policy secured a large and over increasing trade and are drawing distant customers from the immediate neighborhood of even larger and more pretentious business centres.

Port Perry is year by year increasingly becoming the chosen place of abode of retired farmers and men of means and such others as desire to reside in a healthful neighborhood and to secure for their families superior facilities for obtaining a good education.

The market is well supplied, living comparatively cheap, the society good, the surroundings beautiful, the schools unsurpassed in the province, the water everywhere abundant and excellent, and the air, owing to its great elevation - some 800' or 1,000 feet above the level of Lake Ontario - is of unequalled purity and salubrity.

For winter amusements, besides social gatherings, public lectures and assemblies and a good Mechanics Institute library, there are the broad surface of the lake for skating and sleighriding, a toboggan slide, ice and roller rinks, etc., while in summer, private and church and society picnics to Washburn Island or to Seven Mile Island, opposite the mouth of the Nonquon are of almost daily occurrence, public and private excursions in the favourite steam yacht *Maria Louise*, or the steamer *Stranger*, covering from two days to a week and extending northward down Lake Scugog and Scugog River, through Sturgeon Lake to Fenelon Falls and thence through Cameron Lake north-west, or to Bobcaygeon and thence through Pigeon Lake and Chemong Lake to Bridgenorth or Gull Lake to Stoney Lake, etc.

Businessmen residing in Toronto who send their families for summer residence to Port Perry can leave Toronto at 5:30 p.m. on Saturday evening and be in Port Perry by 8 o'clock, spend Saturday night, Sunday and Sunday night with their families and return to Toronto early Monday morning in time for business.

Taken all in all, Port Perry is a beautiful, thrifty, pleasant place, abounding with attractions for transient summer visitors and offering more than ordinary inducements to would be settlers. It is rapidly growing and is destined to become more and more important in the near future.

Such is the Port Perry of today. The early history of the place may be briefly told. Port Perry was not laid out for village purposes until about the years 1838 and 1839, when lot 19 in the 6th concession of Reach was bought from Charles and Peter Williams who had purchased from the original owner Elias Williams, who had secured the lot in 1833. On the spot which this lot occupied is now built the business part of the town of Port Perry

Mr. Williams soon after his purchase began the erection of a dwelling house, the first structure designed for that purpose which was put up on the site of what is now the village of Port Perry. This was not the first fruits of the hard work of civilized man, however, as a small log erection had been thrown together on lot 17, in the 5th concession, on the edge of Scugog Lake, which was used as a storehouse by people passing up and down the lake. This lot and the rude erection on it were owned by the father of Philander Hurd, the present postmaster.

To get the earliest settler in the vicinity, however, we have to go back to Reuben Crandell, who was the owner of lot 14 in the 4th concession. After the place was put out in lots by Mr. Perry it was known as Scugog Village. He procured the erection of a store the first occupant of which was Chester Draper, of Whitby. The building continued to be occupied as a place of business until it was burned to the ground in the fire of 1883. The St. Charles hotel now occupies the site. Close to it on the west side stood a dwelling house, erected about the same time, said house is now owned and used by Nicholas Dyer.

About this period was projected what was then known as the Port Whitby and Lake Scugog plank road, connecting Lake Ontario with Lake Scugog. This road was built by the Government and was of vast importance in promoting

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and assisting the growth of the little village. Hotels, saw mills and other places of business were put up, and the place rapidly increased.

The first survey was made in 1845, a number of lots staked out and a plan registered bearing the name of Scugog Village.

In 1853, the Port Perry Land Company purchased largely and over 200 acres was laid out into lots. The first grist mill, built by the company about the year 1855 or 1856, which was shortly after destroyed by fire, stood a short distance north of the present railway station and east of the St. Charles hotel. The next was built by Thomas and George Paxton, which is still in use.

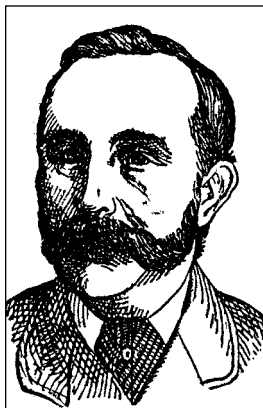
The village gradually grew as the country around improved and in the year 1871 it received quite an impetus by the completion of the Port Whitby and Port Perry Railway. Additional surveys of lots were made, property greatly increased in value and large additions were made to meet the demands of the rapidly-increasing business. What added more to the importance of the place was its incorporation at the June session of the County Council in the year 1871. It was organized as a separate municipality in January, 1872, with a population of about 2,000 and covering an area of 500 acres. Jos. Bigelow was elected first Reeve.

Of the first settlers who took part in the early formation of Port Perry, few now remain, some having forever passed away from the changing scenes of this world to one of a more peaceful and joyful character. Others have gone to seek fortune in distant lands. Amongst those however who are still active and energetic residents of the place are found the names of John Nott, J. W. Davis and Joseph Bigelow.

S.E. Crandell, who is also an old resident of the town, in the year 1842 put up the first building used as a hotel on the north side of Queen street, before any other improvement had been made on that side of the street, and while the forest was still standing.

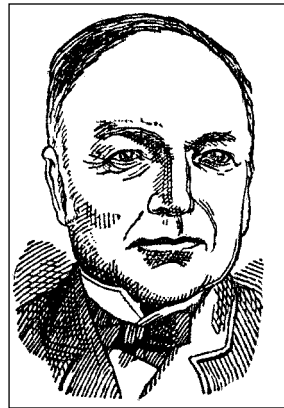
The Ontario Central Agricultural and Live Stock Association of Port Perry was organized in October 1885 by a number of the leading agriculturists of Ontario and neighbouring counties. After meeting with the greatest encouragement in obtaining stock for its support from the best of the farming community, who considered the establishing of a large central fair at this point a public necessity, the association at once purchased their present beautiful grounds covering an area of twenty-five acres. They have erected there a large agricultural hall.

The association have a capital of \$12,000 and at their first annual fair, will be held on the grounds on the 5th, 6th, 7th and 8th October next, \$5,000 will be distributed in prizes. His Honour the Lieutenant-Governor of Ontario has kindly consented to open the exhibition in person on Wed., October 6th, at 11 o'clock a.m.



Reeve Joshua W. Curts

Mr. Joshua W. Curts, Reeve of Port Perry, was born in the County of York, Ontario, on December, 1847. At an early age he engaged in mercantile pursuits, and displayed a natural aptitude for business in which he has since established a wide reputation. In 1874 he removed to Port Perry, where as local agent for the Midland railway his genial character and business habits won him many friends. He became senior member of the firm of Curts & Henderson, produce merchants in 1883, a business which is rapidly increasing under his energetic management. His popularity as a



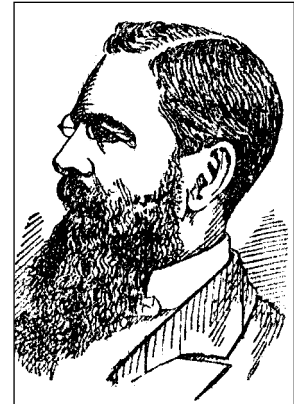
James Ironside Davidson

public spirited citizen was proven in January last, when he was elected Reeve by a large majority.

Mr. James Ironside Davidson, the president of the Ontario Central Agricultural and Live Stock Association was born in Aberdeenshire, Scotland in 1820. At the age of 22 he emigrated to this country and having decided to devote himself to farming he settled on the farm now his home, at Balsam, Township of Pickering. He soon saw the necessity for the improvement of the cattle of the country and lost no time in setting about to raise the quality of his own stock.

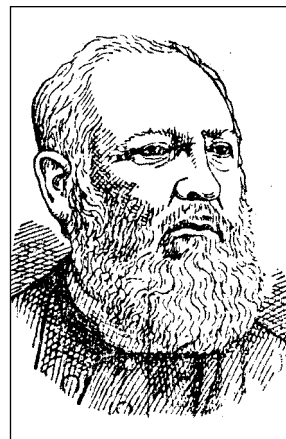
The first graded bull calf he bought cost him \$40, a big price in those days. Persevering and succeeding at home he extended his business to the Old Country, beginning in 1871 with the purchase of a bull bred by Mr. Sylvester Campbell, of Keneller, Aberdeenshire. Since that date Mr. Davidson has imported 185 head of pure bred Cruickshank Shorthorns, a class of stock with which his name is still closely connected. He is also known as a successful breeder of Clydesdale horses and has often secured a well-merited prize.

Mr. Davidson is possessed of great business capacity and enterprise and as a farmer and stock dealer has left a distinct mark on the country. He is 66 years of age and is as hale and active as ever. Nor has he forgotten through the course of a busy life the exercise of kindly hospitality with which he was familiar in his young days, his name in this respect being famous far and near. He has a large family of sons and daughters, who are following closely in the footsteps of their respected father.



Rev. Nicholas R. Willoughby

The Rev. Nicholas R. Willoughby, M.A., the present incumbent of the Methodist church, was born in 1836, in the County of Simcoe. He entered the Methodist Church in 1860, in which year he graduated from the University of Victoria College, leading his class as first honour man in general proficiency.



Rev. John Carry, D.D.

During his whole course he has held loyalty to his alma mater and is an eternal advocate of an educated ministry. He has been given many important charges, i.e. Kingston, Simcoe, Picton, Barrie, Yorkville, Peterborough, Belleville, Brampton, Whitby and Port Perry. During all these years he has held the office of superintendent of district, and in 1880 the Church bestowed upon him the highest office in her gift, electing him president of Conference.

The Rev. John Carry, D.D., was born near the city of Limerick, Ireland, on the 3rd of March, 1824 and emigrated to this country at the age of 16. He was educated at the University of Bishop's College, Lennoxville, Que. and was ordained deacon and priest in 1850 by Bishop Mountain of Quebec.

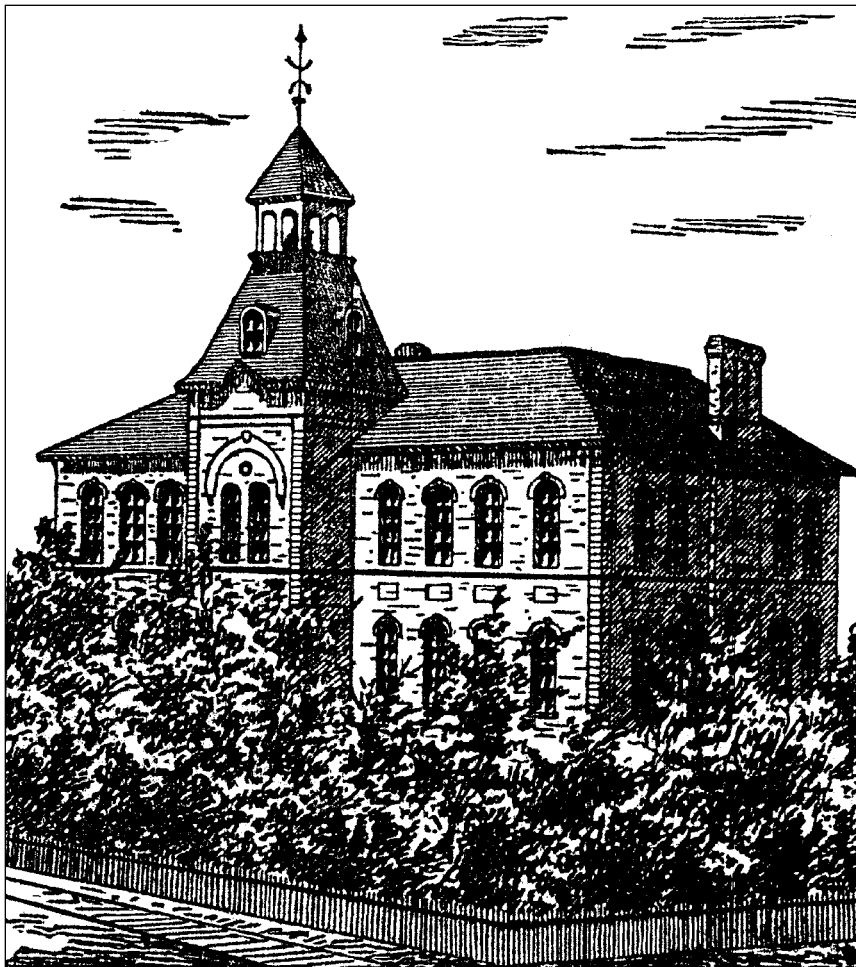
He received his degree of B.A. in 1855 and that of

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D.D. in 1882. He entered the Diocese of Toronto from Point Levi, Que. and has had several charges herein. He has been in charge of the Parish of Port Perry for over seven years past. For three years Dr. Carry held the position of Grand Chaplain to the Orange Grand Lodge of Ontario. He has been Examiner in the Faculty of Divinity in the University of Trinity College, Toronto, for some years past, is a delegate from this Diocese to the Provincial Synod of the Church, and is widely known among the readers of this journal as an able contributor to its correspondence columns on many prominent topics of the times.

Before Port Perry had fame thrust upon it by its disastrous fire, the principal claim it had to pre-eminence over similar towns was that it had the best High school in the province.

This distinction it fairly earned, when in 1876, the Education Department, somewhat unwisely set all the Collegiate Institutes and High Schools of Ontario in competition with each other. In several of these examinations the Port Perry school came out ahead of all the one hundred and four High Schools of the province, and was surpassed by only three of the institutes. We refer to this matter only to call attention to what is the greatest inducement to people of wealth and intelligence to make the town their home that is its admirable schools and school buildings. It has been the unfaltering determination of the townspeople to have one of the best schools that the latest advancements in education could supply. Their experience has been that in



Sketch of the Port Perry Union School, built in 1873, combined both the High and Public Schools in one building.

the long run the best school is also the cheapest.

Beyond the limits of the town the High School has attracted more attention as its laurels were won in competition with all the schools of the province but the residents are well aware that Public School is no less efficient nor less ably conducted. It is one of the country Model Schools initiated by the Education Department for the training of Public School teachers.

For a third of the year, sometimes more than twenty teachers in training are in attendance. They devote their time to observing the best methods of teaching pursued in the different divisions of the school and to attending lectures delivered by the principal, on the science of education and the art of teaching. So that the young people of the town enjoy the advantages of schools conducted in accordance with the most approved principles of the science of education and according to the latest and best methods practiced in the Normal schools.

With one exception the lawns, shade trees, flowers and shrubbery are, according to the reports of the inspectors, the finest possessed by any school in the province. Trustees, teachers and parents unite their efforts to make the schools attractive as well as efficient. The class rooms are supplied with flowers and pictures, vocal and instrumental music are taught, theoretically and practically. All the scholars able to read are furnished with a good supply of the best papers and magazines, especially illustrated ones, suitable to their age, and once a month each division of the Public school gives a literary entertainment at which friends and parents are present. It is the aim of the schools to train up men and women who will be capable and worthy of the citizenship of a free enlightened and prosperous country.

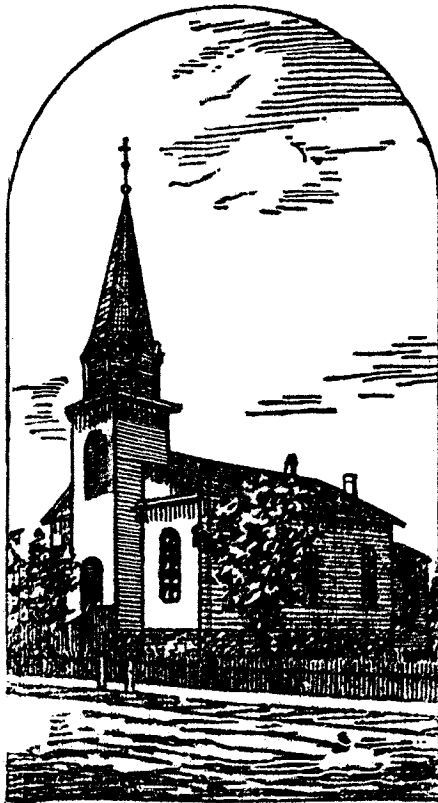
The position of head master of the High school has been filled by Dugald McBride, B.A., of Victoria University, since the beginning of 1872, and the principal of the Model school is A. Marshal Rae, a first class graduate of the Normal school, he has been in the service of the board since 1873.

The Methodist body are worshipping in a new building which was opened for service on the 21st January this year. The corner stone was laid on the 28th June, 1885, by Mr. A. Ross. It is built of red brick with Ohio cut stone dressings. The windows are of stained glass. It has a fine roomy basement, from which the church is heated by furnaces. The church seats 800 people.

A magnificent pipe organ has been put in. The building and organ cost \$11,000. The building is the outcome of Methodist union so happily consummated the 1st June, 1885. Prior to that date three branches of the divided family of Methodism were represented here, namely, the Methodist Church of Canada, and Methodist Episcopal Church of Canada and the Bible Christian Church. Immediately after the union the united congregation worshiped for some months in the brick church on the corner of John and Casimir streets.

It was soon discovered, however, that the accommodation was insufficient and after discussing at several meetings different schemes of enlargement an opportunity being presented it was decided to sell the two properties held by the united trusts and build the present church.

The Methodist Episcopal Church had the honour of first entering the place in the name of Methodism and proclaiming the glory of the Gospel. The exact year is not known, but it must have been more than 35 years ago. The pioneer preacher is said to have been the Rev. Geo. Jones. The first M.E. church was built in 1856 during the pastorate of the Rev. C. Taylor. It gave way in turn to another and a larger structure in 1872, which is now situated at the corner of Queen and Elgin streets. The surviving members of the Trustee Board living here are C.W. and W.M. Jones, T. Bedford, J. Hewett, C. Rose and J. Nott. The only members of the earliest society now living in the vicinity are Mr. C. Rose



and Mr. S. Fralick.

In 1858 the Prince Albert circuit in connection with the Wesleyan Methodist Church, afterwards known as the Methodist Church of Canada, under the superintendency of Rev. J.W. Savage, determined to open a preaching appointment in Port Perry. The services were discontinued after having been kept up a year or two. Two subsequent attempts were made, one in 1868 and the other in 1872, but on each occasion the work after a time was abandoned.

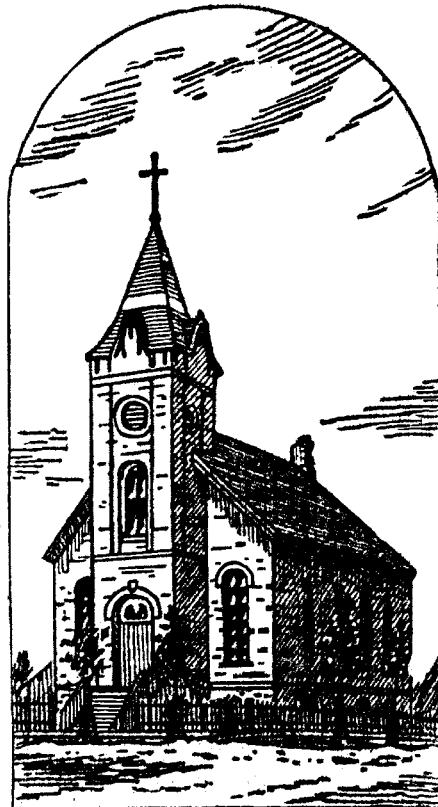
In 1873, when Rev. S.C. Philip, Jr., was pastor, something definite was done. At the August quarterly meeting of the Prince Albert circuit a resolution was passed to the effect that it was necessary to have a church in Port Perry as so many of the members were going there, and a request was made that W.T. Parrish, S.E. Allison and W. Brock should meet with them for conference and advice. The ultimate result of this action was that a committee was empowered to select a site which they did on the following day. Then a building committee was appointed and the structure of

today speaks eloquently of their labours.

Although the Bible Christian body has no church here yet, the advisability of erecting a place of public worship was frequently discussed and there is a peculiar coincidence in the fact that a few years ago a committee was appointed to try and purchase the lot on which the church is now being erected.

At the time of this union the membership was made up of 102 members of the Methodist Church of Canada, 46 members of the Methodist Episcopal Church and 17 members of the Bible Christian Church. The present membership is 197.

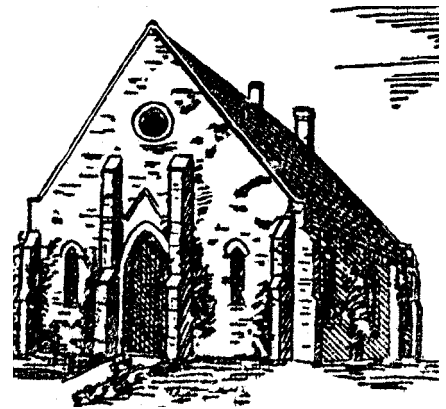
The first Presbyterian Church in this vicinity was organized at Prince Albert, a village adjacent to Port Perry in 1856, under the pastorate of the Rev. R. Monteith, now clerk of the Toronto Presbytery. In 1870 the congregation at Prince Albert organized the society at Port Perry and erected a church edifice shown in our illustration under the pastorate of the Rev. George Jamieson. Mr.



The Presbyterian Church, upper left, and the Roman Catholic Church, lower right, as they looked when sketched in 1886.

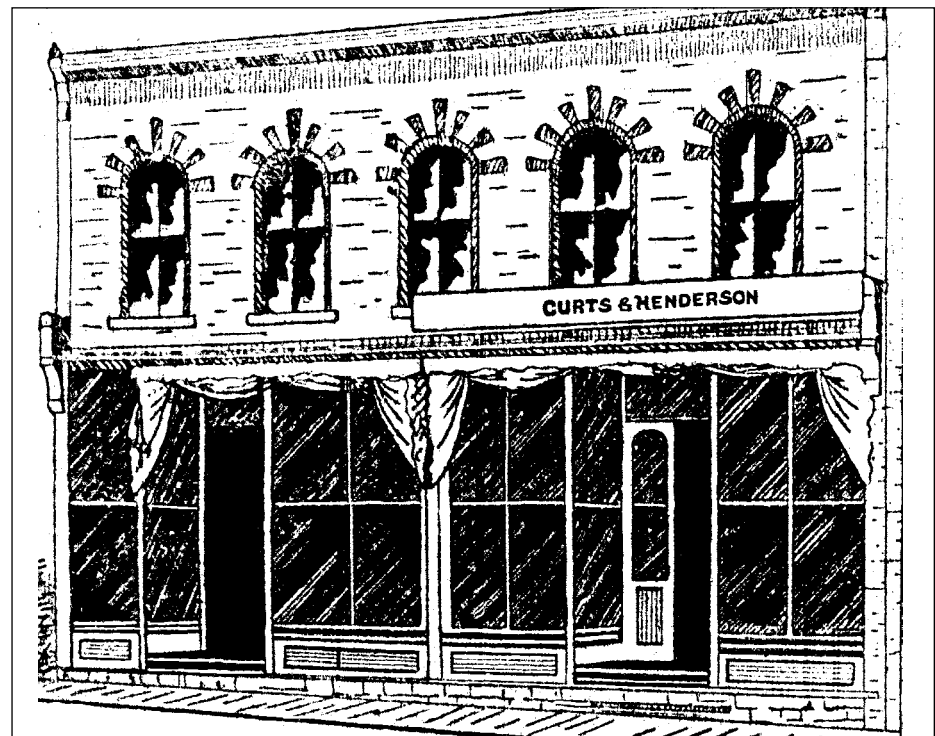
Jamieson remained in charge about four years.

Since the conclusion of his term the incumbents have been Rev. James Douglas, Rev. James Thorn, Rev. Hugh Crozier and the present pastor, Rev. John McMechan, who was inducted in November, 1883. The membership is about 120, seating capacity of church 400. Of the original five office bearers but two are now living, S.C. Foreman and John Munro.



The Roman Catholic community worship in a church which was recently purchased by them from the Methodists. The work of securing the funds necessary for the purpose was prosecuted by the indefatigable pastor, Rev. Father Allin. The building is a large and handsome one, although the members are as yet not numerous. However, the powers that be, with their usual foresight, saw the importance of creating at this young mission an active, self-sustaining church. Father Allin, who officiates most acceptably here, is stationed at Uxbridge, but it is anticipated that at no distant day a resident priest will be appointed.

Years ago occasional Church of England services were held at Manchester and Prince Albert, small places near Port Perry, and by the Rev. W. Grant in the Mechanics' Institute building here, but it is only about 17 years since the Church represented in our illustration was built. Messrs. Fornier and Ballard, two students were instrumental in organizing a congregation and a building



The Church of England, Anglican Church, upper right and the Curts & Henderson commercial block on Queen St., Port Perry, at right.



committee consisting of Messrs. Henry Charles, W.S. Tronpee and H. Burnham, all of whom still live here were appointed.

A site was generously given by Mr. J. Ham Perry, and his brother and in due time, notwithstanding a partial wrecking of the uprising building by a storm the church was erected. The opening services were held by the Venerable Archdeacon Fuller, afterwards Bishop of Niagara. The first confirmation in the church was held by the late Bishop Bethune, the church itself was consecrated by Bishop Sweetman on May 5th, 1886.

The building and grounds are alike carefully kept and the little dark, drab painted church, caressed by the creepers which cling to its side and front walls, surrounded by green grass dotted with pretty shrubs and margined with a luxurious of lovely flowers these latter the special care of the incumbent's wife, presents to the eye of the passer by as pleasing a picture as can be found in almost any parish in the Land. The present rector is the Rev. John Carry, D.D.

Baptist Church - The building in which the Baptists of Port Perry worship was built by the directors of the North Ontario Mechanics Institute and was bought by the trustees of the Baptist church in 1883. Its new owners added a steeple, vestry, baptistry, and also the place for the purposes of worship. When the church was opened it had but twelve members, Rev. Joseph King being pastor. It can boast something that all the churches of this province cannot boast of namely, it is free from debt.

One of its members says, "like most other discenting chapels in Canada it is built in the George Washington style, with square corners and no pretense to beauty - truth being the only alternment. So the less said of these outward and troubled weaknesses the better."

The Ackerman Block

The Ackerman Block was partially erected in 1884, and completed in 1886. It is a two-storey red brick, 40 by 60 feet. The upper storey is occupied by the Sons of England as a lodge room. The main portion of the lower storey is uti-

The Ackerman Block, top of page and the St. Charles Hotel, opposite page.

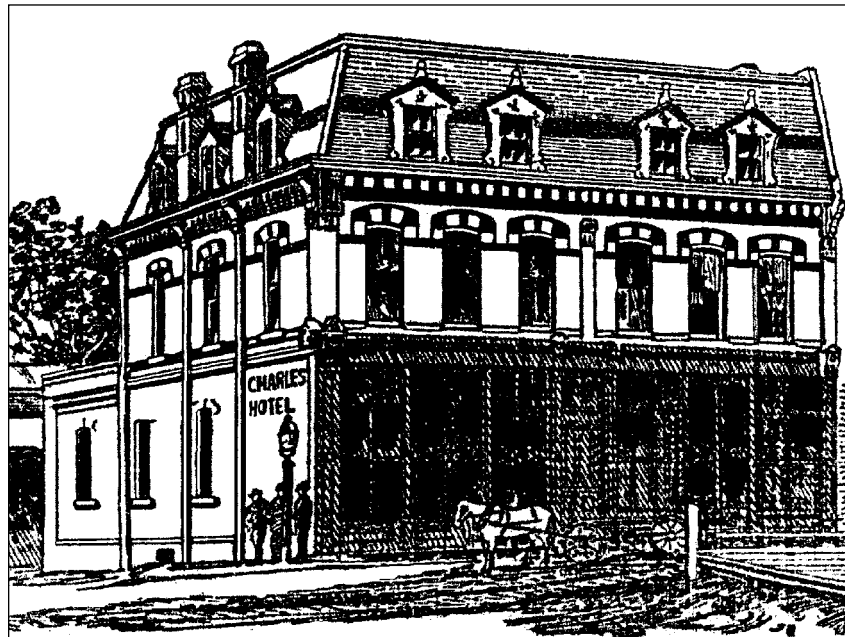
lized by the owner, Mr. B.F. Ackerman manufacture of harness and dealer in trunks travelling bags and every description of horse furnishing goods. In the rear of the block shown in our illustration is a collar factory in which are produced upwards of one thousand horse collars annually principally for the wholesale trade. Eight years ago Mr. Ackerman came to Port Perry nearly empty handed and by strict attention to his own business has succeeded in building up the largest and most prosperous trade in his line between Toronto and Peterborough. He has in addition to his Port Perry establishment a branch at Cartwright for the accommodation of patrons residing east of Lake Scugog.

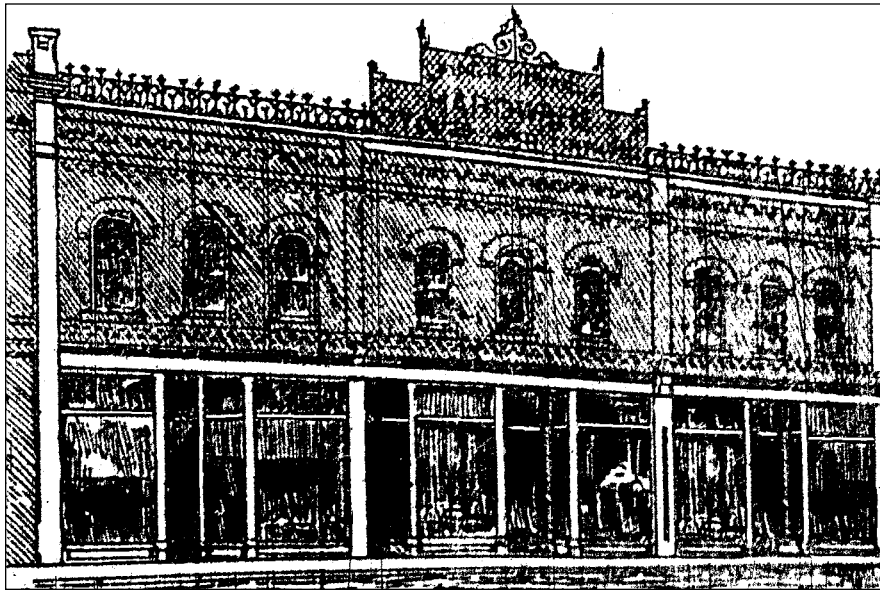
Curts & Henderson Block

In November 1883 J.W. Curts and C.R. Henderson engaged in business as wholesale and retail seed and general produce merchants and have driven a prosperous trade from the beginning. They occupy the greater portion of the building shown in our illustration. It is a two storey white brick, 40 by 60 feet. In addition to their store Curts & Henderson have a warehouse containing a refrigerator with a capacity for twenty-five thousand dozen eggs. They keep two teams constantly employed in gathering eggs and butter in the surrounding country. The eggs are shipped to the Boston Market, where they are in great demand. Curts & Henderson handle 30,000 bushels of coarse grain, 2,500 barrels of flour, 200,000 dozens of eggs and two and a half tons turnip seed annually, in addition to other seeds and products.

St. Charles Hotel

The principal Inn at Port Perry of which T.H. Duncaster is the host was erected immediately after the great fire in 1884 and first occupied in January 1885. It is a three storey white brick structure on the corner of Queen and Water streets, one short block from the Midland railway station. It is about 100 by 120 feet, and contains 30 rooms. The St. Charles offers special attractions to the travelling public, particularly commercial travellers, clean and comfortable rooms, good, wholesome, well-cooked food, and commodious and convenient ample rooms at reasonable rates.





Laing & Meharry's Block

Eleven years ago John B. Laing and John W. Meharry entered into partnership for the purpose of transacting a general hardware business in Port Perry. The block herewith illustrated is a two storey white brick with a frontage of 66 feet on Queen Street and 110 feet in depth. A portion of the block is occupied by the Standard printing office and the insurance and real estate office of David Adams, while the upper storey of the building is divided into offices and a music hall. That portion of the block occupied by Laing & Meharry as a hardware store, would be a credit to any city in the Dominion. Each department of their business 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 in the lower rear is the iron, house which contains glass, paints and heavy hardware. The east front is filled with stores and house furnishing goods and in the rear are the tin shops.

Minty's Book Store

Minty occupies the west part of the Curts & Henderson block. Commencing shortly after the great fire, by strict attention to the wants of the trade, he has developed a prosperous and growing business. He is agent for all the daily papers, leading libraries and magazines and his "cheap for cash" system is the basis of his success.

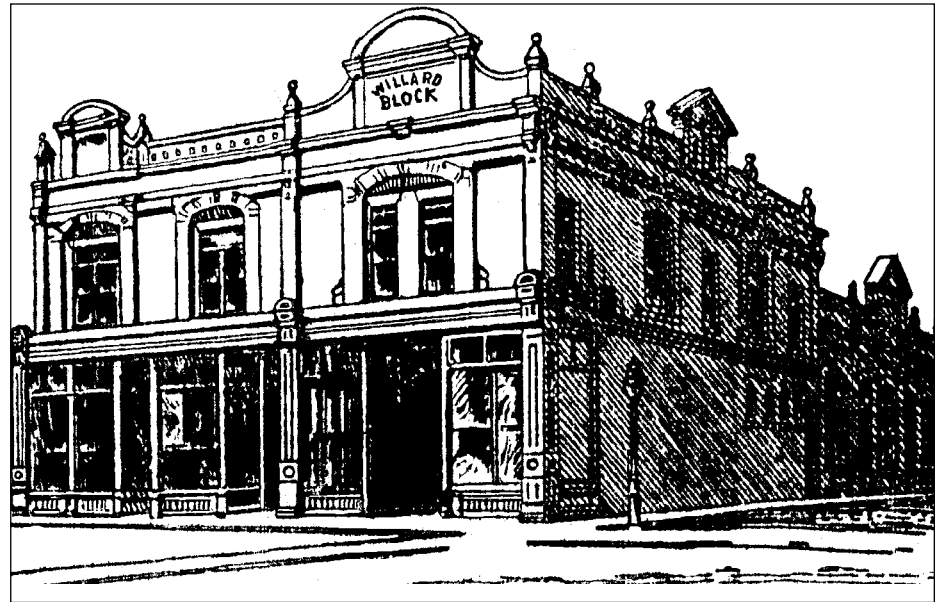
T.H. Walton

T.H. Walton also occupies space in the Curts & Henderson block as a sample room for musical instruments, where may be found specimens of Heintzman & Co. pianos, Karn, Uxbridge and other reliable organs and first class sewing machines. The number of these sold, together with the general satisfaction expressed by purchasers, is sufficient guarantee of his popularity.

Ross Block

A two and a half storey red brick with white trimmings, 56 by 75 feet, erected in 1884. Occupied by the Ontario Bank, N.F. Patterson, Q.C. Billings & Young, barristers, Masonic hall and A. Ross & Sons, general merchandise, the business of the latter having been established in 1871 by Aaron Ross, senior member of the firm. A. Ross & Sons keep a complete and well assorted stock of merchandise, which they offer to safe purchasers at its lowest market value. This firm have by a long and prosperous career established an enviable reputation for reliability and stability.

The Laing & Meharry Block, upper left, located on the south side of Queen St., next to Brock's stores.



Willard's Block

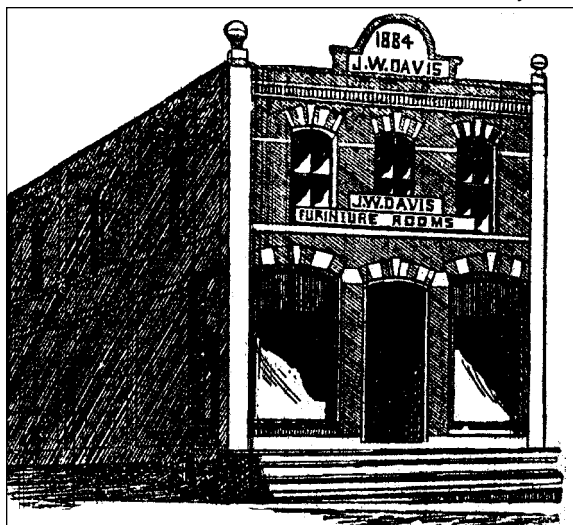
This fine building was erected this summer. Indeed the building is not filled up yet. The corner store is a capacious warehouse, 65 feet in depth, with a frontage of 23 feet. It receives light both from the front and rear. It has the market one side of it and the post office on the other. It is that a branch of a Toronto bank is to be established there. It would be a fine stand for a dry goods or grocery store. Its owner is W. Willard of Raglan, Ont.

Davis' Furniture Warehouse

Mr. J.W. Davis came to Port Perry in 1846, when there were not more than twelve or fourteen houses in the settlement. In that same year he erected a shop and engaged in cabinet making, and for forty years he has conducted his business without interruption, except for a short time following the great fire. Within six days after the destruction of his factory Mr. Davis began to rebuild. The warehouse, an illustration of which is here given, is a two-storey red brick on the corner of Queen and Perry streets, 24 by 60 feet. The factory, in rear of the warehouse is 24 by 65 feet. All things considered, Mr. Davis was the heaviest sufferer by the big fire.

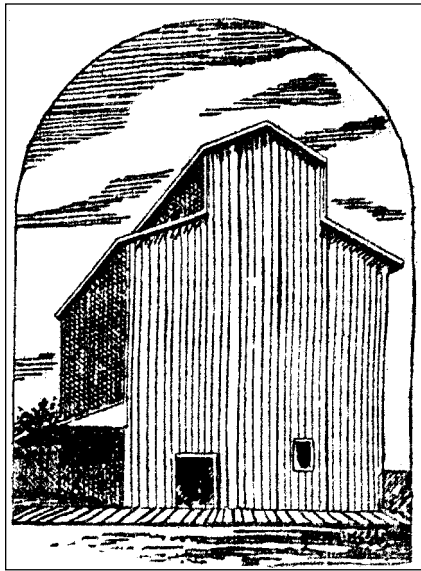
Upper right: Mr. W. Willard's Block, located at the south-east corner of Perry & Queen St.

Below: J.W. Davis Block, at the south-west corner of Queen and Perry St.



Irvin's Steam Pump Works

In 1869, John Irvin, a practical pump maker, came from Toronto to Port Perry and established his pump works. Such had been his success that he was forced in 1878 to erect his present works, which consist of two buildings covering an area of 48 by 55 feet. The machinery used in the manufacture of pumps is propelled by steam power. Mr. Irvin is patentee and manufacturer of the Lorne vertical force and lift pumps, galvanized iron pumps. Dominion force pumps, model Canadian force and lift pumps, superior force and lift pumps, patent cone force and lift pumps, also pumps of all descriptions, for all purposes and at prices from 25 cents per foot up: dealer in hydraulic rams, wind mills, rubber hose, iron piping, and all machinery connected with water supply. His patronage comes mainly from residents of the counties of Ontario,



Durham and Victoria, who purchase from six to eight hundred of his pumps annually. Yearly output about \$10,000.

Ross' Port Perry Elevator

In 1842, Mr. Aaron Ross came from London, England to Canada, and in 1847 settled in the vicinity of Port Perry and engaged in the boot and shoe trade. In 1865, Mr. Ross embarked in the mercantile line, in connection with which he continued to deal in grain and all kinds of country produce, which had previously formed a branch of his original venture. The Port Perry elevator, shown in our illustration, is the property of Mr. Ross. It has a capacity for the storage of 38,000 bushels of grain, about 150,000 bushels of which Mr. Ross handles annually. In addition to grain he deals extensively in pork, hides, skins, wool and

seeds. Mr. Ross has in contemplation several improvements to his water front on Lake Scugog, and will early next spring erect a boat house for the accommodation of tourists and sportsmen.

Emerson Bros. Planing Mill

This mill, which was formerly known as the Richardson mill, is 50 x 60 feet; the machinery driven by a 25 horse-power engine. The firm has a warehouse 24 x 70 feet in rear of the mill for storing dressed lumber and other finished material. The firm began business on the first of March, 1886. It has done a prosperous trade from the commencement. The mill is kept up to its utmost capacity in order to supply the demands. They manufacture doors, sashes, blinds, casings, frames, stairs and the latest styles in fancy fence pickets.

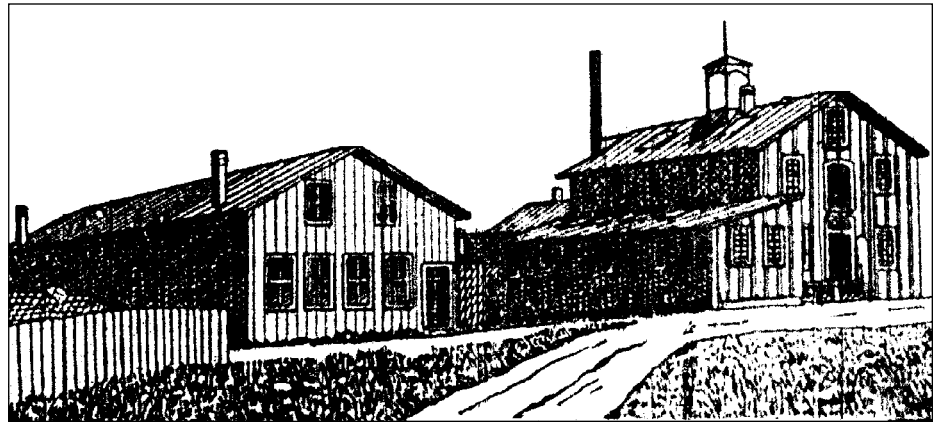
Paxton, Tate & Co.

One of the great establishments of Port Perry is the foundry and machine shop of Paxton, Tate & Co. The firm has been in business twenty years. They



Upper left, Port Perry Elevator, at the foot of Queen St., near the lake.

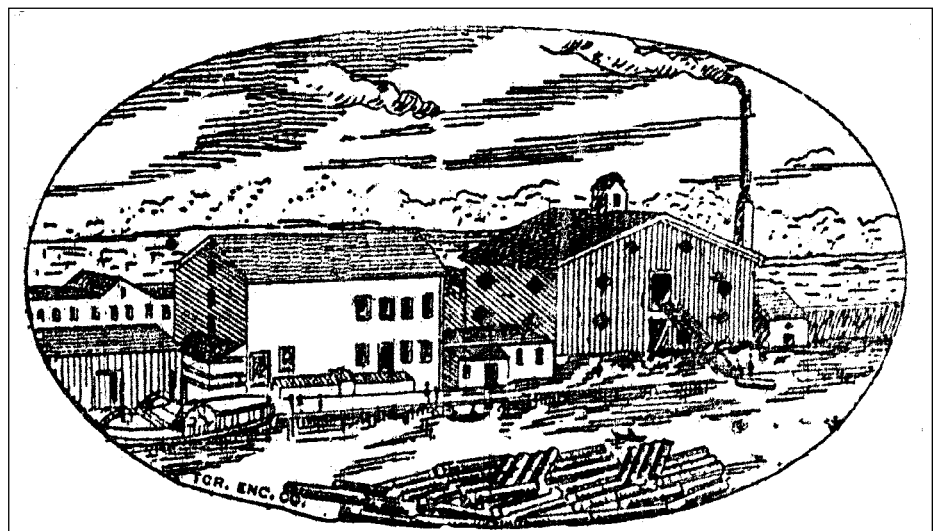
Bottom left, The Emerson Brothers Planing Mill



make the well known turbine and water wheels - the Vuilan, Perfection and Improved Leffel. Their wheel trade is the largest in Canada. They have wheels in use in every part of the Dominion of Canada and in the United States, England, Chili, Brazil and Australia. The Vulcan wheel is claimed to be the best wheel made. It has a light gate and no rods or bolts to get out of order. In addition to their wheel trade, they build Lane's lever-set circular saw mills with rack or rope feed and are also proprietors and makers of Prescott's direct acting steam feed for saw carriages. They also build three different styles of shingle machines, bark mills, lathe machines, water wheel governors and lumber trimmers

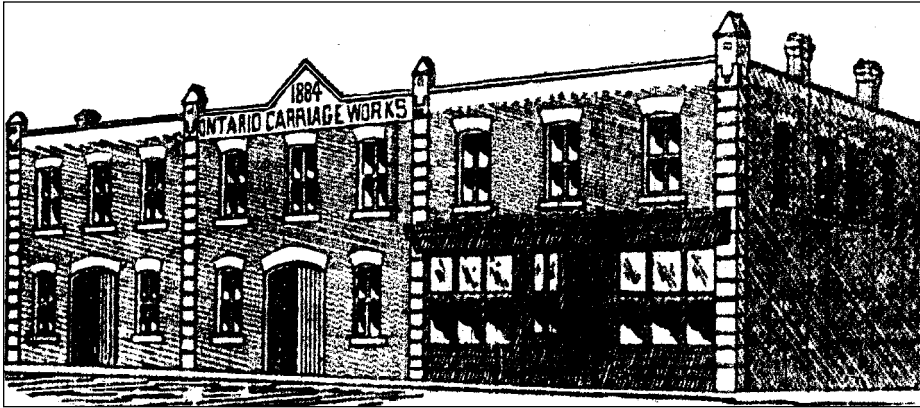
Trounce's Union Mills

In 1856 Mr. W.T. Trounce, then a lad of seventeen, came from Cornwall, England, to Port Perry, and engaged in the lumber trade. Mr. Trounce's lumber interests are the most extensive of any in the locality. The saw mill was erected in 1850, reconstructed in 1859, and remodeled by Mr. Trounce in 1861. It contains a Yankee gauge, a stock and a large circular saw, cutting 45 feet in length, double edgers and trimmers, and all of the latest improved saw mill machinery. It has a capacity for turning out 40,000 feet of sawn lumber each day. The grist mill is what is known as a combined mill, containing two runs of wheat stones, one chop run, one middings run, a pair of rolls, two sets of the latest improved purifiers and other necessary wheat cleaning machinery. The planing mill has been recently erected, having been a compulsory outgrowth



Upper photo:
The Paxton & Tate foundry.

Right: Trounce's Union Mills.



of Mr. Trounce's lumber interests. It contains a combined planer and matcher, combined matcher and moulder, two crosscut, three rib and one band saw, turning lathe, with all the machinery requisite for a first-class planing mill. In connection with the grist and planing mills is a shingle factory, with a capacity of 15,000 shingles per day.

Ontario Carriage Works

These works were completely destroyed in the fire which devastated the business portion of the town in 1884. The building shown in our illustration was commenced by Lewis Hobbs, proprietor of the works in less than a month after the fire and were finished and occupied by the first of October the same year. The main building is a two-storey red brick, with white brick trimmings, 40 by 82 feet. Lumber sheds in the rear, 20 by 82 feet. Mr. Hobbs manufactures all sorts of fine carriages, buggies, wagons, road carts and sleighs. He pays a particular attention to the appearance of his productions, and keeps fully abreast of the times.

The Blong Block

The Blong Block is the most pretentious and extensive business structure in Port Perry. It is a two storey red brick, erection elaborately decorated with white brick facings and has a frontage of over 100 feet on Queen street with a depth of 75 feet. It is occupied by the three mercantile concerns hereinafter specially mentioned. The building was erected in 1884 by Mr. Jonathan Blong who came here casually from Toronto in 1878 and becoming strongly impressed with the advantages of Port Perry as an abiding place moved his family here and has since invested largely in real estate. Mr. Blong is a typical American and possesses enterprise and push that will undoubtedly benefit the community with which he intended to be henceforth identified.

McKenzie's Livery Stable

Twenty-one years ago Charles McKenzie opened a livery stable in the village of Port Perry and has continued it without interruption to the present time. During that period he has engaged in several other business ventures, but has always remained steadfast to his original enterprise. The stable was erected in 1884, just after the great fire which destroyed the town. It is over one hundred feet square, and is the largest livery stable between Toronto and Kingston. Special attention is paid to conveying travellers on short notice to neighbouring towns. In addition to his livery business, Mr. McKenzie is a manufacturer of soda water on a large scale. He is also the inventor and manufacturer of McKenzie's patent lumber wagon springs, said to be the lightest, handiest, strongest and most durable wagon spring ever invented.

The Parrish Block

In 1868 W.T. Parrish came to Port Perry and engaged in business, having had a long experience in the hardware trade. Mr. Parrish has suffered severe losses by fire, as have many other merchants of this place. He was turned out second time in February last, and immediately commenced the erection of the block, which is a two-storey red brick, 32 by 60 feet, one-half of which is occupied by Mr. Parrish as a hardware store.

The Port Perry Tin Works

In 1876 James Boxall located here as foreman in the stove and tinware branch of W. T. Parrish's hardware establishment. In 1883 Mr. Boxall engaged in business on his own account, having purchased the stove and tinware branch of Mr. Parrish, Mr. Boxall occupies store 2 in the Parrish block, which is 18 by 60 feet, and presents almost attractive appearance. He handles a full line of James Stewart & Co.'s and the E. & C. Gurney Co.'s stoves.

Currie Block - McClung, Jones & Co.

One of the most imposing business structures in Port Perry, the Currie block, is herewith illustrated. It is occupied exclusively by McClung, Jones & Co. dealers in staple and fancy goods, carpets, clothing and millinery, to which the east division of the store is devoted. The corner store, or west division, which has communication with the east division by arches front and back, is occupied as a grocery, provision crockery and boot and shoe store. At the back of the east division is the millinery department, while the tailoring and dress-making departments occupy the entire second floor. Mr. John McClung, who was for many years a member of the firm of McClung Brothers at Bowmanville, is associated with this house and purchases the dry goods portion of the stock, not only for McClung, Jones & Co., Port Perry, but for McClung, Bingham & Co., at Bowmanville. Mr. William M. Jones was a member of the firm of Jones Bros. long and favourably known as the most extensive mercantile house in this section of Ontario.

The Bedford Jones Block

The Bedford Jones Block is a two-storey red brick, erected in 1884. It has a frontage on Queen Street of 42 feet, and is 103 feet deep. This structure is the property of Mr. Thomas Bedford, a native of the County of Durham, Ont., who located here in 1881, and is largely interested in the development and welfare



Opposite Page, upper left, the Ontario Carriage Factory, located on the north-east corner of Perry and Mary Street.

Right, the Currie Block, located at the north-east corner of Queen and Perry St.

SCUGOG - THE EARLY YEARS

of Port Perry. The sole occupants of this block are Hillyard & Heid, direct successors of the mercantile firm of Davenport & Jones. With one or two exceptions this is the oldest commercial enterprise in the town, it having been established more than fifteen years ago. The present firm are justly proud of their storerooms, which are pronounced the finest by all odds between Toronto and Montreal. This double store occupied the entire lower story of the block, which, as above stated, is 42 by 105 feet, and contains a large and valuable stock of staple and fancy dry goods, clothing, cloth, gent's furnishings, millinery, boots and shoes and crockery. The millinery department is in charge of Miss McGrory. The tailoring department is in charge of D.A. Sinclair.

Lakeview Lodge

The residence of J.W. Curts, Reeve of Port Perry and senior member of the firm of Curts & Henderson, is situated on the west bank of Lake Scugog, near the station of the Midland railway. It is fittingly named, as the waters of Scugog are spread out before it. It is a cosy home in every sense of the phrase. In the distance the wooded shores of Scugog Island can be seen.

Corrigan's Headquarters

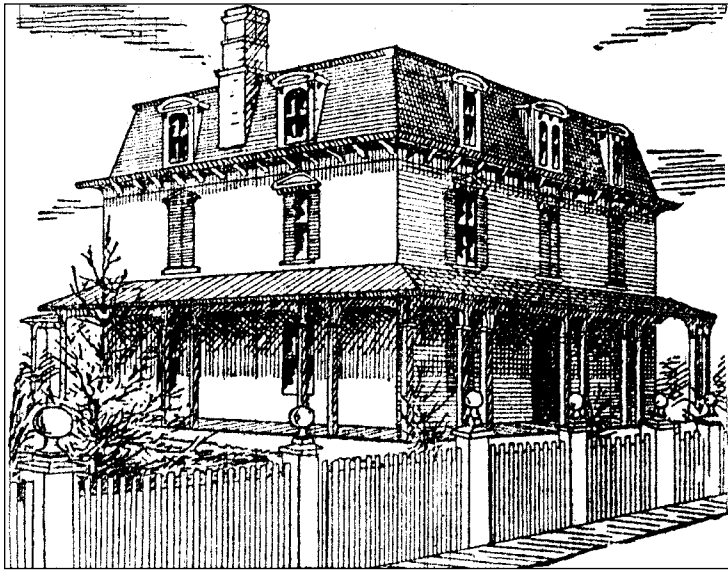
Mr. T.S. Corrigan, who came to Port Perry from Belfast, Ireland in 1874, occupies two of the largest and most commodious storerooms in the Blong block, having a combined frontage of nearly fifty feet and a depth of seventy-five feet. The west store is filled with one of the largest and best elected stocks of fine family groceries to be seen in this province, outside of Toronto. The east store, known as "China Hall," is, with perhaps one or two exceptions, the finest crockery store in the Dominion. It contains nearly every article of utility or ornament that can be procured in the china and glassware markets of the world. My. Corrigan's stores are tastefully and elegantly fitted with every convenience for the transaction of a large and prosperous business. They are heated by hot air and lighted with gas manufactured on the premises. At the north end of the west store is the provision department and in the rear thereof is a warehouse for storing flour and other surplus provisions. The cellar extending under both stores is also utilized by the several branches of this extensive establishment. In the upper storey are located several distinct apartments, devoted to teas, coffee, spice, confectionary and paper. Mr. Corrigan is thoroughly wide awake and enterprising, and is sure to build up a large and prosperous business.

Ambleside

The home of Mr. John Adams is situated on the western shore of Scugog Island, within view of the town of Port Perry, and about two miles therefrom.



Ambleside, the Scugog Island home of John Adams.



The residence of W.J. McMurtry, manager of the Ontario Bank.

The residence is on a farm of 300 acres, sloping eastward down to the lake; the farm is under a high state of cultivation devoted mainly to the breeding of thoroughbred and grade stock. Mr. Adams has resided in Port Perry and vicinity for over a third of a century and after a long and successful business career he is now devoting his attention to the management of his several farms, the development of Port Perry, and the improvement of the farming and stock breeding interests of Ontario. He is vice-president and one of the chief promoters of the Ontario Central and Live Stock Association, in which he takes a prominent and active part. Mr. Adams is the ideal farmer, the head of a happy home and the father of an interesting family.

Residence of W.J. McMurtry

Herein will be found an illustration of the residence of Mr. W.J. McMurtry, manager of the Port Perry branch of the Ontario Bank and treasurer of the Ontario Agricultural and Live Stock Association. The house, as will be seen by the sketch, is spacious, but plain in structure. Mr. McMurtry has the reputation of being a shrewd man of business and is a most unassuming gentleman.

A Useful Invention

Mr. R.R. Browne has in stock, the Harrington shir-sling hay and grain unloader, a very useful invention which every farmer should have. It unloads by means of a double shir-sling rope, with perfect and equal facility, not only hay, barley, peas, beans, etc. (short or longstrawed), but also sheaves of wheat, oats, rye, corn stalks, etc. in fact all kinds of grain raised on a farm. It is strong durable and so easily managed that a boy twelve years old can work it, taking off a load of hay or grain in from three to six hours. The convenience and saving in labour effects by this unloader pays for the cost in a single season. Mr. Browne wants an agent in every township.

The Ebbels Block

One of the neatest business blocks of the town is the brick block of Mr. Hubert L. Ebbels barrister on Queen Street, next to the Ontario Bank. The building was erected by Mr. Ebbels in 1884 after the fire, and is a model at once of usefulness and elegance, having been built in direct opposition to the rule of Mr. Ruskin, not to decorate things, belonging to purposes of active and occupied life. One half of the ground floor comprises the law chambers of Mr. Ebbels, supplied with a very commodious vault, behind whose thick walls and massive doors the title deeds and securities of his many clients and secure from the flames or the midnight burglar.

Mr. Ebbels, who is a native of Exeter, Devon, and was educated in Toronto, came to Port Perry in 1868. His legal business is the oldest established in the town and as he devotes himself wholly to his profession and enjoys the confidence of the community, he naturally has a large practice. The other half of the ground floor and the upper storey are occupied by tenants as shop and dwelling.

Mesdames Tate & Barrigan

The other occupants of the block are the Mesdames Tate & Barrigan, who for the last two years have kept the belles of Port Perry in the fore front of the fashion in millinery. They also deal in Berlin wool, fancy goods and children's under-

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wear. They have a more than usually heavy and attractive store, including the latest English, French and American paternal and novelties and keep the largest stock of millinery goods in North Ontario.

A Patriotic Citizen

T.C. Forman & Son and Forman Bros. are dealers in dry goods, groceries, boots and shoes, hats, caps and furs, and crockery and glassware. T.C. Forman has only been a resident in Port Perry for some 13 years, but is an old resident in the county. He is an Aberdonian and came to Oshawa in the summer of 1813. From thence he removed to Columbus and later to Prince Albert where he did the largest grain business at a time when that place was the rival of Toronto in that particular branch of trade. At the time of the Trent affair he raised a company and subsequently on the occasion of the Fenian raid he and his company were ordered to Toronto and for some time this city was guarded by that body and the Cobourg cavalry.

The Phoenix Drug Store

Mr. A.J. Davis to the manor born was graduated at the Ontario College of Pharmacy in 1880 and in the same year returned to his native town and engaged in the drug trade. He occupies the centre store in the Blong block - a light, airy and attractive store. As an illustration of Mr. Davis energy and enterprise it may be stated that he lost his store and entire stock by fire twice within twelve months, having been burned out in Nov. 1883 and again in July 1884.

Fairview Villa

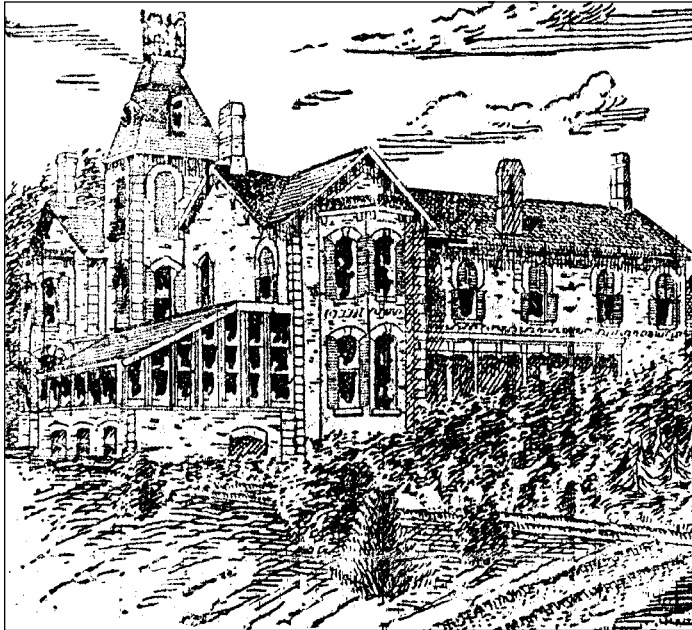
The residence of Mr. Joseph Bigelow is on the corner of Cochrane and McDonald streets, on a commanding elevation overlooking the town of Port Perry, Lake Scugog and Scugog Island. From the tower of Fairview villa a view is had of five townships in three counties. The grounds comprising one and a half acres, are beautifully laid out in lawns, ornamented with flowers, shrubs and shade trees. Mr. Bigelow's place is really handsome.

Joseph Bigelow - Lumber Merchant

Mr. Bigelow's saw mills are on Pigeon Lake, almost sixty miles north-east of Port Perry where 2,000,000 feet of lumber is manufactured yearly. Lumber is sent here for re-shipment and to supply the local demand. Mr. Bigelow also manufactures two million shingles annually. About 8,000 cords of wood for fuel are sent every year from the mills to Port Perry for local consumption. The



Fairview Villa, the residence of Joseph Bigelow, located on Cochrane Street, Port Perry.



Beechenhurst,
the magnificent residence of
Dr. J. H. Sangster.

lumber, consisting of all kinds of hardwood, pine and hemlock, is shipped to the Port Perry lumber yards, about one fourth of which is dressed in the planning mill shown in our illustration.

Beechenhurst

The residence of Dr. J.H. Sangster is beautifully located on the west bank of Lake Scugog, within the corporation of Port Perry. The house, built by the present owner, is of white brick and is surrounded by very extensive environmental grounds which besides the groves of beeches on the western shore include several acres of primitive forest, and fully improved and detailed. The residence with its ample and well-stocked conservatory is said to be one of the finest in the province - its grape and hot houses and grounds form a lovely picture from the lake, and constitute one of the stateliest and choicest houses in the land. Dr. Sangster is at present engaged in a very large and lucrative medical practice. He was formerly principal

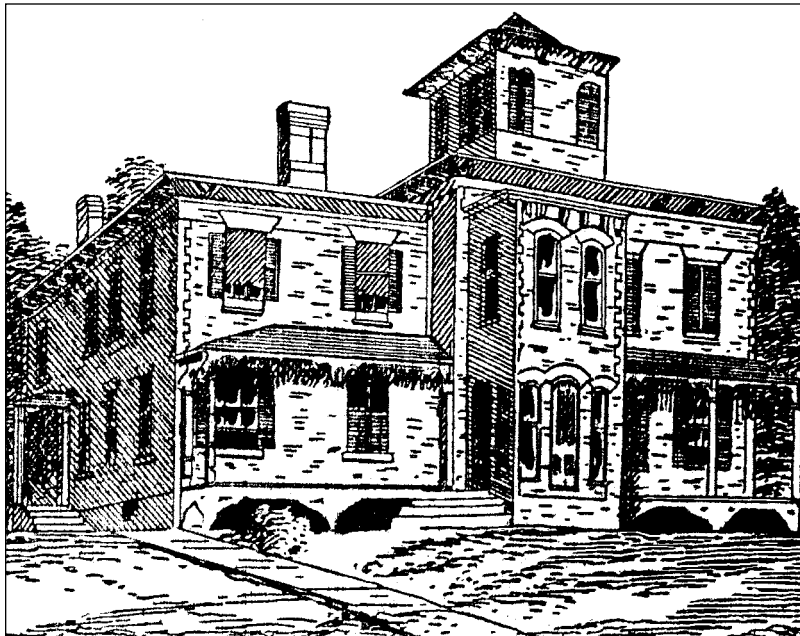
of the Toronto Normal School, and is well known as an author of the school books in exclusive use from 1860 to 1870. He was for twelve years professor of chemistry and botany in the Medical Department of the University of Victoria College, and for the seven years immediately prior to his removal to Port Perry in 1874 he was a member of the Board of Examiners of the Medical Council. He has thus been most intimately connected with both the general and medical education of the province.

Residence of Mr. James McBrien

Above will be found a wood cut of the residence of Mr. James McBrien, inspector of Public schools for the County of Ontario. Mr. McBrien was born near Enniskillen, Ireland, but is of Scotch and English extraction, and happily unites the best characteristics of both races. He was a student at the Normal school here when such men as Thomas Jeffrey Robertson, Dr. Ormiston and



The home of James McBrien on Simcoe St., Prince Albert.



Left, Buena Vista, the residence of William McGill.

Professor Hinds were its leading spirits. He was appointed Public School Inspector in 1871, a position for which he is eminently fitted.

Buena Vista

This beautiful suburban residence is the property of Mr. William McGill, a well-to-do farmer, a native of Ontario, who has heretofore devoted his life to agricultural pursuits. Mr. McGill recently purchased Buena Vista, with the intention of making it his permanent residence. The house is of red brick, and was erected by Sheriff Paxton, who made it his home until his removal to Whitby to assume the duties of the office he now fills. The grounds comprise about fourteen acres, and when beautied as Mr. McGill intends them to be, will form a very handsome place.

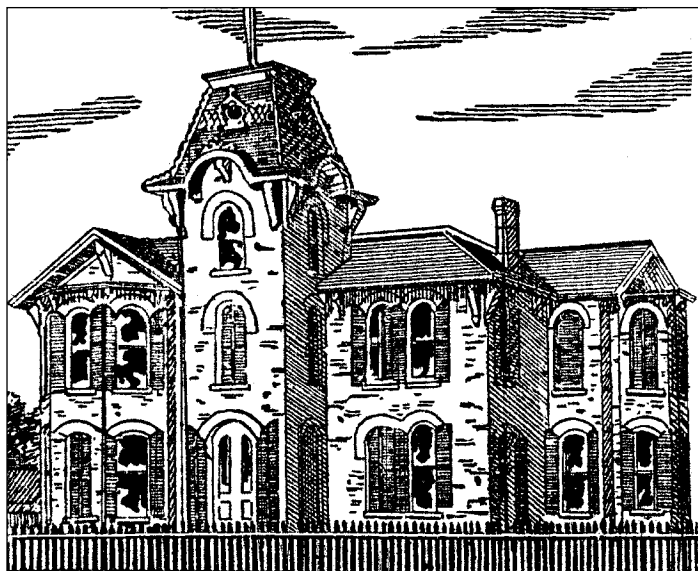
Residence of Dr. Geo. H. Clemens

Mr. Clemens, a native of Waterloo county, Ont., where he was born in 1857. Dr. Clemens was educated at the Galt Collegiate Institute, and afterwards graduated at Victoria University, Cobourg. He studied his profession at the Toronto School of Medicine, from which he received his diploma in 1880, in which year he began to practice his profession in Berlin. In 1882 Dr. Clemens removed to Port Perry, and now enjoys a remunerative practice.

Residence of Orr Graham, V.S.

Dr. Orr Graham, a native of Ontario County, who was educated in the public school in Saintfield, studied veterinary science at the Toronto Veterinary College, from which he graduated in 1884. Dr. Graham commenced practice in Port Perry two years ago, at his beautiful home located on Queen Street, and has had eminent success in the treatment of all diseases of domestic animals. He has already established a large and increasing practice in the counties of Ontario, Durham and Victoria.

The residence of Dr. George H. Clemens, Port Perry.



Isaacs' Palace Clothing House

Mr. J.W. Issacs, a native of Devonshire, Eng., came to Port Perry in 1873. He engaged in business on his own account in 1882 as a manufacturer of fine ordered clothing and dealer in gents' furnishings. Mr. Issacs is a thoroughly practical artisan and an artist in his time, and numbers among his patrons the well to-do residents of the town, keeps a choice stock of imported cloths, and is fully abreast of all the times in style and workmanship. He is a graduate of the celebrated cutting school of John Mitchell, New York City, from which he took a diploma of the first class. He keeps a full assortment of gent's furnished goods of the best quality. Buying at first hand, cutting his own goods and superintending their manufacture, enables Mr. Isaacs to supply his garments at the lowest possible living prices.

Poole & Pound, Photographers

The partners in this firm are artists in their profession. Mr. Frank N. Poole learned his business in London, England, while Mr. C.F. Pound is Canadian born. They enjoy great popularity in their section of the country. Their cabinet work, children, views, grouping, copying, and enlarging are first class.

Joseph Bigelow

The subject of this sketch came to Port Perry on the 30th September, 1850. The place at that time was known as Scugog Village, and was a mere back-woods hamlet. With the exception of a strip of land cleared along the south side of Queen street and on the north side east of Perry street, the place was forest. Mr. Bigelow had a definite purpose in coming to the place, and shortly after his advent he in company with his brother Joel (now of Chicago), went into business. When the village became sufficiently important to become a post office Mr. Bigelow was appointed postmaster, a position that he held for seventeen years. Finding that his other affairs would occupy his whole time, he at length gave up the postmastership. Besides carrying on the store he was operating largely in grain, and was interested in lumbering, the manufacture of shingles and flour barrel staves. When the agency of the Royal Canadian Bank was established in Port Perry, Mr. Bigelow was appointed manager. This post he held for five years, and again finding that he was neglecting his other concerns he resigned the managership. Still his active temperament could not be stopped, and in 1869 he was engaged in advocating the construction of the Port Whitby and Port Perry Railway. He was elected president of the board, and held that trust until the road was completed. When the village was incorporated in 1873, Mr. Bigelow became its first Reeve. He held that office for five years, and would probably still be such had he not put his foot down and refused to stand again.

1885

On June 29th, 1855 Aaron Ross, Esq, laid the corner stone for the new Port Perry Methodist Church with a great crowd gathered to witness the ceremony. Mr. Thomas Courtice read the Historical Sketch which was placed with other mementos in the cornerstone.

1886

January 1886

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May 1886

The Pipe Organ was placed in its position in the Methodist Church. Cost for the erection of the church, including the organ was \$14,000.

Village of Port Perry Clerks



FRANK M. YARNOLD
Port Perry Clerk & Solicitor
1892 - 1901



NORMAN F. PATERSON
Port Perry Clerk & Solicitor
1880 - 1892

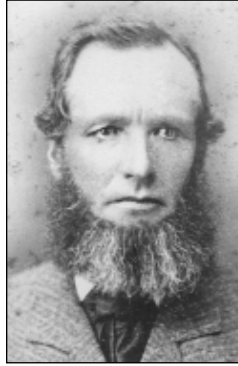


WILLIAM HERD HARRIS
Port Perry Clerk
1901 - 1920

DUNCAN McKERCHER
First Clerk for the new
Village of Port Perry.
1872 - 1874

~

WILLIAM M. COCHRANE
Port Perry Clerk
1874 - 1880



JOSHUA DOBSON
Reach Twp. Reeve

1885

January 1885

Henry Gordon was elected Port Perry's Reeve for 1885, and served as Warden of Ontario County for the same year. Joshua Dobson was elected Reeve of Reach Twp., and William Bateman commenced his third term as Reeve on Scugog Island.

March 1885

Some of the leading residents of Port Perry, not overly well satisfied at the proposed change as affecting their village, met on the 9th and passed a resolution that a deputation wait upon the councils of Reach and Scugog and request them to join in taking action in memorializing the Local Legislature not to detach Port Perry, Reach and Scugog from North Ontario, and annex to the South.

The co-operation of Reach and Scugog was attained and the deputation waited upon the government, when consent was given to leave present boundaries as they are for all except elector purposes.

Last week Monday, several people were seen standing around the street gazing heavenward through a piece of smoked glass at the eclipse of the sun, which was visible from about noon to 3 p.m. This was the most pronounced solar eclipse in Canada since the total eclipse of 1869.

April 1885

Port Perry Council made \$544 out of their Town Hall last year and there will be no decrease judging from the present appearances this year.

The Greenbank Division of Sons of Temperance has received a host of 20 new members during the past four months. The young people in connection with the Methodist Sabbath School are about to organize themselves into a Division of the Cadets of Temperance.

June 1885

At a special meeting of Port Perry Council on June 20th, the Clerk was directed to call the attention of the Salvation Army Officers to the By-law forbidding shouting and beating of drums in the streets, and to ask for the observance of its provisions, failing in which the law will be enforced.

On June 29th, 1855 Aaron Ross, Esq, laid the corner stone for the new Port Perry Methodist Church with a great crowd gathered to witness the ceremony. Mr. Thomas Courtice read the Historical Sketch which was placed with other mementos in the cornerstone.

July 1885

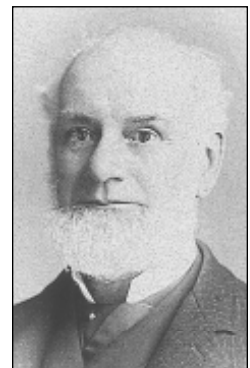
Thos. McBrien, Isaac Vipond and Martin Hardy, all of Brooklin, were out on Lake Scugog this morning in a small boat. When near Scugog Island one of them made a mistake of the oar and the boat capsized. Vipond and McBrien clung to the boat and drifted ashore, but Hardy, being unable to swim, was drowned.

A team from the Uxbridge Cricket Club visited Port Perry and defeated the local wielders of the willow by 67 runs. For Port Perry, St. John's bowling was excellent throughout.

A beautiful meteor was seen in the sky on Friday night last at about 9:30 by people in Port Perry. It was noticed to open, or expand twice, and objects were plain as day.

September 1885

The pillars for the new Methodist church in Port Perry,



AARON ROSS
Lays cornerstone for new
Methodist Church.



EDWARD MUNDY
Port Perry Standard owner

which is to cost \$12,000, are being made by Mr. J. Johnson of the Haggas and Sons Foundry in Uxbridge.

The Port Perry Standard reports: "We have good authority for stating that Mr. A.P. Cockburn, M.P. has been offered a senatorship to fill one of the vacancies in the body. This of course would necessitate an election in North Ontario to fill his seat in the Commons."

Dr. Hamil, who had been practicing his profession in the County of York for the past six years in Unionville, has moved and located in Port Perry.

October 1, 1885

On Wednesday last week R. R. Stretton's house in Reach was burned down. Some stumps or rubbish were being burned on the farm and the fire caught into the stubble and ran along to the house, which was soon ablaze, destroying all the contents.

November 1885

The Port Perry Standard reports an unusual amount of fighting and carousing in the town one night last week. The spree lasted all night. "Numbers are drinking their money now and their families will have to go without necessities this winter", it reports.

1886

January 1886

Joshua W. Curts was elected Reeve of Port Perry.; Samuel H. Christian takes over as Reeve of Reach Twp., and William Bateman was elected for his fourth term as Reeve of Scugog Twp.

The Methodist Church of Port Perry was opened for divine service on Jan. 24, 1886, with the first sermon being preached by Rev. Dr. Briggs of Toronto. Rev. J.F. Ockley is minister. The collection over the entire day was \$2,600.

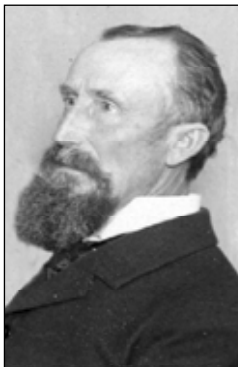
February 1886

The printing tender of S.M. Newton for printing of 1000 county journals of the proceedings of County Council, was accepted by the County Council at \$124 a year.

A big fire occurred in Port Perry Sunday morning, Feb. 28, by which two blocks were destroyed. The loss is put at \$30,000 and the losers are: James Boxall, stoves and tinware, nearly all his stock; W.T. Parrish, hardware, lost stock and building; J.H. Brown, general store, saved most of his stock; Geo.

Currie, loss on buildings. The Oddfellows, Workmen and Chosen Friends societies lost papers and contents of their hall located on top floor of Currie's building; Davenport and Jones, loss of some stock, having partially removed stock when premises was threatened; Wm. Brock, loss by removal of stock; S.E. Allison, druggist; R. Robinson barber, had furniture, including a piano, injured by heat. Willard's unfinished block was injured by heat. The new steam fire engine did good service.

County Council adopted a report of the commissioners of the Scugog Bridge showing payment to the amount of \$2,602.25 on account of contract, and a balance of \$397.85 yet unpaid on account of that expensive job. A by-law was subsequently passed appointing Mr. Bateman, Reeve of Scugog, commissioner.



WILLIAM BATEMAN
Scugog Reeve appointed
commissioner of the
Scugog Bridge.

March 1886

The Uxbridge School Board met and Mr. J. McBrien was appointed inspector of schools in Uxbridge at a cost to the town of not over \$30.

The Port Perry races came off last weekend successfully. McQuay's "Defiance," which took first place on the green trot was owned until recently by Rev. Father Allain, of Uxbridge.

May 1886

The Pipe Organ was placed in its position in the Methodist Church. Cost for the erection of the church, including the organ was \$14,000.

A credible performance of Pinafore, by an amateur company was presented at Port Perry with the proceeds for two nights being \$160, which goes towards paying for a piano for the high school Glee Club.

The 67th anniversary of the birth of Queen Victoria was observed quietly in Port Perry. Boating formed the principal amusement with a number of residents enjoying an excursion and picnic to Petit's Point.

At a meeting of the North Ontario Liquor Licences Commissioners, a license under the Scott Act was granted to A. Charles, Port Perry.

June 1886

A gang of 100 Italian men are at work ballasting this branch of the Midland Railroad. New steel rails are also to be laid on this road between now and fall.

Mr. T.H. Dancaster, of the St. Charles Hotel was brought before justice Robson and Gordon Thursday. The charge against him was proved and a fine imposed.

John Wilson and Charles Gerrow were trolling on Lake Scugog when they hooked a large fish, and in the excitement the boat capsized. Both occupants narrowly escaped drowning by holding onto the gunwales of the boat until rescued.

Joseph Gould, of Uxbridge, one of the most widely known members of that community, and most respected in Ontario County, died at his residence, at 77 years of age.

September 1886

Last week, *The Standard* editor reported, just as they were are going to press, they noticed from the office door, that Mr. Pound's driving sheds and carpenter shop were being consumed by fire.

Diphtheria seems to be touring around the country with Uxbridge, Port Perry and Cannington the most afflicted places so far. Many cases seem to have take hold in Port Perry.

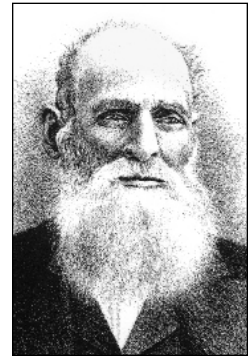
Michael Bowles, and his son Joseph, of Reach Twp., were arrested and taken before the County Judge in Whitby, charged with having a liquor still set up on their premises. They were tried before Judge Zacheus Burnham in Whitby and found guilty.

A number of members of the Port Perry Band travelled to Uxbridge on Sunday to assist the Uxbridge Band in the absence of some of its players.

October 1886

The Port Perry Fair is drawing a crowd this week. Monday was very unfavorable day, but yesterday (Wed., Oct. 6) when the formal opening took place, the weather was beautiful. As many as 10,000 people are said to have been on the grounds in one day.

The Methodists in Greenbank are planning to build a parsonage next summer at a cost of \$1,500.



JOSEPH GOULD
Dies in Uxbridge

December 1886

Sir John A. MacDonald was in Port Perry and a large crowd gathered to see him, and hear him speak.

1887

January 1887

Joshua Curts was re-elected Reeve of Port Perry. Joshua Dobson returns as Reeve of Reach Twp.; and William R. Ham takes over as Reeve of Scugog Township.

A raid on some of the hotels of Port Perry was made a couple of weeks ago, but charges made against Messrs. John Ruddy, proprietor of Ruddy's Hotel, and T.H. Dancaster, were dismissed on a technicality, the information having been drawn up wrong.

February 1887

The businessmen of Port Perry are again considering a scheme for building a bridge to connect them directly with Cartwright. It is estimated that \$6,000 would be required for the work.

Mr. N.F. Paterson, clerk of the village of Port Perry, was the guest speaker at Mr. Miller's election meeting in Uxbridge last week.

The Port Perry Central Fair Society held its annual meeting last week. The financial report showed a profit of \$1,000 from the fair. It was decided to obtain a new charter and increase the capital stock from \$12,000 to \$25,000.

March 1887

Sheriff J.F. Paxton, of Whitby, was seriously ill in Uxbridge for two weeks, while visiting his daughter Mrs. A.M. Gilpin. He is expected to recover, although at one period his life was almost despaired of. Mrs. Paxton is also here and visitors have been Mr. Dryden, M.P.P.; W.J. Trounce, and J.E. Farewell, county clerk.

The North Ontario E.D. Agricultural Society, which will hold its show in Uxbridge this year, has effected a settlement with the Port Perry Central Fair, with which it amalgamated last year.

The Central Bank is opening a branch in Port Perry.

April 1887

The Ontario Legislature appropriates \$1,000 for improvements to Port Perry's waterfront.

Mr. N.F. Raines, M.A., Barrister, from Port Perry, has located in Uxbridge and set up his office in the corner rooms of H. Jones' new block, opposite the Market.

The Port Perry Standard reports: Last Tuesday we beheld one of the largest saw logs that has ever been seen in this part of the country. The tree from which it was taken grew on Mr. John T. Pound's farm, just north of Port Perry, and was blown down about three years ago during a heavy wind storm. The first two logs cut from the tree measured 15 feet each in circumference, and were composed of good, sound, clean timber. They were taken to Utica to be cut into shingles.

May 1887

Mr. Joseph Bigelow is in Springfield, Missouri, looking after some real estate he owns there.

The subject of the road to Cartwright has been revived and a public meeting was held, at which time a joint stock company with capital of \$2,500 was formed



JOSHUA CURTS
Proposes electric railway.



J. H. BROWN



The Currie block, on the corner of Queen and Perry Streets, after being rebuilt in 1884. The new building was damaged on May 24, 1887, when a fire destroyed stores of Brown and Currie. Note difference in brickwork on upper structure and details in the bricks around windows.

for the construction of a road from Scugog Island to Cartwright.

Port Perry has had another fire on Saturday night. The store of Messrs. J.H. Brown and Geo. Currie were destroyed.

The Epsom Methodist S.S. anniversary was held on Monday last.

Building construction in Greenbank, considering the size of this little place, is going ahead this year on quite an extensive scale.

June 1887

A large crowd gathered at Port Perry on June 21st to take part in Ontario County's Jubilee Celebrations. Port Perry's prize band was on hand to furnish the music for visitors.

Scugog Twp. Reeve W.R. Ham requested \$40 from County Council to repair the Scugog Bridge, contending the bridge was in dangerous condition and in need of repair.

On Jubilee day, Mr. Jas. Davidson caught a lunge that weighed 26 pounds, the largest that has been caught in the Scugog this year. It created quite a sensation amongst the crowd of visitors as he dragged it along Queen St.

July 1887

Thomas Paxton, Sheriff of Ontario County, died at Whitby on July 3, 1887. He was a very popular man in the county, due to a genial disposition and other good qualities.

Port Perry was well represented at Toronto on Dominion Day, a great many going by way of the C.P.R. from Myrtle. The G.T.R. through Port Perry, appears to be losing traffic because of the poor accommodations it provides, and travelling between here and the city by way of the C.P.R. is steadily on the increase.

Last Friday (July 22) a number of men were going to a barn raising at Peter Christie's farm in Reach. A sudden thunderstorm came up and they sought shelter in the Utica Hotel. They had been there but a short time when a lightning bolt struck the chimney of the bar room, striking three men who were sitting on the bench near the stove. George Ward and Wright Crozier, were struck in the body and lay for a time apparently life-



THOMAS PAXTON
Ontario County Sheriff



ELIAS WILLIAMS
Injured in accident

less, while Thomas Horne had his boot torn to pieces and his foot burned severely. Mr. Crozier and Ward recovered from the incident.

September 1887

James Worfolk has bought Robinson's barber shop in Port Perry.

Mr. Elias Williams, of 7th conc. Reach, was driving a wagon through one of his fields when the horses were frightened and ran away at a furious rate, only stopping when they collided with a tree. Mr. Williams was thrown out of the wagon with such force as to break his thigh and dislocate his shoulder.

Conductor Gray's train was passing about a mile south of Seagrave, when engineer Dean noticed a small child sitting between the rails on the track. He instantly whistled, braked and reversed his engine, slowing the train to about 10 miles an hour. The child had risen at the sound of the whistle, but was struck by the cow-catcher and thrown into the ditch with only a few bruises to the head from falling on the cow-catcher.

Mrs. James Lund has been appointed president of the recently started branch of the Women's Christian Temperance Union (W.C.T.U.) in Port Perry.

Mrs. Maude Gordon of Port Perry was appointed one of the teachers in the Toronto Conservatory of Music.

Mr. H.J. Gould of Gould Bros., Uxbridge, was in Port Perry taking large orders of their celebrated flour.

October 1887

A house and barn on the Reach Twp. farm of Mr. A. Ross were burned down on Monday evening of last week (Oct. 3). Mr. Ross' loss is nearly \$2,000, with insurance of only \$700. Mr. Jas. Williams, occupant of the farm loses \$1,500, which was covered by insurance.

November 1887

Rev. N.R. Willoughby of Port Perry has accepted the invitation of a Guelph church to become their pastor for the next term.

A new book, "The Life and Times of Joseph Gould, has been published and delivered to subscribers of the *Uxbridge Journal*, in that town.

December 1887

Mr. W. J. Trounce has moved from Port Perry to Toronto, after a residence here for more than 35 years.

An Indian calling himself Albert Esqueh paid the Scugog Indian village a friendly visit last week, and on Saturday noon skipped out with a four-year-old mare, the property of one George Goose.

The loss caused by the Central Bank failure will fall principally on the numerous shareholders. Among the shareholders from this area are Duncan Christie, \$600; and William McGill, Port Perry, \$1,000.

Five armed men, half drunk, drove from Port Perry to the railway station at Myrtle, where they attacked John Denning and W.C. McRae, whisky detectives in the employ of the South Ontario Inspector. In the melee shots were exchanged and George Brown, a Port Perry bartender, was shot twice. Mr. Brown and his vigilante companions, Thomas Trebell, Wm. Lattimore and Fred Corbyn, were all arrested and ordered to stand trial.



Rev. N.R. Willoughby

1888

January 1888

Elections in the Township of Reach: Donald McKay as Reeve, Jas. McFarlane, 1st Deputy, Peter Christie, 2nd Deputy, E. Tink and Jno. Martin councillors. In Port Perry, Mr. J.W. Curts was elected Reeve and W.M. Wilcox, Deputy Reeve. Scugog Township elected J. Wesley Crozier, reeve.



DONALD McKay
Reach Twp. Reeve

On Jan. 6, at 12:12 a.m., a magnificent meteor, travelling from east to west, burst apparently just north of the foundry. A long train was left by the midnight visitor and the light of the meteor effectually paled that of the moon for a limited time.

Mr. W.I. McMurtry, who resigned the management of the Ontario Bank, has gone extensively into the produce business in Clinton, Iowa with Mr. James Gould, an Ontario man.

Mr. T. Allin, of Reach Twp., was elected president of the North Ontario Farmers' Institute at the annual meeting held in the Market Hall, Uxbridge.

February 1888

Public School Inspector James McBrien read his report in an open session of Ontario County council, instead of before the Education Committee. He spoke approvingly of the introduction of teaching about temperance in the schools.

The Ontario Central Exhibition, Port Perry is a success, but is in financial trouble. On capital account, about \$18,000 has been expended, and only about \$3,500 paid in, leaving the association about \$14,500 in debt.

March 1888

A number of Port Perry men have opened a club room for the promotion of athletic sports and calisthenic exercises.

April 1888

Mr. John Dewey of Port Perry has moved to Uxbridge to reside.

May 1888

A sad accident occurred on Sunday afternoon, May 6, when Douglas Campbell, youngest son of Mr. Henry Gordon, fell into a loosely covered fire engine tank while going to Sunday School, and was drowned. His body was found at the bottom of the 12 foot tank later in the day. No doubt the corporation is liable for damages.

The body of young Joseph Graham, V.S., of Port Perry, who had been missing for over a month, was found floating in the Toronto harbour, opposite the site of Union Station. He disappeared while on his way to Battle Creek, Mich. to commence practicing his profession. His father, James Graham of Manchester, said he left home with over \$400 in his possession.

Mr. John Ralph, of Reach, came to town May 15, having brought his daughter to stay with some sick friends, in relief of Mrs. Wm. Birkett, who had been on duty for a week. As Mr. Ralph and Mrs. Birkett seated themselves in the wagon, his horses took fright and dashed off. Mrs. Birkett was thrown from the wagon and so badly injured there were no hopes of her living 'till morning. Mr. Ralph was also thrown out and seriously injured, but was able to be taken home.

An inquest on the body of young Jos. Graham took place at the morgue, Toronto, but the evidence could not determine how he met with his death.

June 1888

Fishing season opened on Lake Scugog and it's estimated that three tons of fish were taken out of the lake the first day. Every available floater in the

shape of a boat was in use; even washtubs were pressed into service - to hold the fish after they were caught.

Prince Albert, Port Perry and Uxbridge Unions of the W.C.T. U. are all holding meetings regularly and the interest in the temperance cause is being thoroughly sustained.

July 1888

Mr. T.C. Nichols, B.A., takes charge of Dr. Gould's drug store in Port Perry. Dr. Gould relocated after purchasing the residence and practice of Dr. W.S. Black in Uxbridge.

The races in Port Perry on Monday and Tuesday were fairly successful. Visitors say there was a great deal of drunkenness apparent there, and unite in calling Port Perry a "tough hole."

About \$5,000 is being expended to dredge the Scugog and widen the cut near Lindsay.

A little fellow named Ewers met with a bad accident near the railway station Monday night. He is but 12 years old and while watching the trains shunt, he stole a ride on the back of the tender to be dumped. While the train was running back to the shed, he fell off and was run over by the tender and the engine. His leg was broken and his face badly crushed.

Mr. Henry Gordon has notified the village council of Port Perry, through his solicitors, Messrs. McGillivray and Chapple, that he will sue for \$5,000 damages in connection with the drowning of his boy recently in a street tank, unless a settlement of the matter is effected. The council passed a motion declaring its belief that the corporation is not liable, but sympathized with Mr. and Mrs. Gordon in the loss of their child.

The Port Perry Brass Band is now very nicely equipped, having 22 performers and will go to Berlin (Kitchener) next week to take part in competitions.

A number of boys were camping at Mr. John Adair's grove, about a mile and a half down the lake. John Campbell of Port Perry and his cousin John Scott of Brookdale went out in a canoe, which tipped, and despite great efforts made by young Campbell, Scott went down. His body was recovered Sunday morning.

August 1888

Work on the new railway station at Port Perry has commenced. The main-line has been moved some 25 feet to the east front of the old station, and the site of the new building is between the main track and the switch to the west, and just to the south side of Queen St. It is to be a frame building on a stone foundation.

Messrs. M.G. Robson and Crandell heard what was probably the first case under the Act of the Ontario Legislature respecting the support of wives by their husbands. Mrs. Brown of Prince Albert, summoned her husband Robert Brown, for desertion and refusal to support her. Their worships gave judgment ordering the husband to pay \$3 per week and costs.

The Port Perry Band won second prize of \$100 in the Walkerton tournament last week.

A historic house, situated near the Presbyterian cemetery on the 12th conc. of Reach, at what used to be the corner of the old Brock Road, was struck by lightning and burned down. The first Greenbank post office was kept there by Mr. Geo. Horne, who also conducted a store in the same building. Mr. Marks and his family, who lived in the home, barely escaped with their lives.

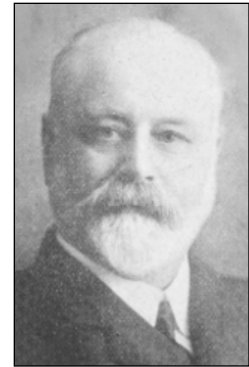
The new station house is progressing favorably and will be a great acquisition to the town. The 40 or 50 Italians, who were engaged at the station, have been moved farther down the line.

The Methodist S.S. excursion to Washburn Island was not a financial success, owing to bad weather.

September 1888

Jones and Davenport opened their new store last Saturday and had a crowded house all day.

An alarming amount of sickness seems to prevail in our midst. The fever has broken out in various parts of the town, with gravest concerns for several cases. The low and unhealthy condition of the lake is no doubt the source of the sickness, and a vigorous effort is being made to compel the authorities at Lindsay to raise the locks and bring the lake up to its proper height. Mr. N.F. Paterson, who waited on the Government at Ottawa regarding the lake trouble, returned this week and gives encouraging reports.



WILLIAM ROSS

Mr. and Mrs. Wm. Ross are recovering nicely, and Mrs. Gundry's skillful nursing cannot be commended too highly.

The bookkeeper at the St. Charles Hotel, commonly known as the "little man," has been joined by his "little sister" and they make a novel couple. The former was, for a number of years, the great feature in the Barnum show. He is opposed to being placed on exhibition anymore. He is about 35 years of age, weighs 85 lbs. and stands 3 ft. 10 inches.

October 1888

The fever has all subsided and health reigns once more in the village.

A number of Toronto sports are camping on Adam's Point, indulging in duck shooting. Everyone that can find a gun and pup may be seen pacing the lakeshore at early dawn.

Unfavorable weather mitigated against a large attendance at the Port Perry fair last week. The open evidence of liquor being sold on the grounds might be expected to disgust many decent people from going again.

The Standard writes: If Port Perry goes down as rapidly during the next two years as it has for the last two, we will then be in a position to receive tenders from all modern Goldsmiths to write up another "Deserted Village."

Our town has furnished four medical students this term, viz: Messrs. Bigelow, Sangster, Bruce and Penhall.

The first large evening party of the season took place at the residence of John W. Meharry last Friday. The orchestra being highly appreciated in addition to many other attractions.

November 1888

The Nonquon Bridge gave way last week under a load of grain. The concession has been closed ever since, as the repairs had to be made at once.

Three charges for violation of the Scott Act were laid against the St. Charles Hotel, resulting in the permanent closing of the bar. The proprietor has decided to run a first class Temperance House from this out. The merchants turned out in body last Friday evening and presented the proprietor, Mr. T.H. Dancaaster, with a complimentary oyster supper to show their esteem for him and their approval of this thorough temperance move.

December 1888

The race course has been laid out on the lake for the winter races, and skating, which commenced three weeks ago, has been stopped by the rough ice and snow on the surface.

A large party of men was organized to go in search of a bear that had been tracked and hunted the day before in a swamp on the 12th conc. of Reach. Nearly every gun in the place took part, and it was a shot from D.M. Card's rifle that brought the 200 lb. bear down.



JOSEPH BIGELOW
Port Perry Reeve

Port Perry and Pickering are the only municipalities that lose a deputy-reeve, the result of a change in the law, which basis representation on the County council, by the number of names on assessment rolls.

Mr. S.E. Allison is home for the Christmas holidays.

The annual High School entertainment was held at the Town hall and was well patronized.

1889

January 1889

Reach Twp. council returned Reeve D. McKay and the entire council of last year, by acclamation. In Port Perry, Joseph Bigelow was elected Reeve; and Wm. R. Ham was elected reeve of Scugog Twp.

Out of 275 available voters in Port Perry, over 200 have signed the petition for the repeal of the Scott Act.

Our new Reeve, Mr. Joseph Bigelow, is taking active measures to have the Cartwright Bridge built at once. This bridge is to connect Scugog Island with Cartwright Township. There will then be "commercial union" between Port Perry and Cartwright.

The ice is in excellent condition now and our young folks are enjoying it to their hearts content.

Mr. Geo. Armstrong is buying out Mr. McCaw's jewellery business. The business is large and flourishing and will doubt continue to grow with such an active young man at its head.

Burglars attempted to enter Mr. Forman's store on Monday night. The back door was completely perforated with auger holes, but the attempt was unsuccessful.

February 1889

Reeve Jos. Bigelow, addressing County Council, said it was the fault of the hotel keepers that the Scott Act was not a success, as they persistently broke the law.

The Ontario Central Fair held their annual meeting at Port Perry and decided on Sept. 23, 24, and 25 as the dates for the next fair. Mr. N.F. Paterson was appointed treasurer, and Henry Gordon, secretary at a salary of \$200.

Reeve Bigelow introduced a by-law at the county requisitioning aid in the sum of \$500, for the building of a roadway between the Townships of Scugog and Cartwright. After much discussion, the by-law was defeated by a vote of 13 to 18.

Port Perry Standard editor, E.J. Mundy was married to Miss Nellie Major, in Toronto.

March 1889

About 25 fish houses can be seen opposite Platten's Island, most of them are used by the Mississagas band of Indians, who are doing a good business snaring maskinonge, and earning from one to five dollars per day.

The lake must be swarming with fish as one man alone on Scugog has sold in the past two weeks, over 2,000 lbs. of fish. They are being caught with a loop made of copper wire on a rod of iron. Those who have tried this "snaring" method, say it is the greatest fun on earth to fling a large maskinonge out on the ice and see him dance a "cotillion."

A large number of Port Perry residents took part in the official opening of the dedication service of the new Methodist Church in Uxbridge.

Such large quantities of fish have been taken out of Lake Scugog this winter by snaring, that Inspector McDermot is urging Ottawa to pass an Order-in-Council prohibiting that method of fishing.

At a special meeting of council, the town took \$400 stock in the Port Perry,

Scugog and Cartwright Road Co., and passed the necessary by-law to enable them to do so.

April 1889

Nine boys were rounded up and charged after placing a lorry on the tracks near the railway station at Port Perry and setting off for Prince Albert, only to be met by Mr. Chisholm. They skipped, but were served with a summons to appear in Whitby, but instead paid a fine of \$2 each and costs.

The Salvation Army has purchased the Methodist Episcopal Church and propose to fit it up for a barracks.

May 1889

A terrific storm passed through this section. The lake was almost white at times with foam. It has seldom been seen rougher than it was on Sunday.

The Department of Public Works, Ottawa has instructed the Minister of Justice to take such action as may be necessary to prevent the waste of water at Lindsay.

Some malicious party, or parties, have been exhibiting a degree of vandalism. The Roman Catholic Church, on John St., a structure which is a credit to the town, has been greatly damaged, by having several windows broken.

Mr. Joshua Wright is converting the old tannery into a coal yard.

William Ross has removed the coal-oil engine from his grain elevator and substituted it for a larger one.

An electric light company is canvassing the town with a view to introducing the Incandescent Electric Light system here.

The water in the lake is nearly two feet higher than it was last fall. The bogs in the upper lake are now completely submerged.

Messrs. G.W. and Chas. A. Harrington, of this place, have purchased a hardware and house furnishing business in Toronto.

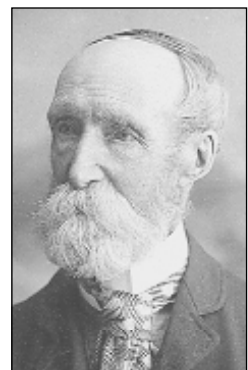
Mr. Yarnold, engineer, along with Mr. Bigelow, have been making a thorough examination of the shortest and best route for the Cartwright roadway, and the survey will be completed next week. The present line is about 300 rods, almost 100 rods shorter than the line surveyed last winter. A very easy grade has been obtained for the approach at the Scugog end. As soon as the water gets low enough the work will proceed. The examination of the bottom of the marsh shows hard pan at about two-and-a-half feet over about 270 rods, and about 30 rods from 3 to 4 feet. The channels of the two creeks to be crossed, being about 15 feet wide and six feet deep.

Upwards of 600 cattle have been shipped from the Port Perry station, and another trainload of 180 will leave here this week. Messrs. Wheeler, Bongard and Jack, are the buyers.

The Oriental Hotel business is for sale and is likely to be sold with a few days. Mr. Dancaaster has kept a first



Port Perry Catholic Church victim of vandals.



W. E. YARNOLD

class house for seven years and much regret will be felt at his leaving.

June 1889

Summary of the Reach Twp. Assessment, calculated by Norman Stewart: Total population - 3,993, which is 135 less than the year previous; number of acres of land assessed - 66,539; number of acres cleared - 43,435; acres of woodland - 3,951; acres of swamp, marsh or waste - 11,757; births - 72; deaths - 24; total assessed value - \$2,137,877;

A large water tank has been erected in the central part of the town to be used as a public watering place and also for filling the street sprinkler. The tank is supplied with water from a spring on the hill, carried down through a system of pipes.

Port Perry hosted a Band Competition for two days with a total of 11 bands competing. A concert was held in the large skating rink in the evening and every seat was occupied.

Mr. J. Bigelow succeeded in getting county council to pass a by-law to aid the Scugog Cartwright roadway to the extent of \$500.

Mr. J.W. Meharry was appointed trustee of Port Perry High School in place of Mr. Corrigan, who resigned.

Two bodies were found in Lake Scugog, one at the far end of the island, which was unidentified, and the body of Charlie Edmott, near the wharf, Port Perry.

Reeve Bigelow, accompanied by Mr. Aaron Ross, visited Montreal to interview Mr. Hickson, manager of the G.T.R. Mr. Hickson renewed his promise of granting \$1,500 toward the Cartwright roadway, when it was completed.

The new station buildings of the Grand Trunk Railway, at the foot of Queen St., have been completed and are now occupied by the company's officers.

About 30 pupils from our high school had an excursion to Washburn's Island last Saturday, aboard the "Mary Louise".

August 1889

A new asphalt sidewalk has been laid on the north side of Queen St., west, and gives entire satisfaction.

Mr. Sexton, of this place, lately from Udora, has leased the Manchester hotel and takes charge in a few weeks.

September 1889

Duck hunting opened on Monday and the lake was literally covered with sportsmen at daylight that morning. Ducks are quite plentiful this fall and large number are being shot.

Improved fire escapes have been placed on the St. Charles and Oriental Hotels in town.

Our local harness manufacturer, Mr. B.F. Ackerman, who does a large wholesale harness trade has been talking of moving to Peterboro, principally because



Port Perry Railway Station was moved during 1888.

the G.T.R. handle freight from this station very slowly. Fortunately he was convinced by his townfolks to remain in town. He employs 13 hands.

There are talks about a company renting the swampy part of the lake, south of the bridge and holding it as a sporting reserve.

There was only one bid at the sale of the Ontario Central Fairgrounds, and as that did not reach the reserve bid, the sale was withdrawn.

A writeup on Port Perry appeared on Monday (Sept. 23) in the *Toronto World* magazine.

October 1889

Port Perry Fair had abominable weather. There were probably only a thousand people in attendance last Friday, which was the best day.

The Cartwright Bridge is progressing favorably and will be ready for the spring traffic.

Due to the poor turnout and unfavorable weather at the Port Perry Fair, the Ontario Central Fair Assoc. were unable to pay the prizes.

November 1889

A wild-rice crop on the lake took fire last Sunday afternoon. The brilliant illumination at night was similar to a prairie fire.

The *Stranger* and the *Mary Louise* steamboats, ploughed their way to Port Perry last Saturday night on Lake Scugog, through half-inch thick ice most of the way.

A visitor to town, A.J.D. Mingeaud, died at the St. Charles Hotel, after becoming intoxicated and made the victim of a practical joke. He was placed in his bed and cold water thrown on him, then left, with the windows open. By morning he was in a state of collapse, from which he died.

December 1889

During the past week, two of our leading businessmen and their families have gone to swell the population of the Queen City - Mr. T. S. Corrigan and Mr. Henry Gordon. These gentlemen have been identified with the history of Port Perry for a great many years.

The Mechanics Institute has collapsed. The government has addressed the council with a view to induce the latter to take it in charge, and the town is willing provided they can do so without any great expense.

Port Perry is requesting the proposed Sudbury branch of the C.P.R. to go through the village.



Steamer "Mary Louise" was used for excursions to Washburn Island.

Reach & Scugog Township Clerks



JOHN FOY
Scugog Township Clerk
1855 - 1905

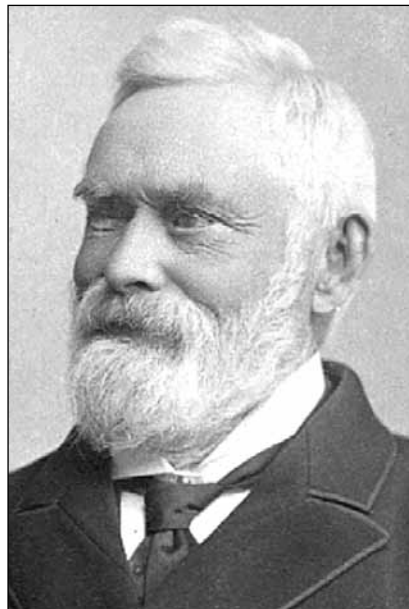


THOMAS GRAHAM
Scugog Township Clerk
1906 - 1934



JOHN CHRISTIE
Reach Township Clerk
1861 - 1885

WILLIAM
POWSAN
Reach Township Clerk
pre 1861
(actual dates unknown)



WILLIAM SPENCE
Reach Township Clerk
1885 - 1906

Chapter Six



Port Perry Post Office, was located at 269 Queen St., just west of John St., during the later part of the century.

Moving Forward into the Next Century



W.A. BEATTY
Elected President

1890

January 1890

Results of the municipal elections in Port Perry - Joseph Bigelow, Reeve, James Boxall, Deputy Reeve, councillors, Messrs. Ross, Jones and Curts.

In Scugog Twp., Wm. R. Ham, elected Reeve, all other councillors re-elected by acclamation. Messrs. W. Dunn, A. Stevens, G. Dowson and J. Turner.

Reach Twp., Mr. Donald McKay, Reeve, Peter Christie and Martin, Deputy Reeves, councillors T. Allin and Francis Earchman.

The Mallory & Williams Orchestra entertained for the opening of the skating rink. Curlers gave an exhibition of their skills.

Thomas Graham elected president of the Reach, Port Perry and Scugog Agricultural Society.

Bro. W.A. Beatty, installed as president of Lodge 14, Sons of Canada Benevolent Assoc. Meeting held at the lodge rooms in the Currie Block.

SCUGOG - THE EARLY YEARS

February 1890

The Spring Water Ice Company of Toronto commenced operations on Lake Scugog, and intend to remove fifteen car loads of ice a day for the next five weeks.

The Counties Council of the United Counties of Northumberland and Durham made a \$500 grant to the Port Perry, Scugog and Cartwright Road Company to be expended in the construction of the roadway between Scugog and Cartwright now being pushed with so much vigor.

The Sons of England was instituted at Blackstock with 28 candidates initiated and officers duly elected and installed.

Donald McKay, and Peter Christie tendered their resignation as Reeve and Deputy Reeve of the Township of Reach.

Two more ice companies have set up operations on Lake Scugog. Fifty four cars loaded with ice left Port Perry station for Toronto, containing about 1000 tons of ice.

A fine team of horses, the property of Mr. Oliver Raimes, Scugog, were drowned in Lake Scugog while drawing ice for the Fairhead Company.

March 1890

Mr. Peter Christie elected Reach Twp. Reeve, and Mr. E. Tink, Deputy Reeve.

Mr. H.J. Byers purchased the photographic business of Mr. F.N. Poole in Port Perry.

The Ralph Burns Co. have about 10,000 tons of ice stacked on the dock south of the old station.

Mr. H. McKenzie is erecting a fine new residence on property purchased lately just south of the Central Fair Grounds.

Over four hundred pounds of bass were caught in Lake Scugog during the past week. Mr. James McGaw of the St. Charles Hotel, caught 18 fish.

May 1890

A special meeting of Port Perry Council was held for the purpose of considering the advisability of the corporation of Port Perry assuming the work of construction of the roadway from Scugog to Cartwright.

Tenders were called for painting the water tank on the corner of Perry and North streets.

A rough shed was erected in rear of the woodshed on the Town Hall grounds to store the village road scraper and protect it from the weather.

Former Reach Reeve Donald McKay was honored at the Revere House, Manchester. Having been appointed County Treasurer, he has lately removed to the County Town (Whitby)

Port Perry bandmaster M.V. Mallory accepted a job in Brockville, managing an extensive music store.

June 1890

Severe rain storms caused three washouts and considerable damage on the Whitby-Port Perry railway line. A number of bridges on the highways in Reach were also destroyed.

Mr. C.C. Kellett, proprietor of the Port Perry Nurseries, the most extensive and most reliable nurseries in the district, made a tour of inspection of area orchards.

The open season for fishing commences with the lake literally alive with fishermen, all of whom met with more or less success. This year the fish are plentiful.

The St. Charles Hotel, Port Perry was purchased by Mr. A.G. Taylor of Toronto.

Port Perry Council passed a resolution exempting Mr. W. Bowerman's Woolen Mills from taxes for ten years, and will provide water from the town tank on Paxton St. free of charge when the mill is completed.



DONALD MCKAY
Reach Reeve 1888-1890
Ont. County Treasurer
1890 to 1914

July 1890

Mr. James Boxall, a 15 year resident and businessman in Port Perry, resigned as Deputy Reeve of the village and plans to move to Toronto to open a business there.

Norman Davidson, working on the farm of Joseph Watson, Greenbank, was killed when lightning struck the barn. His brother was also stuck and was paralyzed. The barn and contents, valued at \$5,000 was also lost.

Mr. Bowerman's Woolen Mill is in full swing, with the steam whistle blowing regularly this present week.

The firm of Glass & Powell from the Port Perry Livery Stables are repairing the Ontario Central Fairgrounds racetrack.

Mr. Crawford has launched the finest craft now afloat on Lake Scugog, built of cedar, with brass mountings and finished in oil.

August 1890

Joshua Wright was elected by a majority of 78 votes over W.M. Willcox to become Deputy Reeve of Reach. Mr. Boxall resigned the position.

The Anglo-American Hotel, Prince Albert, owned by Mr. W.H. Park, was destroyed by a late night fire. The fire also consumed the sheds, barns and the residence of Mr. Coombs, just north of the hotel.

The steamer "Stranger" is engaged in towing wood from the north to stock the wood yard of Mr. Wright, and almost every freight train is bringing coal from the south to supply his coal house.

September 1890

George Burch's travelling theatre company performed Uncle Tom's Cabin at the Pavilion in Port Perry. Admission was adults 25¢, children 15¢.

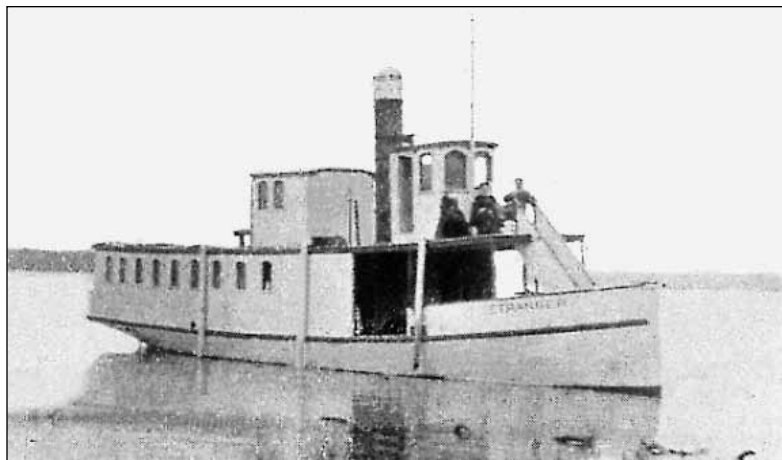
Mrs. James Barber was arrested for stealing flowers from the grave of a recently buried person. She was taken prisoner and committed to lock-up to stand her trial.

The new roadway from Scugog to Cartwright is advancing quickly towards completion.

President James Graham called a meeting of the Reach, Scugog and Port Perry Plowing Assoc. at the Oriental Hotel, Port Perry, at which time Mr. Graham tendered his resignation.

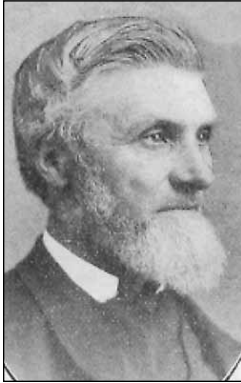
October 1890

A syndicate of Toronto "swells" have purchased the Scugog Marsh for the purpose of breeding fish and fowl and have put up posters forbidding trespass on the Marsh. The land was purchased for \$2,000.



James Carnegie's Union Mills steamer Stranger

SCUGOG - THE EARLY YEARS



JOHN NOTT
Furniture shop owner

Plans for an addition to the Prince Albert Cemetery are met with resistance from neighboring property owners.

November 1890

The palatial residence of Mr. N. F. Peterson, O.C. on North St. was burned to the ground. Fireman had the flames under control but water tanks ran out of water.

North Ontario Observer publisher Henry Parson's accuses *The Port Perry Standard* publisher and Reeve J. Bigelow of going together, hat in hand, door to door, raising funds to circulate the newspaper in Cartwright.

Quick work by the local fire brigade prevented the furniture shop of Mr. John Nott from being completely destroyed. Much of his stock was saved and damage amounted to about \$150.

December 1890

The residences of Mr. Austin Platten, Queen St., and Mr. Helmkey's residence on Rosa St. were both destroyed by fire, despite the efforts of the fire brigade.

Directors of the Port Perry, Scugog and Cartwright roadway announce total expenditure on the roadway to date is \$6,585.

The Grand Trunk Railway intends to begin erecting a freight shed at Manchester Station, as soon as the weather is suitable.

Six buildings on Queen St. were destroyed by a fire which broke out in Mr. Ferguson's Bakery. Destroyed were" Queen's Hotel, owned by R. Hodgson, frame store of Mr. C. Philip, Mrs. Sharp's vacant store, a double house, Western Canada L & S. building, J. Nott furniture store. Losses amounted to about \$7,000.

Twelve members of the Fire Brigade made notice to council of their intention to resign from the brigade.

1891

January 1891

Rev. Dr. Carry, well known and respected minister of the Catholic faith, fell on the street and was dead within ten minutes.

Municipal election results: Reach - Reeve John Martin acclaimed, councillors L. Burnett, T. Allin, F. Earchman, R. Gregg and J. Munro.

Port Perry elects Joshua Wright Reeve, defeating Joseph Bigelow by 27 votes. Scugog elects Thos Graham, Reeve.

Mr. H.S. Osler, Toronto wrote to Reach Twp. stating that as soon as Mr. S.H. Beatty is placed on the assessment roll all taxes in arrears and otherwise against the Scugog marsh lands lately acquired by him will be paid and asked that Samuel George Beatty, publisher, 26 Front St., West, Toronto, be assessed for all that portion of lot 20, conc. 5, Reach.

The winter races on Lake Scugog were a grand success with a large attendance for both days and the racing keenly contested.

Mr. Curts is engaged in cutting a large supply of ice off Lake Scugog. It is over 20 inches thick and clear as a crystal.

February 1891

The fencing along the Scugog-Cartwright Roadway comes under fire as being unfit and having to be done over again at a cost of about \$600 to do the work.

March 1891

Dr. Sangster delivers an address at the High School Literary Society meeting held at the Town Hall, Port Perry.

Lake Scugog has been extraordinary for fishing this spring. Martin Luther



THOMAS GRAHAM
Scugog Twp. Reeve

Crandell caught 40 bass in one day, and 150 lbs. the next day, with a number tipping the scales at six pounds each.

A curling match for an Oyster Supper at the St. Charles Hotel was won by the president of the Port Perry Curling Club.

April 1891

The new firm of Brown, Waite and Co. open a new enterprising Dry Goods store in the Currie Block.

A public meeting was held at the Town Hall to re-establish a Central Fair in Port Perry. A committee was formed to ascertain interest in forming a stock company to purchase the Central Fair property for \$5,000.

Council agreed to exempt James Carnegie for taxes on his Flouring Mill machinery for ten years, after he explained it would cost \$5,000 to place steel rollers in his mill.

Mr. Wm. Cowan's store, on the corner of Church and Scugog St., opposite the Royal Hotel, along with the residences of five families were swept by fire, leaving them homeless.

May 1891

The barn and contents of Mr. Jas. Munro, 11th concession of Reach was completely destroyed by fire. Loss in the fire amounted to \$600, which was covered by insurance.

Mr. H.S. Osler, came before council, representing The Scugog Game Preserve Co., requesting council pass a by-law permitting the Company to fence their Marsh Lands, and also offered to lease the untraveled road allowances adjacent to the Company's property.

Nonquon Island Summer Resort, owned by Albert Stevens, offers accommodation for fishing parties with meals at his residence on Nonquon Island.

June 1891

Mr. Lindsay, of the Railroad Hotel has completed a thorough overhaul of his fishing smacks, in order to be ready for the fishing season.

Popular townsman, Mr. G.B. McDermot, the vigilant Fishery Inspector for



HENRY S. OSLER
Purchases marshland



The Railroad House Hotel, was located on Water Street, near the corner of Mary Street

SCUGOG - THE EARLY YEARS

this district, has been appointed Fishery Inspector for the Province of Ont.

County Council received a communication from Port Perry, Scugog and Cartwright Road Company, enclosing by-law of that company, abandoning the roadway and asking the county to take over the upkeep.

A Toronto party, principally members of the Lake Scugog Game Preserve Co. were present opening day of fishing in Port Perry. Mr. Beatty, president of the Company made the largest catch, 32 bass and five lunge.

Mr. John McKenzie, games keeper of the Lake Scugog Game Preserve Co. located the body of James Donaldson, after he fell from his boat and drowned in Lake Scugog.

Mr. R. G. Shier of Sunderland purchased the Livery Stables in Port Perry.
July 1891

An excursion by the Sunday Schools of the Church of England and Presbyterians to Washburn Island was a grand success. Over 700 people attended, the largest to leave the docks in 15 years.

Mr. Hagerman, of Manchester, fills the positions of village Merchant, Postmaster and Township Treasurer in a most satisfactory manner.

The new, commodious and magnificent steamer *Crandella*, owned by Capt. Geo. Crandell of Lindsay, visited the Port Perry wharf. She is the largest and best appointed steamer on this chain of lakes.

August 1891

Excursion season on Lake Scugog and the new steamer *Crandella* has been kept busy taking groups to Washburn Island, a 90 minute trip one way.

The steamer *Alice-Ethel* brought an excursion from Lindsay to Port Perry.

September 1891

James Carnegie, the new owner of the Union Mills, has just installed a magnificent new steam engine of 100 hp., which can turn out 75 barrels of roller process flour a day.

Results of a census show Port Perry with a population of 1,698.

The Methodist Church, Port Perry, hosted a temperance meeting with Mr. Nott and Mr. C.S. Jones on the platform. Joseph Cook's composition, *The Pirate Alcohol*, was read.



James Carnegie takes over ownership of the Union Mills, at the lakefront, Port Perry.



Capt. Geo. Crandell's magnificent new steamer, Crandella, makes its first visit to Port Perry.

Mr. Wright, Reeve of the municipality is having his grain facilities fitted up as an elevator and grain storehouse. The work of construction is in the hands of expert townsman, Geo. Walling.

Mr. W. Worden, of Manchester, has just completed a fine new barn for Mr. S. Jeffrey on his farm in Cartwright.

October 1891

James Carnegie's Roller Mills is in full blast, with the most improved and modern machinery for roller processing flour, gristing and chopping.

Quick work by the Port Perry Fire Brigade put out a fire in the basement of Mr. Power's grocery store in the Harrington Block.

The Manchester Church which has undergone a complete overhaul and extensive repairs, re-opened for worship.

The Laing & Meharry building was completely gutted and their stock destroyed in a fire which started in the middle of the night on the 21st inst. Also damaged were Mr. Allison's Block, the Standard Printing office, Mr. D.J. Adams office, Dr. Murray's dental office and Mr. Frank Yarnold's law office. Damage was estimated at \$20,000.

November 1891

The completion of Wright's fine new elevator, near the railway station, marks an important era. In future the town will possess two grain elevators.

Mr. Alex Stirton, the skilful architectural gardener who has done splendid work on Mr. Blong's place, is now working on the Mr. Wm. Ross property.

Work on extensive repairs to Mrs. Allison's Block, which was badly damaged by the late fire, are under way by Mr. Pearson, of Manchester.

Men are hurrying off the rubbish and debris from the Laing & Meharry property, destroyed in the recent fire. Some 20 or 30 first-class workman will soon be at work on the new building.

December 1891

Dr. H. Bruce, son of Stewart Bruce, Esq., was in town for a visit, while on his way to a dinner of medical students at McGill College, Montreal.

1892

January 1892

Municipal election results for Reeve: Cartwright Mr. J. McKee; Scugog Twp. J. Graham; Port Perry, Joshua Wright and Reach Twp. Leonard Burnett.

February 1892

A skating carnival held at the rink, under the auspices of our popular Curling Clubs was a successful affair. In the mile race, Mr. John Cook came first and Mr. John Walker, second.



STEWART BRUCE

SCUGOG - THE EARLY YEARS

The Sons of England, Blackstock, had a successful wood-bee, cutting and drawing 40 cords of stove wood.

March 1892

Council learned with regret the removal from town of Mr. B.F. Acherman, the chief cause of his leaving is the unsatisfactory facilities for shipping his goods to market.

Council calls the attention of the Government at Ottawa, to the gross abuse of water at the locks in Lindsay by Messrs. Dundas & Sadler, which seriously impedes navigation on Lake Scugog and in the river during the summer.

Rapid progress is being made towards the erection of the Howsam Cheese Factory at Manchester.

April 1892

Mr. M. White, former engineer of the Markham electric light and water-works system, transferred to Port Perry with his family, to take charge of the Courtice & Jeffrey's Harness establishment.

Mr. Issac J. Wheeler takes over the butchering business lately carried on by Mr. A.D. Wheeler.

Duncan McMillan, chairman of committee to erect a brick Presbyterian Church at Sonya, called for sealed tenders.

May 1892

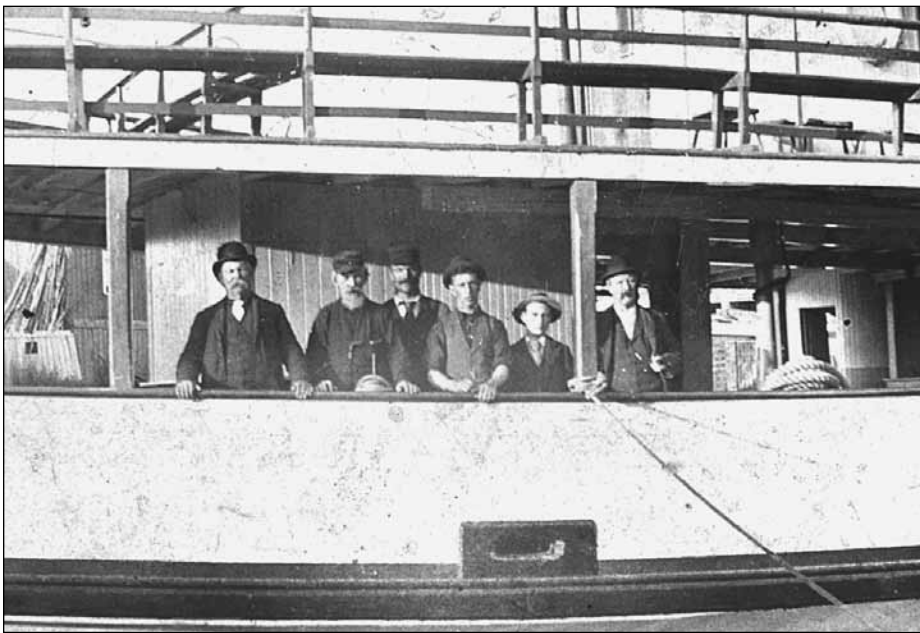
John Calder, Seagrave, sold an exceptionally large bull, tipping the scales at 2,800 lbs., to well known cattle buyers Messrs Wheeler and Bongard.

Jas. Carnegie, 20, eldest son of James Carnegie, proprietor of the Roller Flouring Mills, and Jas. H. Roberts, 21, son of Humphrey Roberts, while canoeing from Caesarea to Washburn Island to meet the steamer *Stranger*, tipped their canoe and drowned.

Reeve Joshua Wright, while working at his grain elevator, got his foot caught in a conveyor belt, which carried and suspended him upside down for a few minutes, before being extricated.

Mr. James Prince, a former councillor and member of the board of education, is removing from the village to move to Toronto.

The frame of a fine new barn was raised on the property of Mr. W. Redman,



Capt. George Crandell, on board his magnificent steamer "Crandella."



SAM JEFFREY
Port Perry harness
manufacturer

Scugog. The building is to be constructed on the "Wordon model" and is expected to be one of the best barns in the county.

June 1892

A barn raising was held at the farm of Mr. James Munro, Deputy Reeve of Reach, who lost his barn from a recent fire.

Mr. H.A. Bruce, our talented young townsman, passed his final exams of the College of Physicians and Surgeons.

Mr. C.L. Vickery, our enterprising lumber and wood merchant, has erected new sheds as he prepares to go into the coal trade.

Port Perry councillors Messrs. Willcox and Thos. Courtice, petitioned County Council for a grant on the Scugog and Cartwright roadway.

A number of friends met Rev. T.W. Leggett at the Seagrave train station and escorted him to a reception in his honour.

July 1892

A large party of excursionists from the St. John's Church left the wharf on board the steamer "Stranger" for a social outing at Washburn Island.

A vast number of visitors honoured the town for the Dominion Day celebrations in Port Perry. The fairgrounds was the rallying point of most of the day's activities.

Mr. Jas. Swan rescued Wallace Crandell from drowning, after upsetting his boat while fishing on the Scugog.

The Sons of Temperance held the largest excursion of the season so far. They boarded Capt. Geo. Crandell's magnificent steamer *Crandella* and left here for Sturgeon Point.

A number of little cottages have been erected at Pettet's Point, on Scugog, which can be rented by the month or season.

The steamer *Crandella* was struck by lightning during a terrific squall on Sturgeon Lake, ripping off the greater portion of the hurricane deck and leaving passengers exposed to a pelting rainstorm.

August 1892

About 10 o'clock on Aug. 2nd, the sound of the fire bell alerted the village to a fire, where incipient flames were seen issuing from Wright's Grain Elevator, near the railway station. The fire took complete mastery of the building and in a brief space of two hours the elevator and its contents were converted into smoke and ashes. Total destruction amounted to \$10,500 of which \$10,000 is covered by insurance.

A chapter of the Loyal True Blue Assoc. was formed in Port Perry, Aug. 5th, with 32 charter members being enrolled.

A former prominent and active resident of Prince Albert, Mr. H.H. McCaw, passed away at his son-in-law's home at LaGrange, Ill.

One of Port Perry's most prominent and leading businessmen, Mr. George Currie, is visiting from his home in Montana, where he now lives. The stately elevator which now looks over the waters of Scugog is one evidence of Mr. Currie's enterprise while living here.

September 1892

The Scugog Game Preserve Syndicate have appointed Martin Luther Crandell as their Gameskeeper. That Mr. Crandell will be faithful to his



MARTIN LUTHER
CRANDELL
Appointed Gameskeeper

SCUGOG - THE EARLY YEARS

trust is admitted by all who know him.

The road connecting Cartwright and Port Perry is not in a safe condition for travel, and requires \$300 to be expended to put it in a proper condition.

A new bridge is being built west of Prince Albert over the creek, under the direction of pathmaster Mr. Laing.

October 1892

The Reach, Port Perry and Scugog Plowing Association held their annual plowing match on the Pearson Farm near Manchester.

Courtice & Jeffrey, our first-class harness manufacturers, received an order by mail for 100 sets of harness, valued at \$1,200.

November 1892

N.F. Paterson, tendered his resignation of the offices of Solicitor and Clerk for the village of Port Perry, after serving for 12 years. Frank M. Yarnold was appointed the new clerk for the municipality.

The fire engine was promptly on hand at a fire in the Curts' warehouse on Water St., but nothing could save the doomed building in which many thousands of dollars worth of butter and eggs were stored. The large and costly structure was insured for \$20,000.

After being petitioned by 220 ratepayers asking council to pass a by-law submitting Local Option to a vote of the electors, Reach council introduced a by-law to prohibit the sale of liquor in the municipality of Reach.

December 1892

The Scugog Game Preserve Syndicate are making preparations for the erection of a suitable club house on Hemlock Island, Scugog. It is to be a substantial structure, 30x40 feet. The contract has been given to Mr. Chas. Power of this place.

The St. Charles Hotel has largely extended its stable and shed accommodations, which cannot fail in largely increasing the business of that popular hotel.

The popularity of the Port Perry Market is evident by the wide circle of patrons, and the vast amount of business being transacted on market days.

Another mysterious fire strikes the business section of Port Perry, destroying the premises of Mr. John Nott. The wooden buildings were entirely destroyed, but had it not been for the dash and efforts of the fireman, the town would have had another big blaze.

At nominations meetings in Port Perry, 34 good men secured nominations, six for the office of Reeve, and 28 for councillors.

1893

January 1893

Municipal councils for 1893: Port Perry re-elects Joshua Wright, Reeve, with councillors E.H. Purdy, F.W. Phillip, John A. Murray and John Nott.

Reach Twp.: Reeve L. Burnette, councillor Jas. Munro, W.M. Real, James McCulloch and Thos. Lamb. Scugog Twp. elects, Thos. Graham, Reeve; councillors Rodman, Dunn, Hood and Hope. Cartwright Twp. re-elected by acclamation the entire 1892 council.

B.F. Ackerman, having decided to go out of business in Port Perry, offers for sale his entire stock of harness and saddlery goods.

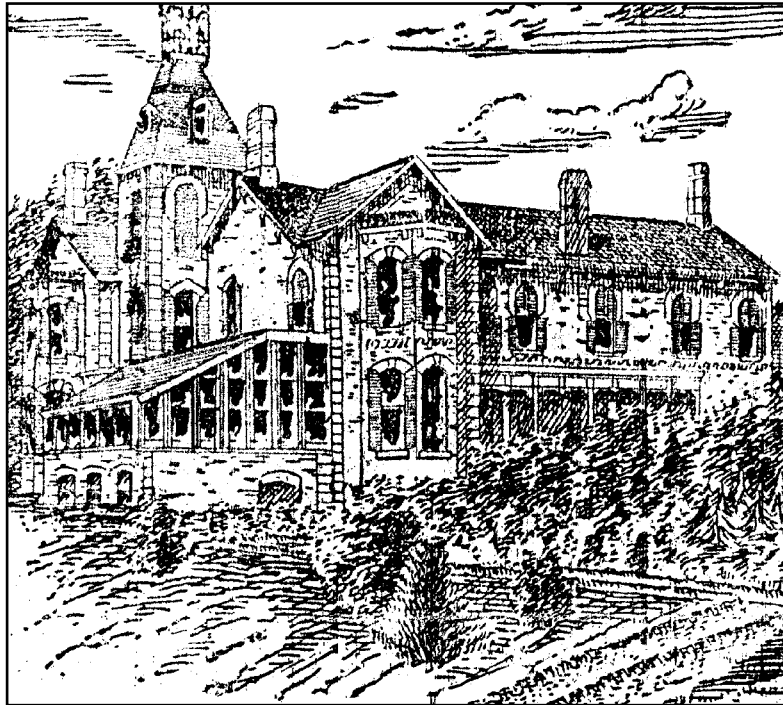
Fire made its appearance in the Currie Block, corner of Queen and Perry St., and the fire company in a very



N.F. PATERSON
Resigns as clerk



THOMAS LAMB
Reach Twp. councillor



Beechenhurst, the magnificent residence of Dr. John Herbert Sangster was destroyed by fire in March 1881

short time had it completely extinguished. Thousands of dollars worth of stock and clothing of Messrs. Brown, Waite & Co. were completely ruined by fire, smoke and water. Mr. T.J. Widden's extensive stock of groceries, boots etc. were also damaged.

February 1893

Miss Pauline Johnson, the Mohawk Indian Poet-Reciter appeared at the Town Hall, Port Perry, Feb. 8th inst.

The Rescue Fire Company elected William Kennedy, Chief, Arthur Allen, Captain and Thomas Cook, 1st Lieutenant.

Port Perry is once again called to mourn the loss of one of her valued sons in the demise of F.B. Lindsay, proprietor of the Railroad Hotel.

About 4:30 a.m. Feb. 28, the palatial residence of Dr. Sangster, situated on the northern border of the village was discovered to be on fire, and soon the whole structure was enveloped in flames so that the building and contents were in a short time destroyed by the devouring element. Only a few articles were saved. This was one of the most magnificent and best appointed residences in the province and was furnished in a manner rarely excelled anywhere. The loss is a heavy one, there being only an insurance of \$3,500 on the building and \$3,000 on the contents.

March 1893

Burglars entered the premises of J.W. Davis, drilled a hole in the safe and with explosives blew the safe open. There was nothing in the safe at the time, and if the thieves had looked, the safe was not locked.

John Swan, a novice curler and member of the Port Perry Curling Club carried off a prize silver cup, donated by Dr. Clemens to the club.



WM. KENNEDY
Elected Fire Chief

SCUGOG - THE EARLY YEARS



C. H. ALLISON
Pharmacist

Another robbery. The store of Messrs. T. C. Forman and Mr. T. J. Widden were both visited by thieves, making off with a small sum of money.

April 1893

The old Presbyterian Church, Prince Albert, which for many years has frowned on the progress of the village, has been cleared away from its foundation by Mr. Mungo Weir.

The fire fiend has again visited our town. This time the attack was on the dry goods store of Jones & Co. There has been a great destruction, the large and handsome brick block containing Jones & Co. Dry Goods store and Phillip and Meharry Grocery was burned to the ground and the contents consumed. If not for the well directed efforts of our noble firemen, the destruction could have been six times greater. It is

likely this costly blaze will cost the insurance companies around \$30,000.

May 1893

Mr. Purdy introduced and carried through a by-law appointing Mr. Frank M. Yarnold, corporation solicitor.

June 1893

Messrs. Pearson and Spence have been given the contract to replace the Thos. Bedford Block, so recently destroyed by fire.

Mr. Stewart Bruce is about to move his hardware business from Cannington to Port Perry.

Mr. C.H. Allison, our young townsman successfully passed his examinations in pharmacy.

Our young townsman, Mr. F.M. Yarnold, clerk and solicitor for the village of Port Perry, had another honor conferred on him, being appointed solicitor for the corporation of Reach.

July 1893

The safe and well appointed steamer "Stranger" with her handsome scow *Lindsay* supplied first-class accommodation for a grand excursion by the Church of England and Presbyterian Church.

The Conductors' Union and Trainmen Brotherhood, employees of the Grand Trunk Railway, held their picnic at the Central Fair Grounds, Port Perry.

August 1893

Mr. James Rennie and his four children, were in Port Perry for a visit, and had their photograph taken at Mr. Leonard's popular Photo Gallery.



ROBERT McKNIGHT
1893 Tax Collector

Our enterprising townsman, Major Hodgson, has purchased a property on the west side of Crandell St., lately owned by Mr. E. Letcher and is greatly improving the premises.

Mr. Robt. McKnight was appointed collector of taxes for the village of Port Perry for 1893.

The *Crandella* has had a very successful season, with engagements nearly every day of the summer without a mishap.

The barns and contents of Mr. Albert Stevens, Nonquon Island, Scugog, were destroyed by fire.

While visiting the Lake Scugog are, Mr. John Graham landed a monster lunge that weighed 33.5 lbs. plump.



FRANK M. YARNOLD
Solicitor for Port Perry
and Reach Townships

The Jones Bros. block is progressing towards completion rapidly. This handsome block cannot fail in being a source of satisfaction to all concerned.

September 1893

One of Port Perry's most esteemed gentlemen, Mr. W.S. Sexton, passed away in Brooklyn, N.Y., where he had resided for the past 12 years. His body arrived by train at Port Perry and was laid to rest in Pine Grove Cemetery.

Mr. Luzerne Savage of Port Perry was accidentally shot by his hunting partner Mr. E.D. Holliday during a duck hunting excursion on the flats of the Nonquon. He died from his wounds within a few hours.

J.E. Farewell, Ontario County Clerk, communicated to Cartwright council, suggesting the union of part of West Durham with Ontario County.

October 1893

Jones & Co., held their first opening in their magnificent new establishment, with vastly improved facilities for transacting business.

Mr. Sebert of the St. Charles Hotel has now completed all improvements on his premises, so that is now one of the most handsome, comfortable and best appointed hotels in the province.

Mr. Chas. Doubt, has purchased a half interest in the Ontario Carriage Works, Port Perry and the new firm will be Graham & Doubt.

Between 700 and 800 people attended the dedicatory services of the Sonya Presbyterian Church.

November 1893

Dr. J.H. Sangster has moved to the house on Casimir St., opposite the residence of Aaron Ross, Esq.

Port Perry council held a special meeting to discuss concerns over the railway companies handling of shipping. Grain storage buildings at Port Perry, are almost idle due to their policy.

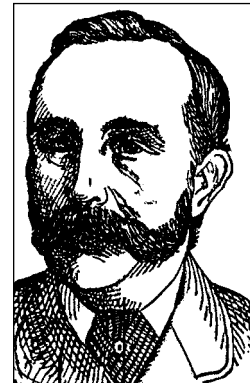
Mr. Joseph T. Letcher, a resident for half a century, passed away, and was buried at Pine Grove Cemetery.

Mr. Thos. Lamb, Jr., has just purchased a splendid new Clover Thresher which will be powered by Mr. Stephenson's fine engine.

December 1893

Reeve Joshua Wright, announces his retirement from municipal office at the close of the present year.

The 44th annual convention of the Grand Division, Sons of Temperance was held at the commodious Town Hall, Port Perry. Delegates arrived by a special train which they boarded at Whitby Junction.



JOSHUA W. CURTS
Elected Reach Reeve

1894

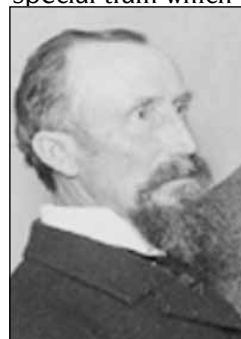
January 1894

In Port Perry Joshua W. Curts, defeated E.H. Purdy in the municipal election for the position of Reeve 203-156 votes.

Observer editor, Henry Parsons, calls for the disqualification of J.W. Curts as Reeve, because he was a member of the high school board when elected.

Mr. Wm. R. Ham was elected by acclamation as Scugog Twp. Reeve; Reach Twp. voters elected James Munro, Reeve.

Thousands crowded onto the ice of Lake Scugog to enjoy the Port Perry Winter Horse Races.



WM. BATEMAN
Commissioner of the
Scugog Bridge

SCUGOG - THE EARLY YEARS

February 1894

Mr. Wm. Bateman was appointed commissioner of the Scugog Bridge by County Council, instead of Wm. Reader.

Mr. R. D. Robbins has invented a lawn mower, so greatly advanced, it will make the machine a universal favorite.

March 1894

Port Perry council enters into an agreement with Mr. J. M. Davis for electrical service for one year. He is to furnish ten lights, including one in the Town Hall for \$400, and to provide a written agreement to sell the Electric Plant any time during the contract, to the municipality for the sum of \$2,500.

Dr. G.W. Jones, formerly of Port Perry, retired as postmaster at Imlay City, Michigan.

The handsome, costly mansion and residence of Mr. Jonathan Blong was struck by fire. The magnificent structure, furnished with first class furniture, was completely destroyed.

April 1894

The Spring Show of the Scugog Agricultural Society was held in Port Perry, with a superior showing of live stock. Messrs. Swan & Sons of Port Perry Carriage Factory had a fine log of buggies on exhibition.

Mr. Jas. F. Ross, an experienced and successful buttermaker, opened the Marsh Hill Creamery for the season's operations.

May 1894

The fire fiend struck at the St. Charles hotel about two o'clock Sunday morning, completely gutting the western portion of the building. Had it not been for the vigilant fire company, the loss to the hotel and surrounding buildings would have been frightful.

Mr. Jos. Hardill, machinist, and Mr. A.A. Bowerman, proprietor of Port Perry Woolen Mills, have invented a "Steam Power Wheel" for which a patent is being secured.

On May 19th inst., Capt. Geo. Crandell provided the first pleasure trip of



SAM GRAHAM
Port Perry Blacksmith



The beautiful steamship Columbia, made trips to Lake Scugog to pick up excursions.

Moving Forward

the season on his popular steamer *Crandella*. The boat was lighted up with electricity and the Captain provided a supply of choice music.

Our enterprising townsman, Mr. L. Sebert, proprietor of the St. Charles Hotel, has leased the Ontario Central Fair Grounds. Mr. Sebert intends letting groups have these beautiful grounds and buildings at a nominal figure for fairs, races, celebrations, etc.

Geo. Pettit, proprietor of Pettit's Point, has added two more cottages, and made extensive improvements to his now famous summer resort.

June 1894

The Ancient Order of Foresters, Blackstock, held a grand excursion from Caesarea to Bobcaygeon, aboard the steamer *Columbian*, entertained by first class music for the trip.

The Hon. John Dryden, M.P.P., was re-elected by a majority of almost 300.

July 1894

Mr. Jonathan Blong has placed a staunch and handsome new steamer on our beautiful Lake Scugog. It will be an important addition of our facilities for enjoying life on the sparkling waters.

The Corrin brothers of Port Perry succeeded in securing in Scugog no less than 13 fine muskilunge, one of which tipped the scale at 21 lbs.

August 1894

Mr. Blong gave the large staff of Mr. Whitby, our leading merchant tailor, an outing on his fine new steamer.

Dr. H. Bruce, son of our enterprising townsman, Stewart Bruce, is leaving for London, England, to continue his studies.

The assessed value for the township of Reach for the year 1894 is \$2,055,040.

A Strawberry and Ice Cream Festival, for the benefit of the Parsonage Fund of the Church of the Ascension was held at the residence of Mrs. T. Hodgson.

September 1894

Mr. Samuel Graham, late of the Ontario Carriage Works, has purchased a fine lot on Queen St., opposite the Ontario Bank, and is about to have a sub-



R. J. Bruce Hardware store, located on Queen Street, Port Perry

SCUGOG - THE EARLY YEARS

stantial building erected to open a Blacksmith Shop on the rear of the lot.

Mr. M. L. Crandell, gameskeeper of the Scugog Game Preserve dropped off a pair of fine wild ducks to the editor of the *Observer*.

One of the staunchest standard bearers the township of Reach has ever had, Mr. A.W. Ewers, passed away at his home at Manchester, on Sept. 23 inst. He served as both councillor and Reeve of the municipality.

A deputation composed of Messrs. E.J. Wheeler, F. Epton, J. Johnston and Mr. Boynton came before Reach council desiring the repeal of the By-law granting the Scugog Preserve Company the road allowances contiguous to their property for a yearly rental of \$20.

October 1894

Mr. James Graham, of Springwater Farm, Scugog, will sell by auction a splendid lot of Short-Horn Cattle, horses and Pure Cotswold Sheep.

"Mr. Thief" broke into the store of Mr. R.J. Bruce's Hardware store and made off with war materials, such as revolvers, then entered Purdy's Flour Mill and grocery establishment and made off with as much as he could carry.

November 1894

Our townsman, Dr. John H. Sangster has been elected to the Medical County of the Counties of York, Ontario and Victoria by a large majority.

Welcome to the young practitioner, W.A. Sangster, L.D.S, who has opened a dental office over Nichol's Drug Store.

The Railway Hotel property opposite the station was sold by auction for \$2,430. All wish the purchaser much success with his purchase.

The annual Reach, Port Perry, Scugog Plowing Match



JOHN ADAMS
Owner Ambleside Farm



DR. W.A. SANGSTER
Opens Dental Office



The home of Hiram Lamb, Lot 13, Conc. 5, just east of Manchester, was built in 1876 and destroyed by fire in 1918. On porch at left are Hiram Lamb and his 2nd wife Mary Jane Harrison Lamb, on steps is Wesley Lamb and boy in front yard is Charles Lamb and girl Etta Lamb.

was held at Ambleside Farm, Scugog, the property of John Adams, Esq.

Mr. S. Graham, our popular blacksmith, is the first to introduce a fire-proof iron clad building in our town.

The dwelling house on the F. Lund farm on the gravel road between Port Perry and Manchester was destroyed by fire.

December 1894

That most hated of all diseases, Diphtheria, is in the midst of two Prince Albert families, public school Inspector, Mr. James McBrien and Mr. B. Foy.

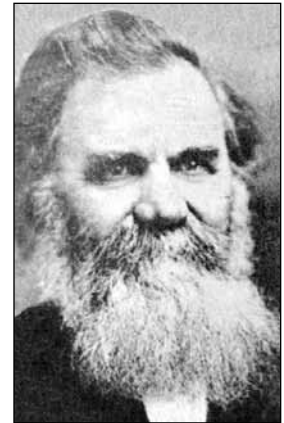
1895

September 1895

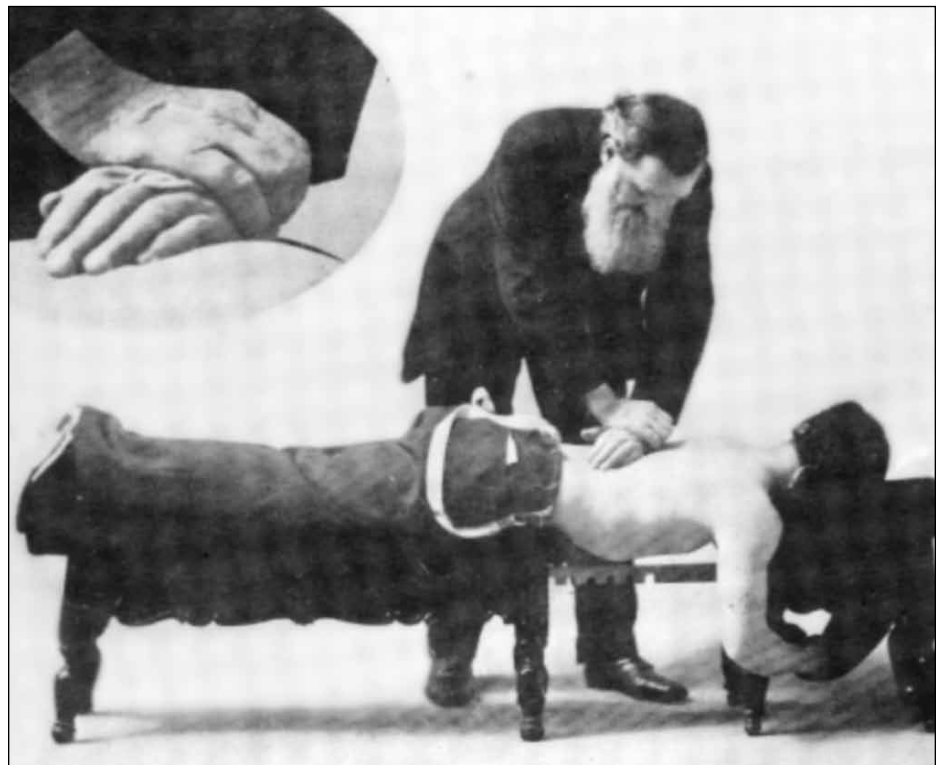
Former Port Perry resident, Daniel David Palmer, performed the first chiropractic treatment on Sept. 18, 1895 in Davenport, Iowa. Using the palms of his hands he treated a bump on the spine of patient Harvey J. Lillard, restoring the hearing he had lost 20 years earlier.

Daniel David Palmer, who was born on March 7, 1845, lived in Port Perry with his family until 1856, when his mother and father and four younger children moved to the United States. Daniel David and his brother Thomas were left to work in a match factory. On April 3, 1865, the two brothers left Port Perry to rejoin their family in Iowa.

There is still a debate to this day, whether Daniel David was actually born in Port Perry, although descendants of his family purchased the home believed to be his birthplace, located on Old Simcoe Rd. The house has been designated with a historical plaque noting it as being his birthplace.



DANIEL DAVID PALMER
Founder of Chiropractic



1895

January 1895

Mr. Robt. Hicks, who has managed the skating and curling rink for the past two or three winters has, purchased it from Mr. H. McKenzie for \$500.

Reach's worthy reeve, Mr. Jas. Munro was married on Christmas day to Maggie A., daughter of Alex Ferguson, of Sonya

Reach Twp. elected Jas. Munro, reeve; Mr. Weir, deputy; and councillors Lamb, and Stevens. Port Perry elects Joshua Curts reeve and Willcox, deputy reeve.

Mr. Jonathan Blong has purchased the Sangster property north of the town and will erect a handsome residence thereon next summer.

Officers of the Rescue Fire Company for 1895 - Wm. Kennedy, chief; Sam Graham, captain; Robt. McKnight, treasurer; Wm. Clark, secretary.

A brisk ice business for Port Perry this year due to the fact that Lake Simcoe is not frozen over yet.

While John Abbot was driving across Lake Scugog the ice gave way, letting the horse and cutter into the water. Fortunately the horse got out none the worse for its cold bath.

At the annual meeting of the Scugog Agricultural Society, the following officers and directors were elected - James Graham, president; E.H. Purdy, vice-president; J.C. Browne, treasure;, J.H. Brown, secretary.

February 1895

Port Perry School Board is paying \$3.40 per cord, for 50 cords of wood.

Messrs. Wilcox, Jeffrey and Davis of council, waited on Mr. Dryden Friday afternoon to make more suitable arrangements whereby he will continue his foundry business in Port Perry. Mr. Dryden seemed willing to remain if granted exemption from taxation.

Rumors circulate that Mr. A.A. Bowerman intends to remove his woolen machinery to Day Mills, Algoma. He has yet to make a decision.

William Christie of Utica escaped serious injury when his horse became frightened and ran off. He was returning from the funeral of the late Miss Mary Robertson at Prince Albert.

March 1895

About 30 friends of Mr. and Mrs. Wm. Robertson of the Lund farm, north of Port Perry, invaded their home to bid them adieu before leaving to take up residence at Shirley.

Willard's store was gutted by fire on Sunday (Mar. 24) and the stock considerably damaged by the fire and water.



WM. KENNEDY
Chief of the Rescue Fire
Company of Port Perry

At Reach Twp. council, on motion by Mr. Real, the reeve was authorized to purchase a Copp Road Machine at the price of \$235.

A barn on the property, west of the village of Prince Albert, of Mr. John Heard was destroyed by fire, along with its contents.

The silver cup presented to the Port Perry Curling Club by Dr. Clemens, was won by Mr. M. Coates.

April 1895

Workmen have been busy repairing the Willard store, which was damaged by fire, and in a week or two Mr. Willard again expects to open out in business.

The Port Perry Junior Lacrosse Club has reorganized with the following officers: Hon. Pres., Wm. Ross; Pres. F.M. Yarnold; Secretary H. White; Treas., Sam Graham. A senior team has also been organized under the name the "Port Perry Stars." Honorary Pres., Louis Sebert; Pres., Wm. McGill; vice-Pres., J.W. Brooks; Secretary J.H. Blong; Treasurer, W. Short.

The body of Cassie Burk, who was drowned while skating on the lake last fall, was found floating near Washburn Island by Inspector Watson.



Willard's store in the Willard Block gutted by fire.

May 1895

Messrs L. Sebert, of the St. Charles Hotel, and Mr. Daniel Whitney, of the Railroad Hotel, had their hotel licenses renewed for another year, but the application of Mr. Brooks of the Oriental Hotel has been held over for further consideration, due to a violation of the law by selling after hours on March 23. He was awarded the license the following week.

Messrs. Laing and Meharry complain to council for not taking their lowest tender to put a new roof on the town hall. The accepted the tender of T.H. Philp and Co. at a cost of about \$30 higher.

Conductor White was informed that rail service will now start from Lindsay each morning and return there instead of Port Perry. The result is the families of the conductors, engineer, fireman and two brakemen will shortly be removed to Lindsay.

Port Perry assessment roll: value of real property \$341,215; personal and taxable income \$384,675; births 19; deaths 6; children 5-16 years 321; children 13-21 years 92.

June 1895

Peter Christie, of Manchester, is appointed as a high school trustee for Port Perry, in place of T.C. Nicholls, resigned.

The interior of the Western Bank has been thoroughly remodeled and renovated. The counter and glass front now extending the whole length of the larger rooms.

The by-law of Scugog Reeve W.R. Ham, for the county to assume the Cartwright roadway was lost. The Roads and Bridges committee recommended a grant of \$50 for the Scugog Bridge.

July 1895

Messrs L. Sebert, of the St. Charles Hotel, and Daniel Whitney of the Railroad Hotel, pleaded guilty to selling liquor after hours and were fined \$20



The beautiful home of Dr. G.H. Clemens was destroyed by fire in August 1895.

and cost for the offense.

Port Perry council agrees to exempt the foundry to the extent of \$4,500 in taxes after the first of January, next.

Mr. Underhill, principal of the Brooklin public school, has been appointed commercial master of the Port Perry High School.

August 1895

The County of Ontario granted \$100, and the County of Durham made a grant of \$200 for the purpose of repairs to the Cartwright Bridge. It is estimated it will take

\$800 to put the roadway in a thorough state of repair, and the \$300 is merely enough to repair the worst places.

At a recent meeting of the Royal Templars of Temperance, a resolution was passed requesting Indian Agent Bateman to take steps at prosecuting the Indians who have been getting drunk for time to time during the past three months.

On Saturday morning about four o'clock, Dr. George H. Clemens was awoke by smoke, only to discover that his fine house was on fire. The flames spread with such rapidity that he had barely time to escape and soon the whole structure, together with its valuable contents, were nothing but a heap of debris. The origin of the fire is a mystery, but it is supposed have started in the cellar. Loss \$11,000; insured \$6,000 on the house and \$3,000 on the contents. It is likely the doctor will rebuild at once. Mrs. Clemens and Louie were away at Niagara at the time of the fire.

September 1895

Dr. G.H. Clemens has decided not to rebuild his residence until the spring.

The business block known as the Willard Block has lately been purchased by our esteemed townsman, Mr. R. Penhall. This is a fine property and the investment will doubtless prove a profitable one.

Mr. H. Graham has invented a simple, yet effective and efficient car couple. It was tested at the railway depot, and the results proved a surprise to railway officials.

The Port Perry Fair on Thurs., Friday and Saturday last week was a success in both attendance and in exhibits.

October 1895

The Blong bankrupt stock of gents' furnishing was sold Friday to Mr. C.L. Whitby for 36.5 cents on the dollar.

Mrs. (Sheriff) Paxton and several other ladies had their pockets relieved of their pocket-books at the Port Perry fair.

Reeve Curts has been in communication with gentlemen interested in a proposed electric railway from Kincardine to Port Perry. A bonus of \$1,000 or \$2,000 would likely be expected.

A Chinese laundry is about to be started here.

Mr. Arthur Sawyer of Port Perry, who has been charged with shooting his wife, appeared before Judge Burnham in Whitby. He was fined \$200 and bound to keep the peace for two years.

Mr. Jonathan Blong and others were going duck shooting Monday, and

while getting ready a lamp fell over in his boat, the "Sea Gull". In a few minutes the boat was a blaze and burned to the water's edge, leaving nothing but the smoke-stack sticking through the rice-bed.

November 1895

A railway meeting to discuss the Port Perry to Kincardine electric railway was held in the Market Hall in Uxbridge. The railway is proposed to be built between the two centres, touching at Manchester, Epsom, Uxbridge, Newmarket and other points to the west.

Mr. A.J. Davis was presented with a beautiful past master's jewel in recognition of his services for the past three years as master of Fidelity Lodge No. 428 A.F.

Col. N.F. Paterson has moved his family back to Port Perry into his former residence, just vacated by Mr. Wm. Jones. After an absence of three years in England, representing the Independent Order of Foresters, has returned and this week opens a law office in Uxbridge, for the practice of his profession. His business quarters are located in Jones' block opposite the market.

Mr. Frank McKenzie, photographer, is busy these days taking views of the business places in town. He has now opened a gallery in the Blong block.

The steamer "Stranger" finished her towing last week, and is now put up for the winter at the foot of Queen St.

Messrs. Stonehouse Bros. of this place have purchased the apple evaporating works of Messrs. Mahler Bros.

There is some talk of a third newspaper being started in Port Perry.

December 1895

John Bowerman is building a fine yacht to ply on Lake Scugog next summer. It will be about 55 feet long.

Mr. Frank McKenzie has decided to close up his photography gallery in town and go on the road, taking views. He leaves this week.

Mr. A.J. Davis of this town has advertised in the Globe that he wants to sell out his furniture business here.



N.F. PATERSON
Petitions Ottawa for help.

1896

January 1896

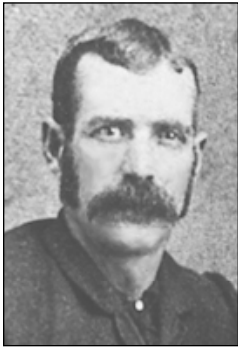
More than 300 ratepayers attending the nomination meeting, with the council of 1895 being re-elected by acclamation, lead by Reeve James Munro.

After freezing to about 10 inches of ice on Lake Scugog, and several teams having crossed over, the ice has all but disappeared and several persons were out boating on Saturday last. This is the first time this has happened on Lake Scugog.

Arthur and Charles Carnegie were sailing on the lake one day last week with an ice boat when it went through the ice. Arthur managed to pull Charles, who was thrown into the water, to safety.



The steamer "Stranger" on Lake Scugog.



CAPT. J. BOWERMAN
Begins building the Cora

Owing to ill health, Dr. G.H. Clemens has taken in a partner, Dr. Proctor. Their office is over Miss McKenzie's store.

Council for this year is Reeve Wm. Ross; Dep. Thos Rundle; councillors E.H. Purdy, Wm. Bateman and Samuel Jeffrey. School trustees are T.J. Widden, Thos. Courtice and T.C. Forman.

Mr. J.W. Curts has a gang of men cutting ice out on the Lake Scugog.

About 3,000 people were in attendance each day of the 26th annual meeting of the Port Perry Trotting Assoc., held on Lake Scugog.

Mr. J. Blong has moved to his new house on the old Sangster property, and Mr. C.L. Whitby is moving into Mr. Blong's former rooms in the Blong block.

February 1896

Mr. Peter Christie has been reappointed by the County Council to the Port Perry Board of Education.

This town is again getting its share of fires. On Thursday morning the 20th, the store of Mr. C.L. Whitby, tailor, in the Blong block was discovered to be on fire. The store and stock suffered severely.

March 1896

Leonard Burnett was elected at a convention of the Liberal party in Port Perry, to lead the party into the next Dominion election.

Mr. F. Earchman, of Epsom, the new assessor is making his rounds at present.



THOMAS J. WIDDEN
School Trustee

Mr. Caleb Crandell, was married Wednesday to Miss Sarah Moore of Toronto.

Mr. J.W. Curts shipped the last of his eggs this week. His total shipments have reached 180,000 dozen, of which 59,000 dozen were sent to the English market.

The trains on the line were blocked in again last week, this being the fourth time this winter they have been snowed in so that they couldn't not run for a day or two.

Fire Strikes - On Saturday night last (March 21), Port Perry was again visited by a disastrous fire which destroyed both life and property. It appears that about a quarter past eleven fire was discovered in the millinery store of Miss Thompson, which is in the block owned by Mr. Jas. McGaw, and situated in the business portion of the town. The alarm was at once given, but before anything could be done, the block was doomed to destruction, the flames having gained entrance into Mr. Wallace's tailor shop and also *The Standard* office, which are in the same block. The firemen were promptly on hand, but could do nothing except put forth their efforts to save the adjoining buildings, and in less than an hour the entire block together with all the contents of the tailor shop, the millinery store and the printing office, were in ashes. The firemen deserve praise for saving the livery stable, for if it had got a fair start the entire north-east portion of the town would have been burned to the ground. Nine or ten plate glass windows on the opposite side of the street were cracked by the heat. G.H. Wallace, tailor, lost everything, insured for \$1,000; Miss Thompson, milliner, everything lost, insured for \$500; Newton Bros., printers, lost everything, insured for \$1,800; Jas. McGaw, owner of the block, insured for \$2,000. Messrs Matt. Williams, and John Diesfield suffered small losses by the removal of their stocks. Mr. Diesfield's block also being damaged. While the fire was in progress Mr.

John Mosure, a young man about 30 years of age, who resided with his parents here, was assisting in removing the goods from Mr. William's store, when one of the walls fell, crushing him to the ground. He was immediately removed from the debris across the street to Dr. Clemens and Proctor's office, but nothing could be done as one leg and one arm were broken, all the ribs on the left side and also his thigh were broken and his skull badly fractured. He passed away about four o'clock. He was removed to his home on Perry St. and on Monday was interred in the Pine Grove Cemetery, Prince Albert, with the funeral cortege reaching nearly three quarters of a mile.

April 1896

The *Port Perry Standard* made its appearance last week as usual, although a little late. There's nothing can stop Messrs. Geo. and Sam Newton, not even a fire.

It's reported that the McGaw block will be rebuilt right away.

Mr. John Diesfield has removed his stock to the store in the Leonard block, till his own premises are fixed from the fire.

Mr. Robt. Brown, bartender at the St. Charles Hotel, has purchased the Ocean House, at Seagrave from Mr. Jas. Broad. and will take possession the first of May.

It is reported that Mr. R.J. Bruce, hardware merchant, will build a new store on the vacant lot opposite the Western Bank in the near future.

W.J. Nott of Port Perry charged that a Detective Greer, sent the by Provincial government to discover the origin of certain fires in the town, was hushed up with money and whisky by a shady character then in town. Mr. Nott later published a retraction.

May 1896

A deputation of ministers and concerned residents waited upon Reach council, requesting that council pass a bylaw limiting the number of hotel licenses in the township to two. Council said the request would be duly considered.

Mr. J.W. Davis will resume his furniture business, after the departure of his son, J.M. Davis, who is leaving for British Columbia with his family.

Constable McKnight escaped a certain death when he fell off a scow, while unloading gravel, into the lake, dislocating his shoulder in the fall. Quick work by others helped him out safely.

June 1896

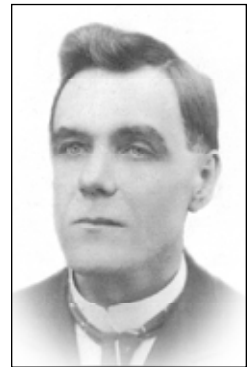
Mr. James Carnegie has bought for \$500 the lot on which the McGaw block stood. The re-erection of the block will now proceed immediately upon much the style of the building recently destroyed.. The upper storey, is to become a Masonic Hall.

July 1896

Work at the new church in Greenbank is progressing steadily. A large number of people assembled here to witness the laying of the corner stones of the new Methodist Church. Mr. Wm. Ross of Port Perry deftly handled the trowels.

Mr. N.F. Paterson and family are coming to town for the summer months and will occupy their own residence on Rosa street. Their many friends will be pleased to welcome them again.

Commodore Arthur Carnegie and Captain Seymour Whitney had to be rescued after their sailing boat capsized in Lake Scugog.



SAMUEL NEWTON
Publisher of the Port Perry
Standard newspaper.



GEORGE NEWTON
Port Perry Standard editor



JAMES LEASK
Raises prize cattle

August 1896

The right of way given by Reach Township to the Huron & Ontario Railway extends from Port Perry to Prince Albert, thence west to Utica, north to the 7th conc, near Epsom, and west to Uxbridge townline, near Weir's pond.

Reach council passed a by-law restricting the number of tavern licenses to two, to take effect on May 1st, next.

September 1896

The meeting to form a Sons of Temperance Lodge took place in Manchester, but the efforts met without success.

The *Port Perry Standard* notes that cigarette smoking is not uncommon with the young men of town, but it's only recently that young ladies have indulged in this pernicious habit..

October 1896

Messrs. Jones and Co. of Port Perry have purchased more than one ton of cheese from the Manchester Cheese Factory this year.

James Leask of Greenbank, returned from Toronto with his fine heard of cattle, after having gained nearly every prize for which he competed.

Mr. M.S. Tooley, and has taken over the Revere House, Manchester.

The High and Public School Teacher's convention for this county was held at Port Perry.

Mr. Sam Christian was sentenced to three months in jail, by Magistrate Bateman, for supplying liquor to Scugog Indian Thomas Marsden, who was found intoxicated in town.

November 1896

George W. Dryden, James Carnegie and William McGill of Port Perry, Leonard Burnett of Greenbank, Hon. John Dryden and F.W. Hodson of Guelph, have taken out letters incorporating the Paxton-Tate Company, capital \$99,000, to carry on saw-mill machinery, agricultural implements, now carried on at Port Perry by George W. Dryden.

Levi Edmund, the 13 year old son of Martin Luther Crandell, of the Club House, Scugog, lost his eye, the result of playing with gunpowder.

Reeve Munro of Reach township has made it known he is stepping out of municipal life at the end of the year.

Port Perry has been the scene of several liquor trials lately, ten of them being from Reach Twp., in connection with



GEORGE W. DRYDEN
Becomes member of the Paxton-Tate Foundry Company



JUDGE Z. BURNHAM
Ontario County Judge

the unlicensed hotel in Saintfield.

Judge Zacheus Burnham, of Whitby, has passed away. He was appointed judge when the county was formed in 1853, and continued in that capacity until his death. His son John Burnham lives in Port Perry.

December 1896

The opening of the beautiful new Methodist Church, Greenbank took place on Sunday, Dec. 13th. The cost of the building was \$5,800 of which the entire amount has been promised. The church has a seating capacity of 450. Building contractors were Messrs. Reid and Thirsk of Uxbridge.

Fairview Cottage, the residence of Mr. J.W. Meharry, was the scene of a gathering of 75 guests at a party given as a farewell to Dr. and Mrs. Geo. Clemens.

1897

January 1897

Reach Twp. elects J.M. Real as reeve; Dept. Reeve is Walter Weir and councillor Messrs MacDonal and Stephens.

Scugog Districts elected representatives on County Council are, Mr. Peter Christie and Mr. Jas. Carnegie. Mr. W.R. Ham was unsuccessful.

Wm. McGill of Port Perry was appointed trustees to high schools in Ontario County. W.H. McCaw was appointed to fill out the term of Peter Christie.

A by-law proposed by Mr. Carnegie, to assume in connection with the United Counties of Northumberland and Durham, a portion of that roadway known as the Port Perry, Scugog and Cartwright Roadway, was laid over until the June session.

March 1897

Port Perry can now boast of a ladies' hockey club. They played to a score of 1-1 against Uxbridge in what the girls report was "just a lovely time."

The Reach, Port Perry and Scugog plowing Association has been amalgamated with the Whitby townships association on the basis of holding a match one year in the south and the next in the north.

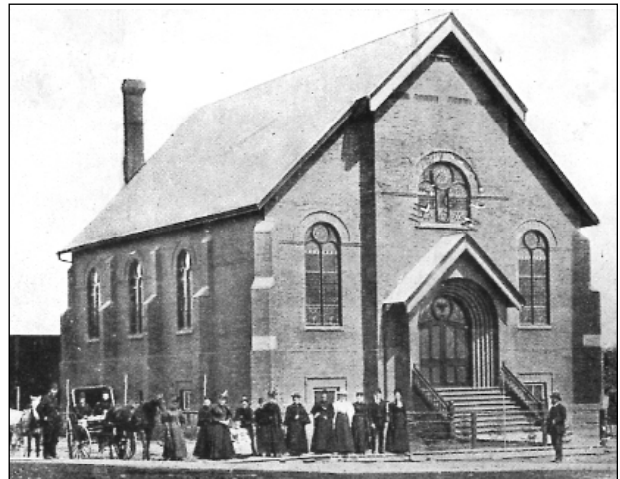
The barn of Mr. A.D. Wheeler, who lives about two miles south of town was destroyed by fire and the contents were consumed.

The roads are in very bad state at present and most people seem to think we will have an early spring.

The home of Marshal Dunn, Prince Albert was destroyed along with its contents Sunday night.

April 1897

A petition signed by about 130 ratepayers of Port Perry was presented to council, asking them to submit a by-law to the ratepayers for their approval of the purchase of the Ontario Central Fair Grounds. Messrs. Bateman and Rundle were appointed a committee to ascertain the price for the



The new Greenbank Methodist Church opens in Dec. 1896.



Seagrave's Ocean House hotel, and general store at right.

grounds. The priced asked by Messrs Frankish and Hudson, is \$4,250.

The ice went out of the lake on April 12, one week earlier than last year.

Over two-thirds of the people of Seagrave have signed a petition, and in all probability Mr. Robt. Brown, host of the Ocean House, will be forced to close his bar. Mr. E. Newton of Seagrave and Mr. J. DeFoe of Utica are endeavoring to get licenses, but petitions have

been circulated against them.

Mr. W.R. Ham of Scugog Island, was thrown from his wagon over a high embankment, and is recovering at home.

The Ocean House in Seagrave was successful in holding the right to sell "fire water" despite the large petition against it. Utica and Saintfield were turned down.

May 1897

The Port Perry Standard estimates that over \$20,000 is sent out of Port Perry yearly to support Toronto stores and says it is sapping the vitality of the town.

Jas. Camplin is the newly elected deputy reeve of Reach Twp.

A license for the sale of beer and wine was granted to Mrs. J. DeFoe of Utica.

June 1897

A meeting of the creditors of the estate of Paxton, Tate & Co., Port Perry, was held at the assignees office in Toronto. There are more than 30 Port Perry creditors, the principals being Wm. McGill, 17,200, James Carnegie, \$698., Jones & Co. \$500; T.C. Forman \$325 and J.W. Meharry \$229. The second largest creditor is the Hon. John Dryden, Brooklin, for \$10,750. No offer has been made and the assets will be sold on July 2nd.

Mr. Sutcliffe of Prince Albert has been relieved of the office of county constable, and Mr. Whitfield Tennyson of Manchester has received the appointment.

July 1897

Mr. Wm. McGill, manager of the Western Bank here for many years is moving to California. Mr. H.G. Hutcheson is Mr. McGill's successor as manager.

After being closed for several years, Church of England services resumed in St. Agnes Church, Greenbank, on Sunday, July 25th, with a full house attending.

Burglars broke into the egg warehouse of Mr. J.W. Curts and removed a box in a safe containing about \$500, and all the papers for the warehouse. Two young boys, playing near the platform at the Prince Albert station found the box and the papers under the platform and they were returned to Mr. Curts.

Dr. Robt. Archer requested permission from Reach council to erect a telephone line through the township, starting from Port Perry and ending at Utica or Epsom.



H.G. HUTCHESON
Western Bank Manager

August 1897

Hotel keeper Mr. Tooley, of Manchester, has pleaded guilty and been fined \$20 and costs for selling liquor after 10 o'clock at night. Six Port Perryites were also fined for drinking after hours.

One of the largest dry goods firms of Port Perry, Jones & Co., are trying to effect a settlement with their creditors, which is said to be in the neighborhood of \$20,000.

For the first time in the history of Uxbridge, ice had to be shipped into town. Mr. C. Jones of Port Perry brought a load over from Port Perry.

September 1897

Mrs. Isaac Rodman and her sister were thrown from a wagon while going down Avery's hill. Both received a severe shaking up, and only slight injuries.

Mr. Wm. Dobson and Mr. Thomas Dobson of Manchester are erecting wind-mills on their properties this week.

October 1897

Mr. M.L. Crandell, on the Scugog Gamer Reserve company's ground, brought into *The Standard* office some full grown peanuts which he has grown on the land.

The Observer comments: The highest tender received for the main building in the Ontario Central Fair grounds was \$300, which has been accepted. The building is to be removed from the grounds by December. The tearing down of that magnificent building, which cost nearly \$4,000 to build, would be a disgraceful act.

Manchester's genial blacksmith, Mr. D.J. McLean has turned into an artist. He has drawn life size portraits of all the businessmen of the village, and the pictures are decorating the sitting room of Mr. Tooley's Revere House.

November 1897

Mary Ann, wife of former reeve, Joshua Wright, passed away on Nov. 2nd. Funeral was held at the family residence and burial in Pine Grove Cemetery.

R.J. Bruce has removed his stock from the Laing and Meharry block to his own premises. Mr. Laing will start again as soon as possible.

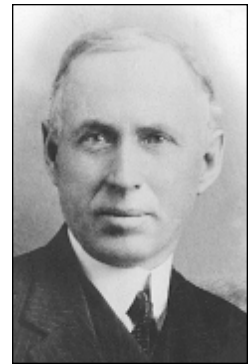
Mr. Sam Farmer, a valued member of *The Journal* staff for the past three years, has removed to a Toronto office this past week. If honest hard work will bring success, he will attain it.

December 1897

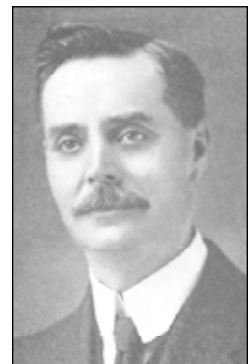
Mr. T.C. Nicholls' drug store in Port Perry was burned to the ground last Thursday (Dec. 2nd) morning. The fire was discovered about 3 o'clock in the morning, but the whole building was then a mass of flames, so the gallant work of the firemen did not avail much, except to prevent the fire from spreading to adjacent buildings. The ground floor was occupied by C.H. Allison, druggist, while Dr. J.H. Sangster's offices and Dr. W.A. Sangster's dental parlors occupied the upper storey. The stand was one of the handsomest and best equipped brick buildings in the town and will be seriously missed. Mr. Nicholls had the building insured for \$2,200, but this will not nearly cover the loss he sustains.

Mr. Joshua Wright purchased the site of the late Allison fire from Mr. T.C. Nicholls, of Uxbridge, and will commence rebuilding at once. Mr. C.H. Allison intends opening his drug business again in the store at present occupied by Joshua Wright.

Mr. Donald Christie of Manchester has been kept busy for the past few weeks near Goodwood, rigging up some



DR. ROBT. ARCHER
Port Perry physician



SAMUEL FARMER
Leaves Uxbridge Journal

grist mills and putting in large water wheels.

Members of Reach Twp. council, including Reeve J.M. Real, township clerk Wm. Spence and county councillor Peter Christie, sat down to an oyster supper following the last council meeting of the year.

Peter Christie is the land baron of Reach Twp., having in the neighborhood of a thousand acres of good land.

1898

January 1898

Reach Township elects J.M. Real reeve.

Reeve James Carnegie of Port Perry was elected Warden of Ontario County for 1898.

Dick French, a horse owned by Mr. Jackson of Toronto, trotted the fastest mile every recorded on ice at the Port Perry races.

Residents to the south of town were awoken by cries of fire and discovered the house of Mr. John Ewers was all ablaze. Mr. and Mrs. Ewers and their children barely escaped with their lives. The building and contents were burned to the ground.

Port Perry has one more added to its population. Another Chinaman at the laundry.

Solicitors for the Huron and Ontario Railway Co., who plan to put an electric railway from Port Perry to Kincardine, have written to Mr. Curts of Port Perry, stating that they are now ready to take the contract for construction of the road.

February 1898

Uxbridge residents held a complimentary supper for Col. N.F. Paterson, who is closing his law practice in that town, to practice in the city.

Mr. W.M. Jones, one of our most prominent and enterprising business townsmen is leaving to take up residence in Manitoba. During his time here, he has been honoured by his townsmen, being elected for every public position he sought.

March 1898

Young Maggie Lebar, a pretty 19 year old, who went from Port Perry a few months ago, was found dead, having accidentally taken a quantity of morphine, thinking it was quinine.

May 1898

The Ocean House hotel in Seagrave had its liquor license cut-off and now there is only one licensed hotel in the township.

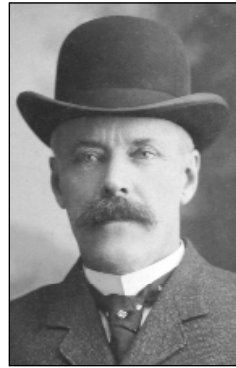
June 1898

A law suit against Wm. McGill of Port Perry, by the Western Bank, for about \$30,000 of debt incurred when the Paxton, Tate Foundry ceased business, was heard in Whitby. The long trial ended with the jury returning an unanimous verdict for Mr. McGill over the bank.

Mr. M.L. Crandell, manager of the Club Mansion, of the Scugog Game Preserve Company, claims he is the first in the province to succeed in inducing wild geese to hatch in captivity. One of his wild geese came off with four fine goslings and he expects more in a few days.

July 1898

A case against Henry Bowen of Washburn Island, in which he was charged in 1895 for shooting a large maskinonge in Scugog Lake, finished its final appeal. The fine of \$22 plus costs, assessed earlier, was upheld



JAMES CARNEGIE
Elected County Warden

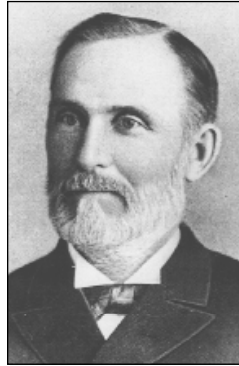


WM. M. JONES
Leaves for Manitoba

and Bowen was called on to pay the full fine.

This busy town does not have an empty store, nor is there over half a dozen empty houses fit to live in.

The Canadian Bank of Commerce have put in their large safe, and are open for business. They occupy the store next to A.J. Davis drug store, which has been fitted up for them.



HON. JOHN DRYDEN

September 1898

The annual rifle matches of the 34th Battalion were held in Port Perry, on Mr. Taylor's farm, adjoining the village.

A plebiscite vote in Reach Twp., resulted in a majority of 265 for prohibition. Vote results were 436 for, and 171 against.

October 1898

A splendid meeting was held in the Town hall in the interests of Hon. John Dryden. The building was packed and a large number of ladies were in the audience. Mr. Wm. Ross, ex-reeve of Port Perry occupied the chair.

November 1898

Mr. J.W. Davis of Port Perry has died. He was one of the town's oldest citizens and had been in the furniture business for over 50 years. His son A.J. Davis is the druggist in Port Perry.

The Ontario Central Fair Grounds have been purchased by the following gentlemen: Messrs. Jas. Carnegie, G.M. Gibbs, W.H. McCaw, Wm. Ross and F.M. Yarnold. The grounds, which originally cost over \$23,000, are without doubt the finest in Ontario, outside of Toronto. The half mile race track, which cost about \$4,000, is a paragon of perfection, being well drained, graded and perfectly level.

December 1898

Friends of Mr. Peter Christie, President of the County Plowing Association, surprised him with a special presentation at his home.

1899

January 1899

In Reach Township, reeve Thos. Lamb was returned by acclamation. Councillor are Messrs. Jno. Doble, Robt. Holtby, Stephens and Camplin

Port Perry elected Reeve Samuel Jeffery by acclamation. Councilors elected E.H. Purdy, J. Forman, T. Rundle and Wm. Bateman.

The annual races of the Port Perry Trotting Association were held on Lake Scugog and the track was in splendid shape.

Mr. Chas. Marsh, a former reeve of Reach Township and the senior member of the firm Marsh and Trounce, general merchants, Port Perry, passed away on Jan. 8, 1899 at the homes of his son, in Omaha, Nebraska. He moved to Creighton, in Nebraska, some years ago, where his sterling qualities were recognized and rewarded with preferment in places of public trust. He was elected supervisor of Knox County, for a term of four years, and Mayor of Creighton for two years. He moved to Omaha a year prior to his death, in his 74th year of age.

February 1899

Port Perry's popular dentist, J.A. Murray makes monthly visits to Zephyr, where he is kept very busy.

M. L. Crandell, of the game preserve is having eight



PETER CHRISTIE
President of the Ontario
Plowing Association.



DR. J.A. MURRAY
Port Perry Dentist

fine Irish pheasants sent to him to let loose on the Scugog Island. These birds are the best grub destroyers known.

Reach council sets Tuesday, March 21st for the day of voting for a Local Option, since they were unsuccessful to get prohibition.

March 1899

The McKercher Bros., have taken possession of Geo. Broaderick's Mill, and are now fully prepared to do chopping in good shape.

The vote on local option in Reach township resulted in a small majority of about 100 in favour of the measure. We look upon the local option as a worse measure than the Scott Act, and it was a sad failure.

Heavy snow storms almost completely blocked some of our roads.

Reach Twp. Clerk Wm. Spence reports in his auditors' report Reach spent \$1532 on roads last year, \$103 bonus for wire fences. The township has a balance of \$2,208 with no debt.

Reach council met on Saturday afternoon and passed the Local Option by-law. The act comes into force on May 1st.

April 1899

James Murray, son of our dentist, Dr. J.A. Murray, and a former employee of *The Port Perry Standard* office, died in Toronto at 24 years of age of lung trouble.

The Western Bank has purchased the Ross block, in Port Perry.

May 1899

For the past week or so the village has been besieged with peddlers and agents. These people are pests and their goods are dear at almost any price.

Local Option has come into Reach with a vengeance. The second day after the expiration of Mr. Tooley's license year, the Revere House hotel at Manchester, with sheds and an adjacent blacksmith shop, was burned down. The occupants had barely time to escape, let alone saving the contents. Mr. Tooley carried about \$1,800 insurance on the buildings and contents.

Mr. A. Sexton, an early citizen of this town, but lately of Udora, has moved back to Port Perry.

Mr. P.C. Graham, the Manchester correspondent for the *Uxbridge Journal*, has taken a position in *The Standard* office, Port Perry as editor.

June 1899

The Town Hall park has been secured by the Port Perry tennis club to use for tennis courts, following Mr. Whiteman leaving town and his courts being no longer accessible to the club.

July 1899.

D.F. Hagerman, is the treasurer of the Twp. of Reach.

Scugog fisherman return this week with a nice catch of 'lunge, otherwise known as muskallonge, maskallonge, maskinonge, and muskelungeh.

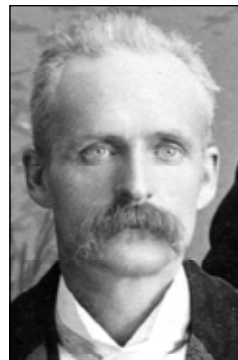
Residents complain of poor mail service between Port Perry and Utica. It takes two days for a letter to travel the four miles.

August 1899

A call for Port perry to establish a market building because much business is going to the market in Uxbridge.

September 1899

About 90 neighbors and friends of Mr. Wm. Boles, of the 8th conc. of Reach, had a very successful barn raising on Wednesday.



D. F. HAGERMAN
Reach Twp. Treasurer



JAMES McBRIEN
Public School Inspector
for 28 years.

An investigation was held into the fire at Tooley's Hotel, Manchester in May, by London Mutual, the company holding the insurance. The investigation lasted about nine hours, with 12 witnesses examined. No decision has yet been given.

Port Perry entered the field as a third bidder for the county Poor House, and got the coveted distinction on a promise of \$5,000, it being more central than Oshawa or Uxbridge.

Port Perry held a fair last week, the first in many years. There was a good turnout the first two days, but a slim turnout on the third.

October 1899

The annual meeting of the Ontario County Teachers' Institute was held in the Port Perry High School. A gold watch was presented to Mr. James McBrien, Public School Inspector for the past 28 years.

Opening services of the Greenbank Baptist church were held on Sunday, Oct. 20 with Rev. D. Welton preaching.

November 1899

The Insurance company carrying the risk on the contents of the Manchester Hotel has ended the contest with Mr. Tooley and paid the full amount.

The by-law to raise \$5,000 to assist the County in erecting a poor house in Port Perry was carried here last weekend by a majority of 185 to 40. The site will be chosen soon.

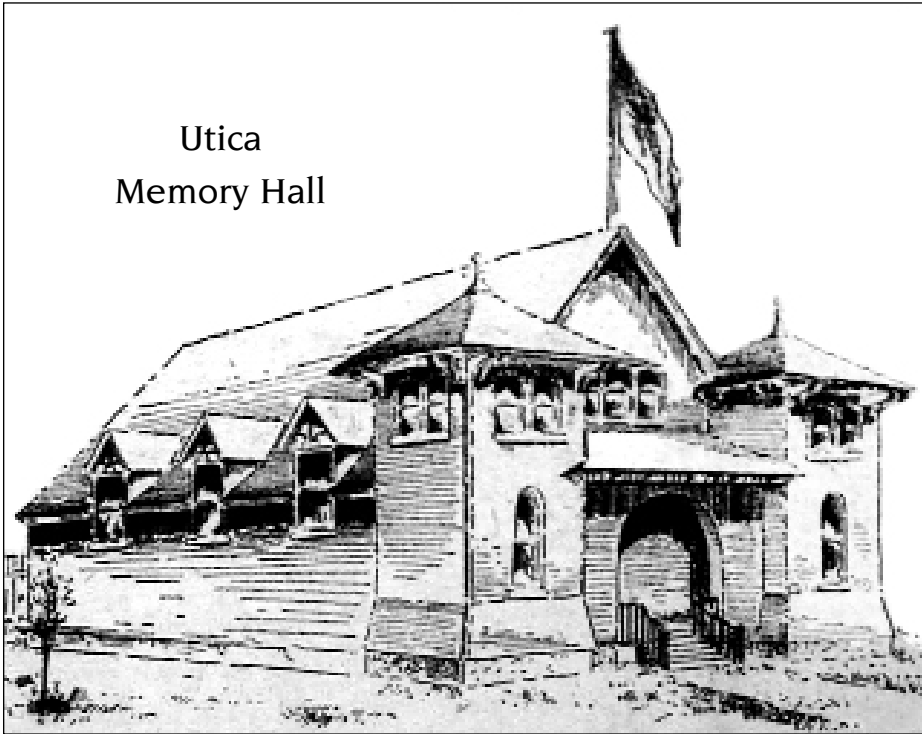
Mr. P.C. Graham, editor and manager of *The Port Perry Standard*, leaves this week to take a position on the *Whitby Chronicle*.

Dr. Orr Graham, while on his way to Cartwright, was held up on the Cartwright Roadway by two daring individuals, who demanded he put up his coin, or die. Dr. Graham struck one man, knocking him out, and the other man ran away.

The Scugog Game Preserve Co. presented the members of Reach council and the clerk each with a brace of wild ducks at their meeting in Manchester.

The Town Hall, Port Perry was filled to overflowing Nov. 29 to listen to Premier Geo. W. Ross speak. Also on the platform for the meeting was the Hon. John Dryden, M.P.P., William Ross, Mr. Leonard Burnett, M.P. for South Ontario, Mr. Isaac J. Gould and many other dignitaries.

Utica Memory Hall



The magnificent Utica Memory Hall was officially opened December 1, 1899.

1899

December 1899

Utica, a small village in this county situated five miles from the town of Port Perry, marked an important, and long to be remembered epoch in its history last week, with the opening of the commodious "Memory Hall", on Friday, Dec. 1, 1899.

Friends from far and near took part in the opening ceremonies, and to show the appreciation which they, in common with the people of the neighborhood, feel for an "old Utica boy", Thomas Walter Horn, who in the days of his success in the commercial centre of the province, has remembered with substantial kindness, the home of his youth.

As a Reach boy of the Utica neighborhood, Thomas W. Horn went forth in early years to make for himself a name and a place. Although a lawyer by profession, his tastes were more of the financier, than of the barrister, and we soon found him devoting his talents in financial, rather than legal lines.

Mr. H.J. Gould, ex-Warden of the county presided as chairman, and the keys of the hall were formally handed over by Mr. Horn to the following board of trustees: Enoch Kendall, Arthur Crosier, Wm. Brooks, D. Horn, John Horn, Wm. Ward, John McKercher.



LEONARD BURNETT
M.P. South Ontario

Also on stage were a number of Mr. Horn's Toronto friends, Rev. Hugh Crosier; Mr. Charles Calder; Mr. Leonard Burnett, M.P. for the riding; Mr. J.W. Siddall, architect; F.H. Herbert, architect; Mr. Peter Christie, ex-Warden; and Mr. W.H. Keller, publisher of the *Uxbridge Journal*.

In handing over the keys, Mr. Horn said he did so with the wish and expectation that the hall be used for the benefit of the community. He attached the single condition that the churches and school should have the use of it free.

In naming the hall, the Hon. John Dryden suggested that more appropriate than Horn's Hall, or Public Hall, would be the name "Memory Hall," and he offered that name for con-

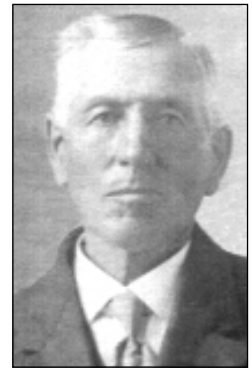
sideration. The audience express their approval by a show of hands.

The hall is 38 x 65 ft., has a seating capacity of nearly four hundred, and is designed in the Spanish renaissance style of architecture, with two towers. Mr. John K. Horn was the builder of the hall.

It was always Mr. Horn's ambition to succeed, but he was always proud to be remembered as a boy of Utica. He believed that association of people with each other broadened, brightened and improved the mind, and it was his hope that the hall might serve such a purpose.

Following the opening, Mr. Horn entertained a few friends at a supper prepared in elaborate style at the Dafoe House, by the hosts, Mr. and Mrs. J. Dafoe. The gathering included politicians, his Toronto friends, members of the board of trustees, and old residents and neighbors from his youth.

Mr. Horn and his party made an early start for Myrtle to catch a C.P.R. train for the city, leaving pleasant memories behind them.



DR. ORR GRAHAM
Port Perry Veterinarian

The Utica Memory Hall was destroyed by fire on Saturday, April 9, 1955. Following is a report of the fire from the files of *The Port Perry Star*.

Fire Destroys Memory Hall

The entire community of Utica turned out to assist the Port Perry Fire Brigade Saturday afternoon when fire for a while threatened the entire hamlet. When the fire, which is believed to have started in the roof from a spark of a nearby grass fire, was over, the villagers were without their "Memorial Hall", a one storey building which had stood on the four corners of the village for more than a half-century.

Volunteers managed to save a few chairs and the piano. A large portrait of the donor of the hall, the late Thomas Walter Horn, was not saved.

Frank McGregor and Charles Lakey, proprietors of the general store across from the hall, said the community hall burned right to the ground in less than a half-hour. "Five minutes after the fire started, you couldn't get inside the building. it burned like a match-box, said Mr. McGregor.

The building was insured for \$3,000.

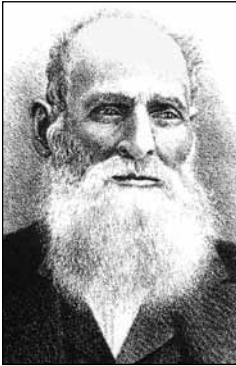
On October 25, 1957, a capacity crowd attended the opening of a new "Memory Hall" in Utica, to replace the building lost in a fire two years earlier. This building stands to this day.



The new Utica Memory Hall was opened October 25, 1957.

Chapter Seven

The Scugog Bridge



JOSEPH GOULD
Warden of Ontario County
in 1856

SCUGOG ISLAND as we know it today, was not always surrounded by a large body of water. In fact, for much of the early part of the 19th century, what is now referred to as Lake Scugog was little more than a shallow, murky river, meandering north through thick swamps and muddy bogs.

The formation of the Island came into being as the result of flooding caused by a man-made dam being erected near Lindsay on the Scugog River. The resulting floods isolated the high land, which until then was considered part of both Reach and Cartwright Townships, creating an entity of its own ... Scugog Island.

The dam, which became known as Purdy's Dam, was the creation of William and Hassard Purdy, brothers who had entered into a contract with the government of the day to build lumber and grist mills along the Scugog River.

After constructing their dam, high water and floods burst and destroyed the dam during the spring of 1829. Undaunted, the Purdy's constructed a new ten foot dam in early 1830, which resulted in the flooding of thousands of acres of



Dam and locks as they looked at Lindsay about 1899. This was the location of Purdy's Dam of 1830.

SCUGOG - THE EARLY YEARS

land along the banks of the river all the way south to the Scugog basin. Along with the flooding of huge tracts of tamarack bush, hundreds of acres of land just cleared by new settlers were swallowed by the rising water.

The settlers, upset by their losses, repeatedly objected to the dam and petitioned the government, using every legal means to have it removed, but failed in every attempt. By 1838 a deadly fever swept through the area killing a large number of people, and it was speculated it was due largely to the increased numbers of insects that infected the flooded land.

Purdy's Dam remained and Lake Scugog became a permanent feature of the area as new settlers arrived and the spread of settlements on Scugog Island and Reach Township increased over the next decade. But the newly formed lake, and the marsh around it, created plenty of traffic problems for those early settlers.

Boats and barges were operated during the summer season for travel between the mainland and the Scugog Island, and in the winter, travel to and from the Island was often across the frozen lake. This hazardous method of travel, often ended in tragedy as horses and wagons broke through the ice, especially in the early spring.

One such case was reported when a team of horses crossing the ice on Scugog Lake, hauling a load of maple lumber to J.B. Lazier's factory, broke through the ice, and team, load and driver all went down. The team shot right under the ice and were both drowned, but the teamster was pulled from the freezing water by an Indian who was riding with him on the load.

It wasn't until after the formation of the County of Ontario in 1852 that talk of



THOMAS PAXTON
Reeve of Reach Twp. when
the Scugog Bridge was
built.



The original floating Scugog Bridge, built in 1856, as it looked prior to it becoming a permanent road.



The Scugog Bridge following extensive damage in the spring of 1908.

constructing a bridge across the south end of the lake began. During the January 1855 session of council, Joseph Reader and J.S. Gamble of Scugog Township, requested a grant to aid in the erection of a floating bridge across Lake Scugog between Reach and Scugog Island.

At the time of this request, Reach and Scugog were governed by one council, so the inhabitants of the Township of Scugog also requested to be separated from the Township of Reach, which the county undertook to do.

With this accomplished, the inhabitants of Scugog were determined to gain easy access to Reach Township, so once again petitioned the county for a bridge to be constructed between the 5th and 6th Concessions of Reach to Scugog Island. The county fathers agreed, providing a grant of £125 and entering into a contract with the people of Scugog Township to build a floating bridge between Reach Township and Scugog Island and assume ongoing maintenance, (Bylaw #26 - June 22, 1855). Scugog Township passed Bylaw #2 on Feb. 25, 1856 authorizing the expenditure of £1000 for the construction of a bridge.

A contract for construction of the *Scugog Bridge*, was awarded to Mr. W.T. Haight and Mr. Wilson Pitman, but building the bridge proved to be far more difficult than even the county engineers had imagined, due to the continual sinking of the embankment and ice damage each spring. In fact the bridge proved to be so difficult to build, the contractors asked to be relieved of their contract because it was impossible to finish erecting the cribs for the *Scugog Bridge* due to the soft nature of the soil in the lake.

The Roads and Bridges Committee, after weighing all the facts, agreed to release the men from the contracts and paid them a sum of \$670 for the work

SCUGOG - THE EARLY YEARS

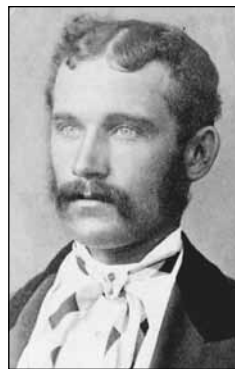
they had accomplished. The work proceeded under the supervision of the County Engineer John Shier and in June 1856 Bylaw #31 was passed, which provided for the assumption of the *Scugog Bridge* by the County of Ontario.

Following the completion of the bridge, services of the Island ferry boat were discontinued. Dr. W.O. Eastwood, of Whitby, was then practicing at Port Perry and was the first to ride over the new bridge. Up to that time he had to keep a boat for visiting his Scugog Island patients

Although the floating bridge proved to be a considerable benefit to both Reach and Scugog communities, and a vast improvement from previous methods, it was very unstable and unreliable. Spring was a particular hazardous time for the bridge, as it was often damaged by winds and ice during the thaw, and ongoing maintenance by the county began to mount, causing considerable grumbling by many members of the council. On one occasion, portions of it went floating down the lake, only to be pulled back by the steamer *Woodman*.

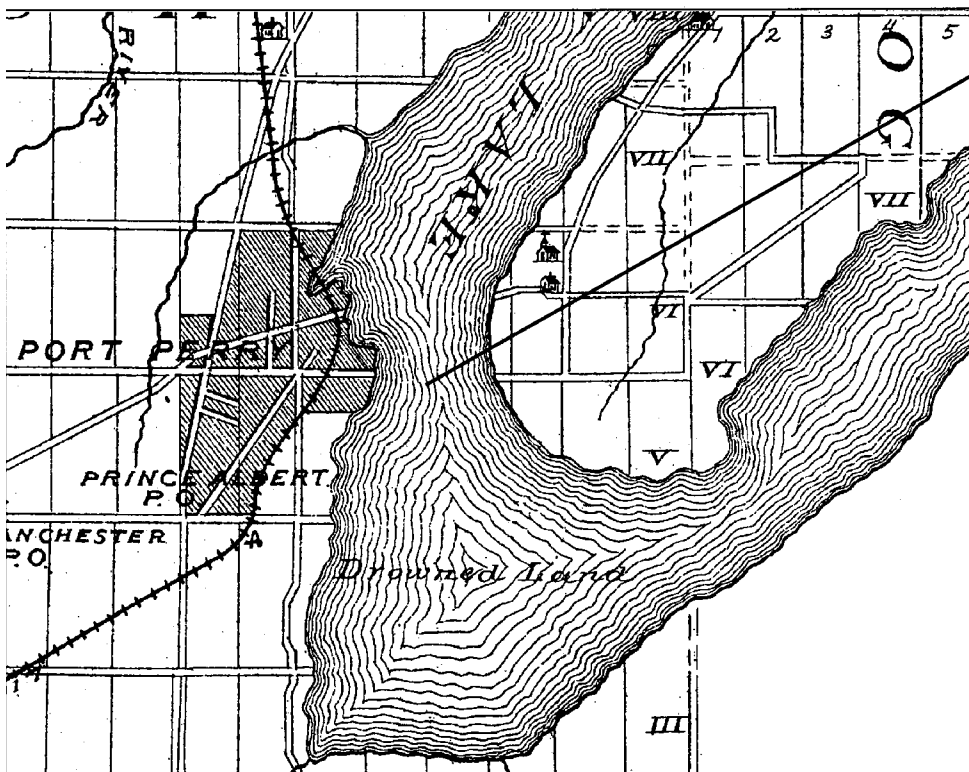
In May 1869 the *Ontario Observer* reported, "*the bridge suffered terribly in the spring floods and was in deplorable condition; being far from safe, it would require immediate attention and considerable outlay to repair.*" The county earmarked \$100 for repairs, but critics of the on-going high cost to maintain the bridge insisted that the principal upon which it had been constructed was a huge blunder and it had cost 50 times more than it was worth in repairs.

The costly repairs of 1869 were the catalyst for a movement by some members of the County Council to put the responsibility for repairs back onto Scugog Township. In June 1870, a report from Mr. Foy, Commissioner for the *Scugog Bridge*, stated the time had arrived when the parties immediately concerned (Scugog and Reach) ought to assume this work, and the committee recommended that the county by-law passed in 1854, for the building and maintenance



PHILIP FOY
Commissioner for the
Scugog Bridge

Scugog Bridge
spanned this
section of
Lake Scugog



Map of the lower end of Lake Scugog indicates where the Scugog Bridge spanned the lake.

nance of the bridge, be repealed. After more than two days of heated debate, County By-law #207, (returning maintenance of the *Scugog Bridge* to Reach and Scugog) was carried by a majority.

Reach and Scugog were not about to take this lying down, and warned the county it would take legal action to quash the new by-law if necessary. They hired the Hon. M.C. Cameron, a noted lawyer, who submitted a report to the county in September, 1870.

Mr. Cameron contended that the County Council of Ontario, by way of a by-law passed in 1855, had assumed the work of building a bridge across an arm of the lake and since being completed the bridge had remained under the management and control of the County Council.

He wrote the following opinion:

"I am of the opinion that the Scugog Bridge is a County work, and that there is a contract between the County Council and the corporation of Scugog, and the private contributors which a Court of Enquiry would enforce, and so in neither case is it necessary, it appears to me, to take any legal proceeding to quash the repealing by-law."

There were several attempts to repeal By-law #207, but it wasn't until January 1872 a County committee consisting of Warden W.H. Gibbs, Reeve White of Pickering and Reeve W.S. Sexton of Scugog, were instructed to look into the matter of the *Scugog Bridge*, collect the facts of the case and submit them to the best legal authority of the province. The council agreed, in the event his opinion was that the County is liable for the bridge, then it would proceed at once to repair it.

Six months later, James Gordon, Chairman of the Committee of Roads and Bridges, approved the action of the committee who had obtained legal advise regarding the responsibility of the council in the matter of the *Scugog Bridge*. He recommended Mr. Joseph Reader be appointed the Commissioner of the bridge and that a committee consisting of the Reeves of Reach, Scugog and Port Perry be appointed to inspect the bridge and if found necessary, to expend an amount on repairs not exceeding \$250.



W.H. GIBBS
Warden County of Ontario
for 1872



JOSEPH READER
Commissioner of Scugog
Bridge



The Scugog Bridge became a permanent roadway between Port Perry and Scugog Island in 1855.

SCUGOG - THE EARLY YEARS

Maintenance continued to plague the floating bridge, and on one occasion in 1875, damage caused by scows tying up to the bridge initiated an action by the County prohibiting anyone from fastening any raft or scow, by which the bridge could be damaged, and for Commissioner Reader to prosecute anyone who did not comply.

Finally, during the Spring of 1876, work began on the first permanent bridge to link Scugog Island and Port Perry. In an article dated March 2, 1876, James Baird wrote the following report:

"The Reeve of Scugog has introduced a new departure regarding the Scugog Bridge, which from its inception has proved expensive, unsatisfactory and a bone of contention between the County councils and the minor municipalities concerned.

The old shaky concern has only hung in its place by the grace of the winds and floods, which might at any moment have cleaned it out and cut off all further communication between Scugog and Reach, except by boat.

To maintain the rickety concern as it was, caused an annual drain on the exchequer of the County, which made our County fathers fairly groan and every now and again seep to repudiate. But it was of no use, the law held them fast and they had only to grin and bear it year after year with the expectation staring them in the face of being called upon at any moment to build an entire new structure, the old one having been swept away.

It remained for Mr. Graham, the active Reeve of Scugog to suggest and bring about a new departure as to the future of this bridge and with a view to this object the County Council at its late session granted him a Committee to investigate the matter and advise accordingly.

About the close of last week, the Warden of the county, the first Deputy Reeve of Brock and the Reeve of Scugog met at Port Perry, went and examined the Bridge and determined on an entire change of structure, to replace the present tottering, expensive, unreliable concern with a permanent structure at as early a day as possible.

The result was that a committee consisting of Messrs. James Graham and Joseph Bigelow was appointed to secure the proper brushing and covering of a length of 600 feet on the west end of the bridge, which proved a long step in the way of a permanent, inexpensive structure."

Messrs. Graham and Bigelow advertised for sealed tenders to be left at the Post Office, Port Perry, until noon Saturday, March 4, 1876 for brushing 600 feet long, 25 feet wide and 5 feet deep for the west end of *Scugog Bridge*, and also for covering same with earth or sawdust 18 feet wide and 2 feet deep.



JAMES GRAHAM
1876 Reeve of Scugog
Township.

Three tenders were received for the work on the bridge: Mr. J.V. Thompson, \$2,350; Mr. Hulbert, \$1,925; and Mr. N.S. Dyer \$1,750. The contract was given to Mr. Dyer, being the lowest tender and he being considered a thoroughly competent man.

Mr. Dyer's crew began construction of the first section of a permanent bridge between Port Perry and Scugog Island immediately after the ice left the Lake Scugog that spring. Wooden slabs were packed tightly side by side, laid crossways to a thickness of two feet, and then covered with earth. Work continued throughout the summer on the 600 foot stretch of permanent road and in Sept. 1876, the following progress report was published in the *Ontario Observer*:



The Scugog Bridge, lined with a protective fence, as it looked during the summer in the early 1920s.

"The new bridge over the Scugog now goes bravely on, Mr. Dyer is within forty feet of the limit of his contract with the laying of logs and slabs and the work of earthing is now progressing favorably. There can be no comparison between the new bridge and the old; the new bridge will be a permanent roadway, which once finished may be maintained in good repair at the smallest trifle of cost.

The pine logs and slabs being under water will be permanent while the surface being covered with two feet of earth and nine inches of gravel over that will constitute a first class permanent roadway which compared with the old floating concern which it is replacing will form a striking contrast.

The old floating bridge was unreliable, unsatisfactory and expensive. Every spring it was threatened with destruction and it took a world of expense to keep it in order. The new Scugog Bridge will be a permanent monument to the intelligence and enterprise of the County Council of Ontario for 1876. The county will find that this has been a profitable investment; it is true that the present outlay may be considered a little steep but the little expense now will save ten times more in future.

When the Scugog Bridge is completed the new 23 foot wide roadway will be maintained at a nominal expense in place of an old rickety apology for a bridge about 12 feet wide."

Following the completion of this section, the Scugog Bridge came up for discussion again in January 1877 when James Graham petitioned for an additional 600 feet of bridge to be constructed the coming season, but Chairman Rowland of the Road and Bridges Committee refused to recommend any further extension of the work for that year, stating a large amount of money had been spent on the first section and they were still not sure if it would stand up. He said the committee hoped to proceed with the work, but warned ... should the construction prove to be a failure, it would be a great cost to the County.

Mr. Graham argued that he had not the slightest misgiving about the durability of the work. He said that the bridge as it was now, was of little service, being impassible the greater part of the year, as accumulations of snow and ice, load the bridge in winter and sink it.

He argued that it would be better to complete the work for a permanent roadway and suggested if the county didn't want to pay for it all at once, they could debenture the work over several years.

"Since 1854 the old structure has cost between fifteen and twenty thousand dollars in repairs. If the work is not proceeded with this year, the remaining portion of the floating bridge may require new planks, which would cost a good portion of the expense of another 600 feet," he said, but the arguments fell on deaf ears.

SCUGOG - THE EARLY YEARS



A car makes it way from Scugog Island to Port Perry along the muddy causeway.

A year later the Roads and Bridges Committee had a change of heart and recommended that \$4,000 be debentured to complete the remaining 1,300 feet of the *Scugog Bridge* and for it to be constructed on the same principal as the first 600 feet.

But the idea did not sit well with many members of County Council, who argued that it had cost almost \$3,000 to build the first 600 feet in shallow water and comparatively little mud, so they could not be expected to build 1,300 feet in deeper water with up to 15 feet of mud.

The motion to construct the remainder of the bridge was defeated, but Scugog Reeve James Graham was not about to give up.

Six months later, in June 1878 the matter was tabled again at County Council by the caretaker of the *Scugog Bridge*, who recommended that \$4,000 be granted for the purpose of constructing the bridge and the money be raised by the issue of debentures.

Mr. Bickell, one of the strongest opponents suggested the bridge was not in a bad state of repair and \$200 would put it into a safe and comfortable condition. But Reeve Graham argued that repairs to the bridge would cost nearer \$1,000 as the timbers were rotting and the floating portion was in need of replanking.

In an effort to salvage something for the *Scugog Bridge*, Port Perry Reeve Joshua Wright cleverly manipulated the County to approve having the east end of the bridge filled up in a similar manner to that on the west, and made into a permanent roadway.

A report in the *North Ontario Observer*, detailed the events of that session of County Council as follows:

"The Scugog Bridge came in for its annual airing and the Reeve of Scugog (Graham) fought like a very hero to secure a fat grant for that important work. The Reeve of Port Perry (Wright) and the whole Road and Bridge committee stood at his back, but it was no go. He was beaten back and finally compelled to surrender, and in place of his magnificent grant of \$4,000 as he expected, he was sent away with \$150.

But here the diplomacy of the Reeve of Port Perry fairly outgenerated the majority and led them into a grant



JOSHUA WRIGHT
Port Perry Reeve 1908
cleverly got County to
approve work on the
Scugog Bridge.



JESSIE IRELAND
Bids to construct part of
the Scugog Bridge.

even larger than the one they had just refused. Waiting 'till the members returned from dinner, pliable as wax, Mr. Wright innocently moved the report back to the committee to strike out the magnificent \$150 and insert the words that 600 feet be filled in on the east end of the bridge. The good natured council blandly complied and the amended report was adopted.

These will be the most difficult 600 feet and it may take four or five thousand dollars to accomplish the work so that all concerned are indebted to the diplomacy of Mr. Wright for the grant at this time."

An advertisement seeking tenders to construct the 600 feet of permanent roadway was placed in the *Ontario Observer* following the meeting by bridge commissioners Joshua Wright, George Wheler and James Graham. Four bids were opened at the Town Hall, Port Perry, on July 2, 1878. Bids included N.S. Dyer at \$4,300., W.E. Yarnold at \$2,500 and Jessie Ireland at \$2,350., and an undisclosed name at \$3,700. Mr. W.E. Yarnold was awarded the contract for the east end of the bridge.

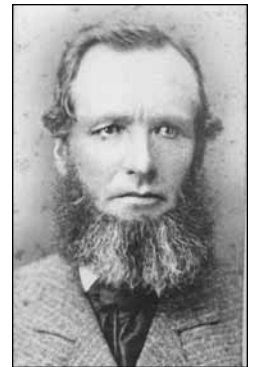
A year later, in June 1879 a special committee of the County Council made an official inspection of the now famous *Scugog Bridge*, to determine its present condition and immediate requirements. A report from Mr. Rowland, chairman of the special committee, recommended the completion of the work and the appointment of Reeve Wright of Port Perry, and Messrs. John Adams and Mark Currie to oversee the work. When asked if he had any idea as to what it would cost to complete the work, the chairman replied, "I have not the slightest idea."

Tenders for the building of an Earthway connecting the two sections of the Scugog Bridge already built, were advertised and 19 proposals, ranging from \$6,849 to \$11,200 were received for the work. The committee accepted the tender of Wm. Trennam, of Peterborough, and entered into a contract with him to complete the work by October 1, 1880. The contract was further bound to assure a safe means of crossing for people on foot, and that the bridge could not be closed down for any longer than ten days for the passage of wagons or other vehicles.

Reeve Wright came under fire at the County for his methods in tendering the work for the *Scugog Bridge* and for not accepting the lowest tender (\$6,849) submitted by Mr. N.S. Dyer, the contractor who had constructed the first 600 feet in 1876.

Reeve Wright contended he had accepted the \$7,300 tender of the Peterborough contractor because it was the lowest tender that was any good. He said the job Mr. Dyer had already done was bungled, filled in with rotten wood which was now sinking, and would cost an additional \$1,700 to have repaired. Six months later, June 1880, Mr. Wright was redeemed for his actions when the commissioners reported the work on the *Scugog Bridge* had been completed in a very satisfactory manner.

At the same time as work was underway to complete the bridge, a company named the Scugog Marsh Reclaiming Co. were given permission to begin construction of an embankment from Reach Twp. on the west shore of Lake Scugog, to Scugog Island. The embankment was to be built no more than six rods south of the existing bridge.



JOSHUA DOBSON
Reach Twp. Reeve in 1884
when the first solid bridge
was built.

**SCUGOG BRIDGE
TENDERS.**

TENDERS for the:
BUILDING
OF AN
Earthway

Connecting the two sections already built
of the Scugog Bridge, will be received by
the undersigned up to and inclusive of

FRIDAY, JULY 18th, 1879,

At whose office Plans and Specifications can
be seen
The lowest nor any tender not necessarily
accepted.

JOSHUA WRIGHT,
Chairman Board of Commissioners,
Port Perry, May 17, 1879.

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To avoid duplication of work, the reclaiming company approached the contractor, Mr. Trennam, with the intention of relieving him of his contract for the building of a permanent section of the *Scugog Bridge*. This arrangement never came to be.

Repairs continued to plague the County, as almost every year the bridge required repairs. Following heavy damage in the spring of 1884 the County treasurer was instructed to repair that portion of the *Scugog Bridge*, at a cost not to exceed \$300.

With both the west and east sections of the permanent bridge now completed, only 600 feet of floating bridge was left stretched precariously between Port Perry and Scugog Island. A section that would not be completed until four years later, after the entire business sector of Port Perry was destroyed by a devastating fire in July 1884.

In an effort to assist the business community rebuild the town, a special meeting of County Council was held in the Port Perry Town Hall on October 14, 1884 to discuss the granting of aid relating to the fires, and also to view and discuss the *Scugog Bridge*.

Following an inspection tour of the town and the *Scugog Bridge* councillors began their session. Council considered tenders which had been submitted for repairs to the *Scugog Bridge*, but none were accepted. Instead, they decided to expend a total of \$3,000 by private contract for the construction for the final 600 feet of the *Scugog Bridge*.

The work took place during the summer of 1885 when logs were lined along the sides of the floating bridge and then the centre was filled with gravel and sand until the bridge sank, forming the foundation and completing the first solid, permanent roadway connecting Scugog Island to Port Perry.

Although spring damage was a common occurrence over the next couple of decades most repairs were of a minor nature until April 1908, when the bridge received one of its most severe pounding by ice since becoming a permanent roadway. Railings and telephone poles were snapped by heavy ice flows being



A section of the *Scugog Bridge*, or Causeway while under construction during the summer of 1928.



A car carefully makes its way across the floating detour used during construction on the bridge.

pushed up over the roadway during the spring breakup.

When County Council met in July, Reeve Parrish of Port Perry and Scugog's Reeve were instructed to proceed with repairs. Piles were driven close to the outer edge of the bridge to help retain the timbers forming the wall on the outside of the bridge. Part of the bridge was raised by two feet and steel stringers were used, which were covered with cedar timbers and iron rods to keep them in position. When completed, repairs to the *Scugog Bridge* had cost the county a total of \$1,640, but were described as "one of the best pieces of road building in the area."

The next major undertaking to improve the *Scugog Bridge* came in 1925, when work commenced on widening the bridge to accommodate the use of motor vehicles. A piece of land was purchased by the County from Mr. T. Collins and earth was hauled from the property. These cars, which moved along a light track, were used to spread the fill along the stretch of highway.

Three years later, in March 1928, the James Mitchell Co. of Toronto was contracted to build a concrete bridge to replace part of the old wooden structure. The section, which spanned only 20 ft., was 28 ft. wide and required 2,500 ft. of piles, 200 yards of gravel, 200 yards of stone and some 700 bags of cement. The piles were driven 32 feet into the bottom of the lake, through several feet of mud, two layers of clay, and finally imbedded into quicksand. The biggest hurdle was finding places to drive the piles where neither logs or large stones interfered.

During the six weeks of construction, a temporary floating bridge detour was built to accommodate the traffic.

The 1928 reconstruction of the *Scugog Bridge* accommodated the needs of the people of the area for the next three decades, undergoing minor repairs from water and ice damage each spring.

Following a disastrous flooding in the spring of 1960, there were renewed calls for rebuilding and raising the level of the *Scugog Bridge*, which by this time was beginning to be referred to as *The Causeway*.

During April of that year, water in Lake Scugog rose dramatically, with up to 30 inches of water covering sections of both the Port Perry and Cartwright Causeways. On a number of occasions, the causeway had to be closed down to traffic as washouts and ice flows created a hazard for anyone attempting to cross the open stretch. But some residents drove through in spite of the warnings, and one man was reported to be barreling through, and ended up sitting on the roof of the car for a couple of hours waiting for help.



Telephone poles were the only guide for motorists along the causeway during eight weeks of flooding.

SCUGOG - THE EARLY YEARS



The Port Perry Causeway, looking towards Scugog Island, as it looks in the year 2000.

Another incident was reported as follows:

"During the noon hour on Monday, Mr. Lorne Hunt, a resident of Scugog Island, attempted to drive his Volkswagen to Port Perry. While crossing the causeway the car was pushed off the road by floating ice driven by a wind. Someone saw the car leave the road and phoned the police, and Pargeter's Garage was also called. Chief R.J. Cameron and Pargeter's tow truck were soon at the scene. Don Wallace, driver of the tow truck and Robert Duff were able to rescue Mr. Hunt who had succeeded in getting out of his car and was found clinging to a pole in the icy waters. He had been marooned about 25 minutes and suffered from severe shock and exposure, and was rushed to Community Memorial Hospital."

The causeway was still partially submerged when a severe rainstorm hit the area, causing the level of the lake to rise even further and increasing the depth of the water along the causeway.

More than eight weeks after the flooding began along the causeway, many spots were still not entirely free of water. During the high water, Port Perry Reeve J.J. Gibson put his pontoon boat, equipped with an outboard motor, into service as a ferry transporting residents across the causeway, and the Department of Highways also provided a shuttle service with large trucks.

In June 1960, after more than a decade trying to get the causeway raised, Dr. M.B. Dymond, who was also a Member of Provincial Parliament, announced the government was going to reconstruct 7A Hwy. from Port Perry to Caesarea. Construction was scheduled to get underway in September and be completed by the late summer of 1962 at an estimated cost of \$1.5 million. The new road-bed would be 42' wide with 22' of pavement.

Work on the Causeway highway project progressed quickly, with the large hill at the east end of the causeway being cut down and back, decreasing the slope. In some cases it was necessary for crews to dig as deep as 25' in order to insure a proper foundation for the permanent roadway.

Work on 7A Hwy. from Port Perry to the Caesarea cut-off, including the causeway, was completed on schedule in 1962, and the highway has changed little since that time. It took more than 140 years for the *Scugog Bridge* to evolve from a rickety old floating bridge, to the modern provincial causeway it is today. But this short section of 7A Hwy, which spans Lake Scugog between Port Perry, Scugog Island and into Cartwright Township continues to serve the needs of the travelling public today, just as it did in its infancy more than a century ago.



DR. M.B. DYMOND
Local M.P.P. announces
work on causeway.

The Port Perry, Scugog & Cartwright Roadway

WHEN THE FIRST permanent roadway across Lake Scugog linking Reach with Scugog Township was completed in 1885, local businessmen were pleased to see business increase dramatically. The *Scugog Bridge* now a solid roadway, made access to Port Perry from Scugog so much easier, local businesses began to flourish.

One of Port Perry's leading businessmen, Joseph Bigelow, now looked east for other markets to improve trade with the village. A visionary, he had recognized years earlier that east of Scugog Island lay Cartwright Township, a large and prosperous area. He believed that if a more direct route to Port Perry could be provided, local business would benefit immensely. The long, tiring trip from Williamsburg (Blackstock) and other areas of Cartwright, around the south end of Lake Scugog and then back north to the village provided little incentive for residents to use Port Perry as their main centre of trade.

Bigelow's dream was to construct a road connecting Scugog Island with the westerly boundaries of Cartwright, but in order to accomplish this feat he had to overcome a major obstacle, more than 2.5 miles of swamp and wetland.

Although a causeway through the marshland didn't become a reality for almost two decades, as early as 1872 Charles Paxton and Joseph Bigelow began to petition Ont. County Council regarding the erection of a bridge from Scugog to Cartwright. The County refused to take any action at that time, but agreed to set up a committee consisting of Mr. Holman, Scugog Reeve W.S. Sexton and Port Perry Reeve J. Bigelow to confer with the councils of Darlington and Cartwright Townships regarding the construction of the bridge.

Over the next few years, many attempts were made to get the Cartwright Causeway constructed. One of the best chances came when the Lake Scugog Marsh Lands Drainage Co, agreed to build the roadway if they received some financial support from the municipalities. A vote by the residents of Port Perry, in Dec. 1882, defeated a by-law intended to assist the Company, thus ending any chance of the roadway being completed at that time.

Despite the setback, the dream of connecting Scugog to Cartwright with a good roadway flourished, and due to the perseverance of Joseph Bigelow, work finally got underway in 1889 on the connecting causeway. The project plodded along slowly until May 1890 when a special meeting of Port Perry Council was held for the purpose of considering the advisability of the corporation of Port Perry in assuming the work of construction of what had



JOSEPH BIGELOW
Port Perry Reeve 1890

SCUGOG - THE EARLY YEARS

by then become known as the *Port Perry-Scugog-Cartwright Roadway*.

Reeve Bigelow proposed that the corporation finish the uncompleted work, finance the construction, collect the uncollected stock and bonuses and pay off all liabilities contending there would be a surplus left for the community.

But the plan met with strenuous opposition from Councillor Boxall, who said he was a "strong advocate and supporter of the construction of the *Roadway* and would assist to the utmost of his power in the prosecution and early construction of the work by every legitimate means. But, he requested the corporation solicitor, Mr. N.F. Paterson, to give council his opinion as to the power of council assuming such undertakings."

Mr. Paterson advised, should council enter into the proposed contract it would certainly exceed its legislative powers, so the matter was dropped.

Undeterred by the lack of additional support from the corporation, Mr. Bigelow and his advocates proceeded with the job of construction, using money secured by grants and by way of public subscription. Grants towards the construction were received as follows: Port Perry - \$4,000, the Grand Trunk Railway - \$1,500, Ontario Government - \$1,500, County of Ontario - \$500 and the Counties of Northumberland and Durham - \$500. He also raised more than \$2,300 by way of public subscription from the residents of the three neighbouring communities.

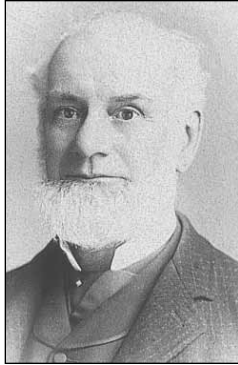
With enough money to proceed, construction began and by September 1890, the *Port Perry-Scugog-Cartwright Roadway* was well on its way to completion and the editor of the *North Ontario Observer* described its progress as follows:

"We had the pleasure of a drive over the new roadway from Scugog to Cartwright on Saturday, last, and was surprised to find it so far advanced towards completion.

Mr. Bigelow, the instigator and promoter of the scheme, has taken every precaution so that when the roadway is completed it will be a permanent one and a credit in every respect to his perseverance and indomitable pluck, for had he not taken hold of the scheme we question whether it would have had an existence today. He was not only the instigator and promoter but he has most successfully financed for the undertaking throughout, and although at times when managing this most important part - the financing - the prospects were anything but bright, he never faltered but



A southerly view of the Scugog-Cartwright Roadway as it looked during the turn of the century, after trees had grown along the sides, lining the route.



AARON ROSS
President of Scugog,
Cartwright Road Company.

pressed onward until his efforts were crowned with victory, and shortly he will have the pleasure of declaring this important highway open to public travel."

With construction now nearing completion, Messrs. J. Bigelow and J.H. Brown appeared before Scugog Township council urging them to grant \$100 to fill in a large hollow in the road by the 5th concession to make that portion of the road the same level as the new roadway. The grant was approved and Reeve W.R. Ham, Mr. Turner and Mr. Dunn were appointed commissioners to oversee the work on behalf of the corporation.

By December 1890 the *Port Perry-Scugog-Cartwright Roadway* was nearing completion and Mr. Bigelow and the directors of the company issued the following report in the *North Ontario Observer*.

The following is a statement of the particulars in connection with the building of the roadway between the Township of Scugog and the Township of Cartwright over the water and marsh land separating these two townships, the former of which has always been known as Scugog Island.

In the spring of the year there is from one to three feet of water over the marsh permitting small boats to pass over it. During the summer the water subsides to about a level with the marsh. Formerly more or less timber grew on this marsh but the building of locks at Lindsay for the improvement of the navigation of Lake Scugog and river is the cause of this overflow which rendered the construction of the new roadway much more expensive than it otherwise would have been.

This roadway has been talked of as a most desirable object to be accomplished for the past twenty years, the completion of which would accommodate a large section of country and the best evidence of its necessity is the liberal subscriptions which have been given in aid of the work.

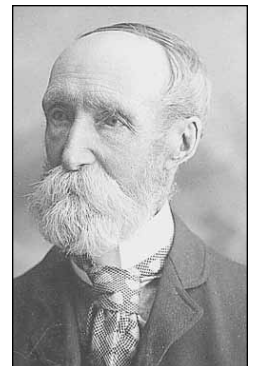
The bridge or roadway from Scugog Island to Port Perry, thoroughly about half the length of the proposed roadway, and built by the County of Ontario, is said to have cost about \$25,000. These facts embark in the work, or the promoters of the proposed undertaking, who however, came to the conclusion if it was not commenced it would never be finished.

In order to carry on the work a company was formed under the General Road Companies' Act to obtain a legal standing, with the following gentlemen as directors and officers:

- Aaron Ross, President
- N.F. Paterson, Director
- Joseph Bigelow, Director
- Thos. Courtice, Director
- Jas Graham, Director
- W.E. Yarnold, Engineer
- J.H. Brown, Treasurer

At the first meeting of the directors, Mr. Bigelow was appointed secretary with general powers to proceed with the work, who with Mr. Yarnold, the company's engineer, conjointly with the president and directors have completed the undertaking to the satisfaction of the public and all concerned, including the Ontario Government and Grand Trunk Railway Company's engineers, who after examination report the work as satisfactory and much better than they expected to find it.

The whole length of the road over the marsh is 2.6 miles, of which 1.2 miles is formed of brush and timber from three to five feet deep, 24 feet wide, the cedar posts, 12 feet long, for the fencing of the roadway being first driven, cutting holes through the ice to do so, giving a twenty foot roadway. The timber and brush work being built around them on the ice during the winter, in the construction of the 1,485 yds., 27 acres of heavy cedar and tamarack swamp has been used, or an average of one acre of timber to every ten rods



W.E. YARNOLD
Engineer and surveyor

SCUGOG - THE EARLY YEARS

the average drawing of the timber being one and a quarter miles.

Almost 500 yards of the marsh was built by throwing up the marsh, and earth drawn on, the whole roadway was then covered with earth from three to four feet deep in the centre and twelve to fifteen inches at the sides with ten inches of gravel in the centre to finish.

The length of the approach at the Scugog end of the roadway is about 1.25 miles making the whole roadway upon which work has been performed 7-1/2 miles in length, along which 18,000 feet of lumber was used for fencing.

The Township of Cartwright has, in addition to the private subscriptions of its people, built the eastern approach, some 160 rods in length (1/2 mile), over low marshy, partly timbered land, at a cost of between \$1,200 and \$1,500 forming a direct connection with the graveled road from Bowmanville to Caesarea, one mile north of Blackstock.

Grants: Port Perry \$4,000; Grand Trunk Railway \$1,500; Ontario Government \$1,500; County of Ontario \$500; Counties of Northumberland and Durham \$500.

Over \$2,300 was raised by public subscriptions in Port Perry, Cartwright and Scugog Island. Total expenditure on the roadway to date - Dec. 1890 - \$6,585.

In February 1891, the North Ontario Observer editor once again set out across the new road and made this final report:

"A recent trip along the Scugog-Cartwright Roadway convinced us more than ever before of the importance and future usefulness of that road as a viable channel of trade between Port Perry and the townships to the east of it.

The very fine, extensive farms of choice land, well-appointed and magnificently stocked, offered a legitimate inducement to the people of Port Perry to seek a shorter and more direct channel of trade between the Port and the prosperous farmers to the east.

At the same time the sum paid by the Township of Cartwright to secure the road will be found to be a profitable investment in-as-much as it gives them access to a first-class market for all they wish to buy or sell. The road when properly completed may be kept in order at a small cost. Of course it will require an expenditure of five or six hundred dollars to complete the job.

There is a cut near the Scugog end of the road from which a couple of hundred tons of earth will have to be removed, otherwise it will remove itself before the month is out.

As far as the fencing goes it is simply a burlesque and if meant for any use, most of it will have to be done over again. The roadway is fairly well built, and all may be completed for six hundred dollars, then the people concerned will have a road of which they will feel proud, and which after a year or two of travel will be thoroughly consolidated and can be maintained as a first-class road at very little expense.

This road will prove a lasting monument to the unflinching energy and indomitable perseverance of Mr. Bigelow. Many years hence when that gentleman shall have passed away the Scugog-Cartwright road will remain a lasting monument of his indefatigable energy and good judgment."

The Cartwright roadway proved to be an invaluable link between the residents and businesses of Cartwright and Reach Township, providing adequate passage for many years.

But as the years passed, traffic on the roadway became increasingly busy, and it was suggested that the narrow roadway, which had become flanked by brush and full grown trees, was in need of widening. An article in *The Port Perry Star* in April 1925 suggested the road was alright in the old days when people had time to wait at a "turning-out-place" for rigs to pass, but in these days of hurry and autos there was not time to stop and chat with folks.

The road eventually became a provincial highway and was widened and rebuilt to its present state during 1960.



Aerial view of a section of the Scugog Marsh and Game Preserve, south of the Port Perry causeway.

The Scugog Marsh & Game Preserve

The lands south of the Port Perry Causeway, which are often referred to as the Scugog Marsh, have long been a mystery to most people living in the Lake Scugog area. Residents who have lived in and around the lake their entire life, admit the owners are very private, and most have little knowledge of its ownership and use. Today, most refer to this large tract of land and submerged swamp, simply as the *Syndicate*.

Early newspaper records suggest that the Scugog marshlands were a favourite spot for local sportsmen. In fact up until the 1880s it was one of the most popular spots around Port Perry for hunting, fishing and trapping. In an effort to uncover some of the mystery, we've researched the property, going back to the 1870s, when it first became newsworthy.

During the early part of the century, the land was predominantly swamp and marsh, flooded by the construction of the Purdy's Dam in Lindsay in 1830. It wasn't until almost fifty years later the first indications of changes ahead surfaced. In November 1878, an application was made to build an embankment from a point near Port Perry across the lake to Scugog Island, then drain the marsh to reclaim the land. The application made by a group of Toronto men to the Parliament of Ontario, was endorsed by local councils, and on March 11, 1879 the Lake Scugog Marsh Lands Company was formed and the Act became

SCUGOG - THE EARLY YEARS


Application to Parliament,

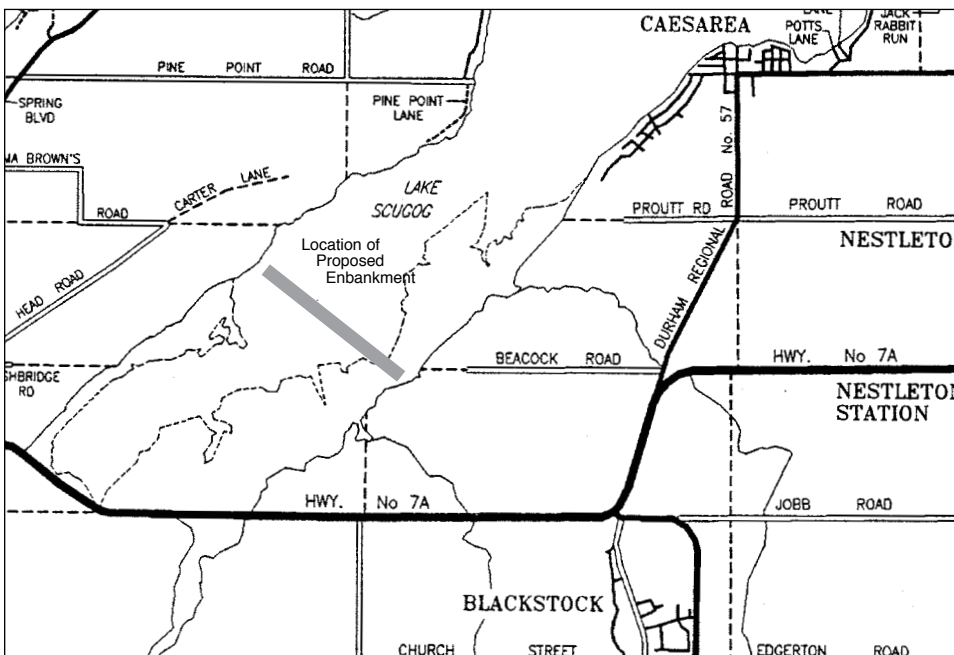
CONSTRUCT AN EMBANKMENT
 OR SOLID ROADWAY
 From a point on the
SHORE OF LAKE SCUGOG
 At or South of and near to Port Perry in the Township of Reach to the opposite shore at some point opposite to the place of commencement in the Township of Scugog.—
 Also, to construct a similar Embankment or Solid Roadway from some point on the shore of the said Lake Scugog south of and near to Caesarea, in the Township of Cartwright, to the opposite shore or some point opposite to the place of commencement in the Township of Scugog. To drain the part or portion of the said Lake Scugog so to be cut off lying to the south of the said Embankment and to vest all the lands reclaimed thereby in the said Metcalfe Thwaite, Joseph Fisher Eby, Patrick George Close and William Murdock, and such other person or persons as may be associated with them, their heirs and assigns for ever.
 Dated at Bowmanville, this 13th day of November, 1878.
ROBERT ARMOUR,
 Solicitor for Applicants
 49-7w

law. Company members included Metcalfe Thwaite, a merchant; Joseph Fisher Eby, merchant; Patrick George Close, Esquire and Robert Armour, Barrister.

The Lake Scugog Marsh Lands Drainage Company, was given the power to construct a solid roadway or embankment from any point on the shore of Lake Scugog, not more than one hundred feet north of the present *Scugog Bridge* leading from the Village of Port Perry to Scugog Island, then easterly or southerly across Scugog Island into the Township of Cartwright. The act also provided for the Company to construct a similar embankment from a point on the shore of Lake Scugog, south or south-west Caesarea to the opposite shore on Scugog Island and to drain all those parts of Lake Scugog and lands lying south of the embankments. When completed all lands drained or reclaimed up to the present high water mark would become the property of the Marsh Lands Drainage Co.

The Company was also instructed to construct a free, public roadway on top of the embankments not less than 16 feet wide, so that wagons and other vehicles could pass safely, and that it must be maintained at that width forever. They would be allowed to cut a drain of sufficient width and depth through the embankment for the purpose of draining the reclaimed area, due to water buildup from natural creeks or rain fall.

Advertisement printed in the Ontario Observer, November 1878



An article in the *North Ontario Observer* in July 1880 reported that The Scugog Marsh Reclaiming Company was about to proceed with the work on the embankment and that steps were being taken to proceed with the work without delay.

At the same time as the Marsh Reclaiming Co. was preparing to begin work on the embankment, work was underway on completing the final 600 feet of the *Scugog Bridge*. In an effort to avoid duplicating work, the Company attempted to take over work on the bridge from the contractor, Mr. Trennam, with plans to build the new part and repair the old in a permanent manner, so as to suit their purpose in the matter of draining the marsh.

It would appear this arrangement was unsuccessful, as a report from Ontario County Council in July 1881, indicated that the work had been completed on the *Scugog Bridge* by Mr. Trennam.

NOTICE is hereby given, that within one month after the last publication of this notice, application will be made by the persons hereinafter named to the Lieutenant-Governor in Council for the grant of a Charter of Incorporation by Letters Patent, under the provisions of the "Ontario Joint Stock Companies' Letters Patent Act," chapter one hundred and fifty seven of the Revised Statutes of Ontario, 1887.

1. The name of the Company is to be "The Scugog Game Preserve Company."

2. The objects for which incorporation is sought are, to carry on the business of pursuing, protecting and granting licenses to take game, muskrats, mink and other birds and furbearing animals upon the lands and property which the Company may acquire under the provisions of the said Act and the water covering the same, and generally to do such other acts or things with the said property or with anything which is now, or which may hereafter be grown or found in or upon the same, as may promote the interests of the Company and not being contrary to the laws of this Province.

3. The operations of the Company are to be carried on upon or near Lake Scugog, in the Counties of Ontario and Durham, and the chief place of business of the said Company is to be at Toronto, in the County of York.

4. The amount of capital stock of the Company is to be ten thousand dollars.

5. The number of shares is to be ten, and the amount of each share one thousand dollars.

6. The names in full and the addresses and calling of each of the applicants are as follows : Henry Smith Osler, Barrister-at-Law, Samuel George Beatty, Publisher, Joseph Kilgour, Manufacturer, Charles Herbert Riggs, Dentist, Frederick Herbert Gooch, Insurance Agent, all of the City of Toronto, in the County of York, and all of whom are also to be the first Directors of the said Company.

McCARTHY, OSLER, HOSKIN & CREELMAN,
Solicitors for the Appellants. 39-4t

Copy of the actual advertisement
printed in the Ontario Gazette in
September 1890.

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Throughout the next two years, J.W. Codd, president of the Lake Scugog Marsh Lands Drainage Company tried to get support from the Village of Port Perry in constructing the roadway. He argued that it would be far less costly to construct a dam, for drainage purposes, and that he had been induced into a roadway by promises made by village authorities, offering assistance.

In May 1882, Mr. Codd made a proposal to the village fathers, asking that they loan the Company \$10,000 by debenture, and he would agree to have the roadway completed and open for traffic by October of that year. If such assistance was not forthcoming, Mr. Codd said, he would apply to Parliament to have the Act amended so that the Company could build a dam and not a roadway.

Instead, the corporation countered Mr. Codd's offer, and suggested that if the Company would deposit \$150 in the Ontario Bank, Port Perry, they would prepare a by-law for a bonus of \$4,000 towards the construction of a roadway from Scugog Island to Cartwright. The Marsh Land Drainage Company agreed, and advanced the money, but the vote for the by-law, in December 1882, was defeated by 17 votes. The outcome was considered very strange, since for more than 10 years residents and business people of the village had been arguing for such a roadway.

The defeat of the by-law spelled the end for the Lake Scugog Marsh Land Drainage Company's dream of reclaiming the land in the southern most part of Lake Scugog. The high cost of constructing a roadway, instead of a dam, made it almost impossible for the Company to proceed. The following year, in a final attempt to salvage the project, they applied to Parliament seeking an amendment to the Act which would allow them to build a dam, rather than a roadway, but the request was rejected, effectively bringing the project to an end.

With no further use for the marshland accumulated by the Lake Scugog Drainage Company, it was sold in December 1883 to a group of Toronto men, who had plans to make the Scugog Marsh into a private hunting and fishing area for family and friends.

It wasn't long after they purchased the marsh, the new owners began to post signs warning intruders or poachers to keep out with "Private Property" and "No Hunting or Fishing" signs

News of the land being taken over by a consortium of private "out-of-towners," did not sit well with area residents, in particular those who had hunted and fished in the marsh for much of their lives. In fact some members of the community, defied the posted signs, but would later feel the wrath of the owners when they were hauled into court, prosecuted and fined for trespassing. (See "*The Case*" on page 193).

The council of the village of Port Perry, in a letter dated October 8, 1890, requested the Lieutenant Governor of Ontario not to grant 'Letters of Patent' to the group, arguing that the effect of granting application would create an unjust monopoly to the applicants - and would exclude all other persons from hunting or shooting over the marshlands.

N. F. Paterson, clerk of the village, wrote that, "in the opinion of this council the said Incorporation is sought solely for the purpose of enabling the said applicants to enjoy an exclusive right to shoot wild ducks over the said marsh as against the public who have equal rights."

But the objections fell on deaf ears and James Baird, editor of the *North Ontario Observer* wrote the following, scathing article:

Toronto Swells Buy Marsh

It appears that a syndicate of Toronto Swells have purchased the Scugog Marsh for the purpose of breeding fish and fowl, and for the foolish purpose of hooking the former and shooting the later.

They also propose to protect the game - such protection as the wolf gives the lamb. They certainly have got more money than brains if they expect that by paying a lot of money to somebody they can secure a monopoly of hunting and fishing on the Scugog Marsh.

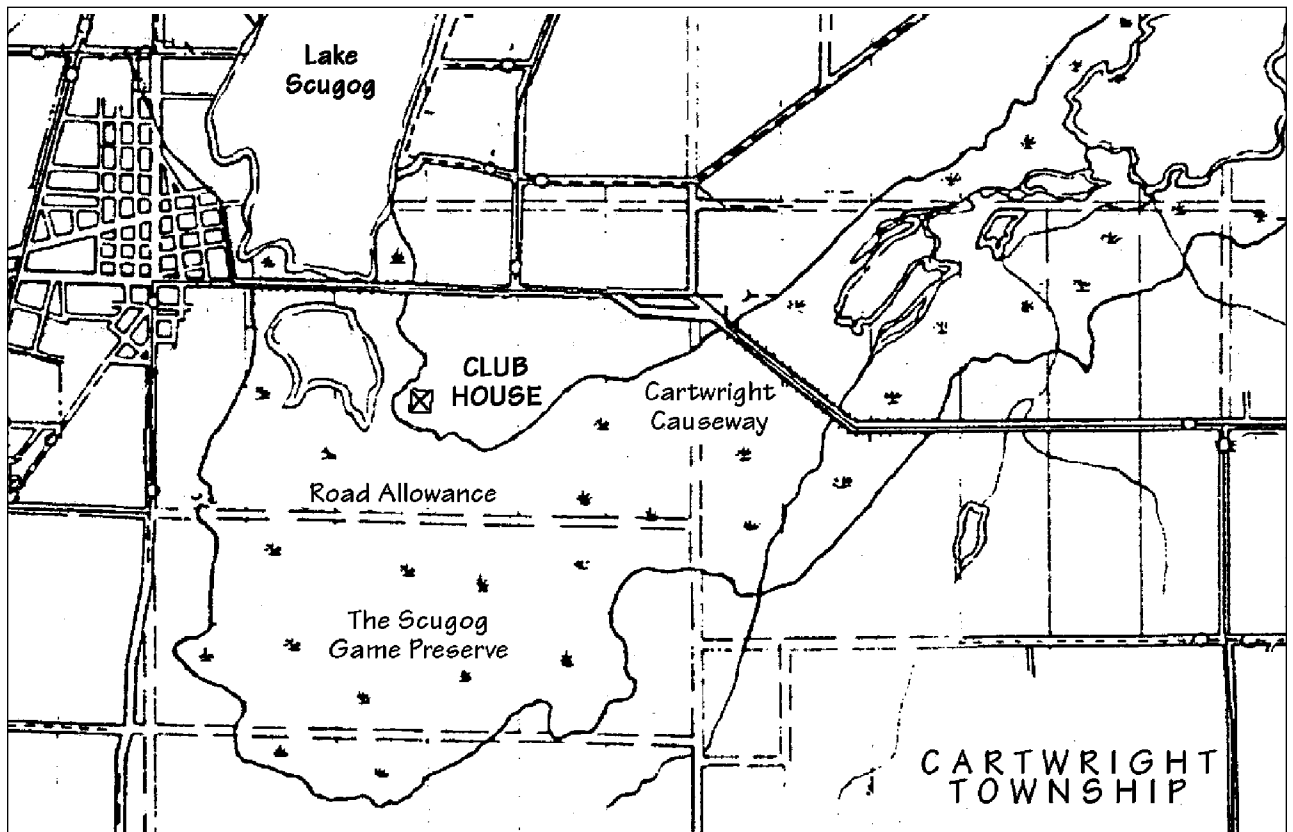
If these would-be notables are allowed to take part with the public hunting and fishing over the Marsh they may thank their stars, but if they get impertinent over it they will be excluded entirely and serve them right.

But their mightiness are putting it on a little too thick when they put up poster forbidding trespass on the Marsh; such modesty on the part of the syndicate would melt the heart of a stone.

Trespass on the Marsh! O, my country! Will the modern Neros allow us to creep past the Marsh on our hands and knees? It is said that they intend to employ a gameskeeper who will pour all the terror of the law on the head of the unfortunate who may be found on the Marsh or Swamp.

Their bark is perhaps worst than their bite, they may bark away but if ever they attempt to bite we will extract every tooth they have and give them a free and permanent pass to their grab-all home in Toronto

There may be localities where the good natured, broad backed, easily ridden community will smile when they are sat upon, but he that imposes on this community will find he has caught a Tarter.



Map of Lake Scugog marshlands shows road allowances under the water, causeways, and location of the clubhouse.

SCUGOG - THE EARLY YEARS

An article in a Toronto newspaper on October 10, 1890, described the conflict between the owners of the Scugog Game Preserve Company, or "Syndicate" and the residents of Port Perry, suggesting that the thought of losing the rights of shooting over this large tract of marsh, estimated at more than 2,000 acres, had rankled some of the sporting residents, who formulated a plan to frustrate the owners.

The newspaper wrote that an arrangement was made with several hunters to trespass on the grounds and shoot with the hope that they would be brought before the magistrates on the charge in accordance with notices posted on the lands.

It was even implied that some of the magistrates knew of the arrangement and a verdict for the defendants was hinted at. But the trespassers did not consider all the avenues open to the promoters, and a writ was issued against Jonathan Blong of Port Perry, in the High Court instead of before the magistrates, with whom the hunters had allegedly conspired. The writ claimed \$500 damage for trespassing on the grounds and also asked for an injunction restraining future trespass.

Lawyers for the Scugog Game Preserve Company, recognizing that relations with the Port Perry "locals" was diminishing rapidly, suggested a letter be written to the local newspaper. A hand written letter, from the law offices of McCarthy, Osler, Hoskins and Creelman, was sent to Mr. S.G. Beatty on October 14, 1890 suggesting that in view of the peculiar nature of the trouble at Port Perry, it might do a great deal of good if a letter were written to the papers there stating the other side of the case, while as much as possible avoiding controversial matter.

They enclosed a draft letter for Mr. Beatty's consideration, which he forwarded to the *Ontario Observer* in Port Perry. It was printed in its entirety in the Oct. 15, 1890 edition. The letter read as follows:



Signage, similar to the above private property signs found on the property today, were first posted in 1890.

Dear Sir:

I have learned with much regret that not a little feeling has been aroused in your town by reason of my recent purchase of marsh lands. I am convinced that when the public fully understand the facts of the case, this will at once come to an end and I therefor ask leave to state my position through your columns.

I am no lawyer but am advised by my solicitors that I have an absolute title to the marsh lands purchased by me and a right to preserve and protect game upon them and to prevent trespassing just as any owner of land can do.

The marsh is not fenced but I am advised that the only result of that fact is to prevent my having recourse to the Ontario Trespass Act under which a cheap way is provided for a land owner to protect his right without putting an unfortunate trespasser to the cost of a law suit.

Now if my rights are as I have stated, I think that all law abiding citizens will agree with me that they should be

respected. If there is any doubt about the law and any one wishes to test it in a friendly way, I am willing to join them in bringing it before the Courts in the most inexpensive way possible, consistent with the proper presentment of the case. If however any persons persist in openly defying the law I shall be compelled to take whatever protection the law affords and I think that in so doing I ought to have the approval of the public.

I have no desire to deal hardly with anyone and in proof of this I would point to the fact that although many persons have both trespassed and shot ducks since the notices were posted in the marsh I have hitherto refrained from proceeding under the criminal law as I am advised I have a right to do, and have only instructed civil action to be taken against two gentlemen who are, I have been given to understand, well able to bear the expense. Those who are objecting to the purchase of this marsh by outsiders should also bear in mind that if I had not bought it others would have done so who would perhaps have had more leisure to shoot than myself or my friends.

I feel that I have already taken up too much of your valuable space but perhaps under the circumstances you will permit me to say a word as to the interest of the public in the matter. I have with four other gentlemen applied for a charter incorporating us as a Company but we have not asked for any powers with reference to the marsh which we would not possess as individuals. Only five are not interested and our present intention is to admit only two more, making seven in all who will have the right to shoot in the marsh. At the outside, the charter applied for will only allow us to issue ten shares altogether.

The membership will be confined to men, who like myself, are in business and consequently unable to get away for more than a day or two at a time and the number of days shooting to which each member will be entitled during the season will be strictly limited.

I do not know how many citizens of Port Perry have been in the habit of shooting in this marsh or how many ducks they have been as rule able to kill, but I am informed that numbers of outsiders come every year to your town to shoot, and that the ducks have been so continually shot at that they have become scared and wild.

Now, I will venture to say that the result of the protection of this marsh will be, that fewer outsiders will come to your neighborhood to shoot, and that the ducks having a safe and quiet place to breed in the close season and being able to feed in the open season without being banded at from daylight to dark will come more plentiful elsewhere about the lake, and the result will be that the sportsmen of Port Perry will be able to get better shooting than they have had for years.

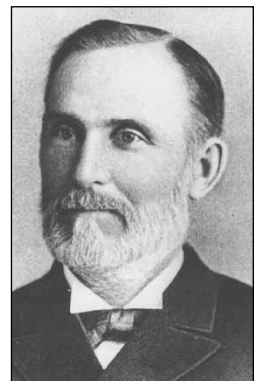
Yours truly
G.S. Beatty

The same week the letter appeared, a deputation from Port Perry, consisting of N.F. Peterson, Q.C. and Johathan Blong came before Reach council. Mr. Peterson, was acting on behalf of Messrs. J.B. Blong and J.M. Davis who were being taken to court for trespassing on the marsh by Samuel G. Beatty and members of the *Syndicate* who purchased the Scugog Marsh.

Mr. Peterson told council he had written to the Hon. John Dryden concerning the charter applied for by the Company and had received an intimation the he would oppose all such legislation.

He then referred to the action brought about by the company against his clients, and quoted from the Statues, in support of his contention, that in order to be successful in a prosecution for petty trespass the property must be fenced. Mr. Peterson also requested council lease, for a nominal sum, to Mr. Blong and those associated with him, the road allowances vituated in the marsh land, so as to give the public an inlet to the shooting grounds.

Council agreed to memorialize the Lieut. Governor



HON. JOHN DRYDEN

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not to grant a Charter to the group for the marshlands, and also agreed to lease portions of the road allowance in the 4th and 5th concession of the township running through the marshlands, and also Reach's interest in that portion of the boundary line between Reach and Cartwright Twp. to Mr. Blong at \$1 per year.

The following spring, Mr. H. S. Osler, representing the Scugog Game Reserve Co. attended a meeting of Reach council, requesting a by-law be passed to allow the Company to fence their marshland, and also to lease the untraveled road allowances adjacent to the Company's property.

Over the next few months, Mr. Osler appeared before council on a number of occasions, urging them to pass the required by-laws. Finally in September 1891, the by-laws were introduced, passing their first and second readings, but Mr. F.M. Yarnold, acting on behalf of about sixty ratepayers, petitioned council not to pass the by-laws.

A motion, moved by councillor Leonard Burnett, agreed to lease parts of unopened road in the Scugog Marsh, adjoining the property of the Scugog Game Preserve Co. at a rent of \$20 per year, providing the Company granted the public free right of way over their property in the winter, in addition to the rent to be paid; and that the lease be for a period of 10 years and renewable for further periods at the option of the council.



LEONARD BURNETT
Reach Twp. councillor



HENRY SMITH OSLER

Member of the group who purchased the marshland, in 1880, seen relaxing at the property.

Mr. Osler returned to council in September, once again urging the by-law be passed. He said that members of the Company had invested a good deal of money in the marsh property, and spent a considerable amount within the community, and while they are willing to do everything to accommodate the public as far as possible, it was unfair to expect them to allow a few people to take advantage of them and injure their property.

He reminded council that the assessment had been increased five times the amount it was a year earlier plus the rent offered for parts of the roads to be leased was most generous. Still no action was taken.

Finally, in November 1890, with Mr. Osler once again in the chambers, council voted on the motion to lease, with two amendments. The first was to strike the words "for a term of 10 years" and substitute "annual lease", and the second was to add "any person may at any time

graze cattle on the property of the Company and are also permitted to enter the property and recover their stock.”

Voting for the by-law were Messrs. Allin and Gregg; and against the by-law Messrs. Burnett and Munro. Reeve D. McKay voted ‘yea’ and declared the motion carried. The By-law was read a third time and passed, and the reeve signed the same and affixed the seal of the corporation.

The passing of the by-law by Reach council came just one month before Mr. S.G. Beatty, owner of the marshland, confronted J.W. Davis and Johnathan Blong in a Toronto court with charges of trespassing and shooting on his lands.

THE CASE - BEATTY vs DAVIS & BLONG

The case of S.G. Beatty of Toronto, against J. W. Davis and Jonathan Blong, of Port Perry, claiming damages for trespass on Mr. Beatty's lands, and injuries to his right of sporting over said lands, took place at Osgoode Hall, Toronto, before Chancellor C. Boyd, on December 13, 1890.



DALTON McCARTHY, Q.C.
Lawyer for G.S. Beatty

The plaintiff (Beatty) alleged that he was the owner of the Scugog Marsh, consisting of lots 20 and 21, in the 4th and 5th concessions of Reach Township, and as such owned the right of hunting, shooting, fishing and otherwise sporting over the same, and that on various days the defendants, while trespassing thereon, killed and took wild duck and other game, and refused to leave or desist, though requested so to do.

Mr. N.F. Paterson, Q.C. acting on behalf of the defendants, Messrs. Davis and Blong, denied allegations of wrongdoing, and argued that the lands were, and always had been, wholly unenclosed, and wholly covered by the waters of Lake Scugog, which waters were navigable, and the lands formed part of what is known as the marsh lands of Lake Scugog, which cover over 2,000 acres. He submitted that they in common with all Her Majesty's subjects had a right to enter on or pass over the said lands for the purpose of shooting, hunting, or fishing, doing no damage to the said lands.

Dalton McCarthy, Q.C. and Henry S. Osler, acting on behalf of the plaintiff, Mr. S.G. Beatty, denied that the water was navigable, and alleged that it was for the most part shallow and marshy and was cut off and divided from Lake Scugog by a solid embankment (Cartwright Causeway) built along the road allowance between the 5th and 6th concessions of Reach Twp. They argued that the only link between Lake Scugog and the marshland by boat was by means of a culvert under the embankment in which it was possible to pass in a small skiff or pleasure boat.

McCarthy contended that when the level of Lake Scugog was raised about 1844 by a dam erected across the Scugog River near Lindsay, the land formerly above the lake level, was overflowed. He suggested that even if the waters covering the said lands are now navigable, it was non-navigable in its natural condition and the defendants had no right to enter upon or pass through or over the same for the purpose of shooting or fishing, or for other purposes of pleasure.

After listening to all the arguments, Justice C. Boyd reserved his decision until January 6, 1891 when he handed down his judgement stating that the defendants Messrs. Davis and Blong were wrong. He said,



N.F. PATERSON, Q.C.
Lawyer acting on behalf of
J.W. Davis and Jonathon Blong

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“the defendents (Davis and Blong) are in the wrong; they came upon the place, not for purposes of navigation, but to shoot ducks against the protest of the plaintiff (Beatty). The custom relied upon of persons or of the public going to shoot or fish in that locality year after year does not afford any defence in law agains the private rights of the owner. The fact of the place being to some extent navigable water, does not justify any interference with private rights of fishing and fowling.

Having regard to the novelty of the action, and the fact that the plaintiff has not entirely succeeded because of the issue as to navigable or non-navigable water I give judgement against the defendents, with \$40, which I access for damages and costs.”

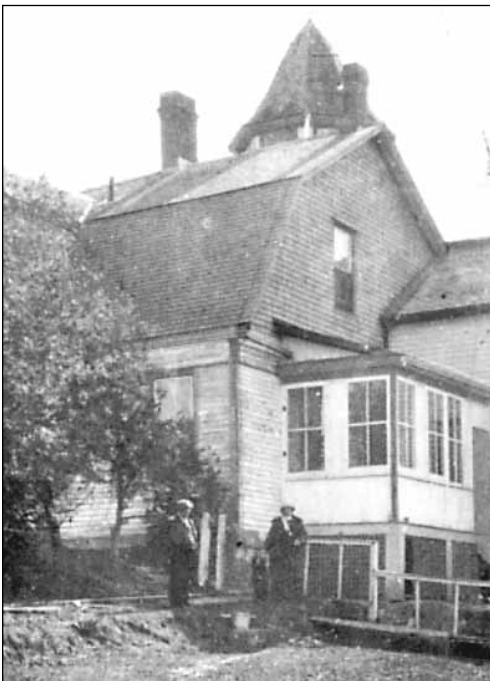
The judgement is interpreted as follows:

Ownership of land or water, though not enclosed, gives to the proprietor under the common law, the sole and exclusive right to fish, fowl, hunt, or shoot within the precincts of that private property, subject to game laws, if any; and this exclusive right is not diminished by the fact that the land may be covered by navigable water. In such case the public can use the water solely for bona fide purposes of navigation, and must not unnecessarily disturb or interfere with the private rights of fishing and shooting.

Where such waters have become navigable owing to artificial public works, the private right to fishing and fowling of the owner of the soil must be exercised concurrently with the public servitude for passage.

With the law now firmly on the side of the marshland syndicate, local hunters resisted any further urge to challenge the owners of the property, realizing trespassers would be delt with harshly. The results of the case appears to have brought an end to the two-year conflict between town residents and the owners of the Scugog Game Preserve, although the fact that the land was being monopolized by a group of non-residents wasn't entirely forgotten by locals, as the subject of hunting in the marsh surfaced occasionally.

Despite the animosity felt toward them, by some local residents, the owners settled in and began improving the property for their private hunting concerns.



The Scugog Game Preserve clubhouse was built on Hemlock Island in 1892

In October 1892, H.S. Osler called for tenders to construct a clubhouse. Port Perry contractor Chas. Powers, tendered to do the work for \$890. and was awarded the contract.

Construction of the 30'x40' two-storey clubhouse began in Dec. 1892. The house was located on a rising piece of land on the east shore of the lake, just south of the causeway, known as Hemlock Island. The building featured a third-storey tower, surrounded by windows, which provided a perfect vantage point to keep lookout across the marshlands for intruders or poachers.

The original piece of property purchased by the Scugog Game Preserve Co., was about 2,000

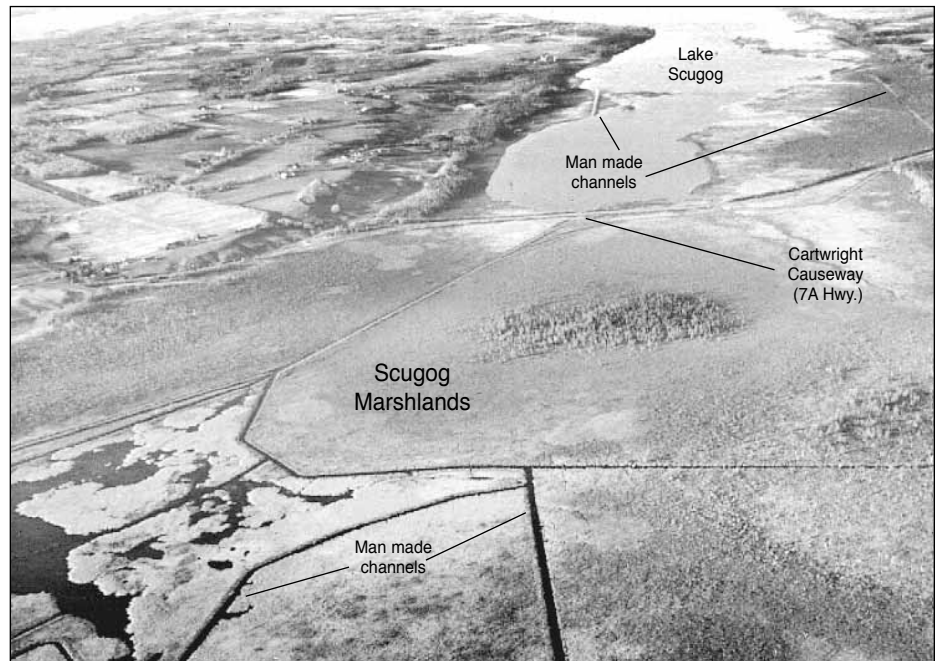
THE SCUGOG BRIDGE & MARSH



This section of the Cartwright Land & Investment Co. lies just south of the Port Perry causeway and is the location of the Osler's private clubhouse.

acres, but over the years has grown substantially. It is estimated that between 8,000 and 10,000 acres of land and marsh was amassed by Henry S. Osler before he died. The land stretches from the Port Perry Causeway south to the Shirley Road, and winds its way along the shoreline of Lake Scugog back to the Cartwright Causeway, then north, to just south of Caesarea on the east side, and south of Pine Point on the Scugog Island side of the lake.

The only piece of acquired lands known to have been sold, was a 50 acre parcel of Henry S. Osler's Pine Point property, which he sold to a syndicate of gentlemen in May 1915. Subsequently it was developed into a series of cabins along Pine Point Rd., most of which still exist today.



View of the marshlands and channels, looking north across the Cartwright Causeway. Land on both sides of the lake, top, are also owned by the Cartwright Land and Investment Co.

SCUGOG - THE EARLY YEARS

There are two separate hunting clubs which have exclusive use of the marshlands for hunting, the 'Duck Island Club' and the 'Long Bog Club'.

The Duck Island Club, leases hunting rights to approximately 1,500 acres of marsh, south of the Port Perry causeway and north of the Cartwright causeway.

In addition to the marshlands actually owned by the family, they also control the "sporting rights" to another 400-500 acres of land, which is actually owned by private individuals. This "sporting right" gives them the exclusive right to hunt or fish on these properties, despite the property being owned by others.

A second branch of the family, operates a hunting group known as the 'Long Bog Club,' which controls about 700 acres of land north of the Osler property on the east arm of Lake Scugog. This land, originally owned by Henry S. Olser, was given to his younger brother Glen Olser many years ago, and is now controlled by members of his family.

In August 1827, O.F. Cummins & Wm. H. Robinson, dredging contractors from Toronto, began digging the channels through the marsh with a specially constructed steam dredging machine, mounted on a large wooden barge.

The contract specified, all channels were to be dug out to a depth of six feet, with a width of 20' on the top and eight feet at the bottom. It took four years to complete almost 20 miles of channel, at a contracted price of \$2,000 per mile.

After the work was completed, the machinery was removed and the stripped-down barge was pulled into an isolated spot in the lake, north of the Cartwright Causeway, where it still lies today rotting under the water.

The many channels throughout the marsh were dredged for the private use of the owner's family and friends, making the most remote areas of the marshland accessible for hunting ducks.

Today, the channels are still cleared each season, using much the same method and machinery they have used for decades. An old steel barge is pulled to sections of the marsh which need to be cleared, where it is secured by inserting three heavy wooden poles through holes in the bow and stern of the craft. The poles are driven into the mud, to hold it from moving, and an old wooden, v-shaped plough attached to 300' of cable, is winched back towards the barge. In the early 1900s, it took six men to turn the winch by hand, but this method was changed when Mr. Murray installed a single piston engine on the barge. As the blade drags along the bottom of



Gameskeeper Martin Luther Crandell sets out some decoys for a duck hunt in the Osler marsh

the channel, it pulls the rice, lilly pads and other plants out by the roots, freeing the channel for easy navigation throughout the remainder of the season.

Henry Smith Osler was 71 years old when he passed away on Dec. 8, 1933 at his son's residence in Montreal

In June 1939, the name of the Scugog Game Preserve Co. was changed to the Cartwright Land & Investment Company and about May 1958, it was transferred to Philip F. Osler (son of Henry Osler) and other members of the Osler family.

Philip Osler controlled the company until his death in 1992, at the age of 91 years, at which time the shares in the company transferred into the names of his children and grandchildren.

Over the past century, the Scugog marshlands have been shrouded in mystery, due to the private nature of the owners. In fact, the land has been off-limits to all but a few local people who either know, or have worked for the Osler family.

Former Port Perry mayor, Howard Hall, says he remembers delivering groceries and supplies from McKee's grocery store in town, to the clubhouse when he was a teenager. On occasion he was invited inside by the caretakers, Mr. and Mrs. Murray, and recalls being told that Mr. Osler, was an avid hunter who travelled around the world in quest of game. Many of the exotic trophies from his hunts were mounted on the walls.

In an interview with Mrs. Eve Hampson, Henry Osler's granddaughter, she said that Mr. Osler didn't really travel the world hunting. In fact, he only spent a couple of years in the Sudan. His hunting consisted mainly of collecting animals and birds for the Royal Ontario Museum, which were used for display and research purposes. She says, that after a couple of years of hunting, he turned in his gun for a movie camera, and much of his footage of wild animals he shot is now stored at the Ontario Archives in Toronto.

Mr. Hall also remembers, when he was 12 or 13 years old, his great-uncle, Adolphus Wheler owned about 40 acres of land on the south-west side of the causeway, where Cashway Lumber is today. The property was partially submerged, so they often went out fishing for mudcat at night, and on more than one occasion witnessed a large spot light, located in the tower of the clubhouse, sweeping over the marshlands to keep poachers out. He said he remembers, when the light fell upon anyone who had strayed into the marsh, the trespassers would receive a stern warning they were on private property and told to get out.

Ian Beare, a grandson of John Murray, remembers the house had club-room, which overlooked the marshland, and a large dining room on the main floor where Mr. Osler and his guests would enjoy great feasts at the end of a day, often with duck on the menu. There was also other smaller storage rooms, and a kitchen with a wood stove, from which dinners were cooked. Upstairs there were a number of rooms for their guests.



PHILIP F. OSLER
Took marsh over from his father.



JOHN MURRAY
Gameskeeper from
1911 to 1961

SCUGOG - THE EARLY YEARS



Above, Gameskeeper John Murray and his retriever dogs in the marsh retrieving ducks from a hunt.
Bottom right, one of the camouflaged duck blinds found in the marsh.



Lorena and John Murray with their dogs at their home at the clubhouse in the Osler marsh.

Mr. Murray and his wife Lorena, lived in an apartment connected to the north side of the original clubhouse. This was their home for about 40 years before they purchasing a house at 279 Queen St., and moved into town, after retiring as estate managers in 1961.

During the 1930s and 1940s many of Philip Osler's business friends, from Toronto and Montreal, would travel to the marsh for a weekend of hunting and fishing. Following a hearty breakfast, they were taken out in punts to the duck blinds set up in the marsh for the morning hunt. The blinds consisted of large boxes with marsh grass woven into the treated canvas sides, which could be easily lowered or raised for shooting or camouflage. When the sides were raised the blind looked like a clump of marsh grass. They also had single person boats called "pups," in which a hunter would stand in a small square metal box, about two feet deep. A similar woven grass camouflaged was used on these small boats

Also taken along to the blind would be the decoys, a lunch and sometimes they even took their dogs to retrieve the





MARTIN LUTHER
CRANDELL
Marsh gameskeeper from
1892 to 1911.

ducks. But most often, the gameskeeper or his helpers would collect the ducks at the end of the day with the help of their retriever dogs. Often, Mrs. Murray would prepare a dinner of roast duck for them that evening, served in the diningroom.

During the early part of the century, the marshland would be invaded by thousands of carp each spring, which rooted in the mud and ate the roots of the wild rice growing in the water. The carp destroyed so many rice plants, there was concern for the future of the duck population, which relied on the rice for feed. John Murray constructed a carp barrier, by driving wooden poles side-by-side across some the channels to keep the carp out. About 1950, Ministry officials placed a heavy steel grill in the culverts under the Port Perry causeway, which effectively kept the carp out for many years, although these no longer exist.

Mrs. Eve Hampson, one of the grandchildren of Henry Olser says, that until about 15 or 20 years ago the family used to lease out trapping rights for both beaver and muskrat in the marsh. But when the price of pelts plummeted, trapping was no longer viable, and the practice was discontinued.

A number of local men have held the position of gameskeeper, or estate manager as they are called today, over the past century. John S. McKenzie was the first to hold the position for the Lake Scugog Game Preserve Co. in 1891, and the following year, Martin Luther Crandell took over the the job, for which he was responsible for keeping poachers off the property and ensuring the channels were kept open for hunting.

It is believed Mr. Crandell managed the property until John Murray assumed the roll of gameskeeper about 1911. Mr. Murray held the job for approximatly 50 years. When he retired from the duties at the Osler property in 1961, the job was taken over by Tony Bloemen and his wife Nera, who lived on the property and tended to the needs of the entire estate until Oct. 1996.



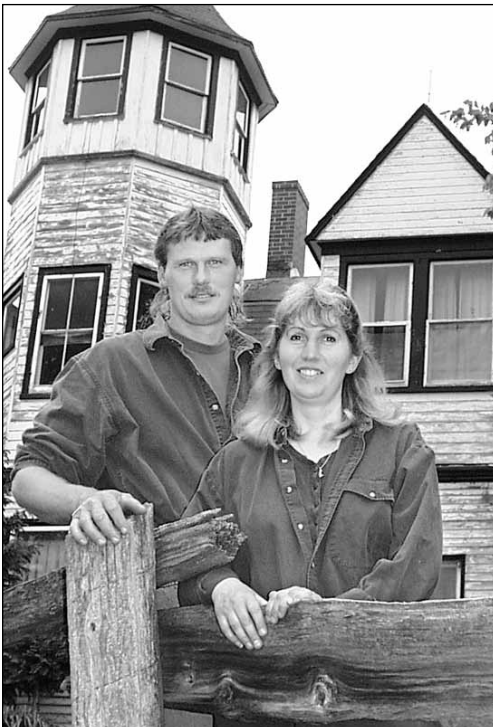
Tony Bloemen started working as the gameskeeper at the Scugog Game Preserve in 1961 when he was 28 years old. He's seen here in one of the boats with "Mote", one of the Osler's retriever dogs.

SCUGOG - THE EARLY YEARS

Although the Bloemens no longer live on the property, Mr. Bloemen continues to oversee the management of the Osler's extensive logging operations.

When Mr. Bloemen retired as the full-time caretaker in the fall of 1996, the duties pertaining to the marshlands was turned over to his apprentice, Peter Overgoor and Ann Julia Bajema, who continue the traditions of the caretakers of the past century.

The Scugog Marsh, or more accurately, the Cartwright Land and Investment Company lands are currently owned by Mrs. Eve Hampson, Ottawa, who is the daughter of the late Philip F. Osler, her son Philip of Toronto, and other members of the Osler family.



Top photo - A view of the Osler clubhouse which faces west, overlooking the marsh.

Above, Tony and Nera Bloemen, who took care of the property for more than 35 years.

Left, Peter Overgoor and Ann Julia Bajema, the current property managers for the owners of the marshlands.



The Scugog marshland, south of the Port Perry causeway looks much today as it did after the channels were cut into the marsh 75 years ago. Above, is one of the many channels, dredged by the Osler family between 1927 and 1931.

Left, Peter Overgoor, the current caretaker of the marshlands, rides along one of the many channels he has to dredge ever year to keep them navigable, for the fall duckhunts by members of the Osler family.

Bottom left, the old dredging barge, with its single stroke engine, which is still in use almost a century after it was put into service.

Below, the old engine, equipped with a wooden pulley and belt, winds a large V-shaped plough along the bottom of the channel back to the barge. The plough is attached to a 300 foot cable, which takes about 20 minutes to winch back to the barge.





PORT PERRY COUNCIL and MUNICIPAL OFFICIALS 1899

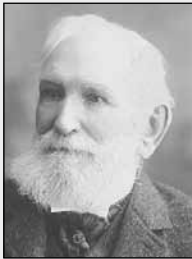
From left, John Brown, James Forman, Robert McKnight (standing), Edward H. Purdy, Samuel Jeffrey, Frank Yarnold, Tom Rundle and William Bateman.

Reach Township Reeves

1853 - 1899



THOMAS PAXTON



THOS. C. FORMAN

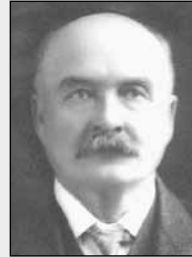


JOSHUA WRIGHT



JAMES GRAHAM

- 1853 James French
(provisional Warden)
- 1854 Thomas Paxton
- 1855 Abel W. Ewers
- 1856 Abel W. Ewers
- 1857 George Currie
- 1858 Wm. Boynton Jr.
- 1859 Thos. C. Forman
- 1860 Joshua Wright
- 1861 James B. Campbell
- 1862 James B. Campbell
- 1863 James B. Campbell
- 1864 Joshua Wright
- 1865 Charles Marsh
- 1866 Joshua Wright
- 1867 James Graham
- 1868 Joshua Wright
- 1869 Joshua Wright*
- 1870 James Gordon
- 1871 Adam Gordon
- 1872 Adam Gordon
- 1873 James Graham
- 1874 James Graham
- 1875 Abel W. Ewers
- 1876 Abel W. Ewers
- 1877 Abel W. Ewers
- 1878 George St. John
- 1879 Peter Christie
- 1880 Peter Christie
- 1881 Peter Christie*
- 1882 Peter Christie
- 1883 Peter Christie



PETER CHRISTIE



JOSHUA DOBSON



ADAM GORDON



LEONARD BURNETT

- 1884 Joshua Dobson
- 1885 Joshua Dobson
- 1886 Sam. H. Christian
- 1887 Joshua Dobson
- 1888 Donald McKay
- 1889 Donald McKay
- 1890 Donald McKay
- 1891 John Martin
- 1892 Leonard Burnette
- 1893 James Munro
- 1894 Leonard Burnette
- 1895 James Munro
- 1896 James Munro
- 1897 Peter Christie
- 1898 Peter Christie
- 1899 Peter Christie

* Served as Ont. Cty. Warden



SAM H. CHRISTIAN



DONALD MCKAY

Port Perry Reeves

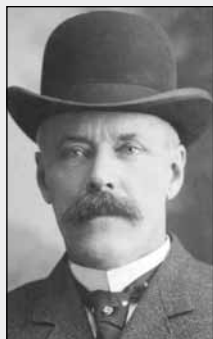
1872 - 1899



JOSEPH BIGELOW



E. H. PURDY



JAMES CARNEGIE

1872	Joseph Bigelow
1873	Joseph Bigelow
1874	Joseph Bigelow
1875	Joseph Bigelow
1876	Joshua Wright
1877	Joshua Wright
1878	Clement Dawes
1879	Clement Dawes
1880	Joshua Wright
1881	Joshua Wright
1882	Dr. Richard Jones
1883	Henry Gordon
1884	Henry Gordon
1885	Henry Gordon (Warden)
1886	Joshua W. Curts
1887	Joshua W. Curts
1888	Joshua W. Curts
1889	Joseph Bigelow
1890	Joseph Bigelow
1891	Joshua Wright
1892	Joshua Wright
1893	Joshua Wright
1894	E. H. Purdy
1895	Joshua W. Curts
1896	William Ross
1897	James Carnegie
1898	James Carnegie
1899	James Carnegie (Warden)



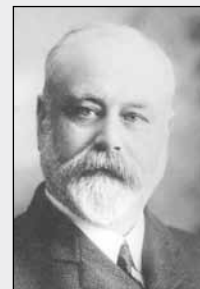
JOSHUA WRIGHT



DR. R. JONES



JOSHUA W. CURTS



WILLIAM ROSS

Scugog Township Reeves

1856 - 1899

- 1856 James W. Gamble
- 1857 James W. Gamble
- 1858 Ezra W. Gamble
- 1859 Ezra W. Gamble
- 1860 Ezra W. Gamble
- 1861 Ezra W. Gamble

- 1862 Ezra W. Gamble
- 1863 Ezra W. Gamble
- 1864 Ezra W. Gamble
- 1865 Joseph Reader
- 1866 Joseph Reader

- 1867 Wm. S. Sexton
- 1868 Wm. S. Sexton
- 1869 Wm. S. Sexton
- 1870 Wm. S. Sexton*
- 1871 Wm. S. Sexton
- 1872 Wm. S. Sexton
- 1873 Wm. S. Sexton
- 1874 Samuel Platten
- 1875 Samuel Platten
- 1876 James Graham
- 1877 James Graham
- 1878 James Graham
- 1879 James Graham*



JAMES W. GAMBLE



JOSEPH READER



WM. S. SEXTON



JAMES GRAHAM

- 1880 James Graham
- 1881 James Graham
- 1882 James Graham
- 1883 William Bateman
- 1884 William Bateman
- 1885 William Bateman
- 1886 William Bateman
- 1887 William R. Ham
- 1888 J. Wesley Crozier
- 1889 William R. Ham
- 1890 William R. Ham
- 1891 Thomas Graham
- 1892 Thomas Graham
- 1893 Thomas Graham
- 1894 Thomas Graham
- 1895 William R. Ham
- 1896 William R. Ham
- 1897 J. Wesley Crozier
- 1898 J. Wesley Crozier
- 1899 Peter Hood



WM. BATEMAN



THOMAS GRAHAM



PETER HOOD

* Served as Ont. Cty. Warden

Signatures

Peter Christie
Treasurer

James Dobson
Pres

Joshua Dobson

William Spence
Secretary

John Christie
Secretary

E. J. Murray,

The Graham Branch

Biography

Pioneers and Entrepreneurs

In the final chapter of this book, we take a closer look at some of the pioneers and entrepreneurs of Port Perry, Reach and Scugog Townships, from their early days through to the 1900s. Information for the short biographies of these hard working and industrious settlers was compiled from mainly three sources; newspaper articles from the *Ontario Observer*, *The Port Perry Standard* and *The Port Perry Star*; from obituaries published following their deaths, and from cemetery records.

The biographies featured in this section, by no means cover all of the men who contributed significantly to the development of the Scugog area. Information about many of the pioneers who first settled in Reach and Scugog is almost non-existent, as there were no newspapers to report on happenings in this area until late in 1857. Even throughout much of the 1860s information is scarce, due to a great number of missing issues of the *Ontario Observer*, the areas first newspaper.

There are other substantial gaps of documented events in our historic past; the years 1885 through 1890, and from 1895 to 1900, where all copies of *The Ontario Observer* and *The Port Perry Standard*, our only sources of local information, have been lost or destroyed.

It must also be mentioned, there are no women featured in this section of the book, as there was seldom any information about the pioneer women of early Reach, Scugog and Port Perry. In most instances, it was next to impossible to locate the given names of the wives of our early settlers, unless they were published in obituaries following their deaths. Almost always, women were identified by the husband's name, eg: Mrs. John Burnham, rather than, Mrs. Marion Burnham.

On the following pages are some the men who cut their way through the bush to get to Lake Scugog, cleared the land, built crude log homes, opened saw mills and grain elevators, built thriving towns from crude settlements, brought the railway to their doorstep, and laid the groundwork for the communities we live in today.

SCUGOG'S PIONEERS & ENTREPRENEURS

BENJAMIN FRANKLIN ACKERMAN

Benjamin Franklin Ackerman was born in 1850 in Morrisburg Township, Prince Edward County in 1850. His parents, Mr. and Mrs. Garrett Ackerman, were United Empire Loyalists who had originally settled in New York State. Benjamin moved with his family to Norwood when he was 13 years of age and worked in his father cooperage factor. When he was 20 years of age, he established a small harness business and built a substantial business. In 1879 he moved his business to Port Perry to continue his trade.

In 1884, he lost his building great fire, but started to erect a new building on Queen St. later that year. Construction of the 40'x60' Ackerman Block was completed in 1886, but he was back in business months after the fire.

By 1886 B.F. Ackerman had become the largest and most prosperous manufacturer of harness and other leather products, including trunks and saddles between Toronto and Peterborough. In addition to his Port Perry shop, he expanded his operation into Cartwright Twp. to accommodation of patrons residing east of Lake Scugog.

Mr. Ackerman sold his business in 1893 to harness manufacturer W.A. Beatty, but retained ownership of the building. He moved to Peterborough about 1899 where he built a four-storey factory and became the largest manufacturer of harness in Canada. Benjamin F. Ackerman died on Tuesday, September 19, 1933 and was interred at Little Lake Cemetery, Peterborough, Ontario.



B.J. Ackerman

DAVID JEWEL ADAMS

David J. Adams began business in Prince Albert in 1860, then moved to Port Perry in the exodus of 1872, going into partnership with his brother John, as "John & David J. Adams", money lenders and fire insurance agents.

In the early 1880s, his brother John retired from the partnership and confined his attention to his farm, known as "Ambleside" on Scugog Island. David Adams continued the business, steadily increasing his clientele and acquiring a reputation with the companies he represented as a man of sound judgement as a valuator and an authority on land titles.

Mr. Adams was born on Nov. 9, 1843 and passed away on June 15, 1910. He owned a handsome home on the hill in Port Perry, on the north side of Queen St. After his death, the business was continued by his son, David D. Adams.

JOHN ADAMS

John Adams acquired a good education and early in life entered into the mercantile business for a number of years. He went into partnership with his brother Douglas D. Adams, and later became connected with some of the leading financial institutions in Toronto where he accumulated considerable wealth, being a successful speculator.

About 1872 he purchased one of the finest properties in Ontario County, "Ambleside", a 300 acre farm located on Scugog Island. The beautiful property



John Adams

became a destination from many excursion parties and church picnics in the late 1800s.

Mr. Adams was one of the most extensive importers and breeders of valuable heavy horses, cattle and swine, and was identified with area agricultural institutions. As one of the leading sock breeders in the country he was often visited by breeders from all parts of Canada and the United States.

He was a faithful supporter of his beloved Zion, the Church of England.

John Adams passed away on Scugog Island on Thursday, May 1, 1902 in the 68th year of his life., leaving his widow Margaret and two children, a son and a daughter.

DAVID DOUGLAS ADAMS

David D. Adams, 34 years of age, was one of Port Perry's most promising young businessmen, when he passed away on August 15, 1918, following a month's illness from appendicitis.

He was a man of far more than ordinary ability, and at a young age went on to become a respected and thorough businessman. His extensive experience, before becoming a partner in the family firm of David J. & Douglas Adams, thoroughly prepared him to fill the bill to perfection, in regard to carrying on such a long established business. He took over the business after the death of his father, David J. Adams in 1910.

Just prior to his death, he had taken much interest in both livestock and farming, and was making preparations for carrying on farming on an extensive scale.

The entire community was saddened by his death, and business was suspended in town the day of his funeral in respect for the young businessman. A service was held from his family residence on Cochrane St., with a large crowd attending as he was laid to rest in Prince Albert.

He was a loving husband and worthy citizen, and a member of the Fidelity Lodge, A.F. & A.M., of which he had been Master.



David D. Adams

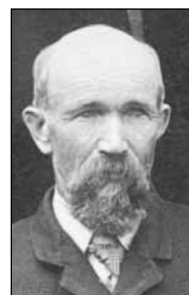
WILLIAM ALDRED

With the demise of William Aldred, on Sat., December 9, 1922, Scugog Island lost its veteran architect and builder, for there are few buildings on the Island, that were not constructed by him. The workmanship pertaining to their construction has proved first-class, and they stand as monuments to his untiring enterprise and energy.

Mr. Aldred had the distinguished honour of being the first white infant to see the light of day on Scugog, for early in the 1840s, he was rowed across the lake in a scow by his parents, and, strange to relate, was landed on the shore of the farm now occupied by his son Johathan.

Early in life, in addition to farming, he embarked in his life's calling, that of a building contractor, and by unceasing energy and constant application soon acquired a competency.

In faith he was an exemplary member of the Methodist Church and in politics a staunch Conservative. He was gentle and affable and his upright character secured for him the esteem and



William Aldred

respect of all with whom he came in contact.

He was public spirited and served the municipality, to good purpose, for more than one term at the municipal council board. As a citizen he supported every public innovation and improvement likely to benefit his adopted island.

He leaves a large, prosperous and highly intelligent family of six sons: George, Nelson, Johathan, Joel, Ira and Norman, and three daughters Mrs. W.K. Ramsey, Mrs. J.E. Morrish, and Miss Maud Aldred. The funeral took place at his late residence with interment in the family plot at Pine Grove Cemetery.

ALBERT WILLIAM ALLIN

A.W. Allin came to Port Perry from Utica about 1888 and quickly established himself as a successful blacksmith and carriage manufacturer. His premises were located on Perry St., about the location of the present municipal offices.

His buildings consisted of a commodious blacksmith shop with wood-working shop in the rear and a large showroom for carriages. He was a skilled workman, dealing in general trade as well as specializing in horseshoeing.

He was a member of Port Perry council for a number of years, treasurer of the S.O.E. and is M.W. of the A.O.U.W. Mr. Allin owned a very handsome residence on Perry Street.

Mr. Allin passed away on March 31, 1901 at 81 years of age. He left behind his wife Anne Louise (Claughton).

STEPHEN EDWARD ALLISON

S.E. Allison was born at Adolphustown, Prince Edward County on July 29, 1843, the son of Joseph B. and Mary Allison, who were United Empire Loyalists.

Mr. Allison came to Port Perry in 1868 and for many years he was a druggist here. He married Margaret Kirkland (Sinclair) on June 8, 1870 in their house were born four children, Ward, Mary Elizabeth, Kate and Mrs. W.E. Groves.

Mr. Allison was a genial man, every fond of his home, which he and his wife lived in for 55 years. He loved to talk of old times, and in matters of local history he was an authority.

In 1884 and again in 1891, Mr. Allison was the victim of fires which razed downtown Port Perry, losing thousands of dollars from the destruction.

In the annals of the Methodist Church, he is named as one of the prime movers in the erection of the present structure.

Mr. Allison died on Sunday, January 6, 1929 at his home in Port Perry, in his 86th year. The funeral service was attended largely by old friends and neighbours. He is survived by his wife, Margaret, and three children.

CHARLES H. ALLISON

'Charlie', as his fellow citizens called him, was born and educated in Port Perry and served an apprenticeship to pharmacy in local stores. He graduated from the Ontario College of Pharmacy in 1893 and the following year purchased the drug and stationery business of T.C. Nicholls. The business had been established 40 years earlier by his uncle, the late C. Allison.

His store was located on the south side of Queen St. and in addition to his dispersing of drugs and sundries, he also was a qualified optician, and performed tests for sight. His store and the contents were all lost in a devastating fire in Sept. 1901.



C.H. Allison

Mr. Allison was public spirited man, and served on town council a number of years. He was a fine musician and a member of the local band, and held the position of secretary for many years.

In March, 1907, Mr. Allison sold his drug and stationery business to E.B. Flint of Newak, New Jersey.

DR. ROBERT ARCHER

For more than three decades, "Dr. Bob" as he was affectionately called, labored in Port Perry and neighbouring communities, bringing health and life to thousands who in pain and fear called for his help. He was a leading figure in the medical profession in this vicinity and earned a fine reputation. He should have taken his work in a more leisurely fashion several years ago, but he could not give up. His life was literally for the health of others.



Dr. Robt. Archer

Dr. Robert Archer was an accomplished surgeon, who after his post graduate work in New York and at the Mayo Clinic, practiced medicine in North Dakota. After setting up practice in Port Perry, his brother David joined him in 1897 at the Archer Medical Clinic, located at 238 Queen St. In 30 years the country doctor came to know and to feel for his patients as personal friends.

Dr. Archer was born in 1862 and passed away at his home on July 23, 1927, at 65 years of age. An impressive tribute ceremony was held at the Town Hall Park and a large crowd attended the open air service. Following the funeral he was interred in the family plot at Pine Grove Cemetery, Prince Albert.

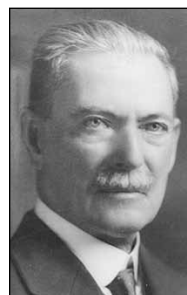
Dr. Archer was survived by his wife Amelia, one daughter, Mrs. Herbert Baker, one son, Mr. Harold Archer, and his brother Dr. David Archer.

DR. DAVID ARCHER

Dr. David Archer, one of the senior members of the Ontario County Medical Assoc. died at Oshawa General Hospital following an illness of some four weeks. His passing removed one of the veterans of the profession in Ontario County, whose practice dates back to the horse and buggy days.

Born in Cartwright Twp. on August 4, 1857, David Archer, son of Mr. and Mrs. Robert Archer, attended Bowmanville High School, Hamilton Model School and then started his career as a teacher of mathematics at Smith's Falls High School. He later entered the study of medicine at Victoria College and after graduation went to England, Scotland and Ireland where he took post graduate work.

Coming back to Ontario County, he opened practice in Port Perry where he continued for 37 years before moving to Oshawa in 1928. While in Port Perry he was instrumental in having a telephone system installed in the village and district.



Dr. David Archer

He was a member of the medical staff of the Oshawa General Hospital and held in high regard by the medical fraternity there. At a banquet of the Ontario County Medical Assoc. in February 1938, Dr. Archer was presented with a life membership.

Dr. Archer left a lasting legacy and

SCUGOG'S PIONEERS & ENTREPRENEURS

was admired for his self sacrificing and devotion to the relief of suffering. It was written that "the entire community is poorer because he has passed". He was always kindly and considerate to everyone.

Dr. Archer died at Oshawa on Wed., September 20, 1939. Funeral service was held at the family residence, and a large number of sorrowful followed the procession for interment at Pine Grove Cemetery.

WILLIAM BATEMAN

William Bateman was one of the early settlers on Scugog Island. He was an enterprising farmer for many years, but also had a keen interest in the advancement of progress. In 1868 he was first elected to represent the people on the council and position he held for a number of years. He was elected Reeve of Scugog in 1883 and held the post for four consecutive years. In 1894 he was appointed Commissioner of the Scugog Bridge by Ontario County council.

He represented the wealthy and prosperous little island in a highly satisfactory manner to all concerned. In the County Council his reports as chairman of committees were regarded almost faultless.

Prior to moving to Port Perry, in the late 1890s, he was one of Scugog's leading and most enterprising farmers, and occupied for a number of the most prominent positions in the gift of the people.

The church too, had his manly and generous protection and support, and while his moral support was of much importance, his financial aid was always forthcoming when required.

William Bateman, while in residence in Port Perry, occupied the conspicuous highly important position in the community; he identified himself with and was an active and indefatigable promoter of every movement, commercial educational and religious, having a tendency to foster and advance the best interests of the town and its surroundings. He strived to see Port Perry become one of the best, most prosperous centres in the Province, socially intellectually, educationally and commercially.

As Justice of the Peace his decisions, although strictly in accordance with the law, the penalties he imposed were invariably tempered with mercy.

Mr. Bateman died in Toronto on Monday, Feb. 3, 1908, at 72 years of age. He was interred at Pine Grove Cemetery. His wife, Nancy (Varnum) passed away June 28, 1903. Left to mourn his loss are two sons, Dr. Martin Bateman and Mr. William Bateman.



William Bateman



James Baird

JAMES BAIRD

For almost 20 years, James Baird was associated with the Ontario Observer, the first newspaper to begin publishing in the area. In August 1866 he was named the editor of the newspaper and became partners with its owner, Henry Parsons. He was an outspoken critic of actions and politics, and an advocate of anything that would benefit the progress of the community.

After 18 years as editor, in Oct. 1884, the partnership of James Baird and Henry Parsons, as proprietors and publish-

ers of the North Ontario Observer was dissolved, with the business being taken over by Mr. Parsons.

Mr. Baird also served as President of the Reach and Scugog School Teachers' Association and superintendent during the 1860s. He was also a charter member and president of the Prince Albert Public Hall Joint Stock Co.

James Baird died on January 9, 1898 at 67 years of age, leaving his wife Mary Anne (Graham) Baird.

W.A. BEATTY

Mr. Beatty was born in Westminster Twp., near London, in 1841, the youngest of three children of Henry and Mary (Acheson) Beatty.

After the death of his father, Mrs. Beatty moved to Prince Albert, where W.A. Beatty attended school. He also attended the old school at Borelia for a short time.

At an early age he was apprenticed to the harness trade with the late Thomas Courtice, with whom he worked for a number of years. In the early 1880s Mr. Beatty and the late James Bongard formed a partnership and carried on a harness shop in the building on the north side of Queen St., then occupied by the Observer Office. A few years later they moved to the B.F. Ackerman building, where they carried on business until 1910, when Mr. Beatty became sole owner of the harness manufacturing business. Mr. Beatty was a Port Perry businessman for more than 55 years at the time of his death.

Mr. Beatty was active in sports in his younger days, cricket being his special hobby. His memory extended to the very early days when Port Perry was nothing but a mill village. In those days the Indians used to parade the streets in their blankets.

Mr. Beatty's old home in Prince Albert was open house to the young people of the locality, with many a Sunday evening spent in hymn singing. He was keenly interested in Sunday School as a young man, being a teacher of a class of boys for many years.

He was a Mason of long standing, being a Past Master of Fidelity Lodge. In 1890 Bro. W.A. Beatty, was installed as president of Lodge 14, Sons of Canada Benevolent Assoc.

On Friday, October 19, 1934, Port Perry's oldest businessman passed away. The funeral service was held at the United Church, with interment at Pine Grove Cemetery. He was buried with Masonic Honours.



W.A. Beatty



Joseph Bigelow

JOSEPH BIGELOW

Port Perry' most ambitious and influential businessman during the developing years of the village, was Joseph Bigelow. In fact, it could be argued he was the singular, most influential man in the entire history of the community.

Bigelow was identified financially and other wise with every important improvement in the Port Perry and Scugog district during his active years.

He became the first postmaster in the village from 1852 to 1869. In the late 1850s he took over a woolen factory and planing mill, operating it until it was expropriated for the railway in 1870. In 1862 a branch of the Royal Canadian Bank opened in

Port Perry, with Mr. Bigelow as manager. He held the position for six years, until he retired to give more attention to his other business interests.

In April 1869, he opened one of the most impressive commercial blocks in the County, the Royal Arcade. Following this he turned his attention to promoting and building the Port Whitby and Port Perry Railway, of which he became its chief instigator.

In 1872, Joseph Bigelow became the first Reeve of the newly incorporated village of Port Perry. He held the office for three terms, under which time the village thrived under his leadership and drive. It was during his term as Reeve, that two of the town's most important structures were built, the new Town Hall and the Union Public and High School.

In May 1877, he commenced erection of his magnificent residence on Cochrane St., high on the hill overlooking Lake Scugog. It was here he and his family resided until his death, at 89-years of age, in April 1917.

Mr. Bigelow became a Justice of the Peace in 1877 and in 1881 ran as a Reform candidate for the Ontario Legislature, but failed to be elected by three votes.

On the business front, Mr. Bigelow was a 20-year partner with Thomas Paxton in a flour-milling business located on Water St., and also a partner in the Paxton, Tate Foundry on Perry St, and operated the Big Red Apple Elevator, on Lilla St.

In 1890, one of his most important projects was completed, in the building of the causeway, or connecting bridge between Cartwright, Scugog Island and Port Perry.

Mr. Bigelow was married to Elizabeth Paxton in 1854. He passed away at his family residence on Cochrane St. on Sunday, January 28, 1917, leaving his wife and three children, Charles, Thomas and Mrs. W.H. McCaw.

JONATHAN B. BLONG

Jonathan Blong passed away on Saturday, March 20, 1915, at his home in Toronto. He spent most of his life in Port Perry and after moving often expressed the wish that he was still enjoying the attractions of his hometown.

Mr. Blong was born in Toronto, the youngest son of Henry Blong. He came to Port Perry about the year 1882, and immediately took a keen interest in the town. An accident in early life deprived him of the use of one of his legs, and made it difficult for him to enter business in the ordinary way; but he invested money wisely in the purchase and selling of properties.

During his years in business, he purchased the large Royal Arcade building from Joseph Bigelow and converted half of it into one of the finest, hotels in the Province, the Brunswick House. Following destruction of the building by fire in 1883 and 1884, he constructed the Blong Block, described as the most pretentious and extensive business structure in Port Perry. It was a two-storey, red brick building, elaborately decorated with white brick facings and a frontage of over 100 feet on Queen St. The building still stands to this day.

After a fire had destroyed the home of the late Dr. J.H. Sangster in 1893, Mr. Blong bought the property, known as Beechenhurst, and erected the commodious house. He became very much attached to the property, but with his health failing, he reluctantly sold it and moved to Toronto about 1908, where he lived with his family until his death.

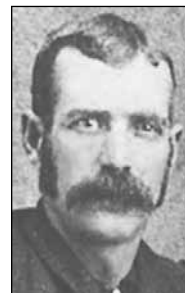
Deceased was extremely fond of nature and nothing gave him greater pleasure than the hunting trips through the Kawartha Lakes.

Mr. Blong, 60, died on Saturday evening, March 20, 1915, at

his late residence, 65 Woodlawn Avenue, West, Toronto, leaving his beloved wife Sophia and son Jonathan Henry to mourn his loss.

CAPT. JOHN B. BOWERMAN

One of the most interesting men in Port Perry was the late John Bowerman. He was born near Brooklin, on May 31, 1850, and spent much of his youth in the area, attending Dryden's school near Whitby.



John Bowerman

The Bowerman family was engaged in the woolen mill business at Brooklin and it was there John Bowerman learned his trade. About 1874 he moved to Port Perry and opened a Carding Mill.

In 1876 he married Louise Kempley and two children were born of this marriage, Charles, and Carrie, who died in infancy. In 1887 Louise Bowerman died. In 1890 a second marriage was contracted, the lady being Margaret (MacGregor) and from this marriage five children were born - George, Tom, Ivan, Cora and Vera.

In 1883, because of his love for water, Capt. Bowerman, as he became known, made up his mind to build a steamboat. The result was the steamship Mary Louise. In 1884 the great fire destroyed the town and the Mary Louise did a great part in hauling brick and other building material for the rebuilding of the town. Later the boat was sold to Jos. Parkins of Lindsay, where it was used as a towboat. His next boat was the Empress, which was brought to Port Perry by Jos. Ball, of Caesarea. After awhile the boat was superseded by the Cora, which Capt. Bowerman built in 1902. He also owned a good sized gasoline boat, which was later sold and broke up in Lake Ontario. He spent most of his time on Lake Scugog, and was thoroughly familiar with all the waterways in the district.

Capt. Bowerman died at his home in Port Perry on Wed., April 26, 1933, in his 84th year. He was interred in Pine Grove Cemetery. His wife, Margaret, pre-deceased him on Tues., April 15, 1930, in her 64th year.

WILLIAM BROCK

Mr. William Brock was among the leading business men of Port Perry during the late 1800s. He was born in April 1843, and arrived in Port Perry from Newcastle when he was still a young man. For the next 13 years he clerked in the store owned by Aaron Ross. In 1881 he started into business for himself in a store where the post office is now situated (1906), and five years later moved to his present site.



William Brock

Mr. Brock was an enterprising, honorable and energetic businessman, occupying a prominent place in the ranks of our most reliable business men. He was most industrious and preserving in business, hence successful results invariably crowned his efforts and investments. He was acknowledged to be one of the best and closest buyers in the commercial arena. He was enterprising and public spirited and supported with energy any object that was likely to prove beneficial to the town. Due to his strict attention to business did not have time to take part in the public affairs of the community.

SCUGOG'S PIONEERS & ENTREPRENEURS

He was an active member of the Methodist Church, and in all walks of life he discharged his duties in a way which won for him sincere respect.

Mr. Brock built and lived in a nice home at the corner of Ella and Elgin Street. Left to mourn him at the time of his death, on March 25, 1915, was his widow Sarah (Barber), two daughters, Mrs. F. Hugley and Miss Ella Brock, and three sons: Harry, F.W. and Harold. Funeral took place at the Methodist Church, Port Perry.

Mr. Brock was born April 26, 1843 and passed away on March 25, 1915.

JOHN HAMBLEY BROWN

One of the most useful citizens in Port Perry was a gentleman known as J.H. Brown., who has for many years occupied positions of responsibility and trust with marked ability and great satisfaction to the ratepayers.

Mr. Brown came to Canada from Plymouth, England, in the year 1848 as a young man. For years his family resided at Prince Albert and later he lived at Manchester. He came to Port Perry in 1876 and for 10 years conducted a general store at the corner of Queen and Perry St. After selling his business he went into selling organs and pianos from a nice little shop on Perry St., where he repaired instruments as well as sold them. He was also a representative of the Canada Life Insurance Company.

Mr. Brown, filled the position of Treasurer for the village of Port Perry for more than 30 years, resigning from the office in February 1917. During the same period, he also performed the duties of Secretary-Treasurer of the School Board. He was member of the I.O.O.F. and A.O.U.W. Societies and owns a handsome home on Queen Street.

Mr. Brown died at the home of his son-in-law, in Vancouver B.C., on Monday, March 25, 1918, in his 81st year.

J.C. BROWNE

J.C. Browne was born on lot 5, conc. 1, Reach Twp., the son of Alex Browne, who in was one of the earliest settlers of the township. When about 16 years of age, J.C. Browne left the homestead and went to work on the farm of Mr. Howden, staying for a few years, then moving to Port Perry in 1883. About this time the Whitby/Manilla Railway was being constructed and Mr. Browne became foreman of the construction gang on a part of the line.

The following year he began business as an implement agent with his office and shop in the building beside the grain elevator, at the foot of Queen St. Mr. Browne represented the Massey-Harris Co., and repaired all other makes of farm implements used in the community. He retired as a Massey-Harris dealer in Nov. 1917, after 35 years in business.

His chief interests outside his actual business were found in the Agricultural Society. He was a very active director and served as Treasurer of the Society from the time it was organized. He was also keenly involved in the Masonic Lodge, the organization which became the centre of his social life.

J.C. Browne passed away on March 12, 1931 at 81 years of age. He was married to Elizabeth J. (Graham), of Scugog Island (a sister of Thomas Graham). His wife predeceased him many years earlier. Two children survive, Orr C. Browne and Mrs. S.R. Stephens.



J.C. Brown



Stewart Bruce

Funeral services were held at St. John's Presbyterian Church. Fidelity Lodge, A.F.& A.M conducted the Masonic ceremonies beside the grave at Pine Grove Cemetery.

STEWART BRUCE

Stewart Bruce occupied a prominent place in the foremost ranks of our country's present and future hope. He took leading part in every movement likely to benefit the community.

Agricultural pursuits were his choice and he identified himself with every scheme tending to benefit the agriculturist

He was a strong supporter of agriculture societies and one of the originators and promoters of the Central Fair Association that gave Port Perry such prominence for its great fairs.

He stood deservedly high in the estimation of his fellow townsmen and served in the municipal council for a number of years. He moved his hardware business from Cannington to Port Perry in 1893, which was later taken over by his son R.J. Bruce.

As a husband, a father, a friends and a neighbour his loss will be felt. He leaves his wife of many years and four sons, Albert, Dr. Herbert, Mr. R.J. and Rupert.

Mr. Stewart, who was 75 years of age, passed away on March 20, 1912, at 75 years of age. His funeral took place at the family residence on Queen St., at the corner of Ella St., with a procession to Pine Grove Cemetery, Prince Albert. His wife Isabell, passed away Wednesday, May 14, 1913 in her 76th year.

ROBERT J. BRUCE

Mr. Bruce was a native of Cartwright Twp., where he learned the art of storekeeping. His first business experience took place in Cannington where he bought a store and ran it for some time.

In 1893 Mr. Bruce moved to Port Perry and operated a store in the old Hiscox Block, beside the Sebert House hotel. Two years later he erected a two storey building, 28x75' on the north side of Queen St. just east of the Bank of Commerce building.

Mr. Bruce carried on a general hardware business, including the selling of stoves, furnaces, bindertwine, wallpaper and tinware, and the business was in every way a very prosperous one. His store enjoyed a large country and town trade in eaves-troughing and in metallic roofing and ceiling supplies, and he sold paint supplies.

Mr. Bruce served on the town council for two years and was on the board when the municipal water and light systems were inaugurated. He also served on the water and light commission. He is a prominent Mason, Workman, Oddfellow and Independent Forester. He resides in a comfortable home on Mary Street.

In June 1906 he sold his extensive hardware business to Mr. A. J. Carnegie.



R.J. Bruce



Dr. H.A. Bruce

DR. HERBERT A. BRUCE

Herbert Alexander Bruce was born in September 1868, on the family farm two miles south west of Blackstock, the son of Stewart and Isabella (Morrow) Bruce.

In 1873 when he was five years old, his parents moved to a farm which they bought east of Prince Albert, on the southern edge of Port Perry. This allowed the Bruce children to have access to the only high school in the area, Port Perry High School. Herbert Bruce graduated from PPHS in May 1884 at the age of 15, but being too young to enter medical school, he became an apprentice to S.E. Allison, a Port Perry druggist.

He graduated from the Toronto School of Medicine in 1892 and began his practice in medicine. His practice became so large, he founded a private hospital near the corner of Wellesley and Sherbourne Sts., and named it the Wellesley Hospital. He operated the hospital until his retirement in 1948, when he made a gift of it to the people of Toronto, as a public hospital.

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

In 1919 he married an English girl, Angella Hall, and the couple had one son, Herbert Maxwell, who was born in Feb. 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. In 1940, when he was 70 years old, he was elected as the Member of Parliament for the riding of Parkdale, Toronto. He made is mark on Ottawa in his first speech by calling for the resignation of then Prime Minister, Mackenzie King.

During his years as one of the top physicians and politicians in Ontario, Dr. Bruce never forgot his Port Perry roots. He made frequent visits back to his hometown, and took part in the Centenary Celebration of Cartwright in 1934, and took part in the dedication of the new Memorial Library in Port Perry in 1937.

Dr. Herbert A. Bruce passed away at his home on Douglas Drive, in Rosedale, Toronto on Sunday June 23, 1963 at the age of 94 years.

LEONARD BURNETT

Leonard Burnett came to Canada from Yorkshire England in 1846, and settled with his family in the vicinity of Pickering. His father died shortly after reaching Canada, so the young Burnett was forced to fend for himself with his own resources, and later that experience was used to help boys in a similar position.

Mr. Burnett heavily involved with the marked progress of Ontario County. For many years, he and Peter Christie (always good friends) were the recognized leaders of the Grits and Tories of the township, each giving splendid service as school trustees, as councillors, etc.

He first entered public life in 1877 when he was elected to council in Reach Twp. and served as a councillor for many years. In 1894 he was honoured by being elected Reeve of the township. He was also elected Honourary President of Port Perry's Great Syndicate Fair when it was formed in 1900.



Leonard Burnett

In 1896 under the Laurier Government, Mr.

Burnett became M.P. for South Ontario, but did not seek re-election in 1900 when William Ross succeeded him. Peter Christie in turn was elected to the post in 1904.

About this time, Mr. Burnett represented the Canadian Emigration Dept. at York, England and until 1912 had much to do with the greatest British immigration Canada has known.

On retiring he married Miss Linda Putman, of Ottawa, and moved to his new residence in Toronto. A life-long Baptist, he was long a main-stay in the cause at Port Perry and in Toronto.

Leonard Burnett passed away on August 21, 1932 while in his 88th year. His funeral was attended by a large gathering at his home at 5 Delaware Ave., Toronto, with dignitaries, friends and political contemporaries present. He was interred at Pine Grove Cemetery on Aug. 24, 1932. The memory of Leonard Burnett will always be cherished.

HARRIS BURNHAM

Harris Burnham served as a trustee for the Port Perry Grammar and Common School in the 1860s and on the building committee to construct a new Church of England in Port Perry.

In 1871, the County appointed him returning officer for the first election after Port Perry was incorporated as a village.

Harris Burnham passed away in 1890. His wife Mary, died in Port Perry on Friday, Oct. 11, 1918 at 83 years of age. The Burnhams had three children, J.B. Burnham, Zacheus Burnham and Grace Pentland.

JOHN WARREN BURNHAM



John W. Burnham

John Burnham was born in Whitby in 1849, the eldest son of Judge Zacheus Burnham. He was educated at Upper Canada College and Trinity College, where he received his degree. At the time of the Fenian Raids, he was a member of the Upper Canada Rifles.

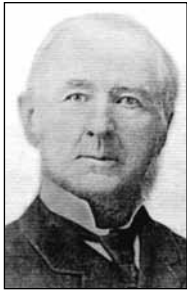
He was Clerk of the Division Court when he moved to Port Perry at 22 years of age, and he held this office until the time of his death, a period of 58 years.

About ten years after his arrival, in January 1881, he was appointed postmaster for the village of Port Perry, following the resignation of Henry Gordon. Mr. Burnham served in his position of postmaster for a total of 45 years, and in all that time never missed a day from duty through illness, and rarely if ever, away from business for any other reason.

Mr. Burnham was one of the most highly respected citizens of Port Perry. In his two important offices he learned to know the people of the neighbourhood thoroughly, and his long tenure of office showed how much his ability and integrity were appreciated. He was a man of simple and regular habits, fond of his daily walk, and his interests centred around his home and family.

Mr. Burnham was married to Marion Hart in 1875, and the couple raised six children at their palatial John St. home.

J.W. Burnham passed away in Port Perry on Sunday, Sept. 23, 1928 in his 80th year. His wife Marion died on Sunday, March 3, 1940, at 90 years of age.



Zaccheus Burnham

JUDGE ZACCHEUS BURNHAM

Zaccheus Burnham was born in the County of Northumberland on March 31, 1819. He received his literary education at the Cobourg Grammar School; studied law with his elder brother in Peterborough and finished legal studies in Toronto.

He began practicing law in Whitby in 1843 and by 1852 had been appointed junior judge for the counties of Peel, York and Ontario. In 1854 with Ontario County was formed he was appointed County Judge, a position he held for 42 years until his death.

In 1848 he married Sarah Borlase (Warren) and they had one son, John Warren Burnham, who became Clerk of the Court at Port Perry. John Burnham served as Court Clerk for 58 years and was also postmaster in Port Perry for 45 years.

Judge Burnham's wife, Sarah, died in 1856. Fourteen years later, he married Sarah's sister, Helena, with whom he had two children.

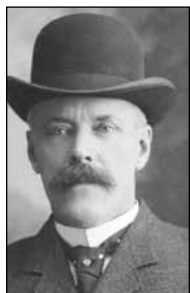
Judge Burnham died at his residence on Sunday, Nov. 15, 1896, at 79 years of age. The news of his death spread through the town and county with deep and widespread regret. Flags were flown at halfmast from the Courthouse and other public building.

His funeral was an event of County importance. It was conducted in the quiet manner in which the deceased judge had lived, but the pioneer public men from every part of the county were there.

JAMES CARNEGIE

James Carnegie was born in Scotland, June 2, 1843 and travelled to Canada when he was a young man 22 years of age. He was the only one of the family to follow in this father's footsteps as a miller, although he came from a milling family.

His first business enterprise was in Reach Twp., where he conducted a flour mill west of Manchester. Selling this he went to Raglan where he owned and operated flour and saw mills and a farm of 50 acres. He remained at Raglan for 11 years, during which time he gained his first experience in municipal affairs in the township council.



James Carnegie

In 1871 he was married to Louise Fincham, at the old St. Andrews Church, Toronto.

In April 1888, Mr. Carnegie, having sold his property in Raglan, came to Port Perry and purchased the flour mills from the Ontario Bank. He carried on this business for almost 20 years. His flouring mills and planning mills were totally destroyed by a fire in June 1902, but undeterred he began to rebuild immediately and was in full operation only six months later. In 1907 he sold the entire business to David and Arthur J. Carnegie.

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

Good judgement and industry assured to Mr. Carnegie the success he achieved in his business ventures and the lumber mills in Port Perry will always be associated with his name. In 1891 he purchased the Union Flouring Mills and successfully operated it until June 1902 when it was destroyed by fire. He rebuilt and was in operation in less than a year and operated it until 1907 when he sold it to his sons.

After retirement from business, Mr. Carnegie took up lawn bowling for his recreation. He was Honorary President of the Central Law Bowling League. In 1913 he purchased a lot just west of the lawn bowling green on Queen St., and built a handsome brick house.

He was a member of Fidelity Lodge, Port Perry and also a Shriner.

Mr. James Carnegie, was a resident of Port Perry for over 30 years died at his home on Tues., Oct. 4, 1921, in his 79th year. His wife Louise, and his ten children, six sons and four daughter, all survived him.

His funeral took place on Thursday and deceased was buried with full Masonic honors at Pine Grove Cemetery, Prince Albert

SAMUEL THOMAS CAWKER

Samuel T. Cawker was born in Devonshire, England, in 1843, the son of John and Elizabeth Casker. He came to Canada with his parents when he was just seven years old, and the family settled in Bowmanville, establishing a butcher business.

Mr. Cawker moved to Port Perry in 1869 and opened the butcher business, becoming one of the town's first businessmen. During the 1880s he operated his meat stall from the Market Building and would close for part of the year to run a beef cart, with first-class meat, door to door in the town. After the fire of 1884, his son's John and Alymer joined him in business, operating successfully until 1918, when S.T. Cawker retired to his home in Borelia, and the business was sold to Ralph Fitchett of Manchester.



Samuel T. Cawker

Mr. Cawker was a keen student of markets and kept thoroughly posted upon all public matters. A man of thoroughly dependable character, he stuck by his principles, often to his own financial loss. He was of a retiring nature, and did not fill any public office; but as a kindly neighbour and good citizen and will long be remembered by his many friends and acquaintances.

Mr. Cawker was married to Mary Hannah Thorndyke, on March 7, 1866, in Bowmanville, from which eight children were born: Lillia J., Samuel John, Bertha Frances, William Weston, Florence Nora, Alymer Bolton, George Oscar and Chas. Henry.

Mr. and Mrs. Cawker celebrated their 65th wedding anniversary in 1931.

S.T. Cawker, who was a highly respected citizen, passed away at Port Perry on Thursday, Dec. 15, 1938. He had retained his faculties until the day of his death. His wife, Mary passed away on May 25, 1934 at the age of 84 years. She had lived in Port Perry for 64 years.

ALEXANDER GRAHAM CHRISTIE

Alexander Graham Christie was born near Manchester, Ont. in 1880, the son of Peter & Mary Christie. He attended both Manchester Public School and Port Perry High School, before completing his education at the University of Toronto.

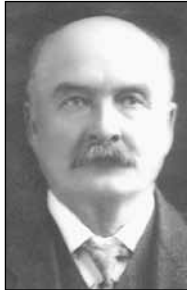
After his association with the University of Toronto, Cornell University, and the University of Wisconsin, A. G. Christie joined the staff of the new Mechanical Engineering Department of The Johns Hopkins University as Associate Professor in 1914. He began teaching evening classes in 1916 and directed the evening program until 1953.

Promoted to Professor in 1920, Christie was appointed Chairman of the Mechanical Engineering Department in 1921.

Professor Christie officially retired in 1948 but continued teaching until 1956. During his association with The Johns Hopkins University, Professor Christie was involved in many outside professional activities.

In April 1953 Dr. Christie's life was featured in the Johns Hopkins publication "The Vector." Dr. Christie is professor emeritus of John Hopkins School of Engineering.

He was a member of the American Society of Mechanical Engineers for over fifty years and its president in 1939. He held



Peter Christie, Jr.

honorary memberships in the Institute of Mechanical Engineers of Great Britain and the Japan Society of Mechanical Engineers.

Apart from the University, Professor Christie is most remembered for his professional services as a consulting engineer for countless firms in the United States and Canada, most notably Westinghouse and Allis-Chalmers. He was an internationally recognized expert on steam power plants.

Professor Christie was awarded honorary degrees by the Stevens Institute of Technology, Lehigh University and The Johns Hopkins University.

He received the George Westinghouse Gold Medal from the American Society of Mechanical Engineers and the Lamme Medal from the American Society for Engineering Education. "Executive positions and good salaries go to those who do well the jobs they like least" is a quote Professor Christie liked to recall.

Professor A. G. Christie was a very successful engineer because he did all jobs well. His achievements and honors attest to this.

Dr. Alexander Graham Christie, passed away at the Community Hospital, Port Perry on Saturday, Oct. 24, 1964. Dr. A.G. Christie, was husband of Flora Brown Christie, father of Peter Graham Christie of Baltimore, Catherine Graham Christie of Port Perry. Brother of Grant Christie of Port Perry.

He is also survived by three grand daughters, in his 84th years. Dr. Christie was resting at the home of his daughter , Catherine Christie, for private funeral service on Monday, Oct. 26th, 1964, at 2 p.m. Interment in Pine Grove Cemetery, Prince Albert.

DUNCAN CHRISTIE

Duncan Christie occupied a prominent place in the foremost ranks of our country's future. He took a forward and leading part in every movement likely to benefit the community.

Agricultural pursuits were his choice and he was one of the

chief promoters and originators of the Agricultural Society, acting as its secretary for many years. He was regarded as a valuable member of community and held some of the most important positions in the municipality. In the church and school he proved of much importance.

After a residence of 30 years in the locality, he leaves it vastly better than he found it and his thrift and industry have secured for his family a generous portion of this world's goods. He passed away on Tuesday, April 10, 1883, at 58 years of age.

PETER CHRISTIE, JR.

Reach Twp. lost one of its pioneers in the death of Peter Christie, who had been in failing health for some time. Lovingly spoken of as "Peter" by all who knew him, there was no more esteemed citizen in the County.

Peter Christie was the son of John and Jean (McLaren) Christie, who came to Canada in 1845 and settled on the 6th concession or Reach. He was born Oct. 30, 1846 in a log cabin on the 7th conc. Later the family moved to a farm west of Epsom, where at the local school he received his early education.

A well-to-do farmer, Mr. Christie owned several farms, but resided in his residence on Dundreanan Farm, south of the village of Manchester.

Mr. Christie's public service was varied, covered many years and was much appreciated because of his good judgement and unflinching kindness. In 1876 he entered Reach Council and was identified with public affairs for 30 years, holding every office of the people. As a young man he entered the municipal council, where he served as reeve for eight years, from 1879-1883 and again from 1897-1899, and was honoured by election to the office of Warden in 1881. In 1904 he was the Conservative standard bearer in South Ontario and represented that riding for four years in the Federal Parliament.

He was a director of the Maple Leaf Insurance Co. from 1895 to 1931. Two prominent Agricultural Assoc. honoured him by electing him as their President. - The Guelph Winter Fair and the Clydesdale Breeders' Assoc. He was also a member of the Stallion Enrollment Board.

It was in the field of agriculture that Mr. Christie's most effective service was rendered. His knowledge of farming and livestock was recognized in many ways, and his farm became noted as the home of thoroughbred stock.

His loyal support was always given the Breadalbane Presbyterian Church at Utica. His father, John Christie, was largely responsible for the building of that church.

In 1879 Mr. Christie married Mary Honor (Graham), who predeceased him on Sat., Jan. 12, 1924. He is survived by three sons, Grant and Fred at home, and Prof. Graham Christie of the Agricultural Dept. of John Hopkins University, Baltimore.

Peter Christie passed away at his home on Dundreanan Farm, Manchester, on Tuesday, Dec. 12, 1933, in his 88th year.



Sam Christian

SCUGOG'S PIONEERS & ENTREPRENEURS

PETER CHRISTIE, SR.

Peter Christie was one of those noble pioneers to whom everyone referred to with pride and respect. He was born and raised to manhood in Scotland, then left his native land in 1831 to come to Canada. He settled in Reach Twp., near the village of Manchester, where he resided for 51 years, until the time of his death.

Peter Christie passed away at his home on Saturday, Aug. 26, 1882, at the age of 82 years. His wife predeceased him by 25 years, and he left four sons and six daughter to mourn his loss. His funeral was attended by a very large number of friends and relatives, and he was laid to rest at the Presbyterian burial ground, Utica.

SAMUEL CHRISTIAN

Mr. Christian throughout the 1860s and 1870s was a leading community figure, noted for his public spirit. He was a leader in mercantile pursuits, at Manchester, the business centre of the township of Reach at this time.

He was also extensively engaged in the purchase of grain, and his expertise was often called on to judge the commodity anywhere it was to be found. His popularity as a buyer made him famous across the county. His success as a business man and grain buyer was phenomenal up to the time of the great slump in the price of barley during the 1880s.

He is said to have been possessed with far more than ordinary ability, and he was public spirited and generous to a fault. His popularity was almost unbounded and any attempts to enter into public life were rewarded with election. He served as Reach Twp. Reeve in 1886



Samuel Christian

Mr. Christian was a loving and devoted husband, and indulgent father and a true friend. His wife predeceased him by 23 years. He has one surviving son Mr. Arthur Christian, of Whitby. He passed away in Toronto on Friday, October 25, 1907 in his 64th year. His remains were interred at Pine Grove Cemetery.

THOMAS COURTICE

Thomas Courtice, one of the community's best loved and esteemed residents, passed away in Port Perry on Friday, March 1, 1901, at the age of 71 years.

Mr. Courtice started in the leather and saddlery business in 1854 at Prince Albert, and in 1860 joined forces with John Rolph in the manufacturing of harness products. With the arrival of the railway in Port Perry, Mr. Courtice moved to his new building near the corner of Queen and Perry St. in 1874, to open his new harness shop. Unfortunately, like so many other Port Perry businesses, the Courtice Block was destroyed in the fire of 1884.

Mr. Courtice's business was a success from the start, catering to needs that were widespread in the community. In 1887, he formed a partnership with Mr. Samuel Jeffrey, and they successfully carried on with their business, Courtice and Jeffrey Harness Shop, until his death.

In 1869 he served as treasurer of the Prince Albert Public Hall Joint Stock Co., and while a resident of Port Perry served on the town council. He was also a devoted Christian, who served as the Sabbath School Superintendent and for a time was the local preacher while in Prince Albert.

In respect for this pioneer resident, the businesses of Port

Perry closed during the afternoon of his funeral to pay respect as he was laid to rest in Pine Grove Cemetery, Prince Albert. Left to mourn him was his wife, Annie (Cory), who died on Feb. 8, 1913 in Port Perry.

BENJAMIN CRANDELL

Benjamin Crandell was the first white child born in the Township of Reach in 1825, the son of Reuben and Catherine Crandell.

His beloved wife was Annie (Cook) Crandell, was born 1829, and died on Nov. 11, 1912 at 82 years of age. The had one son, Wallace Reuben.

It was Benjamin who sold the village of Port Perry the lot on which they built the new Town Hall in 1873.

Benjamin Crandell passed away in 1886.

CALEB CRANDELL

Mr. Crandell was the fourth son of the late Reuben and Catherine Crandell, the first white settlers in the township or Reach, in the year 1821.

One of Port Perry's oldest residents, at the time of his death he was the most extensive property holder in the town. He had been retired for about 40 years at the time of his death, and lived in one of the most commodious and beautiful homes in the town.

Caleb Crandell was for many years a member of the village council, and was always an enterprising and respected citizen. He was one of the Charter Members of Warriner Lodge, No. 74, Independent Order of Oddfellows.

Caleb Crandell was born July 14, 1830, passed away on Jan. 8, 1907 and was interred at Pine Grove Cemetery, Prince Albert with all the honors of the Oddfellows Lodge. He left behind his widow.

GEORGE CRANDELL

George Crandell was born in Reach Twp. in 1828, the second son of Reuben and Catherine Crandell, the first white family to settle in the township.

By the time he was 18 years old, he began showing interest in boats, and in 1845 helped his father build the Firefly, a crude packet which was propelled by oars and sails. This experience whet his appetite for shipping and when he heard of plans to build a large steamship, the Woodman, at Port Perry, he was hired to help in its construction, and later became a member of its crew when it was launched in 1850. He built and launched his first boat, the Lady Ida in 1861. George Crandell was married to Henrietta (Hopper) while still living in Port Perry, and they raised five children, Gertrude, Arthur, G.A., Marjorie and Hilda. In 1866 he moved his family to Lindsay, which had become a more strategic centre for shipping than Port Perry, where he lived for the remainder of his life.

By 1869 the ambitious young Crandell had built four steamships and was owner of the largest and busiest fleet of ship in the Central Lakes. His crowning achievement came in 1891 with the launching of the Crandella, the largest passenger carrying steamship in the Kawarthas.

Capt. Crandell was described as one of the most rugged and active persons the area had every known. His passion was steamboating, and he indulged in it with so much enthusiasm,



George Crandell

he was credited for much of the development of navigation in the area.

He was considered one of the most forceful, persistent and picturesque figures in Lindsay's municipal history, serving over 30 years on the local council. He loved his adopted town and each winter, when not busy with his steamships, he constructed homes. During his lifetime in the town, he built close to 100 houses.

Towards the close of the 1901, Capt. George Crandell retired, almost 50 years after the his maiden voyage on the Woodman. Including his early days aboard sail and oar powered vessels, he had spent 57 years of service on Lake Scugog and the Kawarthas. George Crandell died on Friday, January 21, 1904, while out shoveling snow in front of his home. He was 76 years of age. The entire town mourned his passing as he was laid to rest at Riverside Cemetery, Lindsay.

REUBEN CRANDELL

Reuben Crandell was born in Saratoga County, York State, in 1797 he lost his father when only four-years-old. At nine years of age, he moved with his mother and stepfather to Canada, settling near the Bay of Quinte.

Mr. Crandell married Catherine Moore in 1820, while living in Haldimand Cty., and their first child, Elmore, was born a year later, the same year he set out with his young family and a team of oxen to blaze his way to the recently established township of Reach.

He made his way Lake Scugog and settled on 200 acres of land he chose to farm near Manchester, in Reach Township. Only seven months after their arrival, Catherine gave birth to Lucy Ann, the first white child born in the township. Benjamin Crandell was the first white male child to be born in the log cabin, a year later.

Over the next 15 years, the ringing of Crandell's axe was a constant sound, as he cleared some 105 acres of his original purchase, before selling to Alexander and Frederick Graham, of Scotland. In 1832, he purchased another 200 acres, at \$1 per acre, north east of his original homestead.

Once again Crandell set to work clearing the land at his new location and built a home for his growing family. The original home, which was also used as a hotel, was destroyed by fire in 1843. He built another home, on the north side of Queen St., near the 6th concession, and there he lived with his family until his death.

The village which arose around the immediate settlement of Mr. Crandell's land, near the corner of Queen St. and Old Simcoe Road, for many years bore the name of Crandell's Corners, but around 1870 it was changed to Borelia.

Reuben Crandell, aged 77 years, died on October 8, 1874. He had 12 children in total, seven sons and five daughters, all of whom, with the exception of one daughter, survived him. His wife, Catherine, 71, pre-deceased him in August 1870.

A funeral was held for Reach Township's first white settler on Sunday, Oct. 11 with a large and highly respectable procession marching from the late residence of the deceased to the Church of Ascension, Port Perry.

REUBEN CRANDELL JR.

Reuben Crandell Jr. died in Port Perry on Saturday, Oct. 7, 1922, at 90 years of age. Mr. Crandell was a son of Reuben Crandell, who moved to Reach Twp. in 1821, becoming the first white settler in the township.

Deceased was clever at writing his experiences in verse and entertained his friend with his poems on many occasion.

The Crandell family of seven sons and five daughters are nearly all gone now, only two of the daughters remain, Mr. Stewart of Port Perry and Mrs. Buck of San Francisco.

As a mark of respect for the decease, the town bell was tolled at the time of his funeral.

WESLEY CROZIER

The Township of Scugog sustained a severe loss on April 21, 1937 when one of its foremost citizen, Wesley Crozier passed away in his 76th year.

Mr. Crozier was born Sept. 25, 1861, the son of Mr. and Mrs. George Crozier. His early years were spent in the Twp. of Cartwright. In 1891 the family moved to Scugog where they have since resided.

Mr. Crozier entered into municipal affairs filling most capable positions of councillor and Reeve. Subsequently he became tax collector, an office he held for 30 years. He had always shown concern for the moral and social condition of the municipality he served, and many lives were enriched by his unselfish friendship.

In 1903 he married Emma Milner, who survives to mourn her late husband.

A large gathering assembled for his funeral at the family residence, to pay their last tribute of esteem to one who has played a most important part in the welfare of the community in which he lived. Floral tributes from the Fidelity Lodge, A.F.&A.M., Port Perry of which the deceased was a member. He was laid to rest at Pine Grove Cemetery.

GEORGE CURRIE

George Currie was born in Scarboro Township on Aug. 21, 1821, the sixth child of John and Hannah (Lockey) Currie, of Scotland. In 1844, as a young man of 23-years old, he moved to Prince Albert from Oshawa to open a grain buying business. At the same time, he and his brother Mark opened a general merchandising business consisting of drygoods, liquors, wines and children's wear in the same village.

Mr. Currie was married to Sarah Ann (Cronk) on Dec. 3, 1845, and they raised a family of six children: John, Catherine, Luther, Sarah, Hannah and George Jr. All children were born in Prince Albert between 1846 and 1862.

Throughout the 1850s, the Curries became one of the principal grain purchasing businesses in the area, and it was during this time that George tried out his hand a politics. In 1857 he was elected Reeve of Reach Township. He later held the position of Treasurer of the Township for a number of years, before moving to Port Perry.

The Currie brothers dissolved their partnership as General Merchants in September 1861 with George continuing the business. During the 1860s, he formed another partnership with Aaron Ross becoming one of the largest grain companies in the county, as well as respected clothing, hardware and grocery merchants.

During the early 1870s, business began to trickle out of Prince Albert and George Currie, realizing that the tide of business was on the move, purchased a property on the north-east corner of Queen & Perry St. In 1872, he constructed an attractive two-story brick building into which he moved his new business.

During the summer of 1873 he built an impressive new home at the south-west corner of Queen and Ella St. This was also the

SCUGOG'S PIONEERS & ENTREPRENEURS

same year that he began construction of his most notable building, the large grain elevator located near the railway station at Port Perry's lakefront.

Mr. Currie tried his hand at provincial politics in July 1876, running as a candidate for North Ontario County, but losing his bid to W.H. Gibbs of Whitby.

George Currie sold his interests in Currie's Elevator to Aaron Ross towards the end of the 1870s, and retired from business. Sometime later, George and Sarah Currie moved to Montana with their youngest son George Jr., where they purchased and lived on a ranch until the death of Mrs. Currie on May 9, 1891. Mr. Currie returned to Toronto as some point to spend the remainder of his life at the home of his daughter and son-in-law.

The Currie's daughter, Sarah, was married to noted lawyer Norman F. Paterson, who had practiced in Port Perry for about 18 years, as well as held the position of village Clerk.

George Currie was 81 years of age when he passed away in Toronto, on Saturday, October 4, 1902, at the residence of Sarah and N.F. Paterson.

MARK CURRIE

Mark Currie was born in the Township of Scarbough on Sept. 30, 1923, the son of John and Hannah Currie. The family left Scotland in 1818, settling in New York for about one year before moving northward to Canada. They settled in Toronto, then known as Little York, but after the death of his father in 1830, the family moved to Whitby.

Mark Currie entered into the carriage building in Oshawa and operated a successful and respected enterprise for about ten years. He retired and moved to Prince Albert, where he entered into the mercantile business with his brother George. In September 1861, the brothers dissolved their partnership, with Mark taking the business into his own hands, and later becoming a partner with his son-in-law Mr. J.H. Brown.

When he was about 50 years old, Mr. Currie retired from business and moved to Port Perry, where he built a fine new residence in 1873. In Port Perry he became a active member of town council for a number of years, served on the Board of Education and became chief engineer of the Fire Brigade.

Mark Currie passed away in Port Perry on Feb. 23, 1882, at 58 years of age. Born in 1823. He was a loving husband, affectionate father and a useful member of society. He left behind his wife Agnes (Dickie), son William and one daughter. He was interred at Pine Grove Cemetery.

WILLIAM MARK CURRIE

William M. Currie was born in November 1850, the son of one of Prince Alberts' early pioneers, Mark Currie.

W.M. Currie worked for the Dominion Bank as a young man, and in 1877 entered into business with the late J.H. Brown in the drygoods business, operating until 1883 when the partnership was dissolved.

His next venture was in connection with the local electric light plant which he owned and provided electric lights for the town. When he retired from business in 1910, he sold the powerhouse to the municipality.

One of the town's early settlers, he was actively identified with Port Perry for a great many years. Politically he was a staunch Liberal, and a Presbyterian by faith. He also served on town council

William Mark Currie passed away at the Port Perry Hospital on April 18, 1924 in his 74th year. His wife, Christina Victoria

(McGill) predeceased him July 7, 1900. He was survived by his only son William Currie, of Hamilton. Interment at Pine Grove Cemetery.

JOSHUA W. CURTS

J.W. Curts was born in West York and spent his early years on the farm. At 17 years of age he married Frances Lewis and afterward ran a grocery store in Toronto, before moving to Whitby.

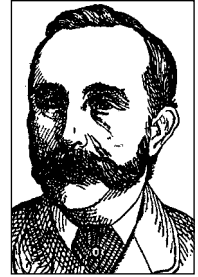
Mr. Curts came to Port Perry in 1875 as an employee of the Port Perry & Port Whitby Railway, first as baggage handler and freight checker, and later he became the railway's agent. About 1889 he went into the produce business with C.R. Henderson. He erected two refrigerated warehouses capable of holding up to 25,000 dozen eggs. The largest of these burned with its contents in November 1892.

The business did prospered for a number of years, as Mr. Curts had two teams on the road gathering eggs and butter. In later years he busied himself with his farm located at the West end of the Scugog Bridge.

In addition to the two warehouse erected, he put up two fine brick houses, one at the west side of the Scugog Bridge, and the other on the corner of Water and Mary St.

Mr. Curts was actively interest in public affairs, holding positions on council and was elected Reeve in 1895. He also served as a member of the Board of Education. He was a veteran of the Fenian Raid and while in Toronto was a member of the Queen's Own Rifles.

Some years ago he married Melinda May Abbot. Mr. Curts died at the age of 74 years on Thursday, Feb. 17, 1921. His wife, two sisters and a half brother survived him. Melinda Curts passed away in Port Perry on Friday, march 31, 1933, at 67 years of age.



Joshua Curts

ALBERT J. DAVIS

Mr. A.J. Davis was born in Port Perry and was educated at both public and high school in the village. As a young man he gained experience in drug store methods and ethics working for local drug stores. In 1890 he graduated from the Ontario College of Pharmacy and immediately returned and purchased the drug store business of Mr. C. C. McGlashan.



Albert J. Davis

His store was located in the Blong Block until 1901 when Mr. Davis moved to new premises at the corner of Queen and Perry St. His store was always well stocked with drugs and medicines, and he carried a large stock of school books, stationery, cigars, tobaccos and post cards. Mr. Davis large store enabled him to make room for the telegraph instruments and equipment for the Great Western Telegraph Co., for which he was agent for 28 years. He also served as ticket agent for the C.P.R. During his 50 years of business life he was recognized as an obliging and dependable merchant., and an honour to his profession.

Mr. Davis served his fellow citizens in the town council for two years and as a member of the Masonic and A.O.U.W. orders. Years ago he was leader of the choir in the Methodist Church. He lived in a comfortable home located on the south side of Queen

St., near the store.

In April 1930, Mr. Davis retired after almost 50 years serving the community, selling his business to Mr. Andy M. Lawrence of Oshawa. He passed away only two years later, on April 10, 1932 at 74 years of age, leaving his wife, Annie E. (Hiscox) to mourn his loss.

In the death of A.J. Davis, Port Perry has lost an excellent citizen. He was a charter member of Fidelity Lodge, A.F.&A.M. and its first Past Master and was buried with Masonic honours.

GEORGE RICHARD DAVEY

In 1911 George Davey purchased the stock of Oke & McGregor and went into the grocery business, operating it successfully until Nov. 1913, when he sold the business. He began working for the Port Perry Star in 1914 for Samuel Farmer and worked there for more than 50 years.

In all the years Mr. Davey lived in the town, he made a considerable contribution to the community life. He served on the School Board and on council for a number of years. He served as a member and secretary for the Masonic Lodge and was also very active in the Sons of England lodge here for 25 years. He was also keenly involved in the local Citizen's Band.

He was married to Clara May (Perkins) who predeceased him on Dec. 10, 1960.

George R. Davie was born May 26, 1866 and passed away September 4, 1965 at 79 years of age. He was interred in Pine Grove Cemetery, Prince Albert.



George Davey

JAMES EMANEY

James Emaney was born in England in 1830, and came to Canada in 1857, settling in Oshawa. Here he practiced his trade as a carriage maker and blacksmith, but after a few years moved to Prince Albert where he opened his own shop called the Ontario Carriage Factory. He successfully operated the business in the village until 1872, when he moved to Perry St., in Port Perry.

In 1881, at the age of about 47 years, he sold his workshops, residence and entire premises, and moved to Toronto, where he went into partnership with his son-in-law under the name of Emaney and Mallett. He also operated the Nipissing House hotel for 10 years and then moved to Whitby where he became owner of the Royal Hotel for five years.

While a resident of the community, Mr. Emaney became a charter member of the Prince Albert Public Hall Joint Stock Company, serving in a variety of offices, and was a devoted member of the Brethren of the Prince Albert Lodge of A.F. and A.M., He was a member of the Church of England and a conservative.

James Emaney died at the age of 76 years, on Monday, July 2, 1906. He died at the home of his son-in-law W.H. Leatch, at 456 Parliament St., Toronto, and was buried at Pine Grove Cemetery, Prince Albert.

Mr. Emaney was married to Miss Elizabeth Emma Newstead, in London, England in 1854, who passed away in Whitby in Dec. 1894. He was survived by four daughters.

ABEL W. EWERS

The residents of Reach Twp. were called on to mourn the loss of one of the staunchest standard bearers, with the death of Able W. Ewers at his home at Manchester on Sunday, Sept. 23, 1894, in his 84 year.

Mr. Ewers was born on March 14, 1911, under the ample folds of the Star Spangled Banner, but as a young man came to Canada and located in Whitby, where he carried on the business of carriage builder.

About 1844, Mr. Ewers moved from Whitby into the township, selecting Manchester as his place of residence. He carried on the business of carriage maker, which after some years he gave up, to give more attention to his 200 acre farm, adjoining the village, which he continued up until the time of his death.

From his first entrance into the township he fully identified himself with every movement, tending to forward the best interests of the community and the people. He was elected Reach Twp. council and after faithful discharge of duty as a councillor for a number of years. He also held the position of Reeve of the corporation in 1855 and 1856 and again from 1875 to 1877.

He was a staunch supporter of construction of the Centre Road, which provided vastly improved travel for the public in the north part of the county. He was a faithful husband, kind father and courteous and obliging neighbor. His wife, Roda (Munro) predeceased him by 21 years. He left, four sons and seven daughters to mourn.

HUBERT L. EBBELS

Mr. Ebbels, came to Canada from Exeter, England, as a boy with his parents. he attended the old Grammar School in Toronto and was graduated from Osgoode Hall 73 years ago in 1862.

Immediately after graduation he settled at Petrolia during the first oil boom day in that centre. In Sept. 1868 he began practice at Port Perry under the name, Spence and Ebbels Barristers, which he continued until his retirement, when he moved to Toronto. He was a member of Walmer Road Baptist Church.

He was a strong supporter of education and in 1873 headed efforts to have the residents of Reach Twp. taxed for the construction of a new Port Perry High School.

In 1919, he sold his law practice to W. H. Harris, after more than 50 years in practice in Port Perry.

He was one of the oldest lawyers in Ontario, although having retired from active practice in 1919, until a month ago had been in excellent health.

Mr. Hubert L. Ebbels, passed away at his home in Toronto on June 26, 1935, and was interred at Pine Grove Cemetery in Prince Albert. His wife, Effie (Sinclair) predeceased him on Dec. 20, 1928. Surviving is his son Arthur S. Ebbels, of Toronto, and daughter Mrs. R.M. Noble of Winnipeg.

SAMUEL M. FARMER

Samuel Farmer was born in England in 1871 and travelled to Canada at the age of 15, taking a job on a farm at Balinafad, Erin Township. In all he spent about 12 years working as a farmer's helper. Mr. Farmer was a young man with much courage and perseverance and at the age of 23 took money a local farmer owed him in board and went to public school at Epsom to try his entrance for High School. Securing his certificate he attended Port Perry High School, walking six miles to school each day.



Samuel Farmer

When his money was exhausted took a job at the Uxbridge Journal, where he had been a correspondent, for \$2.50 per week. His jobs included typesetting, press washing, reporting and sweeping the floors. From Uxbridge he ventured to Toronto and spent 12 years in various offices. When he left Toronto he was a mechanical superintendent of Toronto Saturday Night.

While in Toronto, Mr. Farmer met Emily Grace Abernathy and in June 1901 the couple married at the Old St. Andrew's Church in that city.

The urge was strong to buy a newspaper and he managed to borrow enough to purchase The Port Perry Star and Standard in September 1907 from owner Rev. Wm. H. Cline.

Over the next forty years he was a man in love with his work, and was proud of his community, always striving for its best interests. He was a driving force for prohibition during the 1920s having absolutely no use for liquor or foul language, often editorializing against both.

He worked constantly for education, and spent many extra days and weeks travelling around the country learning about schools and possible grants and teachers' values. For his 31 years service to the Board of Education, he was honoured by being presented with a life membership in the O.E.A.

He served as president of the Public Library Board, Chairman of the Bd. of Education, Vice President of the Agricultural Society, was the first to install a hydro motor when electricity came to town in 1922.

In 1913, he published the first book written about the history of Port Perry and area, called On The Shores of Scugog.

Sam and Grace Farmer raised four children, Marion, Anne, Archie and John. Mrs. Farmer, like her husband, was always interested in education and the church. She taught a bible class for many years and worked along with her husband in both fields.

Mr. Farmer passed away April 30, 1948, in his 78th year, after publishing The Port Perry Star successfully for 41 years. His wife, Grace Farmer was born in 1873 and passed away on March 15, 1954.



Col. J.E. Farewell

COL. J.E. FAREWELL

Col. Farewell, who was Crown Attorney for the County of Ontario for more than 50 years, died on Sat., Dec.. 26, 1923 as a result of an auto accident.

Mr. Farewell lived his entire life in the County, where he was born in 1840, but was widely known in legal circles throughout the Province.

He was called to the bar in 1864; appointed Crown Attorney of Ontario Cty. in 1872; was designated as a Q.C. in 1889;

and became a Bencher of the Upper Canada Law Society in 1906.

In municipal matters he was keenly interested, serving on the Whitby town council; was chairman of the High School Board, and held the post of County Clerk for many years.

His funeral took place from the family residence in Whitby, and was attended by a large number of friends and dignitaries.

PHILIP FIGARY

Philip Figary was born in Newfoundland in 1870 and as a young man taught school there for a number of years. While in Newfoundland he married and two children were born. His first wife died 11 years ago. About 1905, he moved to Toronto where he operated a photo studio on Yonge St. until 1919, at which time he moved to Port Perry.



Philip Figary

Mr. Figary married a second time, in 1915, to Florrie Honour. From this marriage five children were born. In 1917 he purchased the large orchard at the south end of the town from Mr. Monet, but did not move to town until 1919.

After arriving in town he became interested in the community. "Service" was the word which governed Mr. Figary's life, and for some years he has devoted a great deal of his time in forwarding the welfare of this village.

He ran successfully for town council in 1921 and served in that capacity until 1923 when he was elected Reeve of the village. Mr. Figary was in his third term as Reeve, when he became sick and passed away on April 21, 1925. In Hydro matters a great deal of constructive work was done by the deceased and he had the honour of presiding over the public meeting to formally open the hydro system in the town.

Although his time in the community was relatively brief, he had become one of the town's outstanding figures, and his demise was a sad blow to the people of the community.

He was a strong supporter of the temperance movements, a Methodist, Conservative and a prominent member of the Orange Lodge. He was also well known for his activities in the Oddfellows. One of his greatest accomplishments is said to have been his efforts in having a new cement roadway laid through the village in 1924.

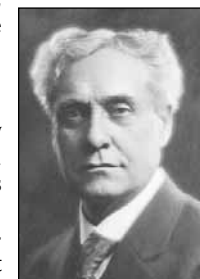
Mr Figary passed away on Tuesday, April 21, 1925 while in his 56 year. In his death, Port Perry lost one of the best municipal officers that had ever given themselves unstintedly in the interests of the community. At County Council, following his death, the chair occupied by Reeve Figary was draped in black as a token of respect to his memory.

He was survived by his wife Florrie, their five children, and two children from a previous marriage. A large crowd gathered for his funeral, held in the United Church, Port Perry, and he was buried in Pine Grove Cemetery on April 23, 1925.

THOMAS H. FOLLICK

Mr. Follick was born in Durham County and taught school in St. Mary's for 18 years. He later spent three years in St. Catherines before coming to Port Perry.

He arrived in Port Perry to become principal of Port Perry High School in 1912, but resigned two years later to take charge of a



Thomas Follick

high school near Athens, Ont. He returned the following year and was re-hired as principal of the local high school, finally retiring in June 1928 after serving as principal at the local high school for 15 years.

Mr. and Mrs. Follick had been visiting his sister in Niagara Falls, when her house caught on fire from an overheated stove and explosion of an oil stove. Mrs Follick escaped, but Mr. Follick's body was found in the bathroom of the house.

Flags of the Port Perry High School and town hall were flown at half mast in memory of the former principal. His funeral was held in St. Mary's where he had spent the best years of his life. Men and women from all parts of Ontario came to pay their respect to their teacher of former days.

DR. JONATHAN FOOT

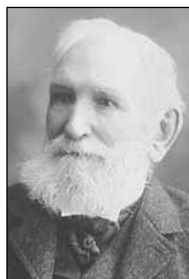
Jonathan Foot was born in Vermont on October 31, 1804, the son of Dr. Solomon Foot. Following the example of his father, Jonathan took an interest in medicine and graduated from the Vermont Medical College in Castleton Vermont in 1829.

Later that year he made his way to Buffalo and then to Upper Canada to the town of York, now Toronto. He contacted the medical authorities in Upper Canada and was told that a doctor was needed in the area east of York but he needed to be re-licensed for Upper Canada.

On September 30, 1830 he was examined by Drs. Widmer, Powell and Deihl and passed his certification for Upper Canada. He took up residence in Whitby, although his early practice extended from Scarborough to Port Hope and north to Prince Albert.

He traveled on horseback, visiting Prince Albert once a week. Later he stayed for two or three days each week. Dr. Ware arrived in Prince Albert in 1854. This enabled Dr Foot to remain full time in Whitby.

In February 1835, Dr. Foot married Robina Dow of Whitby and the couple had two sons and three daughters. Dr. Jonathan Foot, Scugog's first doctor, died in Whitby on January 2, 1885 and was accorded a stately funeral.



Thomas C. Forman

THOMAS CHALMERS FORMAN

The entire community was shocked to hear the sudden death of Major T.C. Forman, on Jan. 4, 1904. Mr. Forman was 76 years of age when he collapsed on the Queen St., near the Town Hall, while rushing to the scene of a fire in the centre of town.

Mr. Forman was born in Aberdeenshire, Scotland and was the oldest mercantile businessman in the county. For many years, in the 1850s and 1860s, he had one of the largest grain buyers at Prince Albert. He also operated a store in the village until 1874, when he closed it and moved to Port

Perry, opening one of the largest drygoods, grocery and hardware stores in the town. He always took a leading part in anything likely to enhance the interests of the community.

He served as Reeve of the Township of Reach in 1859

Known locally as Major T.C. Forman, he was a man of considerable military renown and proudly wore the badge of Sovereign, acknowledging the valuable services he rendered for his adopted and beloved country. He also received a medal for his efforts in the Fenian Raids of 1866. and was decorated for his long service to the military. His generosity in the organization and main-

tenance of a Volunteer Company was unprecedented in Canada.

He was an exemplary member of the Presbyterian Church and was the father of Presbyterianism in Prince Albert, and for more than 50 years was superintendent of the Sunday School.

Mr. Forman was survived by three sons, all successful in the mercantile business. Mr. Wm. C. Forman of Ingersoll, Mr. Thos. A. Forman of Woodstock and Mr. James A. Forman of Port Perry.

HENRY WILLIAM FOY

Henry W. Foy was born in 1834, the son of United Empire Loyalist William H. Foy, and for many years before Port Perry became incorporated as a village, was actively engaged in business. He is distinguished as being one of the first men to establish a business in the town.

In June 1869 he became proprietor of the leading hotel in Port Perry, the Royal Canadian Hotel, which later became known as the Brunswick Hotel. He operated it successfully until 1884, when he moved to Whitby. He was an unflinching Conservative.

H.W. Foy was married to Sarah Marie, who died at 28 years of age in 1864. Mr. Foy passed away in Port Perry on Monday, July 7, 1902, aged 68 years and was interred at Pine Grove Cemetery, Prince Albert.

JOHN FOY

John Foy came to Scugog while still a young man, and settled on Scugog Island. He remained here his entire life, farming the land for almost 60 years.

In 1855, when Scugog Township separated from Reach Twp., Mr. Foy was appointed the first clerk and treasurer of the new Scugog municipality, retaining his office, until within a few days of his death. He was described as an efficient officer, methodical in all the details of his several duties, and was considered the most efficient clerk in the entire County of Ontario.

At the time of his death, on Sunday, Dec. 10, 1905, he was 76 years of age. Mr. Foy was known as a loving husband and a kind, father, and left behind his widow, four sons and two daughters. His funeral was largely attended by his friends and family.



John Foy

JAMES WARREN GAMBLE

James W. Gamble was born February 10, 1828 in King, Ontario, the son of James and Jane Gamble (Moses and Margaret Gamble). He was one of the earliest settlers on Scugog Island, and was elected as the first Reeve of Scugog Township, when it separated from Reach Township in 1856. He also served as Reeve in 1857, but never held public office again.

During his term as Reeve, as a member of the Ontario County council, he encouraged the County to construct a floating bridge between Reach Twp. and Scugog Island. He married Lydia Mary Rogers of east Gwillimbury in 1854.

Lydia died at 38 years of age at their residence on Scugog on Thurs., October 14, 1869 during birth of their son. The infant also died during birth.

The funeral cortege left the Gamble residence for services conducted in the Methodist Episcopal Church at Borelia. The



James W. Gamble

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church could not nearly accommodate all who sought to be present. Mrs. Gamble was highly esteemed for her gentle nature and noble qualities.

On March 4, 1870, J.W. Gamble held an auction of his farm stock, implements. About a year after his first wife's death, on November 22, 1870, James Gamble married 21 year old Emma E. Pound in a Methodist Church in Reach, Ontario

James Warren Gamble died at Bear Lake, Macomb, Michigan at age 72 on June 30, 1899. His wife Emma died in her 43 year, on June 12, 1893.

EZRA WYATT GAMBLE

Another of Scugog's pioneer settlers, Ezra W. Gamble was born in 1825 at Markham, Ontario, the son of Moses and Margaret Gamble. He was the older brother of James Gamble, and became the second man to be elected Reeve of Scugog Township, serving for six consecutive years, from 1858 until 1864.

Ezra was married to Anna Rogers of Pickering on January 1, 1849. Their son Ezra Wyatt died when only 21 days old of a cause unknown.

His wife, Hannah (Redman) Gamble, passed away in June 26, 1859 at 34 years of age.

GEORGE GERROW

Former Port Perry Reeve, George Gerrow passed away on Friday, July 20, 1928 in Toronto. Mr. Gerrow was a staunch supporter of Port Perry worked hard to improve the town of which he served as Reeve for seven years, from 1911-1917.

Mr. Gerrow was a builder and engineer by trade. One of his most notable pieces of work took place in 1909 when he constructed a cement culvert across Queen St. by the Standard Garage.

He also was instrumental in designing the lawn bowling green, which made a wonderful improvement in that part of the town. In 1908 he became the first president of the Port Perry Lawn Bowling Club.

Mr Gerrow had a thorough training in road engineering and was an ardent advocate of the cement road which we now enjoy. He also was prominent in the early struggle to secure hydro for Port Perry.

Deceased has been living in Toronto since 1918 for a number of years and has been in failing health for some time.

ADAM GORDON

Adam Gordon was born in Scotland on Sept. 16, 1831 and was brought to Canada by his father and mother in 1838. He was the fifth child of eight sons and two daughters. In 1856 he married Christina, daughter of Captain Campbell, his companion for the rest of his life.



Adam Gordon

He moved to Reach Township in the 1860s and was an active businessman, largely engaged in the grain trade, as owner of the Manchester Warehouse. In 1870 he built a large two-storey building in the centre of the village Manchester, with everything necessary for a first class general store which he operated successfully until selling it in 1874.

Mr. Gordon also filled many municipal offices, first being elected as Reach Twp. councillor in 1866, later he served as deputy reeve, and then as Reeve of Reach Township

in 1871 and 1872.

He was a man whose honourable dealings attained him unlimited confidence in the community, and in 1874 he successfully contested the seat for North Ontario in the general election against the former member, W.H. Gibbs. He was an attentive member of the house, full of work and always alive to the interests of his constituents.

The news of the unexpected death of Adam Gordon, while still sitting as a member of the Dominion Parliament, was received with public shock. Mr. Gordon, who was only 45 years of age, passed away at his Port Perry residence on May 27, 1876 after a brief illness of four days. He was surrounded by his aged father, widow and large family of young children at the time of his death.

Mr. Gordon was well esteemed as a private citizen as was evidenced by the large funeral cortege, which accompanied the remains from Port Perry to Whitby, where he was laid to rest at Union Cemetery. Many of the leading gentlemen from all parts of the County were on hand to pay their last tribute of respect to his memory.

Adam Gordon left his wife Christina, three sons and five daughters, between the ages of 3 and 18 years, to mourn him.

HENRY GORDON

One of Port Perry's leading entrepreneurs and local political figures during the formation years of Port Perry was Henry Gordon. A man of Scottish heritage, born at Chateauquay, Quebec in 1838.

He arrived in Reach Township as a young man, and by the time he was 30 years old he was a general merchant operating a large grain storehouse in Manchester. This little village just west of Port Perry was considered one of the largest grain centres in North Ontario at the time.

When Joseph Bigelow resigned as postmaster in 1869, Mr. Gordon took over the position, operating the post office from a dry goods store, located in a building at the southeast corner of Queen and Perry St. He later moved the post office to a newly constructed, two-storey brick building at the corner of Queen and John St.

It was about this time he also moved into his new home, on a large property along Cochrane St.

Never one to be idle, after Port Perry elected its first municipal council in 1872, Henry Gordon was appointed the first treasurer for the village. This would just be a start to his political career which spanned many years.

But it wasn't always a smooth ride. Mr. Gordon fell out of favour with Port Perry council in May 1881 and he was dismissed of his job as treasurer. Despite the urging of leading townsmen to reinstate him, council declined. In retaliation, Mr. Gordon ran for the position of Reeve of the village, but fell short, losing to Dr. Richard Jones.

Two years later, in 1883, he was elected Reeve of Port Perry, a position he held for three years. At the time of his first term as Reeve, he resigned his position as postmaster after a term of 18 years. He was elected Warden of Ontario County in 1885 and also served as a magistrate for a time.

In addition to his political involvement in the community, Mr. Gordon also held positions with the Ontario Central Fair board in Port Perry, the Prince Albert Lodge of A.F. & A.M.

After more than 30 years serving Port Perry and area, as a postmaster, councillor, reeve, warden and a businessman, Mr. Gordon and his family moved to Toronto. They spent the rest of

their lives there, with Mr. Gordon passing away in Wellesley Hospital on March 23, 1918 at 80 years of age. His wife, Catharine (Shaw), pre-deceased him on October 23, 1902, at 54 years of age.

After almost three decades away from the community he returned. The body of Henry Gordon was returned to Port Perry, by train, for burial in Pine Grove Cemetery, Prince Albert. He was survived by three children.



James Graham Sr.

JAMES GRAHAM Sr.

Mr. Graham was very involved in the agriculture scene, serving as a director of the North Ontario Agriculture Society for a number of years and in 1868 being elected president of the Reach and Scugog Agriculture Society, a position he held for five years. During the 1890s he also served as president of the local Reach, Scugog, Port Perry Ploughing Association.

While a resident of Reach Township, Mr. Graham was elected Reeve of Reach Twp. on four occasions: 1867, 1870, 1872, 1873.

In 1874 he purchased Springwater Farm, an 800 acre farm on Scugog Island, from W.S. Sexton.

Two years after moving to Scugog, he was elected Reeve of Scugog Township, a position he retained for seven consecutive years. In 1879 he was honoured by being elected Warden of Ontario County.

Throughout the 1870 and 80s he was one of the driving forces behind encouraging Ontario County to replace the floating Scugog Bridge into a permanent roadway.

James Graham passed away on July 7, 1885, at 75 years of age. His wife, Margaret (Saunders), was 94 years old when she died on Oct. 26, 1918.

THOMAS GRAHAM



Thomas Graham

Mr. Thomas Graham was born in Reach Twp. on Sept. 25, 1854 and moved to Scugog Island in 1875. In 1879 he married Martha Anne Nesbitt, and of this marriage were born five sons - Lorne, Russell, Charles, Stewart and Carleton.

About 1881 he purchased a farm consisting of about 90 acres, at lot 2, 7th concession, situated on rising ground with a magnificent view, about a mile from Port Perry at the end of the Scugog Bridge. He later purchased an additional 85 acres to the east of his farm, of which he cleared the

stumps and turned into land capable of producing excellent crops. On the farm, he lived in a fine brick house, ample in size and very comfortable. His two large barns were built in an 'L' shape, measuring 40x62 and 36x56 with stone foundation.

Recognized as one of the most prosperous farmers of the area, Mr. Graham tended to his apple orchard, grew top quality grains and seeds and was a breeder of pure bred stock. He had a large herd of cattle, pigs and horses, which he stabled in his barns.

Mr. Graham was an intelligent and public spirited citizen, who served on Scugog Council for many years and was Reeve for four terms, 1891 to 1994. He was appointed to the position of clerk for the township in 1905, a position he held for 28 years. He was

honoured for his service to the township in 1936, at which time he was presented a hickory walking cane.

In addition to his public life, Mr. Graham was identified with the Scugog Agricultural Society for many years and served as president of the fair when it was held in Port Perry. He was a valued member of the Shorthorn Breeders; Assoc., served as president of the Reach, Scugog and Port Perry Clydesdale Association, and was in constant demand at fall fairs to judge cattle.

During the span of Mr. Graham's life many changes have taken place. Bush farms have been cleared of their timber. Log house replaced by modern dwellings, Roads have taken the place of trails, the floating bridge is gone, replaced by a permanent roadway. In all these improvements Mr. Graham took an active part.

In the passing of Mr. Graham the district lost one of its most outstanding farmers, who had an enviable reputation among breeders throughout Canada. Thomas Graham passed away on March 22, 1936 at 82 years of age. His wife Martha died on Jan. 27, 1927 in her 65 year.

B.F. HAGERMAN

Mr. Hagerman was an important and notable figure in the Port Perry area for many years.

He was born near Markham in 1857 and after he grew into manhood, kept a store at Zephyr for a number of years. He later moved to Manchester where he kept a store for 20 years, and purchased grain at the Ross Elevator at Manchester Station.

Mr. Hagerman was the local postmaster and held the position of municipal treasurer of the Township of Reach for some years. He was fond of music, lead the choir at Manchester Methodist Church and was a Sunday School teacher.

Mr. Hagerman married Ellen (Walker) about 1884, and the couple raised four children, three girls and a boy. He was a member of Fidelity Lodge, A.F.&A.M., Port Perry.

He and his family moved to a new home in Toronto about 1914, where Mr. Hagerman died on Friday, January 16, 1920.

WILLIAM ROBERT HAM

W.R. Ham was born near Columbus on Christmas day, December 25, 1843, and lived there until he was a young man. He married Jane M. (Real) of Mariposa when he was 23-years old, and farmed in Mariposa for 10 years before retiring from the farm at the age of 33 years.

Mr. Ham then moved to Port Perry for eight years and while living in the town served on the local council. He later bought a farm on Scugog Island, where he lived for about 25 years. While a resident of the Island he served as Reeve of Scugog Twp. and a member of county council for 13 years.

After the death of his wife on Dec. 16 1908, he travelled to the west, where he had considerable land holdings. He lived there until a few years ago when due to illness he returned to live with his daughter, Mrs. Wm. Real, at Port Perry in 1929. He was ill for a long time before his death on Aug. 17, 1932. He was survived by three daughters; Mrs. Gibbard, Mrs. Wm. Real and Mrs. A.R. Turner. Interment was made at Pine Grove Cemetery.

CHARLES HISCOX

Charles Hiscox was an agreeable and exemplary townsman, honest, honorable and upright in his business transactions, a consistent and undeviated Christian and a devoted member of the C.M. Church. He was a kind and faithful friend, and affection-

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ate and watchful father and the loving and beloved husband of Lidia (Spender).

During his long residence and business career in Prince Albert, and the past six years in Port Perry, he established a reputation to which but few attain. He was not anxious to reap riches, but through industry, frugality and enterprise, was rewarded satisfactorily.

Charles Hiscox passed away at Prince Albert on Tues., Jan. 27, 1880, aged 61 years, leaving his wife, Lidia, and children.



James Holden

JAMES HOLDEN

James Holden was born in Stouffville, County of York on February 29th, 1828.

His first engagement in mercantile pursuits began in 1857, at the age of 29 years, when he moved to Prince Albert and commenced publication of the Ontario Observer, the areas first newspaper. The first issue came off the press on Thurs., December 10, 1857.

After seven years in Prince Albert, he moved to Whitby where he immediately identified himself with the interests of the County Town and was largely responsible for the progress of the railway and particularly the extension of the railway line from Port Perry to Lindsay.

In Whitby, Mr. Holden, held almost every municipal position, from councillor to reeve, and mayor of the town by acclamation. His only public defeat was to the Hon. T.N. Gibbs in 1873, the newly appointed Minister of Sir John A. MacDonald's cabinet.

His death at the age of 53 years came as a shock to his many friends and to his colleagues from the Whitby, Port Perry and Lindsay Railway Company of which he was managing director. He passed away at Dominion City, Manitoba, on Monday, Oct. 24, 1881. His funeral was the largest ever seen in Whitby for over a quarter century, with between three and four thousand people attending.

He is reported to have been a man of great perseverance, and public enterprise, and although undemonstrative, a warm friend; he never forgot a friend or missed an opportunity to do him a good turn.

At the time of his death, Mr. Holden left behind a widow and large family of nine children, four boys and five girls.

ROBERT M. HOLTBY



R.M. Holtby

R.M. Holtby was born on the homestead farm south of Manchester, the son of William and Mary (Dobson) Holtby. The land on which he farmed was the pioneer homestead of his grandfather.

He acquired the magnificent property when he was 21 years of age, and in 1891 married Addie J.S. (Kent). Their residence was a substantial two storey brick building 33x36', and the barn 54x100' with a stone foundation.

The young Holtby remained on the farm until 1925, becoming interested in stock raising, particularly Clydesdales and Holstein-Friesian.

Mr. Holtby, or "Bob" to his friends, combined the vocations of farmer, drover and butcher and also bred cattle and lambs for market. His name will always be remembered in connection with

Holstein Breeders' Association, of which he was Field Secretary for many years. He and the late Robert Walker, were among the first to introduce Holstein cattle into this district.

Mr. Holtby served as a member of Reach Twp. council, County Council and held the position of reeve during 1902 and 1903. In 1926 he was named Honourary President of the Port Perry, Reach and Scugog Agricultural Society and was often called on to judge cattle a fairs across the province. In December 1941 Mr. and Mrs. Holtby were honoured by more than 600 people at a dinner staged by the Holstein-Friesian Assoc., in honour of his 24 years of service to the association.

He served as an elder in the United Church; and travelled great distances to be home Sunday morning in time for services.

No man has more thoroughly deserved the praise he received. He was one of those whom men "delighted to honour" for he was worthy. He was widely known throughout Canada and the United States and will be greatly missed in many quarters.

R. M. Holtby passed away on Dec. 23, 1944. Mr. Holtby was survived by his wife Addie, two brothers and three sisters. The funeral, which was very largely attended, was conducted at the United Church Port Perry with interment at Pine Grove Cemetery, Prince Albert.

ABNER HURD

Mr. Hurd arrived in the Township of Reach early in 1824 and built himself a residence a little to the east of where the village of Prince Albert now stands; thus forming the nucleus around which would later cluster, one of the most pleasant, peaceful

He was about 34 years old when he settled in the township and immediately set about devising means for improving the condition of the, then, thinly scatted population, and even the poor, degraded, then, semi-savage Indians did not escape his attention, nor did he consider them beneath his notice.

Abner Hurd stood nobly forward for over have a century as a leader and guide of the people in this section of the country, identifying himself with and taking a leading position in every movement which had for its object the encouragement of virtue and the improvement of the condition of his fellow men. With the assistance of some younger men in the village, he succeeded in raising the village of Prince Albert from its immediate neighborhood to a standard of industry, comfort and morality attained to by few and excelled by no other village on the continent.

Mr. Hurd was held in a high degree of respect and esteem, and served many valuable services for the best interest of the village. He filled almost every position of honor and trust in the gift of the people, and never gave them cause to regret their choice. He was honorable and upright, a loving husband and indulgent partner, a good citizen and faithful friend. He was for many years the head of the only Sunday School in Prince Albert.

In public life, he held the office of magistrate for many years, and proved himself a terror to evil doers and protector to those that did well.

Abner Hurd passed away at Prince Albert on Monday, 24th inst., aged 83 years. He lived universally respected, died regretted, and takes his place among the honored dead. Large numbers turned out to pay their last tribute at the funeral service was held at the Wesleyan Methodist Church, Prince Albert. His wife, Apha Hurd, died on Monday, Aug. 17, 1874, at 73 years of age.

HIBBERT G. HUTCHESON

Port Perry lost one of its most prominent and highly respected citizens in the person of Hibbert G. Hutcheson, whose death occurred in the Memorial Hospital Thursday evening June 4, 1959. Mr. Hutcheson would have been 88 years old in October.

Bert, as he was familiarly known, was born in Bowmanville, October 16, 1871 and is the last of his family. He came to Port Perry as a lad of 16, as a clerk in the Western Bank, afterwards becoming its manager, and when it was absorbed by the Standard Bank, continued as its manager. The Bank of Commerce took over the Standard Bank and Bert finished his career as its manager.

He married Blanche Adams, daughter of D.J. Adams of Cochrane St., who predeceased him in 1948. Their only child, Ethelwyn died in 1954. Losing a wife and daughter left him with much grief and loneliness.

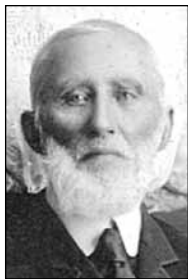
Bert was a lover of his home with its magnificent trees, beautiful flowers and shrubs. He also was an authority on the wild flowers of Canada.

Bert's interest in the affairs of Port Perry were foremost in his mind as is evidenced by his years on the local and County Councils, twice becoming Reeve. He had a wonderful memory of the past history of Port Perry and published several articles, both serious and clever on happenings of years ago. Another of his interests was religion. He was a staunch member of the Anglican Church, a very regular attendant and served as Warden at different times, the last time for a period of 16 years with the writer of this short account as his co-warden.

He was held in high regard by the citizens of both town and country and his faithfulness to his God and his church through his long career.

A charter member of the Port Perry Lions Club, Bert was faithful in his attendance through the years. He was made an honorary member and at the time of his death plans were made for a life membership.

Brother Hutcheson was a mason of distinction, having been a member of Fidelity Lodge No. 428 for a period of 64 years, joining when he was 23 years of age in January 1895. He became Worshipful Master in 1899, was secretary from 1904 to 1909 and District Deputy Grand Master in 1906, 1907. A Masonic Memorial Service was held at the funeral chapel on June 5th.



Jessie Ireland

JESSIE IRELAND

Jessie Ireland came from the Bay of Quite and became a resident of Port Perry in the year 1868. From the time of his arrival, he always took a deep interest in the advancement of the town and was ready to contribute his share to his progress and welfare.

Mr. Ireland invested somewhat extensively both in land and water and purchased a steamboat for the navigation of the lake, but operated it only for a short time. One of the projects he took part in was the construction of the Scugog Bridge. He was quiet and unassuming in his demeanor, but was both industrious and enterprising and at one time owned and managed the Royal Hotel, one of the largest hotels in Port Perry.

Jessie Ireland was 81 years old when he passed away on April 30, 1913, at the Grand View, Manitoba residence of his son-in-law, Adolphus Wheeler. He left behind a widow, Katherine Elizabeth (Bowen), one son, Jessie Jr., and four daughters to

mourn his loss. His funeral took place from his residence on Scugog St, and he was laid to rest in the family plot at Shaw's Cemetery, near Seagrave. His wife, Katherine Elizabeth, died on June 6, 1917, at 81 years of age.

GEORGE WESLEY JACKSON



George Jackson

Mr. Jackson was born on Scugog Island on May 28, 1862, the son of James and Hannah (Petch) Jackson. In 1888 he married Hannah (Hood) and from this marriage came one child, Myrtle (McKay). After the death of Hannah Jackson, he again married in 1899 to Zula May (Tonkin). From this marriage there were four children, all of whom, along with their mother, survived his death. They were James Edwin, Dr. George Harold, Marguerite (Brock) and Helen Patricia.

About 1896 he began his work as an auctioneer and his natural ability for the work made him one of the most popular auctioneers in the this section of the Province. His reputation was so well known, he was often asked to perform his duties outside of the area, in such places as Toronto, Ottawa, Hamilton, Guelph and North Bay. He was an auctioneer for 40 years and highly respected.

Mr. and Mrs. Jackson moved to Port Perry from Scugog in 1901. They first lived at 349 Queen St., then moved to 355 Queen St. In 1906 he moved to a fine brick residence at 234 Mary St, formerly owned by James Carnegie.

In public life, Mr. Jackson offered his services for the progress of the town. He served on the village council for a number of years, and was chairman of the building committee for a new arena in Port Perry. He was given the honour of officially opening the arena in January 1922.

He conducted an implement business from his office and sheds on Water St., selling all kinds of farm equipment and machinery.

Geo. W. Jackson was one of Port Perry's most esteemed and finest townsmen, and when he passed away on June 2, 1931, the entire community was saddened by his loss.

His funeral was conducted from the United Church, Port Perry, which was crowded with those who came to pay the last tribute of respect to one whom they honoured most high. Interment was made at Pine Grove Cemetery.

JAMES EDWIN (TED) JACKSON

Ted Jackson was born in June 1900 on Scugog Island, and moved as an infant to Port Perry with his parents, George and Zula Mae Jackson.

Mr. Jackson spent his entire life in the Port Perry and was educated at the town's public and high school. He began his commitment to society and the community very early age, serving in the Royal Naval Air Service during World War I, when still a teenager.



Ted Jackson

After returning from the war, he began auctioneering with his father, and following the death of his father, continued auctioneering on his own. He became one of the most sought after and popular auctioneers in this part of the County

Ted Jackson was also successful in business, opened an implement dealer-

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ship on Queen St. He later moved his store to the west end of town and operated Ted Jackson Appliances until his death.

Mr. Jackson served as an elder and steward at Port Perry United Church; was a member of the Oddfellows Lodge; and the Royal Canadian Legion. He served as a councillor for more than 10 years and as a hydro commissioner for a time.

Like his father before him, Mr. Jackson was appointed chairman of the committee to build a new arena in Port Perry, which was officially opened in January 1951.

Mr. Jackson passed away on December 21, 1975, in his 76th year. He was survived by his wife, Gertrude (Elliott), son Wesley, daughter Zula; and sisters Marguerite Brock and Patricia Love, and brother Dr. Geo. H. Jackson. Interment was held at Pine Grove Cemetery, Prince Albert.



Samuel Jeffrey

SAMUEL JEFFREY

Mr. Samuel Jeffrey is a native of Port Perry and an enterprising and energetic businessman. He was known throughout the Dominion of Canada as a maker of fine harness, with his whole life, until his retirement, devoted to this business.

He made his start with B.F. Ackerman and was for a time in Uxbridge, and in Rome, N.Y. In 1887 he went into partnership with Thomas Courtice, a relationship which continued until the death of Mr. Courtice in 1901. When he joined Mr. Courtice, the shop was in the retail trade only, so Mr.

Jeffrey started the wholesale business, and during his forty years in this line, built up a large trade. In February 1912, the business was renamed S. Jeffrey and Son, when his son Cyril Jeffrey joined the firm.

He served six years on town council, two of them as reeve. He also spent time on the School Board, serving as chairman for some time. He was treasurer of the Methodist Church for a long period, and served as treasurer of Port Perry's water and light commission.

Mr. Jeffrey's wife, Annie Isabella (Courtice) passed away on Wed., July 12, 1916, and was survived by her husband and son Cyril C. Jeffrey.

CHARLES WESLEY JONES

Mr. C.W. Jones, was born Oct. 27, 1842 in Orono, and educated at Albert College. After leaving college he taught public school for one year, then began his business career at Madoc.

About 1870 he moved to Port Perry to manage a general store for Paxton & Jones. Two years later he and his brother William bought the business and for eight years carried on a large trade under the firm name of Jones Bros.

He had extended experience in general store keeping, being in partnership at various times with his brother William, with Mr. Paxton and with his son George M. Jones. In 1883 he resumed business in partnership with D.R. Davenport.

In 1909 Mr. Jones moved to Bancroft where he became associated with Sheriff Paxton in the mining and lumbering business.

The original Jones Bros. store was destroyed in the fire of 1884, but the Jones



Charles W. Jones

Bros. rebuilt a new 39'x105' two storey building. This new general store was ranked among the best in the county, with departments including dry goods, gents' furnishings, house furnishings, groceries millinery and dressmaking.

Mr. Jones had a pleasing personality and at one time had intended to enter the Methodist ministry. He was married to Mary Elizabeth, daughter of Thomas Paxton, Esq., M.P for North Ontario riding in 1885. She died in 1879 at 28 years of age.

C.W. Jones passed away on Aug. 20, 1920, and was interred at Pine Grove Cemetery, Prince Albert. Many places of business were closed and the town bell tolled in his honour. Mr. Jones was survived by his wife Mary, four sons and four daughters. Mary Ann (O'Brien) Jones passed away in January 1944.

DR. GEORGE W. JONES

Dr. George W. Jones commenced his medical career in Prince Albert in 1860 and entered into a partnership with his younger brother, Richard, when he graduated from medical school. In October 1866 the young doctor was appointed Associate Corner for the County of Ontario. In 1868, the brothers opened an office above Allison's Drug Store, and also opened a drug store on Queen St.

When he was 29 years of age, Dr. G.W. Jones, became embroiled in controversy, when his application for a divorce from his wife Anne Catherine for adultery was refused. He moved to Michigan, then returned a few years later, taking with him young Anna Paxton to be his bride. A malicious scandal followed, with Dr. Jones being accused of kidnapping young Miss Paxton, all of which disputed as mere fabrications by both Dr. Jones and his wife.

Dr. Jones went on to become the first physician to set up practice in Imlay City, Michigan, and was the first president of the newly chartered village, and served as postmaster for 12 years, until he retired in 1894.

He passed away at Imlay City on Saturday, September 29, 1928 at the age of 89 years. He had been prominently identified with the business of Imlay City for 60 years at the time of his death.

REV. GEORGE JONES

Rev. George Jones was born on the Island of Guernsey in 1808, shortly after moving to Quebec. After the war of 1812, the family moved to the neighborhood of Perth, Ontario. At the age of 21 years, he commenced to preach, and one year later married and moved to a farm near Orono.

During his years in the ministry he travelled extensively throughout the province and he was the first Methodist minister to ever preach in Reach Township.

He retired at Port Perry, in a home located at the north-west corner of Scugog St. and Ella St., which his sons William and Charles built for him in 1873.

Rev. G. Jones had many children born to him by his first marriage and two by his second. A funeral, preached by the Rev. G. Abbs, took place in the Methodist E. Church, Port Perry, and he was buried beside his first wife in the M.E. burying-ground, Orono.



Geo. W. Jones



Rev. Geo. Jones



Dr. Richard Jones

DR. RICHARD JONES

At his late residence "Avalea" Cobourg, early Saturday morning, Dr. Richard Jones, after a long, useful and well spent life, passed peacefully to his reward.

He was a son of the late Rev. George Jones, a Methodist clergyman, and his wife Laura Mallory, and was born in Clarke Twp., Durham County, on Jan. 9, 1834. He received his education in the Public Schools of the district and at Albert College, Belleville, and afterwards graduated in medicine from the University of Buffalo. Dr. Jones later took up post graduate work in New York City in order to better fit himself for his life-long work and one in which his heart delighted, that of ministering to the needs of others. He began the practice of his profession at Madoc about a year before the discovery of gold, which resulted in such a keen interest being taken in that district and a consequent boom in population.

After three years, however, Dr. Jones removed to Port Perry, Ontario County, where he entered into a partnership with his brother, Dr. George W. Jones, who later removed to Imlay City, Michigan. Dr. Jones resided at Port Perry for over twenty years during which he carried on a large and successful practice among all classes in town and country. He was pre-eminently a doctor of the old school and gave to the poor freely and cheerfully not only professional services but food and medicine. He was not only to them the good and trusted doctor but also the kind friend and sympathizer. Dr. Jones was therefore called "the poor man's doctor," but his service and life among all classes was such that all of the offices in the community were at his command.

He served a Reeve of Port Perry in 1882; a member of council, trustee of the High School Board from the time of its organization until his removal from the town, a member of the Library Board, in fact a helper in every good work.

In 1887 he removed to Toronto where he continued his practice until his removal to Cobourg in 1901. About five years ago on account of illness Dr. Jones retired from practice and devoted himself to the cultivation of orchard and garden at his residence on D'Arcy Street. Two years ago he had a serious illness from which he only partially recovered. Ten days before his death he was taken with pneumonia which, although the lungs cleared, so enfeebled his system that he passed peacefully away early Saturday morning.

In 1865 Dr. Jones married to Miss Lucinda R. Mallory, only daughter of the late C. R. Mallory, Esq., Front Road, East. His devoted wife and their only daughter, Miss Laura L. Jones, B.A., of the C.C. I. staff, survive him. Of Dr. Jones' family there survive also, his brothers, Dr. Geo. W. Jones of Imlay City, Mich.; Mr. Chas. W. Jones of Bancroft, Ont.; Mr. W. M. Jones, of Miami, Mant.; and his sisters, Mrs. Hedges of London, Ont.; Mrs. Thomas Bedford of St. John, N.B.; Mrs. J. W. Isaacs of California; and Mrs. Wm. Tuer of Liberty, Texas.

Although not unexpected on account of his advancing years the passing of Dr. Jones has caused much sadness among our citizens, who loved him for his kindness of heart, staunch friendship and real worth. This also is true of the many friends whom he drew around him in his earlier years, when although the hard worked busy, doctor, he had time also for the kindly word and act of kindness. With his wife and daughter much sym-

pathy is felt in their loneliness and loss.

The funeral was held on Sunday afternoon when many friends gathered at the home to pay a last tribute of respect. Rev. H. B. Kenny conducted a helpful service, with words of appreciation for the service and life of the one who had passed on before, and of comfort to those who remained. The interment was in the Cobourg Union Cemetery. The pall bears were Dr. Ivey, Dr. Ferris, Mr. J. E. Skidmore, Mr. A. J. Gould, Mr. B. J. Mallory and Mr. Harry Mallory.

WILLIAM M. JONES

W.M. Jones was born near Orono on Dec. 2, 1840, son of Rev. George Jones. Both his parents were United Empire Loyalists who settled near Perth, Ont.

Like many other young men of that period, he taught school for a few years, but business proved more attractive than teaching, and in the early 1860s he became a manager of a flour mill in Madoc, where his brother Charles was a partner in a general store business.

In 1869, both brothers moved to Port Perry, where two years later they purchased a general store from Thomas Paxton and George W. Jones, and established a thriving business under the firm name of Jones Bros. For the next 27 years, except for a short period spent in iron mining in Haliburton and a few years devoted to farming in Darlington Twp., Wm. Jones kept store in Port Perry, at first in partnership with his brother Charles, later by himself.

In 1898 the call of the West led him to take up farming and he settled in Roland, Manitoba, where he lived until he passed away on Monday, July 11, 1929.

Mr. Jones was a man of marked mental and physical vigor. He was keenly interested in public affairs and greatly attached to his church.

The late Mr. Jones was married twice, first to Eliza Jane (Sylvester), who died in 1890, and later to Ellen (Cook). He was survived by his second wife and three children, Charles S, Henry M. and Mrs. F. C. Couch. Wm. Jones was the last survivor of a large family, several of whom lived in Port Perry - Dr. Richard and Dr. George W. Jones who practiced medicine here, and William and Charles ran a general store.



William M. Jones

CHARLES C. KELLETT

C. C. Kellett was born in Dublin, Ireland about 1844 and came to Port Perry when little more than a boy.

For many years he was engaged in the sale of nursery stock, and had his home in the house on Bigelow St. Later he moved to a new home, and operated his 15 acre farm, next to the fair-grounds for many years, becoming a noted grower of nursery stock, and raised strawberries and small fruits together with assorted farm produces.

He had a keen interest in agriculture, which led him to become a valued member and director of the Agricultural Society. He was a charter member of Fidelity Lodge, the A.F.&A.M., Port Perry, and served on council for two terms.

Mr. Kellett passed away at his home on Sunday, Nov. 30, 1924. His funeral was taken charge of by the members of the Masonic Lodge. His wife, Sophia (Shaw), predeceased him on Wed., March 1, 1916. She wa interred at Bethel Cemetery. Mr. Kellett was survived by his son Clarence.



William Kennedy

WILLIAM KENNEDY

William Kennedy was born in Scotland in 1837. He came to Canada when he was 12 years of age, and for a number years lived in Quebec, before moving to Port Perry in 1861.

Eight years later he moved to Uxbridge to begin a lumber business, but returned a few years later and continuously lived in Port Perry until his death. He was one of the longest residing, and most highly and deeply beloved citizens of the town.

Mr. Kennedy was connected for several years with the Sexton Milling Co. He built the first flouring mill in the town in 1878, and later became a grain buyer. His career in the grain business spanned more than 30 years, as an expert buyer and judge of grain. Throughout his life he was seen every day, faithfully at his duties on the market or in the elevator.

Mr. Kennedy was a Presbyterian in religion, and a staunch conservative in politics, and throughout his life was dedicated to his church and community. He was also an active and enthusiastic member of the Orange Order for 51 years; a member of the Board of Education for 15 years; and Chief of the Rescue Fire Company of Port Perry for 20 years, and served on the village council.

He was described as a "great souled man", who even at the ripe age which he attained was filled with the joy of life. In 1863 Mr. Kennedy married Elizabeth McConnell, of Manchester, and the couple raised nine children

Mr. Kennedy passed away on Monday, March 26, 1923, at the home of his son-in-law in Toronto, at 86 years of age. His remains arrived on Tuesday morning via GTR and were conveyed to his home. A funeral was held at St. John's Presbyterian Church and interment took place in Pine Grove Cemetery. He was predeceased by his wife by a few years.

JAMES B. LAZIER

James B. Lazier, one of the communities oldest and most devoted residents passed away at his home in Reach Twp., on January 13, 1894, aged 71 years.

He was a first class mechanic, and in his younger days made lots of money and spent it like a lord in the enterprises which he considered were for the public good. He operated a factory and kiln from his home on the 7th conc. of Reach, just north of Port Perry, which was destroyed by fire in Aug. 1881.

In death, he left behind a loving widow, and three sons who operate businesses in the United States.

JAMES LEONARD

James Leonard was Port Perry's most well known photographer for more than 30 years. He started his business in the late 1850s and in September 1874 he erected a new building on Perry St, near the corner of Queen St. where he practiced his trade for the remainder of his life.

Mr. Leonard was married to Araminta (Ewers), the daughter of Abel W. Ewers, one of the town's pioneer municipal officials, and to them was born a son, William. Mr. Leonard passed way on January 8, 1884, at 51 years of age, with his son taking over the photographic business. Mrs. Araminta Leonard passed away on Mon., Nov. 4, 1918 at 79 years of age.

WILLIAM H. LEONARD

Mr. Wm. Leonard carried on one of the most successful photography businesses in Port Perry for more than half a century. He was the son of photographer James Leonard, who practiced his vocation in the district until he passed away in 1884.

Wm. Leonard learned his trade from his father well and executed excellent pictures, finishing them in any of the leading styles desired. He is responsible for many of the pictures of personalities, families and town scenes from the early part of the century which can be found in the local museum.

In 1884, Mr. Leonard's was destroyed by fire, but he rebuilt on his Perry St. lot. Later he purchased the buildings adjoining his to the south, and the entire building became known as the Leonard Block.

He maintained his gallery located in the original Leonard building, located at the corner of Queen and Perry St., with its entrance off of Perry St. W.H. Leonard passed away at 92 years of age on May 25, 1947.

JOSEPH T. LETCHER

Joseph T. Letcher was a resident of this county for half a century, was an energetic man in business, an active and skillful mechanic, and successful builder. He left behind many buildings erected under his direction. He was for a time, a partner in the Dominion Planing Mills, in Port Perry, having purchased them by auction in 1881.

He was struck by that blighting disease, paralysis, which disabled him from following the active pursuits of life. He died in his 85 years, was the father of 10 children, 5 sons and five daughters. His son William H. Letcher is appointed sole executor.

Mr. Letcher died in Toronto on Sunday, Nov. 5, 1893, at the age of 85 years at the home of his son-in-law Mr. E. Hicks in Toronto. Following the funeral in Toronto, a procession on the Grand Truck Railway arrived at Port Perry Station, the proceeded to Pine Grove Cemetery for interment.

Mr. Letcher lived in Port Perry until three years ago, when he moved to his daughters home in Toronto. He was well known and much esteemed in the town.

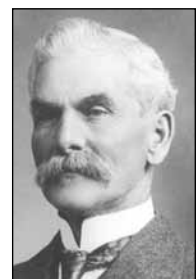
WILLIAM H. LETCHER

W.H. Letcher was the son of the late Joseph Letcher. He was born in Columbus on July 8, 1851 and spent all his life in Port Perry, with the exception of 11 years which he lived in Welland.

He took an active part in town affairs. He was a member of the school board for many years and was Chairman in 1920; was an active worker in Masonic, OddFellows, Sons of England and Orange Lodges. He was a Past District Deputy of I.O.O.F. for Ontario County. and Past Master of Fidelity Lodge No. 428, A.F.&A.M. He was also an active member of the United Church

During his life he was an enthusiastic supporter of clean sport, taking an active part in baseball, lawn bowling and curling. He served as president of the Port Perry Curling Club In October 1911 he purchased the furniture and undertaking business of Town and Spears and operated it successfully until 1914. Since that time his son, Merlin, has carried on the family business.

Mr. Letcher passed away on Wed., December 14, 1927, and



William H. Letcher

the funeral service was held at the family residence. Many of his friends gathered at the home to pay their last respects to an old friend and prominent citizen. In passing he left to mourn his loss, his wife Caroline (Bowers), two daughters, Mrs. J.C. MacNab and Mrs. Allan Crawford, and one son Merlin.

The burial service at Prince Grove Cemetery was conducted by members of Warriner Lodge No. 75, of which he had been an active member for over 40 years.

W. MERLIN LETCHER

Merlin Letcher took over the furniture and undertaking business of his father, William H., in April 1914 and operated it successfully until it was sold in 1928 to Archie McDermott.

Mr. Letcher was a active member of the community serving in the public's best interest for many years, as councillor and held the post of Reeve for 13 consecutive years, from 1933 to 1945. The high point in his political career was being elected Warden of Ontario County in 1937. Another highlights of his public life was receiving a medal from Buckingham Palace to be worn in commemoration of Their Majesties Coronation on May 12, 1937. In 1953 he served as President of the Provincial Lawn Bowling Association. The same year, his wife, Marjorie C. (Mellow) was honored when she retired from Library Board after 29 years service in 1953.

Mr. Letcher passed away suddenly at Daytona Beach, Florida, on Wednesday, April 19, 1961, beloved husband of Marjorie. Funeral service was conducted from Port Perry United Church, interment Pine Grove Cemetery.



James Lucas

JAMES LUCAS

Mr. James Lucas began his business career in 1893 as an office manager in the Paxton -Tate Foundry, Port Perry, from which place he accepted the position with the Anderson Furniture Co., Woodstock.

Following the death of Aaron Ross, in 1896, he returned to Port Perry as an associate member of the firm of A. Ross & Sons. In 1911 he purchased William Ross' grain business and in 1916 joined up with Hogg & Lytle Limited, retiring in 1933.

Long and successful business dealings gave him many advantages - he gained many friends in the community, ample competence for himself and his family; and experience taught him business principles that became of prime importance to him in his outlook upon life.

Mr. Lucas turned his attention to municipal affairs as the years passed. He served as Reeve of Port Perry in 1920 and 1921, and as councillor for a number of years. He approached the new duties with certain well defined ideas, which did not always meet with popular favour, but to which he continued to give loyal and aggressive support.

The municipal flag was at half-mast in Port Perry on Tuesday, Jan. 17, 1939, for as the bell tolled, the body of James Lucas was passing on the way to its last resting place.

The tolling bell and half-mast flag were tokens of community esteem for a man whose life had been spent largely in Port Perry. The late Mr. Lucas was a home-loving man, and progress made by his son and daughter gave happiness and pride to both Mr. and Mrs. Lucas.

RICHARD LUND

The death of Richard Lund was both sudden and unexpected, at his home in Port Perry, at the age of 64 years.

Mr. Lund occupied a conspicuous and highly important position in the community, and was identified with Port Perry from its early existence as a village. He identified himself with, and was an active promoter of every movement, commercial, educational and religious.

He was one of the first merchants to open shop in Port Perry and only retired after he saw the ground being occupied by young merchants of the right stamp, those who would lay the foundation for its future.

Educational interests received his active encouragement and support, as Secretary-Treasurer of the Board of School Trustees while the village was as yet too small to maintain a school, and too financially weak to pay a proper teacher. He generously added a handsome supplement to the salary of the teacher from year to year, taken from his own pocket, to retain the services of a good teacher.

He was a son of toil, active industrious and persevering, and notwithstanding that he had accumulated a very liberal share of this world's goods. He filled several important offices - Magistrate, Clerk of the Division Court, but he preferred farming. He was appointed returning officer for the first election of the Township of Scugog, after it separated from Reach Twp. in 1855.

Mr. Lund passed away on July 25, 1883 and was interred at Pine Grove Cemetery, Prince Albert beside his wife, Sarah Elizabeth who predeceased him in 1852 at 32 years of age.

JAMES MacBRIEN, Sr.

James MacBrien was born in Ireland in the year 1832 of wealthy and influential parents. He left his homeland when he was only a teenager and set sail for Canada, purchasing and settling on a farm near Myrtle, in Ontario County.

After earning his education diploma, he became a public school teacher, teaching until 1872, when he was appointed Inspector of Public School of the County, a position he held for more than 30 years.

Inspector MacBrien was a notable figure in the days when the public school system was in the making and his visits were welcomed by both teacher and scholars.

About the same time he was appointed inspector, he purchased the beautiful home and property of the late Aaron Ross, in Prince Albert, where he resided until his death.

Mr. MacBrien is said to have "lived respected and died regretted" by the entire community. He was an exemplary member of the Methodist Church and a influential member of a number of fraternal orders, including the Ancient Free & Accepted Masons, Canadian Order Home Circles, A.O.U.W., and Independent Order of Foresters.

Mr. MacBrien passed away on Sunday, sept. 26, 1909, at 77 years of age. He left a wife, Julia Frances, three sons - James H., William and Sidney, and six daughters - Maggie, Julia, Olivia, Bessie, Belle and Kathleen, to mourn his loss.

A large number of townfolk turned out to pay their last respects at his funeral on Tuesday 28th inst. at Pine Grove Cemetery, Prince Albert. Julia Frances (Madden), wife of James MacBrien, Sr. passed way in May 1938, in her 90th year.



Jas. MacBrien



James H. MacBrien

JAMES H. MacBRIEN, Jr.

Sir James MacBrien was the son of the late inspector James MacBrien and Mrs. MacBrien. He was born at the farm between Myrtle and Raglan, and later the family moved to Prince Albert. He received his public and High School education in Port Perry, spending his boyhood and young manhood in the town.

Before entering the army, James MacBrien received some practical training in business life for a few years after joining the Western Bank, when Mr. H.G. Hutcheson

was manager.

His next move was to Western Canada, where he joined the Northwest Mounted Police. A year later he resigned and came back east to join the 34th Ontario Regiment. After returning from serving in the Boer War in Africa, he was commissioned to the Royal Canadian Dragoons, followed by a move to England to attend the Staff College.

During World War I, he was promoted to the rank of Major, and further promotions came quickly during this period as a result of courageous and intelligent service. In 1920, he was appointed the post of Chief of the General Staff of the Canadian Militia.

He married Nellie Louise Ross in 1907 who passed away in 1921. He remarried seven years later to Emily Harbridge of New York. In 1927, after an illustrious career, Mr. MacBrien resigned as Canada's military chief and returned home to retire on his mother's farm at Port Perry.

In 1931 he accepted a Government appointment to take over as Commissioner of the Royal Canadian Mounted Police. In recognition of his efforts in organizing and modernizing the R.C.M.P., King George V made him a Knight Commander of the Order of the Bath, in 1935.

Sir James MacBrien's death came on March 5, 1938 and the funeral service at St. Paul's Church, Toronto, was one of the largest the city had witnessed many years, Mourners came from far and wide, from military, political and private life.

His flag-draped coffin, on which lay the sword of the soldier and the cap of the RCMP was carried on a gun carriage, drawn by three sleek black steeds, from the St. Pauls to the Union Station, accompanied by dignitaries including the Lieutenant-Governor of Ontario, Mayor Ralph Day of Toronto and representatives of the government, military and National Defense.

As his coffin was lifted from the gun carriage to the train, the leading detachment fired three volleys, fixed bayonets and presented arms. The 'Last Post' and 'Reveille' sounded as the casket was lifted onto the train, to be transported to Ottawa for burial with full military honors.



F.W. McIntyre

FREDERICK WILLIAM McINTYRE

F. W. McIntyre will be remembered as one of Port Perry's leading drygood merchants. He began his business career in 1907 and three years later partnered with E.R. Dunk to operate as The Dunk, McIntyre Co. About a year later he took over sole ownership of the company and operated it successfully until he sold the business in 1928 after 20 years in business.

In the social life of the community he

was musical, kindly and made friends readily. He was Past Master and Life Member of Fidelity Lodge, A.F. & A.M., and he gave valuable service to the Presbyterian Church as choir leader, and as a valued member of the local band. In 1914 he was elected as a councillor for Port Perry, serving in that capacity for a number of years. He was elected as president of the Merchant's Assoc., and a energetic member of the Lawn Bowling Club.

Mr. and Mrs. McIntyre moved from Port Perry in March of 1928, after having been much respected citizens of the town for more than 20 years.

Mr. McIntyre, or "Mac" as he was known among is numerous friends in Port Perry, died while visiting friends near Hamilton. His funeral took place on Sept. 8, 1933 at Freeman, Ontario, with a number of Port Perry friends present for the service. Interment took place in the Hamilton cemetery. He is survived by his wife, and two brothers.



Robt. McKnight

ROBERT McKNIGHT

Robert McKnight, a brawny, open faced Scotchman, came to Canada in 1871 and found his way to Port Perry in the spring of 1875. On his arrival, he accepted the position of constable of the village and filled the job creditably for 32 years.

Not only was Mr. McKnight the town's Chief Constable, but he was street commissioner, collector of taxes and market clerk. He was an elder at St. John's Presbyterian Church, and an exemplary member of the Masonic and an Oddfellow fraternities. He also served as treasurer of the Port Perry fire brigade for a time.

The entire community saddened on learning of the sudden death of Robt. McKnight, on Jan. 6, 1911, while clearing snow in front of the town hall. His public career had been such as to immortalize the name McKnight in the hearts of the people of the district.

He left behind a wife and three sons, John, James and Andrew, and two daughters Janet and Mrs. J.A. Cowie. He was given a public funeral and places of business in the town closed for his service.

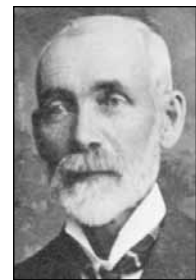
DUGALD McBRIDE

No former citizen of Port Perry has a more honoured place in the town's history than that Dugald McBride.

Mr. McBride was born in Scotland in 1839 and as a young man travelled to Canada with his parents. In 1859, at only 21 year of age, he was awarded a First Class Grade A certificate as a public school teacher, and he received his B.A. in 1871.

After graduating from school he began his teaching career and in 1872 was appointed Principal of Port Perry High School. He was known as a man of wide learning, fixed principals, and open mind and was one of the most respected men in the town. After 37 years as the headmaster of Port Perry High School, he tendered his resignation for Sept. 1910, which was regretfully accepted by the school board.

In addition to his teaching duties, he was also appointed a County Inspector for Public Schools in 1879, a position he held for a number of years.



Dugald McBride

He and his wife, Nancy (Horton), had two children Samuel Edwin and Sara Mabel. Mr. McBride was interred at Pine Grove Cemetery in 1927.

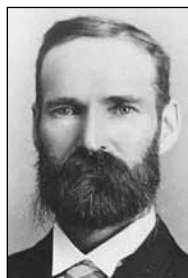
H. H. McCaw

H.H. McCaw, a worthy and esteemed townsman, was favorably remembered throughout the County for his good qualities.

In 1860 he began his business career as a tinsmith in Prince Albert. While a resident of that village he took a prominent and active part in every movement. Educational matters had his active support, both Public and Sunday School were indebted to him for his well direct efforts.

In 1866 when Prince Albert postmaster G. Robson resigned, H.H. McCaw was appointed his successor, filling the position until 1873.

He and his wife, Elizabeth, raised a family worthy of their noble parents. Mr. H.H. McCaw passed away on July 24, 1892 at the LaGrange, Illinois home of his son-in-law N.E. Briggs, aged 74 years. His wife, Elizabeth McCaw died on July 8, 1910, at 89 years of age.



Wm. H. McCaw

WILLIAM H. McCAW

In 1849 Wm. H. McCaw was born at Stanstead, Quebec, the son of Mr. and Mrs. James McCaw. He was three years old when the family moved to Prince Albert, where Mr. McCaw followed the business of shoe-making.

He learned watchmaking from local jewellery store businessman, Mr. Doll, and later went to Boston to complete his training. Upon his return home he set up business in Port Perry i Bigelow's Royal Arcade in Aug. 1873, and continued as watchmaker and jeweller for more than 40 years. A sideline to his business was the local branch of the Bell Telephone Co., of which he was the first manager. He retired and sold his business in May 1915 to J.D. Robertson of Whitby.

Like so many businessmen at this time, Mr. McCaw lost his entire stock in the devastating fire of 1884, but undeterred rebuilt and continued his business. In public life, he served on the Port Perry Board of Trade and the Board of Education, but never took an interest in politics.

Mr. McCaw married Emma Bigelow and to them eight girls were born, Elizabeth, Mrs. Arthur Carnegie, Mrs. Frank Coone, Emma, Mrs. Harry Nasmith, Mrs. David Carnegie, Mrs. Harold Emmerson and Mrs. Morley Honey.

Mr. McCaw was a member of the Board of Education for a number of years; a member of the Pine Grove Cemetery Board and was a Freemason of many years' standing. In earlier years he was a loyal supporter of the local Baptist Church.

He was described as a genial citizen, thoroughly devoted to his family and his business in which he had a long and honourable record. He died at the age of 82 on Thursday, June 26, 1930 and was mourned by his wife and family.

DONALD McKAY

Donald McKay was born in the year 1837 in the County of Glengarry and was educated at Upper Canada College, Toronto. He taught school in Markham Township for some years and later moving to Reach Township where he entered into business. While in the mercantile business he served as a member of the North Ontario Agriculture Society, and in 1876 was elected vice-president of the same organization.



Donald McKay

In 1890 he entered into public life, being elected Reeve of Reach Township, but was forced to resign a few months later, after being appointed County Treasurer, a position he conscientiously filled the position for almost 25 years.

His death on May 13, 1914 came not as a surprise, as he had been afflicted with an incurable disease for some time. In death, he left his wife and family to mourn his loss. His funeral took place from the family residence in Whitby at St. Andrew's Church. The gathering was an indication of the numberless chords of sympathy and friendship which radiated for this esteemed townsman.

There was a very large attendance of county officials and pall bearers included Judge McGillivray, Judge McIntyre, Dr. Bascom, Sheriff Thomas Paxton, J.D. Howden and James Rutledge.

JOHN WESLEY MEHARRY

Mr. Meharry was born near Peterborough and moved to Port Perry about 1875, going into a business partnership with Mr. J.B. Laing. For many years they carried on an extensive and successful hardware business. J.W. Meharry accumulated considerable wealth, and invested largely in real estate, but was unsuccessful in this venture.

In later years he owned a brokerage business in real estate, in which during his long career he negotiated an immense number of sales and was acknowledged to be the best salesman in the district. Mr. Meharry was public spirited and always took a leading part in supporting improvements to the town. He was a member of the Board of Education for many years and was identified with agricultural interests, being a member of the Bd. of Directors.

He is said to have been a royal entertainer of rare social qualities and he delighted in company.

Mr. Meharry was 70 years old when he passed away at his daughter's home in Ottawa on Oct. 2 1915, leaving two daughters to mourn his loss. His remains were laid to rest at the family plot in Pine Grove Cemetery. Mr. Meharry's beloved wife, Jennie (Dawes) predeceased him on Nov. 27, 1911.

DR. SAMUEL JAMES MELLOW

Dr. S.J. Mellow was born Sept. 19, 1859 near the town of Napanee. Following his public and high school education he taught school for three years. Furthering his education he enrolled at Queen's University graduating in 1886 with a degree in medicine.



Dr. S.J. Mellow

Dr. Mellow first practiced medicine at Bath, Ont., where he practiced for three years. While residing at Bath, Dr. Mellow

SCUGOG'S PIONEERS & ENTREPRENEURS

met and married Bertha Louise Armstrong. Shortly after they moved to Bay City, Michigan, where he remained for five years. In 1894 Dr. and Mrs. Mellow moved to Port Perry, where they have resided since.

From the time he arrived in Port Perry, he took an active part in the affairs of the town., serving on the council for a number of years and elected as the town's Reeve for 1901 and 1902.

His greatest interest was education and he served as a member Board of Education for 20 years, and held the office of chairman. He was also a member of the Library Board; President of the Public Library, and took a leading roll in promoting the building of a War Memorial Library.

Dr. Mellow's had a large practice which was missed by the town. His recreation interests included lawn bowling, tennis, and curling. He maintained his own tennis lawn at his residence.

Dr. Mellow passed away on Thurs., March 2, 1925 at 65 years of age, and was buried at Pine Grove Cemetery. He was survived by his wife Bertha L. (Armstrong) and three daughters, Mrs. Merlin Letcher and Misses Helen and Frances. Mrs. Mellow passed away in 1944.

REV. ROBT. MONTEITH

Rev. R. Monteith was for many years pastor of the Presbyterian Church at Prince Albert and was greatly esteemed by all religious denominations and in fact the entire community. He was the first minister of the church when it opened for services in 1856. While living in Prince Albert he wrote an one of the earliest and most extensive histories of the Township of Reach. After leaving the community, he served for many years as clerk of the Presbytery of Toronto.

He was appreciated for his many excellent qualities as a faithful and devoted pastor, an exemplary husband, loving father and a faithful friend.

Rev. Monteith had been in failing health for a number of years, before his death on Monday, Jan. 23, 1893, at 232 Brunswick Avenue, Toronto. He was 78 years of age at the time of his passing and left behind his widow, Margaret (Bell), and two active sons and three intelligent daughters. Mrs. Monteith was 96 years of age when she passed away.

EDWARD J. MUNDY



Edward J. Mundy

Edward J. Mundy was born in Hull, England on February 20, 1838. He came to Canada when he was 11 years old and served his apprenticeship in the printing business in Toronto, before striking out on his own to publish the Advocate in Uxbridge.

Following the closure of the Advocate, Mundy moved to Port Perry and commenced publication of Port Perry's first publication, The Port Perry Standard, on August 16, 1866. During this time he lived in a home on Cochrane Street.

On July 1, 1878 Edward Mundy bought the Oshawa Ontario Reformer, and carried on with both newspapers for about three years before disposing of the Port Perry Standard in about 1889.

Mr. Mundy was described as a quiet mannered gentleman, with good qualities of both heart and mind. He served as Chairman of the School Board for several terms, was a prominent Baptist and Mason, and a strong supporter of the Liberal party. But he also had another side, and was known to be a unscrupu-

lous and controversial publisher, often slurring the name of area residents on the pages of his newspapers.

In 1860 Edward married Martha Nott of Toronto after a six week courtship. Martha was born in 1841 in Exeter, England and came to Canada with her father Richard Nott on September 1, 1840.

Mr. Mundy and his wife Martha were parents to six children; Edward J. Mundy, Jr. (1861); Jessie J. (1863); Alice C. (1865); Mary L. (1870); Violet M. (1872) and Charles M. (1874).

On Monday, January 24, 1921 Edward Mundy passed away about midnight after an illness of three weeks at his home in Oshawa. He was in his 84th year at the time of this death.

Mr. Mundy was described as a quiet mannered gentleman, with good qualities of both heart and mind. He served as Chairman of the School Board for several terms and was a prominent Baptist and Mason, and a strong supporter of the Liberal party. But he also had another side, and was known to be a controversial publisher, often slurring the name of area residents on the pages of his newspapers.

JAMES (JOHN) A. MURRAY



Dr. John Murray

Dr. John A. Murray was born in Ingersoll in 1843 and came to Port Perry to start his practice in dentistry in 1863. After practicing for a number of years, he took over the practice of Paterson and Fenton, as a surgeon dentist in March 1877. Dr. Murray served the residents of the community for 63 years before retiring.

During his years in business in the community, he had to twice relocate his office, due to the fires of 1883 and 1884. Following the fires he set up his practice over the post office in the Leonard Block on Perry St.

Dr. Murray is fond of sports and athletics, encouraging lacrosse, football and horseracing. He served for one term as a member of Port Perry council.

Dr. Murray lived in his home on Cochrane St. with his wife Laura Abigail (Foote) and the couple had five children. He passed away on Jan. 16, 1929 at 86 years of age, interment at Pine Grove Cemetery. His wife predeceased him on Nov. 6, 1918, at 66 years of age.

WILLIAM J. NESBITT

William J. Nesbitt was born on Seven Mile Island, the son of Mr. and Mrs. Edward Nesbitt. His early life was spent at the homestead, but on reaching manhood he moved to Toronto, where he worked for the Street Railway Co. for 13 years, and the Russell Motor Car Co. for 9 years before moving back to Port Perry.

While in Toronto he married Sarah Verral, of Toronto, and the couple raised two sons, Winnett and William O. The couple moved to Port Perry in 1917, and it wasn't long before he was appointed to the position of town Constable.

For 20 years, Wm. Nesbitt was known as "The Chief" on the streets of Port Perry. He was a faithful servant as Constable and Street Commissioner, with duties which included directing traf-



Chief W.J. Nesbitt

fic, ringing the town hall bell, helping neighbours and hunting down law breakers.

In memory of "The Chief," a minute's silence was observed at the municipal nomination meeting, the town flag was flown at half mast and words of appreciation were expressed by the town Reeve and councillors.

He was a member of the Loyal Orange Lodge and of the Independent Order of Oddfellows: also the Port Perry United Church.

William Nesbitt passed away in Toronto on Saturday, Dec. 25, 1937 in his 69th year. His funeral was held at the Port Perry United Church, which was filled to capacity. Following the service the town bell tolled and a long cortege slowly made its way up the hill to Pine Grove Cemetery, where he was laid to rest. His wife, Sadie, predeceased him on June 11, 1926.

SAMUEL M. NEWTON



Samuel Newton

Samuel M. Newton was born in Newcastle-upon-Tyne, England on Sept. 25, 1863, moving to Canada and settling in Lindsay, Ont. with his parents when he was six years old. He was married in 1889 in Whitby to Miss Henrietta Howell and the couple had three children: Victor S., Florence and Isabell.

His first involvement with newspapers was the purchase of the Lindsay Warder, in partnership with two of his brothers (George and E.A.). About four years later he purchased the Whitby Gazette which he published for 20 years. During this time he also

purchased the Whitby Chronicle and Port Perry Standard and was involved with the Standard about 16 years from 1889 to 1906.

It is believed that sometime during 1906, Mr. S.M. Newton sold his interest in all three newspapers and moved to Kingston, Ont. where he purchased the Kingston News. He owned the paper for three and one half years before selling in on April 10, 1908.

Eyeing the west, Sam Newton travelled to British Columbia, during the summer of 1909 and settled in Prince Rupert. Here he purchased the The Empire, a two-year-old newspaper started by John Houston and began a publishing career in that community which lasted until his death in 1933 at the age of 70 years.

During his ownership the The Empire, Newton was described as fighter with a scathing pen and The Empire became known as the most scurrilous and unrestrained newspaper in British Columbia.

During his years in Prince Rupert, Newton became very involved in municipal politics, becoming a member of Prince Rupert's second city council. He ran successfully for Mayor in 1912, was defeated in 1913, then retained the post of Mayor for two years (1914, 1915) and for five consecutive years from 1932-1927.

The feisty nature of Samuel Newton, the publisher, carried over to politics where he was described as being "totally unbribed in his statements and his name calling. In fact on more than one occasion he found himself being sued for libel.

GEORGE NEWTON

George Newton was born in Lindsay, the youngest of nine brothers, in Feb. 1871. He was married in Whitby in 1893 to Jeanie Gordon, and the couple raised five children.

G.H. Newton took an early interest in the newspapers, starting his career at the age of 16 years in the employ of The Lindsay Warder, where he remained for eight years. He then branched out publishing newspapers in Port Perry, The Standard, and Ailsa Craig, The Banner. During this term he also acted as the local manager for the Bell Telephone Co. for three years.

Mr. Newton moved to North Bay in 1901, after serving as editor of the Port Perry Star for 12 years to take over The Despatch from his brother E.A. Newton who had started the publication five years earlier.

In February 1927, after a long and honourable publishing career, Mr. G.H. Newton suspended publication of The Despatch, selling the equipment to a printer from Sudbury. At the time of his retirement he had spent 40 years in the printing and publishing business, 26 of those with The Despatch.

George Henry Newton, 78, one of Port Perry and North Bay's early newspapermen, died in hospital in North Bay on May 16, 1949 after more than 40 years in the publishing business.

He was laid to rest from the Martyn Funeral Home in North Bay, with interment in Terrace Lawn Cemetery.



George Newton

JOHN NOTT

Mr. Nott was born at Cornwall, England on July 1, 1825 and came to Canada in 1842. He settled in Prince Albert, but later went to school and learned the trade of cabinet making in Oshawa.

In 1847, he started business in the village of Borelia, where he carried on his Cabinet Making and Undertaking business, along with John. W. Davis, but with the arrival of the railway in Port Perry he moved into town and opened his business at the corner of Queen and Perry St. Twice he was burned out of his premises, once in 1884 and again in 1897, afterwards setting up his shop beside the St. Charles Hotel. He continued to ply his trade in the furniture and undertaking business for more than 63 years. He retired from business in Aug. 1910.

Mr. Nott held many important positions in the County. For years he was a tax collector for Reach Twp., then was appointed to the the first census for Port Perry. He served on the School Board and on Port Perry Council for many years. In 1875 Mr. Nott was appointed a Justice of the Peace, a position he held for 31 years.

His faith was that of a Methodist and he was a staunch Liberal in politics.

He was married to Jane Lawrence, who died June 28, 1908. John Nott passed away on March 10, 1917 at the age of 92 years and was survived by his two sons, William and Albert. He was a dedicated Mason and buried with the honours of that Order.



John Nott

WILLIAM JAMES NOTT

William J. Nott, was born and educated at Port Perry, the son of John and Jane Nott of this town. For over 30 years served the community as funeral director, being one of the best known and respected men in this part of the province. A partnership with his father, John Nott, was dissolved in 1878, with William continuing the business as Cabinet Maker, Upholsterer and Undertaker.

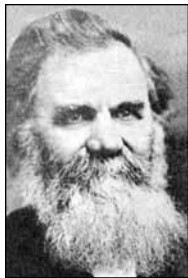
William Nott operated his business under the name of the Jessop Furniture Co., for a time, and was a noted as a skilled craftsman. He and his staff were responsible for installing the new interior of the Methodist Church and auditorium in 1905.

Mr. Nott served in the Fenian Raids and in 1900 was one of six local men presented a medal for his valour.

While a resident of the town he was a member of the I.O.O.F. and Sons of England Benefit Society. He was also a leader in the former Methodist Church in Ontario.

A pioneer funeral director of Port Perry, William James Nott died at the home of his son, W.E. Nott, in Winnipeg, on Friday, July 14, 1933, following a brief illness, in his 82 year.

He is survived by a daughter, Zell Nott of Winnipeg and four sons. H.A Nott and W.E., Jessop and Ivan of Toronto.



Daniel D. Palmer

DANIEL DAVID PALMER

Although Daniel David Palmer did not live out his life in Port Perry, he became one of the town's most noted residents, as the founder of the profession of Chiropractics.

D.D. Palmer was born in Port Perry on March 7, 1845, and received his early education from the tutelage of a brutish taskmaster, John Black. By the time he was 11 years old he had received the equivalent of an eight-grade education.

Unfortunately his education was cut short when their father's grocery business in Port Perry failed and his parents moved to the United States in 1856. Daniel Palmer and his brother Thomas, were left to work in a local match factory. In April 1865, Palmer and his brother moved out of Port Perry and traveled to the United States to rejoin their family.

On January 20, 1871, Daniel David married Abba Lord, and the couple lived in the New Boston area for a short time. It is believed his first wife died during childbirth. This was the first of four marriages for Mr. Palmer. His second wife was Louvenia Landers, whom he married in 1874 and about six years later they moved to Iowa and opened a grocery store. In 1884, Louvenia died leaving her husband and three children motherless. In 1885, six months after his wife's death, he married once again, this time to Martha A. Henning, to take care of his young children.

By 1887 Palmer and his family had moved to Davenport, Iowa where he was listed as a "Vital Healer", claiming cures for fever, rheumatism and indigestion. In 1888 he married for the last time, to Villa Amanda Thomas, who he would later laud for all the assistance she gave him in his practice.

The great discovery of chiropractic came on Sept. 18, 1895 when, using his hands, readjusted the spine of a deaf patient, and the man regained his hearing. Reluctant to share his theories, he kept silent for a few years, but after a near fatal accident, he decided to teach the technique as fast as he could. In 1903 he founded the Palmer School of Chiropractic, but after many difficulties with authorities over his methods, he jailed for prac-

ticing without a certificate.

After being freed from prison, and the failure of his original school, he moved to Los Angeles, where he spent his last years as a prolific writer and lecturer. Ironically, it was after being invited to speak at his son's school, he was struck down by a car driven by his son B.J. Palmer, and he died of his injuries, on October 20, 1913.

Twenty-five years after his death, in July 1938, chiropractors from across Canada and the U.S.A. assembled at the lakeside park in Port Perry to dedicate Palmer Memorial Park in the memory of the founder of chiropractic. In August 1946 the National Chiropractic Association unveiled a monument featuring a bronze bust of Daniel David Palmer. The monument was refurbished in 1995 to its original glory.

HENRY PARSONS

Henry Parsons was born in Lincoln, England in 1838 and came to Canada in 1850 with his parents, who took up residence in Stouffville.

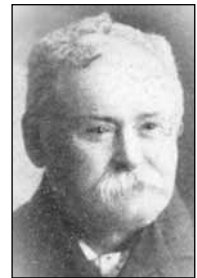
In February 1853 he was apprenticed as a printer to the Whitby Reporter, and after finishing his apprenticeship, he moved to New York State. A year later he returned to Canada and in 1858 settled in Prince Albert and joined Wm. Holden on the staff of the Ontario Observer, which had been established a year earlier.

Mr. Parsons became identified with the Observer newspaper for over 50 years. He purchased the paper and published it in partnership with James Baird until 1884 when the partnership was dissolved.

In 1873 when Prince Albert began to wane and Port Perry to grow, the newspaper was moved and renamed the "North Ontario Observer." After taking over sole ownership of the paper in 1884, he carried it on until 1920 when he stopped publishing, but continued in the Printing business under the name of the Observer Printing Office, assisted by his grandson, Mr. Vic Stouffer.

Henry Parsons took a keen interest in municipal affairs, at one time serving a couple of terms in the council.

In 1864 he was married to Francis Ruby (Palmer), of Prince Albert, who predeceased him by some 20 years. He was survived by one daughter, Mrs. Andrew Stouffer and one grandson Victor P. Stouffer. Henry Parsons passed away in his 94th year at his home in Port Perry on Thurs., Sept. 29th, 1932. Interment at Pine Grove Cemetery.



Henry Parsons

W.L. PARRISH

Mr. Parrish was born in Napanee and came to Port Perry with his family in 1869, when his father, William T. Parrish, began a hardware business. He acquired knowledge of the business under his father's watchful eye, and when he turned 20 years of age in 1884 he succeeded his father's business.

Mr. Parrish operated one of the largest and best equipped hardware stores in Ontario County from the Parrish Block on Queen St. The block was built by William T. Parrish following the fire of 1884, and



W.L. Parrish

the buildings consisted of two store fronts with large display windows and two entrances.

He carried a large stock of hardware, stoves and tinware and everything that a hardware store should have. The tinware manufacturing department occupied the upstairs floor.

In public life, Mr. Parrish was involved to a considerable extent, having been a member of the School Board for 13 years and on the Public Library for six. He was the youngest man on the School Board at the time of his incumbency and the youngest man to ever hold the position of chairman of the board. He served on town council for a number of years and occupied the chair of Reeve from 1906 to 1908.

Mr. Parrish owned in a handsome home on Cochrane Street. W.L. Parrish was born in 1868 and died in 1957. His wife, Nell (Henry) Parrish passed away in 1941.

NORMAN F. PATERSON

N.F. Paterson, Q.C., was born at Springfield, Ont. in 1843 and educated at the Royal Military School, and the Law School, Toronto. At 12 years of age he began work in a law office and by sixteen had passed the examination of the Law Society. Only five years later, when he was 21 years-old, he was called to the bar.

Mr. Paterson was appointed Queen's Council in 1883, becoming one of the first of the legal fraternity to receive the title after it was established by Queen Victoria.

He practiced law in Beaverton for almost 12 years, before moving to Port Perry in 1878, setting up his practice as a Barrister and Attorney at Law in offices of the store of Brown and Currie. Over the next decade he acquired a high reputation and became well respected for his work throughout Ontario County. While living in Port Perry he also served in the County Council, was Clerk for the Village of Port Perry for 12 years, was an energetic and longtime member of the School Board, serving as Chairman a number of times.

Mr. Paterson was married in Port Perry to Sarah (Currie), daughter of George Currie, one of the town's most industrious pioneers. The couple had two children, both girls. Mr. Paterson passed away while visiting at the home of his daughter, Mrs. (Dr.) A.H. Cook of Port Dover on Thurs., July 30, 1925, at 83 years of age. He had been living with his other daughter Mrs. Arthur Houston in Toronto since the death of his wife 16 years earlier. Mr. Paterson was buried at St. James Cemetery, Toronto.



N.F. Patterson

GEORGE PAXTON

There is scarcely anything that is more painful than to be called upon to chronicle the early decease of a fellow townsman, a neighbour, an intimate acquaintance, a faithful, kind, obliging friend - and such is emphatically our position, when the painful duty devolves upon us to record the decease of Mr. George Paxton (of the late firm of Geo. and Thomas Paxton) who departed this life on Monday last, 8th inst, aged 44 years and 6 months.



George Paxton

The deceased came to Port Perry when only a youth of about 20 years, and set to work in getting a mill erected, and he has remained at the helm of affairs in that

village ever since, steering and guiding it safely through difficulties and troubles not a few, until, from scarcely deserving the name a hamlet, it has increased to a very prosperous village.

He was always a kind, obliging, faithful friend, ready at all times to lend his means and advice for the furtherance of every object intended to promote the good of this fellow man.

The township, but especially the village to which he belonged sustained a heavy loss when the unrelenting conqueror laid him cold nd dead.

The funeral took place on Oct. 10, 1866, the procession leaving his late residence drove to the Baptist Church on the 7th Concession of Whitby. He was laid to rest in the cemetery in connection with the church.

THOMAS PAXTON

Sheriff Paxton was born on the Tweedie homestead within two miles of Whitby, in 1821 and lived his entire life in the county. About 40 years ago, several of the Paxton family moved from Whitby to Port Perry and commenced various branches of business there, laying the cornerstone of the handsome little town which overlooks Scugog Lake. In 1846 he and his brother George built a sawmill near the lake; he later partnered with Joseph Bigelow in a flouring mill and operated the Paxton, Tate Foundry on Perry St.



Thomas Paxton

Either in partnership with his brothers or other men, Sheriff Paxton was always actively engaged in business - too actively it was often said, for he seemed to have too many irons in the fire and had to trust too much to others. It's said his one mistake was giving his private business, secondary consideration to public affairs, otherwise he might have died one of the wealthiest men in the County.

His public career commenced early and he held every position in the municipal council of Reach during his years in that township. He was the second man to serve of Reeve of Reach Township after it was formed in 1853. Mr Paxton was elected with a large majority to the seat for North Ontario in the Ontario Assembly, being re-elected many times. In January 1881 he resigned to accept the position of Sheriff of Ontario County.

Thomas Paxton, Sheriff of Ontario County, died Sunday, July 3, 1887. at 66 years of age, following a long period of sickness. Many places of business were closed for the funeral, and he was laid to rest at Dryden's burial ground with many of his kin.

EDWARD HARDY PURDY

Port Perry lost one of its best citizen in the passing of E.H. Purdy in July, 1935. He had filled almost all of the offices the town had of offer - Reeve for five years; in council eight years; Clerk-Treasurer of the town for seven years; on the Board of Education four years; Magistrate seventeen years and prior to that he was Justice of the Peace.

In the social life of the community he was also a leader, being a Past Master of the Masonic Lodge; President of the Lawn Bowling Club, Chairman of the Committee of Stewarts of the Untied Church and a Past Nobel Grand of Warriner Lodge, I.O.O.F. He also served as a member of the Board of Education, Director for the Agricultural Society and a



Edward H. Purdy

SCUGOG'S PIONEERS & ENTREPRENEURS

police magistrate.

He was a man of good common sense and those who knew "E.H." intimately say that he was a kindly friend to many who found the pathway of life rough.

Mr Purdy was born at Collins Bay, near Kingston, the son of Mr. and Mrs. David Purdy. His early years were spent on the Wells farm north of Port Perry, which was given to his grandfather by the Crown as he was United Empire Loyalist. When a young man he moved to Port Perry.

His first business venture began in 1887 in the flour, feed and seed business, which he purchased from Henderson and Curts. The store was situated in the Observer Block. In 1897 he purchased the Laing and Meharry Block, and moved to the south side of the street. Here he added groceries and baking to the business. After this block was destroyed in the fire of 1901, he erected a new building, 66x110 feet which became the home of not only his store, but S.T. Cawker, butcher and D.J. Adams, private banker. Mr. Purdy sold his business to Jonathan Lane, but repurchased it later and re-sold to John F. McClintock.

Mr. Purdy married Mary Ann MacAllister in 1885 and four children were born to them. - Clarence D., Cecil V., Hazel Dhel (Bentley), and Edward Hardy. Mrs. Purdy and all the children survive Mr. Purdy. The Purdy's fine home was located on Lilla Street, south of the Town Hall.

E.H. Purdy passed away on July 17, 1935. The funeral service was conducted by the Masonic lodge with interment made at Pine Grove Cemetery.



Joseph Reader

JOSEPH READER

Joseph Reader was born Kent County, Enland in 1805, and moved to Canada with his wife Rebekah (Wells) and 10 children in 1832. The family settled on Scugog Island in 1843, and built a large stone house near the top of the island hill in 1849, where he lived and raised his family of six boys, Joseph, Ephriam, William, John, Thomas, Walter and James and three daughters, Elizabeth, Hannah and Rebecca.

He was one of the earliest settlers on Scugog Island to farm the land.

He was elected and served as Reeve of Scugog for two years, 1865 and 1866. While a member of County Council he held the post of Commissioner of the Scugog Bridge for a number of years.

Joseph Reader, 91 years of age, passed away on Nov. 17, 1896 and was buried at Scoville Cemetery, Scugog Island. His wife Rebekah died Dec. 14, 1885, at 83 years of age.

WILLIAM READER, Sr.

Mr. Reader was born in Kent County, England on Jan. 30, 1830 and travelled to Canada with his parents in 1831, settling in Quebec. The next year the family moved to Cobourg, and later to Whitby.

In 1836 the family settled in Prince Albert where they remained four years. In 1844, when Mr. Reader was only 14 years of age, he crossed Lake Scugog and settled on the Island, to take up his long life work.

As years went by he helped to clear the land and hew timber to build his home,



William Reader

and in 1855 his bride and life companion, Katie Gamble, joined him. To them was born eight children, three boys, John, William T. and Ephriam, and five girls, Rebecca, Mrs. Isaac Rodman, Mrs. Burton, Mrs. J. Cliff and Maria.

Mr. Reader passed away on Sunday, April 1, 1923 at 94 years of age. A large gathering of friends and neighbours gathered at his late residence to show the high esteem and respect in which he was held. His wife Katie predeceased him on Dec. 13, 1918.

WILLIAM EDWIN REDMAN

William Redman was born in Pickering Twp, not far from Kinsale, and lived there until his marriage to Elizabeth Reader, of Scugog, in 1870. Shortly after his marriage he rented the Reader homestead and ran that farm for five years. He then moved back to Pickering, where he had purchased a farm and remained for 16 years. Mr. Reader then returned to Scugog and took up his work on the farm, which he had bought and upon which he lived, until the time of his death.



Wm. Redman

Mr. Redman was a man of sterling character and his life was devoted to two main purposes. The first was running of his farm, which was one of the most beautifully kept farms in the county. The second was his practical interest in the church.

Years ago, when there was no Sunday School at the Head Church, Mr. Redman set to work to organize a school and became its Superintendent. He was an active member of the church until advancing years prevented him from taking part in the work.

Scugog lost one of its best citizen when William Redman died on Sunday, January 25, 1925 at the age of 82 years. Left to mourn his loss were three children; Mrs. W.C. Roger, Mr. W.E. Redman and Mr. T. Redman. His wife, Elizabeth, predeceased her husband by 12 years.

MATTHEW G. ROBSON

Came to Prince Albert in the 1850s and was appointed village postmaster, a position he retained during the larger portion of the time of prosperity in that village. It was during his term as postmaster, in 1860, he married Sarah Jane (McCaw), sister of W.H. McCaw.

He also carried on an extensive money lending business, was public spirited and enterprising, and took a leading roll in the progress of the village, and served as Justice of the Peace for a number of years.

Having been highly successful, he purchased the magnificent Perry Castle in the town of Whitby, where he resided for a number of years, before returning to Port Perry. After a few years back in town, he moved to Toronto where he resided until his death at 83 years of age, on January 30, 1911.

Mr. Robson left behind his wife, and three sons, William, Francis and Clarence. His wife Sarah Jane died on June 28, 1913.

JOHN ROLPH

John Rolph was a native of Ireland, born on March 4, 1828. When only a young man of 19 years old, he experienced the calamity of the potato famine in his homeland, where people were reported to be dying on the streets, and dogs fought over the corpses.

He came to Canada in 1854 and settled in Montreal for a few months before moving to Oshawa, and then to Prince Albert.

In 1857 Mr. Rolph married Susan Saunders, at a time when there were no railroads and little of the land had been cleared. He was given the honour of turning the switch to officially welcome hydro to Port Perry and he spoke at the formal opening of Port Perry's cement highway.

Mr. Rolph was active in many phases of community life. For 45 years he was treasurer of the local Bible Society, and he took a prominent part in both church and Masonic work. He was also secretary of Pine Grove Cemetery Co., and served as a military drill instructor.

He loved his work at his harness shop and came down to his shop everyday until he retired and sold his business in November 1924, at 94 years of age.

Mr. Rolph and his wife lived in the County for their entire married life, raising six children, and celebrated their 66th wedding anniversary on Feb. 26, 1922. He passed away on Saturday, May 2, 1925, at 96 years of age. Susan Rolph passed away on Friday, January 29, 1926, in her 87th year.

GEORGE A. ROSE



George Rose

As a citizen George Rose was noted to two great loyalties - to the United Church and to the Liberal Party. Both of these he served faithfully for most of his life.

Mr. Rose was the last surviving member of a family of five children, the son of the late Charles Rose, who came to this country when a boy and settled on a farm of 200 acres of timber at what came to be known as Rose's Corners, a few miles north of Port Perry.

He spent his early life on the farm and in 1881 married Emma Jane Johnson. To them were born two children, Ausbert and a baby girl who died several years ago.

In 1902 Mr. Rose gave up farming and moved to Port Perry. Here he went into business as the local agent the Mutual Life Assurance Co. of Canada. He became the general agent for the Port Perry district and spent 10 years with the company before failure of his health compelled his retirement. During that time he earned a number of important prizes for his work with the company.

George Rose served as treasurer of the Methodist Church in Port Perry, was a member of the Board of Education, and a director of Pine Grove Cemetery for many years. He was a member of Fidelity Lodge, A.F.&A.M. and Masonic Honours were accorded their departed brother.

George A. Rose passed away in his 83rd year, on Thursday, July 3, 1937, leaving his wife Emma to mourn his loss.

AARON ROSS

Aaron Ross was born in London England on July 31, 1828 and came to Canada when he was 14 years old, settling near Whitby. After a few years he moved to Brooklin to learn shoemaking, and upon completion moved to Prince Albert and worked at his trade for about a year. Shortly after arriving in Prince Albert he married Lucinda (Fitchett) and started his own business manufacturing boots and shoes.

In 1865, Aaron Ross and Geo. Currie formed a partnership and carried on the dry goods business for five years. In 1870 he moved to Port Perry. His shrewd business tact showed that the town would be the business centre for the future.

He then built the Ross block on Queen S., a fine three story building which was destroyed in the great fire of 1884; and was rebuilt in that year. The business from 1871 to 1873 was carried on by A. Ross; from 1873 to 1876 it was conducted by Brown & Ross (Robert) as the health of the deceased was poor. In 1876 the firm of A. Ross and Sons (Robert and William) was carried on about four years, after which the business was carried on by the two sons. Of late the business of A. Ross and Sons has been owned solely by Mr. Wm. Ross.



Aaron Ross

Aaron Ross was identified for more than 30 years with the purchase of grain and seeds from farmers of Reach and Scugog Townships, operating warehouses at Seagrave and elevators at Port Perry and Manchester, after establishing his grain business in Prince Albert during the 1860s in partnership with George Currie. About 1876, he purchased Mr. Currie's grain elevator in Port Perry, and operated it as the Ross Elevator for a number of years, before his son William joined him.

His strong points were he business ability and indomitable will all through life from his first start in business in Prince Albert up to the date of his death - it was a series of success from first to last, so much so that the deceased during his business life was a provisional director of of the Dominion Band and always took an interest in that prosperous institution.

He was at one time a director of the old Midland Railway, before being taken over by the G.T.R., and was also a prominent member of the Toronto Board of Trade.

His force was his business tack and ability. He was as public spirited a man as was to be seen in his support of institutions of religion and educational character; at one time he was vice president of Whitby Ontario Lakes' College and was often chosen by his church to represent that body in conference.

In politics he was a consistent Reformer, but never accepted any public position.

As a Methodist he was loyal to his church enterprises; the deceased will greatly be missed by the church of his choice in this town. He was also a liberal giver to the poor, but very few knew of it. Thus has closed the private and public career of a man who was always a wise councillor; one who was loved and respected by his family.

Aaron Ross died in Port Perry on Saturday, July 11, 1896 at 68 years of age. Left to mourn his loss is his family, consisting of his wife Lucinda, sons Messrs. Robert, William, James, Fred, Charles and John, and daughters Mrs. Hossack and Sarah.

The large funeral on Monday was a tribute of respect and esteem in which the deceased and the family are held in the town and vicinity. Services were held in the Methodist Church. To show the esteem in which the deceased was held by the church, his seat, the pulpit and choir railing were heavily draped in black and ornamented with beautiful white and purple flowers.

Pallbearers were Messrs. J.H. Brown, H. Doubt, Thos. Courtice, J. Powers, C.W. Jones and William Brock. After the solemn services at the church the large funeral cortege wended its way to the Pine Grove Necropolis for interment.



William Ross

WILLIAM ROSS

William Ross was born in Prince Albert in 1856 and received his education in Port Perry's public and high schools, before receiving a degree in the B.A.B. College, Toronto.

Mr. Ross came to Port Perry from Prince Albert when his father Mr. Aaron Ross, moved his business from that place. He was invited into partnership with his father in the larger general store business, under the name of A. Ross & Son, located in the

Ross Block. After the death of the his father in 1896, William purchased the grain elevator from the estate and added the business of grain merchant to his activities.

In 1898 he sold the Ross Block to the Western Bank of Canada, who had an office in the building but retained possession of the store as a tenant. In August 1911, he sold his grain, seed and real estate business to James Lucas, with plans to move to Toronto.

Wm. Ross served on the town council and was Reeve for several terms in the 1890s, and introduced Port Perry to the amortization system of retiring debenture debt by equalized annual payments. He was the Liberal member of the House of Commons from 1900 to 1904, during the Laurier regime; and was president of the South Ontario Liberal Assoc. and president of the Ontario Ladies' College at Whitby.

In 1911 Mr. and Mrs. Ross sold their Casimir St. home, retired and moved to Toronto, where they became prominent workers in Eaton Memorial Church and well known in business circles. Not only was Mr. Ross well-known as a business and public man, but as a private citizen, no one stood higher in the estimation of the people. He was a staunch member of the Methodist Church, and was superintendent of the Port Perry Methodist Church for many years before moving to Toronto.

Mr. Ross was held in high esteem by all who knew him and was said to have a kind, tender heart. He passed away on January 21, 1937 at his home in Toronto, leaving his wife, Clarissa (Bingham), a son Walter, three daughters and five brothers to mourn his loss. A large number of friends assembled to pay their last respects, as he was laid to rest at Pine Grove Cemetery, Prince Albert.



Dr. J.H. Sangster

DR. JOHN HERBERT SANGSTER

Dr. H.J. Sangster, a notable figure in the Canadian medical and education world, passed away at the King Edward Hotel, Toronto on Jan. 27, 1904, after suffering from a serious heart attack.

Dr. Sangster was born in London, England on March 26, 1829 and came to Canada with his parents. He received his early education at Upper Canada College. He worked in the education field until 1871 filling the positions of head master at a number of schools in Toronto and Hamilton.

While teaching as a professor of chemistry and botany at Rolph's Medical School, he began the study of medicine and earned his degree of M.D.

After retiring from educational work in 1871, he travelled to Chicago, but returned to Canada within a few years. In November

1874 moved to Port Perry and set up a medical practice, and constructed a new home at the north end of the town.

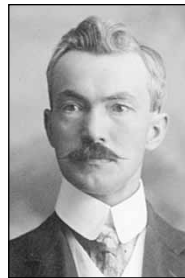
In 1981 his beautiful home was destroyed by fire, so he built an even large and more commodious residence at his Beechenhurst property. His new palatial white brick house, described as one of the best in the province, was destroyed by fire in February 1893.

Dr. Sangster was a man of exceptional ability and commanded the respect and admiration of all those who knew him. He served as a member of the Ontario Medical Council, published a number of school text books, and was often called on to be a guest speaker.

Dr. Sangster was twice married, in 1851 to Miss Mary Price of Toronto and in 1871 to Miss Caroline Elizabeth McCausland, of Toronto.

At the time of his death he left his widow, Caroline, three sons Dr. W.A., Selwyn and Beverly, and one daughter Mrs. S.C. Corbett. He was a member of the Church of England, and was buried at Pine Grove Cemetery, Prince Albert. Caroline Sangster passed away on April 1, 1916, at 86 years.

DR. W. A. SANGSTER



W.A. Sangster

Dr. Sangster was born in Toronto in 1872, and moved to Port Perry with his family when he was 3 years old. He was educated at the public and high schools and graduated with honors from the Royal College of Dental Surgeons in 1894.

Dr. Sangster began practice in Port Perry the following year and in 1897 a fire destroyed the building in which his office was located. After the fire he secured an upstairs office in the Willard block, where he carried on his practice. He was an athletic man, with a keen interest in sports, and an avid and enthusiastic hunter.

He became a member of the Toronto Dental Society and the Ontario Dental Society, occasionally reading papers before these societies.

Dr. Sangster married Minnie (McLean) on Aug. 19, 1922. She died without warning in Port Perry on Friday, May 18, 1923, after giving birth to a son.

Dr. Sangster married Minnie (McLean) on Aug. 19, 1922. She died without warning in Port Perry on Friday, May 18, 1923, after giving birth to a son.

Dr. W.A. Sangster passed away on Sept. 20, 1959, age 87.

LOUIS SEBERT

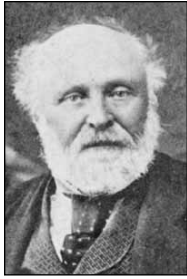
One of Port Perry's popular young businessmen, Louis Sebert passed away in Port Perry on Mon. Sept. 29, 1902, aged 45 years.

As a townsman he was active, energetic and obliging and took a prominent part in every movement for the best interests of the town. He managed the St. Charles Hotel for a number of years and in May 1900, he purchased the Oriental Hotel, located on the north west corner of Queen and Water St. and renamed it the Sebert House.

He had done extensive renovations to the hotel, making it one of the best hotels in the county, about a year before his death.

Many places of business closed for the day to pay respects to this popular, young businessman. The community sustained a sever loss with his death and many places of business in town were closed to attend his service.

He left behind his wife and children, as well as three brothers and three sisters.



W.S. Sexton

W. S. SEXTON

W. S. Sexton was one of the areas earliest and most esteemed businessmen during the developing years of Reach and Scugog Townships. Later in life he moved to Port Perry and became one of the town's most loved and respected residents.

Mr. Sexton purchased the saw mill of Thomas and George Paxton in the early 1850s, located just south of the village dock on the waterfront, which became known as Sexton's Wharf. He carried on the lumbering business until the pine forests around

Scugog Lake became exhausted.

In public life, Mr. Sexton served as a member of Scugog Township council for many years before being elected as Reeve for seven consecutive years, from 1867 to 1873. The highlight of his political career was his election as Warden of Ontario County, on the first ballot. He also served as a school trustee for the Port Perry Grammar and Common School during 1860s and 70s, and was a moving force behind the building of the Port Whitby and Port Perry Railway.

It was Reeve Sexton who, at County Council in June 1871, introduced a by-law to incorporate the Village of Port Perry. While a member of the County council, he worked diligently to ensure improvements to the Scugog bridge, and ultimately that it be made into a solid roadway.

In December 1873, Mr. Sexton announced that having been requested by a large number of ratepayers, he would run for the office of Reeve of Port Perry, but lost in his bid to Joseph Bigelow. In Nov. 1874 he sold 800 acres of his Springwater Farm on Scugog Island, to Reach Twp. Reeve James Graham, and moved to Port Perry. Just a few years later, in 1877, he sold his lakefront saw mill property to Joshua Wright.

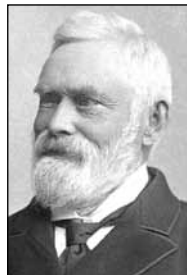
Mr. Sexton lived in a commodious house on Water St., behind the Sebert Hotel, which was destroyed by a fire which swept along the north side of Queen St., in July 1883. It wasn't long after this tragedy that he decided to move to Brooklyn, N.Y. Before leaving he was honored at a complimentary supper, at which time he was presented a fine gold headed cane and an expensive pipe by his many friends.

The town was saddened to learn that W.S. Sexton, passed away in Brooklyn, N. Y., on Sept. 3, 1893. His body was returned by train to Port Perry, and his body was laid to rest in Pine Grove Cemetery.

WILLIAM SPENCE

William Spence was a resident of the county for more than 50 years. He was born in Ireland on May 20, 1834 and came to Canada when he was 18 years of age, settling in the town of Whitby. Here he followed the vocation of a contractor and erected many buildings. In 1873 he moved to Utica and then to Prince Albert and finally to Manchester in 1886.

As a young man, he was a highly skilled builder, who was chosen as the general contractor for Port Perry's first Town Hall. In addition he built the Court House at Whitby, the Town Hall at Manchester, as well as homes for many local personalities. He was also responsible for a number of the business



William Spence

blocks built on Queen St., Port Perry, after the great fire of 1885.

His extensive knowledge of municipal law made him an exceedingly valuable clerk and mentor to the members of municipal councils. He held the position of Reach Township clerk for more than twenty years, and retained the position until the time of his death. He also served as the secretary of the Reach, Scugog Agricultural Society for many years and was a respected member of Fidelity Lodge, No. 428, Port Perry.

Mr. Spence was a devoted husband and father, and was married to Mary Ann (Pardon). The popular couple had five children, John, Robert, William, Nellie and Maud.

Wm. Spence was 72 years of age when he died at Manchester, on June 30, 1906. A large and influential gathering of more than 500 people followed the remains to the site of his grave for his burial. The funeral was held under the auspices of the Masonic Order. His wife, Mary Ann was born died on Jan. 29, 1913 at 79 years of age.

JAMES STONEHOUSE

James Stonehouse was the eldest son of John and Ann Stonehouse, who emigrated with their respective families to Ontario from York, England, nearly a century ago.

He was born on what was known as "Coates Settlement" in Reach Twp., into a family of four brother and four sisters. After passing through the public school he attended the old Port Perry Grammar School.

Having conducted a successful farm and implement agency at Sunderland for a number of years, he travelled west and settled in North Dakota during the 1880s. Here he engaged in bank clerking for several years, before moving to Texas for at time. After becoming severely ill while living in Texas, he returned to Ontario. When he recovered he took a course in dairying at the Ontario Agriculture College Dairy School, and after completing the course, was engaged as an instructor for several years.

In February 1903 he purchased the Port Perry Creamery, from which he carried on very successful business for many years. He was an acknowledged expert in the production of creamery butter and in 1904 was appointed Butter Instructor at the Kingston Provincial Dairy School. He later expanded his business by purchasing the Blackstock Cheese Factory.

When Mr. Stonehouse decided to retire in April 1918, he sold the creamery to Allan Goode. Although no longer a businessman, he continued taking an active interest in public affairs. He served on town council for many years and was elected Port Perry Reeve in 1919.

Mr. Stonehouse died of heart failure while on vacation in North Dakota, in Sept. 1924. No man was more highly respected and few, if any, ever served both church and municipality more faithfully. He was always a champion for his ideals of right and, even though his opponents might disagree with his viewpoint, they could not help admiring the courage and consistency of the man.

Mr. Stonehouse was a faithful member of the Methodist Church, a member of Port Perry Council and a staunch champion of the temperance cause. He was interred at Pine Grove Cemetery, Prince Albert.



James Stonehouse

SCUGOG'S PIONEERS & ENTREPRENEURS

JOHN STOVIN

John Stovin was a highly skilled building contractor in the community, and many of the best edifices in the village bear evidence of his superior workmanship. No man was better known or more highly respected in this community.

Mr. Stovin was born in the Township of Whitchurch, where his parents were engaged in farming. The family moved to Reach Township about 1855 and settled north of Epsom when John was five years old.

John became interested in building at an early age, and it is said that he built his first barn when he was only 16 years of age. His outstanding characteristics were thoroughness and reliability in his workmanship. Strong barns, attractive homes and public buildings stand this day as monuments to his life work. It was he who installed the metal ceiling in the new Town Hall.

He frequently held public positions, serving on Port Perry council in the early 1900s, but he strictly attended to his business, which proved a lucrative one. He was a son of toil, active industrious and persevering.

Mr. Stovin passed away at Port Perry on Friday, May 3, 1918, at 68 years of age. The funeral, which was conducted by Rev. John Harris, was largely attended. Interment was made at Pine Grove Cemetery. Deceased is survived by five sisters and three brothers.

JOHN SWAN

Mr. Swan was born at Borelia, 72 years ago, the son of Mr. and Mrs. James M. Swan. He was one of a family of seven children, four boys and three girls.

Mr. Swan lived in Port Perry all his life. At Borelia, the blacksmith shop of his father became the centre of his interest. Later the shop was moved to the vacant building just north of Mr. Peter's pump work, and the family began the making of buggies, cutters and sleighs, under the firm name of Swan's Carriage Works. The business developed well for many years and the present commodious quarters were occupied. But of late years transportation conditions have changed entirely and the business reverted to the old trade of blacksmithing.

Mr. John Swan was a good workman and an honourable citizen. His interests were centred in his home and his business. He was held in high esteem by his friends and associates as well as the public. Mr. Swan was a member of the Port Perry Band, but apart from that took no part in public life.

In 1903 he married Miss Clara A Henry, of Scugog, who survives him. They had one little girl, who died in infancy. Mr. Swan died on July 23, 1934 and his funeral was largely attended, and interment was made at Pine Grove Cemetery.

WILLIAM TUMMONDS

Mr. Tummonds was born near Bath and for years farmed in the township of Reach. He disposed of his farm to his brother and went to Toronto, where he was in business for four years before returning to Port Perry in 1877.

Mr. Tummonds conducted a grocery, flour and feed store on the south-east corner of Queen and John Streets on a large lot for about 35 years, with a residence connected to the store. His was the only store left standing at the time of the big fire of 1884. Ironically, after escaping destruction



William Tummonds

by the great fire of 1884, the building was destroyed by fire in December 1933.

During the early 1900s, he purchased the old fair grounds property, a plot of 30 acres, and operated it as a farm until he sold it to the town for athletic and fair purposes.

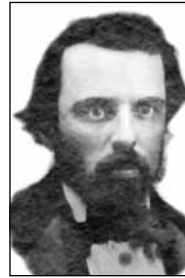
He was a good public citizen, enterprising and public spirited, a staunch Conservative, and member of the Methodist Church. Despite being incapacitated with blindness the last few years of his life, he held a keen interest in public affairs.

Mr. Wm. Tummonds passed away on Thurs., April 30, 1914 and was laid to rest at Pine Grove Cemetery. He left behind his wife, one son and one daughter, Dr. H. Tummonds, Port Perry and Mrs. D. Horton, Toronto.

CHARLES L. VICKERY

Mr. Vickery was born between Raglan and Columbus on March 28, 1856, on the farm his grandfather had received as an original grant from the government of Upper Canada in 1800. His father died when he was a boy of 12 years, leaving him as head of a family of six.

Charles Vickery came to Port Perry about 1870, and during those years proved his sterling worth by his actions. It was a common saying that "Charlie Vickery's word is as good as his bond," and such



Charles Vickery

proved to be the case.

His actual business career commenced about 45 years ago in the lumber, wood and coal business and he has occupied the same premises ever since that time. In 1914 he was awarded the contract to build a 210 foot pier at the lakefront Port Perry for the government.

His keenest interest was in his home and business. He was a member of the Sons of England for 50 years, and the Church of Ascension.

In 1880 he married Emma E. (Warkup), who predeceased him in 1917, and remarried to Mrs. S. Ewers of Markham. He is survived by his widow, three daughters and one son. He tore down his old factory at the corner of Perry and Mary St. in 1914 to build a new home.

Mr. Vickery passed away suddenly on Saturday, March 29, 1930 and the funeral was held from his late residence and was largely attended. His business was purchased by Fred Reesor of Markham.

THOMAS J. WIDDEN

Mr. T.J. Widden is a native of Reach township and came to Port Perry to learn merchandising in a number of local stores. In 1891 he began business for himself in premises at the corner of Queen and Perry St. Although not a large store, the wedged shaped building provided a place for a nice, neat store in which he carried out a square business in the general trade of groceries, crockery, boots and shoes. The store became known as Widden's Corner. In February 1935, he retired after 43 years in business in the town.

Mr. Widden served on the School board for a number of years and for a times was secretary. He also spent 10 years as one of



Thomas J. Widden

the auditors of municipal accounts, and was always interest in civic matters and the interest of the citizens of the town. Mr. Widden's lived at the corner of Queen and Bigelow St.

He was born in 1856, and passed away in Port Perry on Wed., December 29, 1937, in his 81st year. He was interred at Pine Grove Cemetery in Prince Albert.

WILLIAM WILLARD

Mr. Willard was born in England in 1841 came to Canada when he was a 10 year-old boy, and settled with his family in Columbus. When he reached early manhood, he started a general store in the village of Taunton, where he remained for 15 years, serving as village postmaster for that period.

When he sold his property at Taunton, he set up shop at Raglan in 1885 where he conducted a store for four years, before he came to Port Perry and built the business block on the south east corner of Queen and Perry, which became known as the Willard Block. Mr. Willard operated of of the store at the west side, while there were two other stores to the east and the market building at the rear along Perry St. Upstairs was the office of Dr. Sangster, dentist and home of the Public Library.

The business conducted by Mr. Willard was that of dry goods, boots and shoes, clothing, carpets and furs of all kinds.

Although interested in the affairs of the town, Mr. Willard never accepted any offers of public life. The Willards lived in their home on Cochrane St.

William Willard passed away in 1939 and was interred at Pine Grove Cemetery.

ELIAS WILLIAMS

As certain as Reuben Crandell was the first white settler in Reach Township, so is it that Elias Williams became the first white man to settle in Scugog Village, which eventually became known as Port Perry.

Elias moved with his father from Bath to Colborne, in the 1820s. About 10 years later, shortly after the death of his wife Loyrenah, Elias settled in Scugog Village on part of a 400 acre parcel of land containing lots 19 and 20 in the 6th concession of Reach, he had purchased on April 8, 1831. Much of this land is now the downtown business section of Port Perry. Here he built a log home on his property, establishing himself as the first white settler in what is now Port Perry. The exact location of the Williams' home is not known, but it is believed he cleared a parcel of land just south of the Town Hall, near the waterfront.

When Elias died on February 16, 1833, he left all his land to his four sons, Peter, Charles, Andrew, Edward and his daughter Hannah. Peter Perry purchased a good portion of the property, excluding parts lying underwater from Peter and Charles Williams in 1843, and drew up his plan for the proposed settlement of Scugog Village two years later.

MADISON WILLIAMS

Mr. Williams is a native of Port Perry, the son of Edward Williams. For many years he conducted a liquor store business in town, selling it to Mr. W.S. Short in 1899.

In 1897 he purchased the valuable foundry of Paxton, Tate & Company, located on Perry St, near the corner of Paxton. The industry was one of the most valuable in the town, dating back more than 40 years.

The buildings and yard occupied an



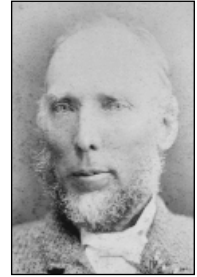
Madison Williams

area of six acres, with the business office on Perry St. The work area included a machine shop, foundry, pattern room, blacksmith shop and electric light plant. It's main products were turbine water wheels and saw mill machinery. Through his products, the name of Port Perry became known from one end of the country to the other for his fine machines.

Madison Williams lived in a good home on John St. and served some time on town council. Later he and his wife Mary, who predeceased him in 1915, moved to their new home at Lindsay. He died Dec. 2, 1934, at 78 years of age.

JOSHUA WRIGHT

Joshua Wright was one of the areas most active and influential political leaders a period for more than 30 years, being elected councillor and reeve in both the township of Reach and in Port Perry. On the homefront, he served in the Reach Volunteer Infantry Company as a Captain during the 1860s and was a director of the Prince Albert Public Hall Joint Stock Company.



Joshua Wright

Mr. Wright started his municipal career as a councillor in 1859 when he was elected as a councillor for Reach. Then in 1866 he was elected reeve of Reach Twp., a position he filled for three terms, and was honoured in 1869 by being elected Warden of Ontario County. About 18 7? he moved to Port Perry and between 1877 and 1893 was elected as Reeve of Port Perry on seven occasions. During his years as Reeve of Port Perry, Mr. Wright was served as a commissioner of the Scugog Bridge and through his efforts convinced the County to complete the bridge as a permanent roadway. He retired from municipal politics at the end of his term in 1893.

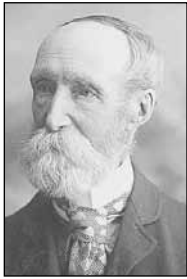
In 1871, Mr. Wright tried his hand at provincial politics, running as a candidate for North Ontario Riding, but was defeated by Charles Paxton.

Joshua Wright was also a ambitious businessman. He operated a successful boot and shoe store in Prince Albert, and expanded his operation to Manchester in the mid 1860s. He was the first in the village to install a steam powered engine into his tannery business.

With the shift it trade, he moved his Boot and Shoe Store to Port Perry in 1873, and in 1877 purchased and outfitted the Sexton Mill property for a large new tannery. In September 1880 expanded his business interests, leasing the Port Perry Grain Elevator and ventured into grain buying. When his lease on the building ran out, Mr. Wright proceeded to build a new grain elevator on his property near the railway station, finally selling out in 1883 to D.C. Downey. In 1891, Mr. Wright returned to the grain business, taking over his building, which had been closed down and refitted it for an elevator and grain facility. Less than a year the entire building and stock was destroyed by fire.

Mr Wright was born in 1835, and passed away in February 1898 at 63 years of age.

SCUGOG'S PIONEERS & ENTREPRENEURS



Wm. E. Yarnold

WILLIAM EDWARD YARNOLD

W.E. Yarnold was born in England and when quite young came to Canada with his father. He was educated at the Simcoe County Grammar School and after completing his education was articled as a student to the firm of Rankin & Robinson, Provincial Land Surveyors of Toronto.

In 1854 he obtained his diploma as a Provincial Land Surveyor and began the practice of his profession in Prince Albert, for almost 30 years, before moving to Port Perry in 1882. He occupied the position of County Surveyor for a number of years, and acted as engineer for about 10 township municipalities. He was entrusted with considerable surveying work by the railways. He became so predominate in his profession that his word was readily accepted as being equal to his bond. His services were in demand in all parts of the Province and his popularity as a professional man was ever on the increase.

Of his more important local projects, Mr. Yarnold was awarded the contract for constructing 600 feet of permanent roadway at the east end of the Scugog Bridge. In 1882, he was hired to prepare a survey map for the embankment across a section of the Scugog which would later become the Cartwright causeway.

Mr. Yarnold and his wife were greatly beloved citizens. He was a character of rare excellence and was described as being short of stature, slightly built, with pale, calm and highly intellectual countenance, and mild and investigating eyes. The Yarnold's home was located at the corner of Queen and Cochrane St., one of the beautiful spots in town.

The death of Mr. Yarnold in December 16, 1916, came after falling sick with pneumonia. He was 85 years old at the time of his death and was mourned by his wife Celia, and daughter Ella, and the residents of the town he had resided in for more than 60 years. Celia S. (Haight) Yarnold died at Port Perry on Thurs., Feb. 27, 1919 in her 91st year.

FRANK MERWIN YARNOLD

Mr. Frank M. Yarnold passed away in Port Perry on Feb. 4, 1901 following a serious ailment. He had retired from business at his office in December due to his illness. He was a highly respected and lifetime resident of Port Perry and Prince Albert.

Mr. Yarnold was born and raised locally, the son of W.E. Yarnold. He was educated at Port Perry public and high schools, then went on to graduate from law school before returning to his home town to set up practice. Over the years attracted a large clientele, many who became good friends.

Mr. Yarnold had a long and distinguished career. He was appointed clerk for the village of Port Perry in November 1892, and less than six months later was appointed the corporation's solicitor. In June 1893, he was again honored by being appointed solicitor for the corporation of Reach Township.

In addition to his professional career, he served as a member of the school board and was for several held the position of chairman. His genial, kind sympathetic nature and uncompromising principles, were so blended as to secure him hosts of friends and respect. He was a devote Christian and an active conservative.

At the time of his death he behind his wife, Ella M. Yarnold.



Frank M. Yarnold