

Steamboats on Scugog

A history of steamboating on the south central Kawarthas

Paul Arculus

Illustrations by Les Parkes

Copyright 2000 Paul Arculus

All rights reserved. No part of this book may be reproduced in any form or by any means without the written permission of the copyright holder.

Published in Canada in 2000 by
Observer Publishing of Port Perry
188 Mary Street
Port Perry, Ontario, L9L 1B7
(905) 985-7378

Canadian Cataloguing in Publication Data
Arculus, Paul
Steamboats on Scugog

Includes bibliography, references and index.

ISBN: 0-9684932-2-X

1. History - Lake Scugog area.
2. Steamboats - Kawarthas - History.

Printed in Canada by
Port Perry Printing
201 North Street
Port Perry, Ontario, L9L 1B7
(905) 985-9755.

Second Printing
January 2010

Contents

Acknowledgements.....	
Credits.....	
Introduction.....	
CHAPTER 1	
The Beginnings.....	1
CHAPTER 2	
Early Settlements.....	13
CHAPTER 3	
Ships and Shipbuilders.....	33
CHAPTER 4	
Changes.....	53
CHAPTER 5	
Goerge Crandell and Mossom Boyd.....	73
CHAPTER 6	
The Twilight of the Steamboat Era.....	89
CHAPTER 7	
The Steamboats.....	103
Bibliography.....	137
Index of Steamboats.....	139
General Index.....	141

Acknowledgements

Archives of Ontario, Toronto, Ontario

Bobcaygeon Public Library, Bobcaygeon, Ontario

Bill Brock, Port Perry, Ontario

Peter Hvidsten, Port Perry Star, Port Perry, Ontario

Jack and Allene Kane, Port Perry, Ontario

Dianne Lackie, Port Perry, Ontario

Jim Leonard, Archivist, Peterborough Centennial Museum and Archives, Peterborough, Ontario

Marine Museum of the Great Lakes, Kingston, Ontario.

National Archives of Canada, Ottawa, Ontario

Susan Neale, Curator/Director, Scugog Shores Museum and Archives, Port Perry, Ontario

Dr. Ralph Price, Port Perry, Ontario

Lindsay Public Library, Lindsay, Ontario

Alain Vezina, Transport Canada: Registry of Ships and Seafarers, Ottawa

Brian Winter, Archivist, Whitby Archives, Whitby, Ontario

Descendants of Joseph Bigelow and James Carnegie:

Bob Carnegie, Kelowna, B.C.

William Carnegie, Oshawa, Ontario.

Descendants of George Crandell: Judith Barr, Meaford, Ontario

Wanda Cocco, Baton Rouge, Louisiana

William Gottschalk, Fullerton, California

Diane Kaczor, Rochester Hills, Michigan

Diane McGregor, Thornbury, Ontario

Descendant of Francis Burke:

Mrs Helen York, Lindsay, Ontario

Credits

A.O.; Archives of Ontario, Toronto.

B.P.L.; Bobcaygeon Public Library, Bobcaygeon.

L.P.; Lindsay Post on microfilm at Lindsay Library.

M.M.G.L.; Marine Museum of the Great Lakes, Kingston, Ontario.

N.A.C.; National Archives of Canada, Ottawa.

O.O.; Ontario Observer, which became the North Ontario Observer in 1873, on microfilm at S.S.M.V.

P.C.M.A.; Peterborough Centennial Museum Archives, Peterborough.

P.P.S.; Port Perry Standard, which became the Port Perry Star in 1907, on microfilm at S.S.M.V.

R.P.; Dr. Ralph Price, Port Perry

S.S.M.V.; Scugog Shores Museum Village, Port Perry, Ontario.

W.A.; Whitby Archives, Whitby, Ontario

Introduction

One of the great phenomena of history is the explosion of inventive and humanitarian energy which occurred in the British Isles in the late eighteenth and nineteenth centuries. This outburst of creativity produced inventions which would change the entire future of the world. Through the applications of these inventions, Britain became the world's dominant economic power throughout the nineteenth century and gained an economic momentum which sustained the nation well into the twentieth century and through the devastation of World War 1. The humanitarian concerns involved revolutionary reforms in voting, child labour, education, health care, slavery and care of the poor. But that's another story.

The massive immigration of her citizens throughout that period, to all corners of the globe, brought about the proliferation of British ideas and technology. This factor was probably no more evident than in North America. One of the major bases of this technology was the invention and development of the steam engine. The application of the steam engine to water vessels was a logical and early one. For centuries Britain had been the most powerful seafaring nation in the world. Once the problem of adequate fuel supply had been overcome, British steamships roamed the globe, and with them, the further proliferation of the relevant machinery and technology.

At the dawn of the nineteenth century and indeed through the next hundred year period, most of the settlers of Upper Canada were of British stock. As heavy British

machinery pounded away, with the sources of the machinery stamped on the sides Birkenhead, Liverpool, Birmingham, Sheffield and Manchester, a sense of nostalgia and pride would have stirred many of the settlers. No doubt, for some who had left Britain under adverse circumstances, behind the pounding of the machinery there would have been curses and derision. But those curses would have been muffled for those who could view their circumstances with some measure of objectivity, for this was, after all, the machinery which provided their livelihood.

The first steamboat in British North America was John Molson's Accommodation, a seventy-two foot long side wheeler with a six horsepower engine. The Accommodation left Montreal for Quebec City on her maiden voyage on Wednesday, November 1, 1809. By 1818, Molson's St. Lawrence Steamboat Company had eight steam-powered boats in operation on the St. Lawrence. That year the first steamboat was seen on Lake Erie and made its way to Lake Huron in the summer. By 1840 there were fifty steam-powered ships on Lake Ontario.

Poorly constructed roads were unreliable and travellers became subject to the vagaries of unpredictable weather, wild animals, and roving gangs of thieves. During the most of the nineteenth century the latter created fear among those who made the journey along the primitive paths between settlements. Water craft provided the most secure and dependable source of travel around the young province and particularly on Lake Scugog. The

steamboat provided the main communication amongst the settlements around the lake. Initially the steamers towed logs, carried supplies, and some passengers, but the human cargo eventually dominated. Travelling salesmen and other business people used the steamers during the week. On the weekend and on festive occasions, holiday makers and all those who sought an escape from the everyday drudgery of work, all boarded the vessels with a sense of optimism and confidence. They strolled along the decks, lounged in chairs, or leaned on the rails, giving pleasant noise and activity to the accompanying hiss and clang of the engines. Steamboats were fast, pleasant, reliable and relatively safe.

By mid-nineteenth century, the steamboat was an accepted form of transportation on large bodies of water in the Canadas. During the second half of the nineteenth century, the steam engine powered the economy of this growing nation. Steam driven locomotives, industrial machinery, steam boats, tractors and fire appliances hissed and clanged their way into the lives of all but the most remote settlers.

James Bethune of Cobourg, anxious to move goods from Lake Ontario into the regions north of Cobourg, built his first steamboat, a paddle-wheeler named the Pemedash, on Rice Lake in 1832. The first steamboat to appear on the Central or Back Lakes, or the Kawarthas as they later became known, was built on the waterfront on the southwestern shore of Lake Scugog. A small

settlement named Scugog Village was just in the process of changing its name to Port Perry in honour of its founder, Peter Perry. The Woodman was launched on Lake Scugog in 1850, and its machinery installed so that its maiden voyage occurred the following spring. By 1870, on any given week during the summer months, as many as a dozen different steamboats could be seen on Lake Scugog, some of them more than twice a day. The sights, sounds and smells of the steamboat had become a normal part of daily life on the shores of Lake Scugog.

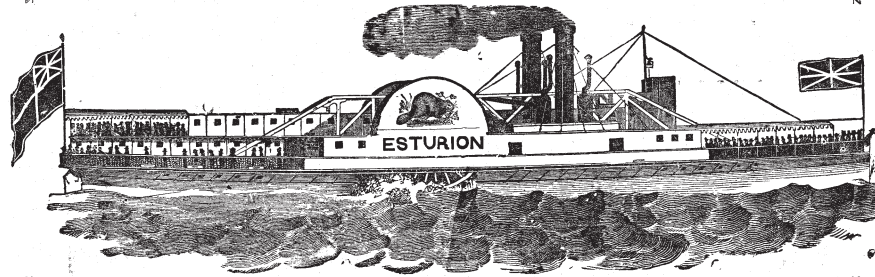
As with all inventions, the steamboat eventually gave way to the newer technologies of the locomotive and later, the internal combustion engine. The age of the steamboat on Lake Scugog lasted from 1851, the year Peter Perry died, until the outbreak of World War I. It was a glorious half century for the region. Those who played leading roles in its creation and development were colourful, energetic and legendary. They forged an era which now appears to be noble and romantic. However, their lives were not without toil and tragedy. But this was what made the era so interesting and provided, for us, a source of nostalgia. Let us then journey back in time to another age, to a time when other technologies prevailed, to a time when the sound of the steamboat whistle, the hiss of the engine and the clanging of the machinery generated hope, excitement and romance.

THE TRENT VALLEY NAVIGATION COMPANY.

LIMITED.

1897. TIME TABLE. 1897.

COMMENCING MONDAY, JUNE 21st.



THE STEAMER

ESTURION

PLYING BETWEEN

Lindsay, Sturgeon Point and Bobcaygeon

Leave BOBCAYGEON AT	6.30 A.M.	AND	3.20 P.M.
Arrive LINDSAY	" 8.45 "	"	5.35 "
Leave LINDSAY	" 11.20 "	"	6.30 "
Arrive BOBCAYGEON	" 1.35 "	"	8.45 "

Excepting on Saturdays, when the Steamer will leave Lindsay at 8.20 p.m., (instead of 6.30 p.m.,) upon arrival of 7.58 train from Toronto.

Passengers from Toronto will leave there at 8.05 a.m. on Midland Division G.T.R., and arrive at Bobcaygeon at 1.35 p.m., or leave Toronto at 2.00 p.m. by G.T.R. Main Line to Port Hope, thence by Midland Division to Lindsay, arriving at Bobcaygeon at 8.45 p.m.; except on Saturdays, when leaving Toronto at 5.00 p.m. they arrive at Bobcaygeon at 10.35 p.m. Passengers leaving Rochester at 8.15 a.m., via North King, or Buffalo at 5.05 a.m., via Toronto and Port Hope, reach Bobcaygeon at 8.45 p.m.; except Saturdays, when they reach Bobcaygeon at 10.35 p.m.

Single Tickets Between LINDSAY and BOBCAYGEON	-	75c.	Return Tickets	\$1.00
" " " LINDSAY and STURGEON POINT,	-	35c.	" " "	50
" " " BOBCAYGEON & STURGEON POINT,	-	40c.	" " "	50

Family Tickets and Excursion Tickets at Reduced Rates can be procured at the POST OFFICE, BOBCAYGEON, and on the Boat.

Arrangements can be made on very favorable terms for Excursions of from 100 to 200 persons on regular trips of the Boat.

For terms apply by letter addressed to Secretary T.V.N. Co., Bobcaygeon

J. W. DIAMENT, Captain.

Chapter 1

THE BEGINNINGS

Lake Scugog is a broad, relatively shallow lake nestled at the southern end of the Trent - Severn Waterway. The systems of lakes and rivers feeding the Trent and Severn Rivers were originally formed as the glaciers retreated some 12,000 years ago. Over the past century and a half they have been linked to form the Trent - Severn Waterway which stretches 400 kilometres from Lake Ontario to Lake Huron.

The story of transportation began thousands of years ago when the Huron, then the Iroquois and finally the Mississaugas, paddled over these waters gathering wild rice and catching fish. The Mississaugas, a branch of the Ojibwas, moved into this region in the early 1700's. They had first been encountered by the French traders in the north-eastern Lake Huron region in the mid-1600's. The French named them the Mississaugas because they were living at the mouth of the Mississagi River just east of what is now Sault Saint Marie.

They were generally a nomadic people and moved into the Kawartha region when the Iroquois were driven out toward the end of the seventeenth century. The Mississaugas lived peacefully off the profusion of fish, wildlife and rice in the region. Unlike the Iroquois, they were not farmers and did not clear any land. As a result, the Lake Scugog basin was still entirely virgin forest when the first white settlers arrived.

Lake Scugog was initially little more than a broad

meandering river which flowed northward to a set of rapids which fed the river descending into Sturgeon Lake. It was expanded, in 1828, to become the larger body of water which we know today and the rapids on the Scugog River were eliminated by the construction of a lock and a dam at what is now Lindsay.

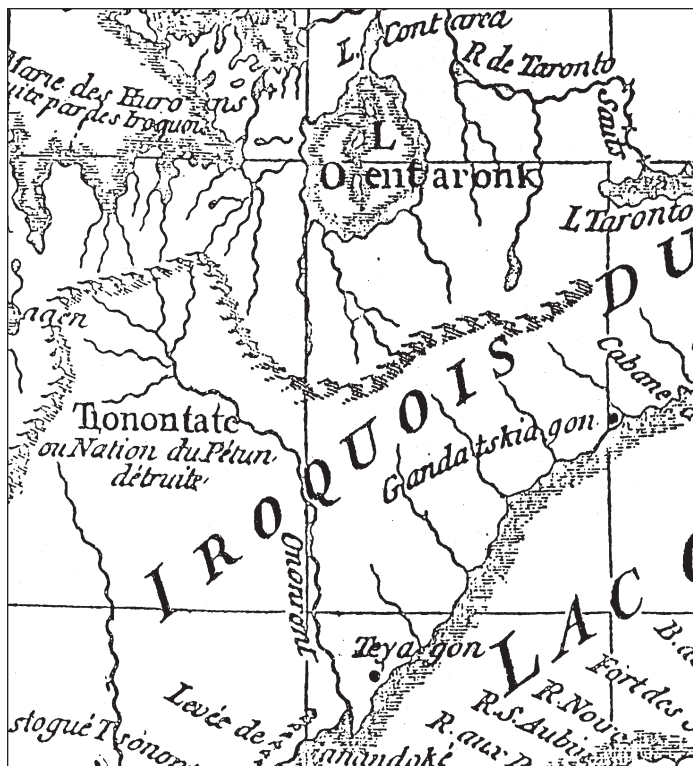
The 1755 Danville Map

In 1755 a cartographer named Danville was asked to develop a map condensing the knowledge of French territories in the new world. It is on his map that we find one of the first indications of Lake Scugog. Danville probably visited very little of the area which he mapped. Instead his map would have been developed from the existing charts and diagrams as well as from interviews with some of the fur traders, priests and explorers who had travelled through the area which he charted. On this map we can clearly see the Oak Ridges Moraine which forms the southern edge of the Lake Scugog Basin. His Lac Oentaronk is clearly Lake Simcoe and directly to the east is Lac Toronto, which appears to be Rice Lake. Directly in between the two is a small lake, a mere teardrop, flowing into a river which flows north into his "R de Toronto".

The relative positioning of Teyagon (Later Fort Rouille, now Toronto), Cabane De Plomb and

Gandaskiagon (Whitby) lead to an assumption that this represents Lake Scugog and the Scugog River. This is probably the first depiction of Lake Scugog and the Scugog River.

Danville Map 1755. AO.



The Scugog Carrying Place

There is evidence of four main routes from Lake Ontario to the Valley of the Trent Waterway used by the Iroquois and later by the Mississaugas and finally by the first European settlers. One of these routes was known as the Scugog Carrying Place. This pathway began at Oshawa Creek, continued over the height of land at "the

Ridges", down to Lake Scugog and then on to the rest of the Kawarthas and into Lake Simcoe.

Mrs. Simcoe's Map

When Upper Canada's first lieutenant-governor, John Graves Simcoe and his talented wife Elizabeth were living in Upper Canada, they made several extensive trips, exploring and mapping the region. Probably the most famous map of the time was a detailed sketch map made by Elizabeth Simcoe on birch bark and presented to King George III. This map is now in the British Museum in London. A more detailed and more extensive map of the same area, also made by Mrs. Simcoe, is to be found in the Ontario Archives. It shows the areas explored by the Simcoes from 1793 to 1795. The map indicates the towns and settlements proposed by Simcoe and, in detail, the regions around Lakes Erie and Ontario and the Ottawa River valley, but there is not even the slightest hint of knowledge of the Lake Scugog Basin. Their canoe route from York to Lake Simcoe and beyond in 1795 and then from York along the shore of Lake Ontario to Kingston shows accurate knowledge of Rice Lake and the Trent system, but nothing of the Scugog River and the lake which feeds it.

Mississaugas of Scugog

The Reverend Peter Jones was the son of a Mississauga princess, and Augustus Jones, one of the greatest of Upper Canada's surveyors. Peter Jones felt that his mandate among his own people was to establish mission stations with schools in all the Mississauga settlements in Upper Canada. One of his first visits was to the Mississaugas at Scugog in May, 1827. In his diary, he rejoiced in the fact that they destroyed two barrels of whiskey which had been brought to them by traders. At this time a log schoolhouse was built in the Port Perry

waterfront area. This was the first school in the Lake Scugog basin. A year later his diary records another visit to "Indians about Schoogog Lake." His description of the settlement of about a hundred Mississaugas was about "a mile and a half from Schoogog Lake."¹ The Mississaugas became the best educated indigenous people in North America. As a result of Jones' efforts during the mid-century many of the Mississaugas were better educated than most of the European settlers. In 1840 he had identified the premises upon which Indian acceptance into modern society should be based:

(1) deeded title to the land which was rightfully theirs,
 (2) access to good education, (3) equal rights for his people.

It is interesting to note that Augustus Jones had surveyed the line which designated the northern boundary of Whitby Township in 1799. In so doing he noted the Indian path by which he, his son, and later, settlers including Reuben Crandell and the Purdys, would travel into Reach Township and areas to the north. On his map, what is now Reach Township was entitled: "Township to be Named" and there is no indication of the existence of Lake Scugog.

Alexander Francis Chamberlain

During the last two decades of the nineteenth century, Alexander Francis Chamberlain wrote a number of scholarly articles on the Native people of this part of Ontario. He submitted many articles to an academic periodical

named the Journal of American Folk-lore. Chamberlain wrote and studied at the University of Toronto and then at Clark University in Worcester, Massachusetts. All of the articles written by him from 1888 to 1896 concerned the Algonkians and Mississaugas. Fortunately for students of our area, most of his writings were specifically about the Mississaugas of Scugog. His doctoral thesis, submitted to Clark University in 1891 was entitled "The Language of the Mississaugas of Skugog". From his extensive writings we can find a wealth of information about Scugog's first settlers and about the names of locations.

In developing his doctoral thesis, he spent the summer of 1888 among the Mississaugas on Scugog Island. In Chamberlain's introduction to his thesis, he presents an interesting background to his work and in so doing provides an excellent study of the Mississaugas. He makes reference to the work of Peter Jones and quotes from his journal. Chamberlain explains that the Mississaugas whom Jones had visited at "Schoogog Lake" eventually moved away and merged with the Mississaugas at Mud Lake (now Curve Lake) and Lake Simcoe. The ancestors of those presently living on Scugog Island came from Balsam Lake where they had a reservation of 1200 acres. This land proved to be unsuitable for agricultural purposes, so they purchased 800 acres on Scugog Island in 1843 and today still maintain 400 acres of the original purchase. They are one of the few First Nations to have actually bought the land which was declared a Reservation.

Lake Scugog's Name

1 - Alexander Francis Chamberlain, The Language of the Mississauga Indians of Skugog. Ph.D. Thesis, Clark University, June 1891. Published by MacCalla & Company, Philadelphia, 1892. P.7.

From Chamberlain's thesis, based upon the knowledge learned from various members of the Mississaugas, we are presented with the origins of place names with a Mississauga background. The Old Mississauga name for the lake we now know as Scugog was written as "Pah-eejuh-koke-eewahkong"² meaning "a low, shallow, muddy place". This evolved among the Mississaugas into "Puhjogurn-skeeyougog" and was picked up by the early settlers as "Scugog" or "Skugog". Major Wilmot in his 1809-1810 survey referred to it as "Branch of Rice Lake" and in his 1816 survey of Cartwright, the eastern arm is labelled "Muddy Lake". Stegmann had named it "Lake Peobbescuegog".

The Nonquon River which feeds Lake Scugog has a name which has clearly evolved from "Minisi-nonkwon"³. "Minis" meaning "Island" and "Nonkwon" meaning "Woods all in one Spot". This was the name given by the Mississaugas to what is now Seven Mile Island on the western side of Scugog Island. Its name is also a reminder to us of the fact that the entire Scugog Basin was a densely wooded area when the first European settlers arrived at the beginning of the nineteenth century.

John Stegmann's Survey

The 1804 survey of John Stegmann is wrapped in tragedy: the event which necessitated its commission, the result of the survey and the fate of Stegmann himself. In the early 1800's two brothers, William and Moody

Farewell set up business at the mouth of the Oshawa Creek as fur traders. They explored the area extensively looking for good sites to set up trading posts. In the spring of 1804, they made their way to Washburn Island on Lake Scugog taking John Sharp with them. They built a log building in which Sharp could live and carry out his trading with the Mississaugas. He probably did some trapping himself. The Farewells departed leaving Sharp in charge of the post. A short time later Moody Farewell returned to the post only to find John Sharp's body a few yards away from the post. He had been brutally murdered. Farewell quickly buried the corpse and returned to Oshawa to report the event to the authorities. A local resident, Eleazar Lockwood reported that he had overheard a conversation in which an Ojibway named Ogetonicut had said that he had killed John Sharp. He reportedly justified the killing by stating that a white man named Cozens had killed his brother, Whistling Duck, the year before, and nothing had been done about it so he had taken justice into his own hands. Later that month Ogetonicut was arrested in York (now Toronto). The murder of Ogetonicut's brother, Whistling Duck, had been reported to Lieutenant -Governor Hunter but he had merely swept the incident under the carpet.

During the deliberations for Ogetonicut's trial, the

2 - Ibid. P61

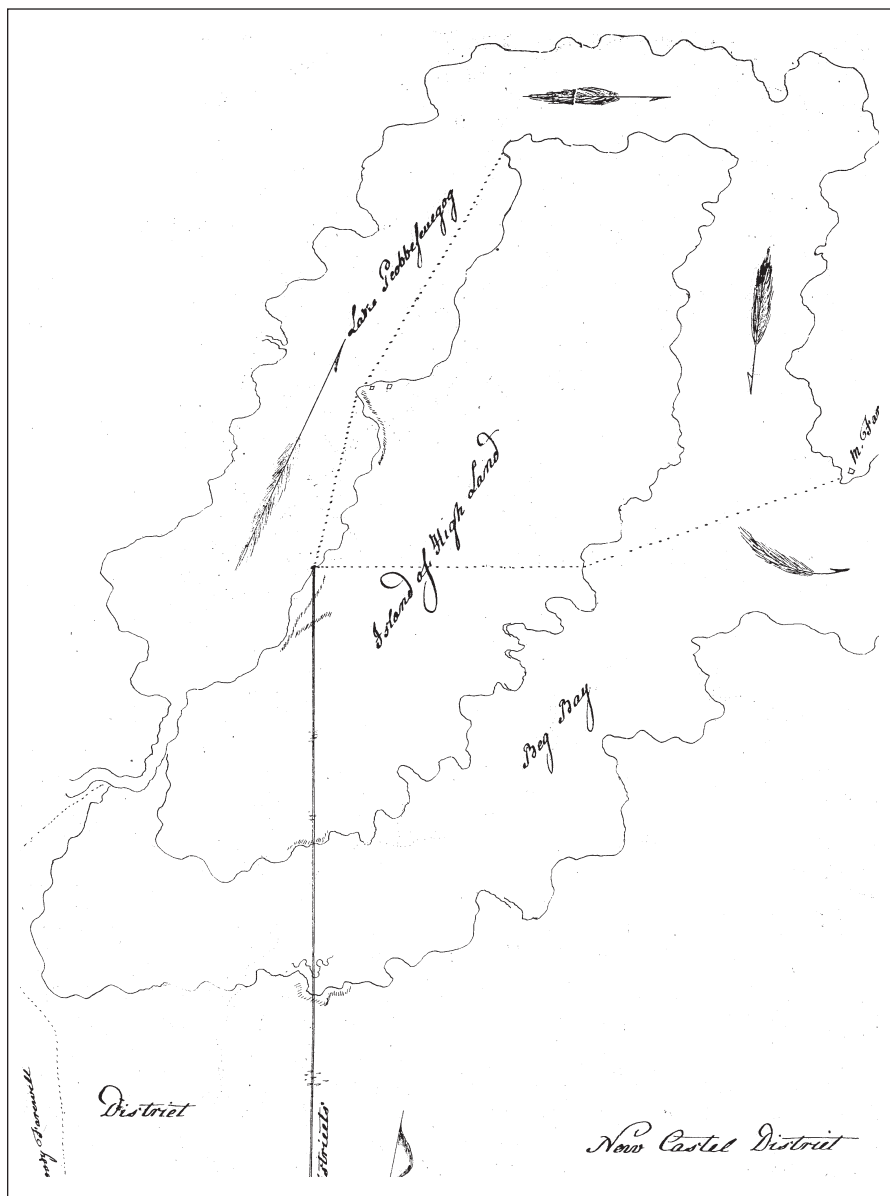
3 - Ibid p. 61

authorities realized that the site of the murder, Washburn Island, was probably in the Newcastle District and not in the Home district (an area which now encompasses Durham and Metro Toronto). If this assumption was correct, then the trial would have to take place not in York, but in Newcastle, a growing settlement near Presqu'ile, well removed from the present day Newcastle. John Stegmann, a respected, experienced, 46 year old surveyor was commissioned to conduct a survey in order to determine the jurisdiction of the murder site on Washburn Island.

Stegmann's beautifully written survey notes are kept today in the Archives of Ontario in Toronto. In them he meticulously detailed his assignment. On Thursday, August 16, 1804, he hired a crew and obtained all the provisions necessary to carry out the survey. The next day they left York and on Monday the 20th, they arrived at the 9th concession of Whitby. They began their surveying and proceeded north to what is now Lake Scugog, which Stegmann called Lake Beobescugog. It should be emphasised that Stegmann's task was merely to determine in which district Washburn Island was located. His survey of the lake is probably not as detailed nor as accurate as it would have been if he had been given a broader assignment.

This factor can be clearly seen in his delineation of the shore in the region of present day Port Perry. A double line, clearly an error, is quite obvious and he paid no attention to what is now Ball Point, to the east of Washburn Island. Obviously, he had determined that Washburn Island was in the Newcastle District and any details east of that point were not relevant to his task.

Nevertheless this map is a fascinating one when we look at it and compare it with present day Lake Scugog. This map was drawn before the lake was enlarged by the construction of the dam at Lindsay, initially raising the level of Scugog's water ten feet. Stegmann used a scale of one inch to the mile in his drawing. Using this scale, the map shows that the distance from the site of Port Perry across to Scugog Island (he calls it the "Island of High Land") is only approximately 200 yards. On Washburn Island, at the murder site, he clearly indicates the cabin where Sharp was found, "M. Farewell's House".



John Stegmann's survey of 1804 to determine the jurisdiction of the site of the murder of John Sharpe. SSMV.

The Incident of the Speedy

The first tragedy in this disastrous sequence of events was the fact that the murder of Whistling Duck was never dealt with. The second is the murder of John Sharp. The next is a cataclysmic series of related events.

Stegmann's map clearly indicated that the murder had taken place in the Newcastle District. The trial therefore had to take place in that district. A two-masted schooner, the "Speedy", originally designed as a gunboat, was ordered to take the witnesses, the accused and various court officials from York to the new site appointed for the trial.

The Captain of the "Speedy", Thomas Paxton, had complained to Lieutenant-Governor Hunter that the "Speedy" was not seaworthy. In spite of Paxton's pleas, Hunter ordered Paxton to set sail in the vessel. John Stegmann, as a witness to the location of the murder, boarded the "Speedy" at York along with: Robert Gray, the Solicitor-General, Thomas Cochran, judge of the King's Bench, Ogetonicut, the accused, Angus Macdonnell, a member of the House of Assembly and Ogetonecut's defence counsel, James Ruggles, a Justice of the Peace, and other legal officials including constable John Fisk whose daughter Cynthia married Joel Bigelow. Their oldest son was Joel, father of Hiram Bigelow, whom we shall meet later.

Twenty people were on board the "Speedy", fourteen involved in the trial and a crew of six. They set sail from York at 4:00 p.m. on Sunday, October 7, 1804, bound for Presqu'île.

That evening a severe storm blew up as the "Speedy" approached her destination. As darkness loomed, the vessel was seen struggling to gain the harbour but the vicious October winds were too much for the captain and crew. They were blown away from shore and disappeared. The "Speedy" and all aboard her perished. The judicial system, due to the loss of so many key members, took many years to recover. Mossom Boyd, however, viewed the loss of such key judiciaries in a different light. In his memoirs, recorded by his son Martin Boyd, he is quoted as saying,

"... a number of judges, lawyers etc. had to be chosen from the most intelligent of the people and made so by an Act of Parliament with no education in that line whatever and the law was never so well or justly given." ⁴

Lieutenant-Governor Peter Hunter died in the city of Quebec a year later of a stomach disorder. His passing was mourned by few and celebrated by many. His blunders in office and his dictatorial manner had made him many enemies. The captain of the "Speedy", Thomas Paxton, left a wife and seven children. John Stegmann was survived by his wife and three daughters. Several petitions for aid were filed by those left behind by the tragedy.

Newcastle itself no longer exists. The capital of the district was moved to Amherst, now Cobourg, and the settlement of Newcastle turned to dust and is now no longer identifiable in the underbrush of Presqu'île Provincial Park.

Samuel Wilmot

The surveyor-general's office at York was deeply saddened by Stegmann's death on the "Speedy" in 1804. He had been a well respected surveyor. His death however, presented those with few scruples with an opportunity to show their lack of dignity. In a short time other surveyors were anxious to have his job. In the Archives of Ontario, a letter written by a surveyor named Stevens is on file, actively and insensitively asking for Stegmann's job. But the man chosen to replace him in the surveyor-general's office had an inside track - he had married one of Stegmann's daughters. His name was Samuel Wilmot.

Samuel Wilmot was given the job of surveying Reach Township. We do not know if he had access to his late father-in-law's map of Lake Peobbescuegog. Nevertheless Wilmot assembled a survey crew at York, collected all the necessary supplies and equipment and made his way to the southern boundary of Reach following his late father-in-law's footsteps. He arrived there on November 20th, 1809. By the 28th of March, 1810, he and his crew had completed their work by arriving at the 14th concession of the township.

The "Indian Trading Point," the site of Sharp's murder was noted on Washburn Island. He also showed trading posts at the mouth of the Nonquon River which he called the "Mistake River," and at the mouth of what is now Cawker's Creek, which he leaves nameless. He also made a note on his survey of the "Indian Foot Path" which became the settlers' route into the Scugog basin and the route chosen by the engineers for the railroad over half a century later.

4 - Howard Pammatt papers, P.C.M.A.

REACH

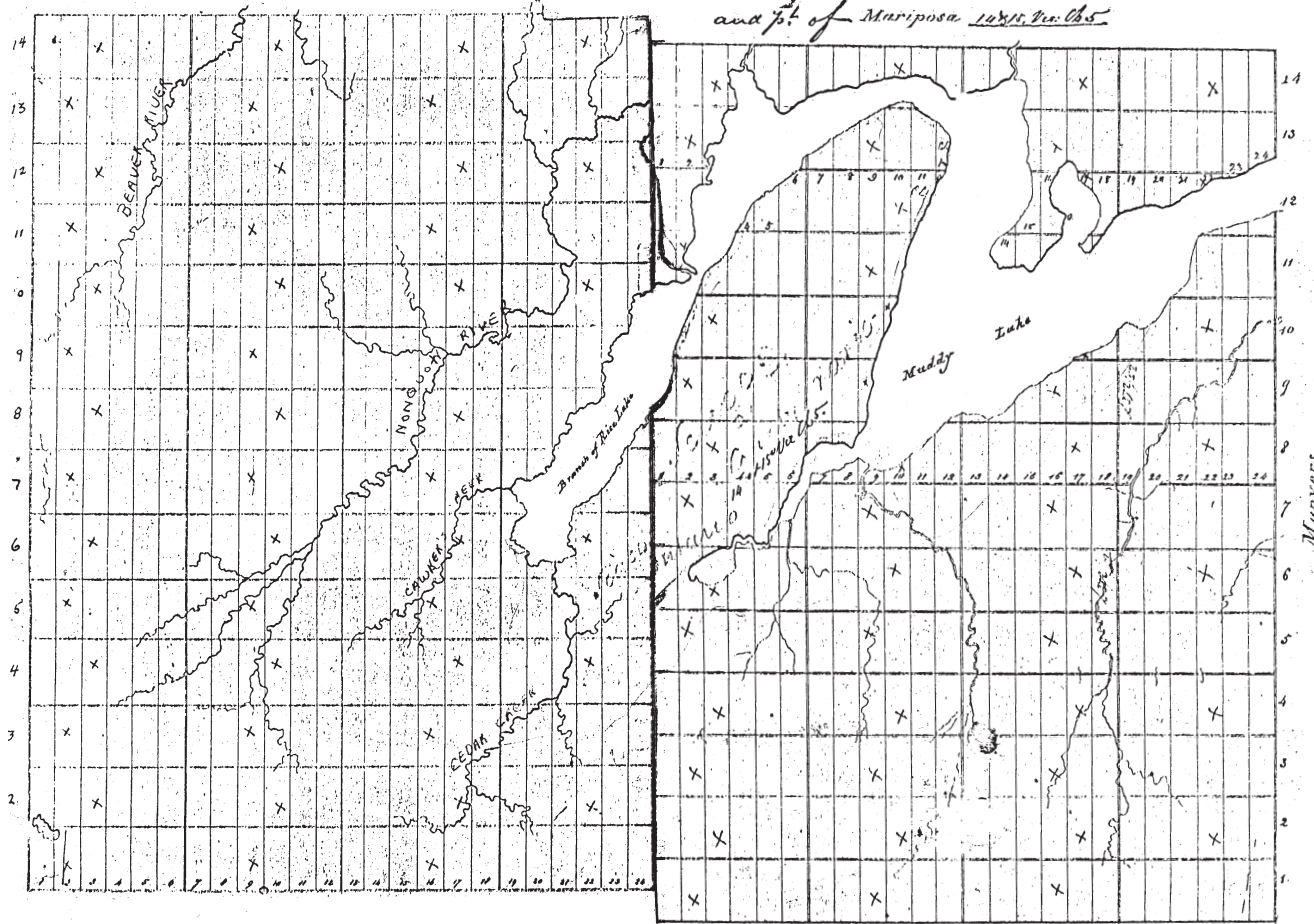
Home District

Brack

Cartwright

Newcastle District

and pt. of Mariposa 1845 Per. Obs.

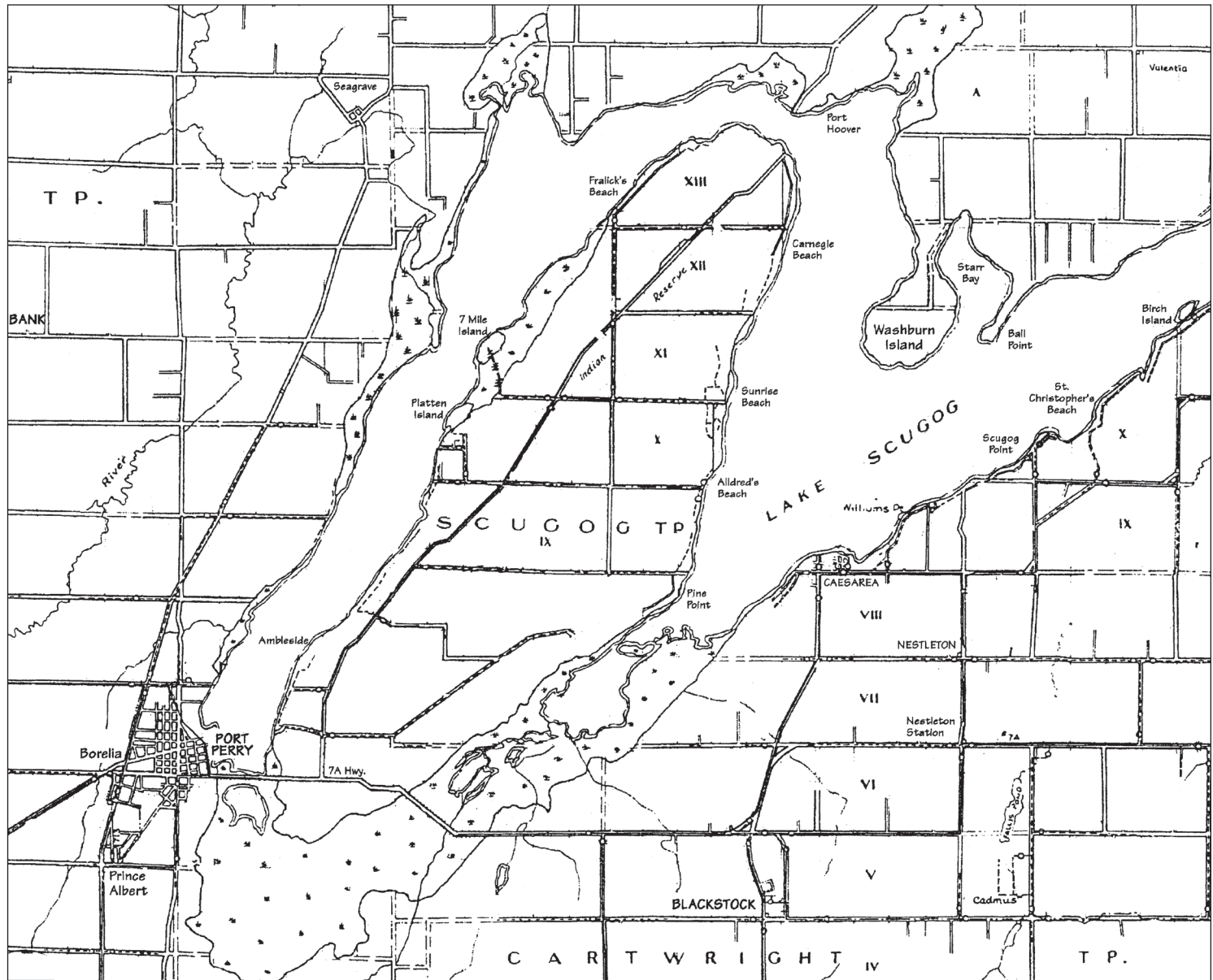


P. D. C. July 1843 Wm. W. W.

Darlington

A. G. C. August 1843 Thomas Parker

Wilmot's surveys of Reach Township (1809-1810) and Cartwright Township (1816). SSMV.



Lake Scugog and its environs today

Wilmot's 1809-1810 survey covered only Reach Township which lay claim to the western section of Lake Scugog. In 1816, he was assigned the task of surveying Cartwright Township which at that time included Scugog Island and the lots that now lie south of Concession 1 in Mariposa Township. This meant that with the two surveys, Wilmot had surveyed the entire lake and the land surrounding it.

Wilmot's survey presents us with a few differences from that of Stegmann. The first point of difference is the name itself. Stegmann called it Lake Beobbescugog. Wilmot referred to it as "Branch of the Rice Lake". The second contrast is the area at the south end of the lake. Stegmann indicated a large body of water below where Highway 7A is located today. He showed a similar picture to what we see today, whereas Wilmot mapped a solid land mass with no water linking the south-east and south-west sides of the lake. One possible solution to this discrepancy is that Stegmann conducted his survey in mid-August, but Wilmot, over the winter months. The lake at that time was not subjected to controls at Lindsay and it would have been more a victim of the whims of rainfall. It is possible that during the month of August, 1804, the low land at the southern end of the lake was indeed covered by a shallow patch of water. Stegmann, in his haste to get to the top of the lake, may not have paid much attention to it and assumed that it was merely an extension of Lake Beobbescugog. There may be other explanations for this major difference between the Stegmann and Wilmot surveys. However, both surveys do show a narrow stretch of water from the island to where Port Perry now stands.

The Lake Scugog basin today consists of the townships of Mariposa, Ops, Manvers and Scugog. What is now the southern part of Mariposa, including Washburn Island and Ball Point was originally part of Cartwright Township but was transferred to the Township of Mariposa in Victoria County in 1851. Scugog Island in the Township of Scugog was also originally part of Cartwright Township. The main body of today's Municipality of Scugog was originally called Reach Township.

Purdy's Dam At Lindsay

Jesse Purdy was born in England and emigrated to the Thirteen Colonies to take up farming in what is now New York City. When the talk of independence began to circulate in the Colonies, Purdy declared his loyalty to the country of his birth and to the traditions which it represented. This loyalty cost him dearly. He was forced to abandon his successful farm and flee to New Brunswick with only the few meagre possessions which he, his wife Ruth, and their young family, could carry with them.

William, the oldest son grew into adulthood among his loyal neighbours. He married Elizabeth Brundage, the daughter of another loyalist. The young couple moved to Canada West in 1800 eventually settling near Gananoque where he built a saw mill and a grist mill. Here he remarried after the death of Ruth. After his second wife died, he sold his holdings for a significant profit and moved to Thornhill where he remarried and built another set of mills along with a wool-carding mill. This venture was destroyed by fire, forcing him to begin a new enterprise, this time a stage coach business along the

Kingston Road, east of York, now Toronto. In 1827, he sold his business to William Weller who later became one of the major stage coach operators in the region. Purdy made his way north across Lake Scugog and down the Scugog River to land he had purchased: Lots 20 and 21 in Concession 6, in Ops Township where Lindsay now stands.

Here with his new wife, Sabrina Wright, herself a widow and their two sons, Jesse and Hazard, he entered into an agreement with the government to build a saw mill and a grist mill on the Scugog River. As all boaters, canoeists and fishermen know, Lake Scugog flows north to the Scugog River which in turn also flows north through Lindsay to feed Sturgeon Lake and the Trent-Severn Waterway. Originally the Scugog River ran through a small set of rapids at this point. This prevented direct navigational links between Lake Scugog, the southern half of Scugog River, and points to the north.

A substantial and continuous flow of water was needed to power the Purdy's mills. He erected a ten foot high dam on the river at the foot of what is now Georgian and Ridout Streets. As an incentive to have the mills operating within four years, the Purdys were promised 400 acres of land and a bonus of \$600.

Purdy's dam and the saw mill were completed by September, 1828. The water eventually filled the millpond to capacity in April, 1829. As the water finally reached the top of the dam, the pressure of the spring floods was too much for the structure. The dam broke. It took another year to rebuild. Thus the saw mill finally began its service in the spring of 1830. Purdy then constructed a grist mill which was also started up that year enabling Purdy to claim his reward from the government.

He was also allowed to keep one twelfth of grist produced. His customers travelled long distances to avail themselves of the mills.

The construction of Purdy's dam changed the entire face of the region. His original 1828 dam raised the level of the water ten feet. In 1829, the final dam was built at seven feet above the original water level. This raised water in the entire Lake Scugog basin by seven feet, thus doubling the surface area of the original lake. Wilmot's surveys became completely outdated. It wasn't until some twenty years later that reasonable maps of the new lake became available.

Thousands of mature trees were killed by the flooding leaving many areas of water littered with tree stumps. For years to come this factor continued to be a hazard for shipping. Even today, ancient tree stumps can still be seen and occasionally, others rise to the surface of the rivers creating dangerous situations for boaters. This is particularly noticeable in the Scugog and Nonquon river basins.

In spite of these hazards, the advantages of the higher water levels became significant in the development of commercial vessels. The settlements on the shores of Lake Scugog now became accessible to large vessels capable of carrying vast quantities of goods and passengers.

In 1837, R. McLean Purdy, a cousin of William Purdy, decided to join his cousin and made his way to Purdy's Mills from his birthplace near Brockville. Sixty years later he recalled the journey.

From Brockville to Cobourg the trip was made in comparative comfort by steamer; but after leaving Cobourg it was one trouble after another ... Kingston Road appeared to be a sea of mud - mud which might have served for plastering houses but was an unsatisfactory material for road-making. The first stop was near Port Hope, and there some of the family belongings, which were too heavy to move further in the then state of the roads, were temporarily stored with a relative. Our second night stop was at Oshawa, which was at the time just being "hatched out."

Next day we drove fifteen miles to Lake Scugog, and the following night people and horses were sheltered in the same building - that is, if the place deserved the name building. Earth formed the floor, there were great open spaces between the logs of which the walls were built, and we could count the stars overhead by looking up through the breaks in the roof. Luckily there was no

rain that night. Next day men, women and horses were once more close companions, all being herded together on a flat-bottomed boat for the voyage over Lake Scugog. Scugog then no more deserved the name of lake than the shelter the night before deserved the name of house. It was a mass of marsh and grass, the only clear water being that in the channel followed by the scow. Camp was pitched on Washburn Island, and the next day we reached our destination at the point where Lindsay is now located... The whole place was a tangled mass of cedar and hardwood; but visions of the future were present, and the remaining two hundred acres forming the townsite of today were sold in half acre lots at twenty and thirty dollars with five acre park lots at proportional prices. ⁵

5 - Smith, W. L. The Pioneers of Old Ontario. Toronto: George N. Morang, 1923. Pp. 227-8

Chapter 2

EARLY SETTLEMENTS

Reach Township

Reach Township was one of the last areas in this part of the province to be settled. Pioneers arrived in Uxbridge in 1804. Settlers had come by journeying north from York to Newmarket and then travelling east. Some ventured further north before travelling east. Many established homesteads along the route. Mariposa, Ops and Emily, the southern townships of Victoria County were well established and large settlements had sprung up there before any significant settlements had arisen in Reach.

Reuben Crandell was the first permanent white settler in Reach Township. In 1821, he made his way from the front following the "Indian Footpath" until he approached the present location of Prince Albert. At this point he proceeded west and built a log cabin on a 200 acre parcel on lot 13 in the 5th concession, immediately east of what is now the hamlet of Manchester.

Later, in 1832, he bought property between the Fifth and Sixth Concessions, and began the settlement of what later became known as Borelia. This settlement is the western portion of present day Port Perry. Within the boundaries of his property today, we find Port Perry's Presbyterian Church, Port Perry High School, R.H.Cornish Public School and the Beer Store. It had as its strategic centre the intersection of Queen Street and Old Simcoe Road.

Four hundred Protestant Irish arrived and settled in a group in the southern part of Emily and Cavan Townships beginning in 1821. Over the next twelve months Peter

Robinson (after whom Peterborough is named) organised the movement of over 2,000 Catholic Irish into Emily and Cavan Townships. These settlers came by way of Port Hope and Rice Lake.

Roads were badly needed for military movement, a situation precipitated by fears generated during the 1812 War, later to be heightened during the 1837 Rebellions and then reaching dramatic proportions during the 1860's. During this latter period Canadians lived along a border fraught with tension as the Americans fought their Civil War. Grant's capture of Richmond and the subsequent collapse of the Confederacy in 1865 intensified Canadian fears over the massive numbers of soldiers left without direction.

These fears were substantiated when thousands of former Union soldiers, many of Irish background, formed an army to attack Canada as part of a plot to free Ireland from British rule. Known as Fenians, they invaded Canada in June, 1866, capturing Fort Erie. They were eventually sent back across the border, but their assault had once more served to underline Canada's need for an improved communication system.

But there were other reasons behind the frenzy to establish roads. The lack of roads impaired the settlement of such outlying areas as the Lake Scugog basin. Roads were the key to the cycle of increased settlement, economic prosperity and growth as a nation.

The Provincial Deputy Surveyor, John Smith, had visited the small settlement known as Dayton's Corners or Reach (now Prince Albert) in 1827. Smith proposed to the government that they develop three roads into the Lake Scugog area. They were: Simcoe Street, the Scugog Road and the Brock Road. Simcoe Street went through English Corners (now Columbus), O'Boyles (Raglan), Dayton's Corners (Prince Albert), Crandell's Corners (Borelia) and north, to end at the Nonquon River where Seagrave is now located. The Scugog Road ran from Windsor Harbour (Whitby), Winchester (Brooklin), Well's Corners (Myrtle), Fitchett's Corners (Manchester) and then turned directly east to Lake Scugog.

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

During the 1820's a few pioneers followed Reuben Crandell into this region. But it wasn't until the new roads were established that settlers began to arrive in any significant numbers. The first person of European descent to occupy the south-western shore line of Lake Scugog was Elias Williams who purchased 200 acres there in 1831. He built a simple log cabin close to the water. All evidence of this structure disappeared long ago.

Peter Perry

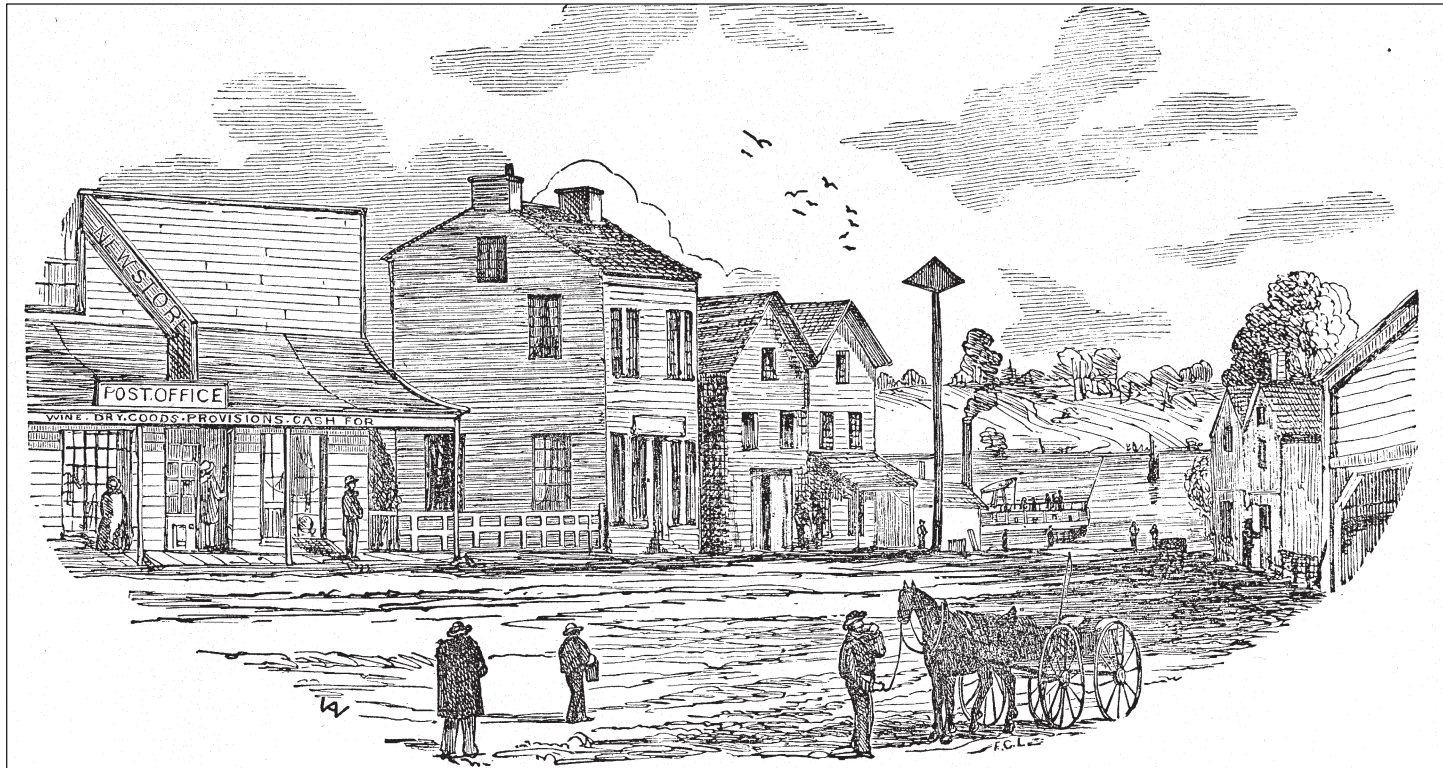
Peter Perry, after whom Port Perry is named, bought the shore line portion of land from Williams in 1843. Perry developed his ideas for a settlement, drawing up a formal street plan for the Village of Scugog in 1845, but this was not registered until 1855, four years after his death.

Peter Perry and Marshall Spring Bidwell took their seats in the House of Assembly as the elected representatives from Lennox and Addington in 1824. During the next decade Perry and William Lyon Mackenzie emerged as leaders of the Reform movement. Perry differed from Mackenzie over how change should be brought about in Upper Canada. Perry believed that responsible government would come about through the existing British Parliamentary system and through the British Constitution. Mackenzie was of a more radical and militant frame of

mind as became obvious in his leadership of the 1837 Rebellion. Perry also opposed Mackenzie in his views on capitalism. Perry believed in the free enterprise system and the right to invest and develop capital.



Peter Perry 1792-1851. WA.



Port Perry, 1853. Queen Street looking east toward Lake Scugog with Scugog Island in the background. On the left is the store and Post Office operated by Joseph Bigelow. R.P.

Perry was constantly looking for real estate investment opportunities. Between 1831 and 1837, he acquired nearly 6,000 acres of land in Upper Canada. Among his holdings was an extensive piece of property east of the town of York. It included a section of shoreline with an excellent harbour. This was then referred to as Windsor, but it was later renamed Whitby. He saw the harbour as a rival to the

one at York. At its minimal potential he envisioned it as the main harbour between Kingston and York. As early as 1831, while Perry was still in the Assembly, he persuaded the government to establish a customs house at the harbour and it was declared a Port of Entry. Francis K. Tincombe was appointed as the first Customs Collector. A wharf and a substantial warehouse were built there in 1833.

In the elections of 1836, the Lieutenant-Governor, Sir Francis Bond Head, became actively involved in the campaign against the Reformers and particularly against Perry and Mackenzie. Through bribery, coercion, and the absence of the secret ballot, Bond Head was successful in eliminating the Reformers from the Legislature. Embittered by his defeat, Perry moved his family from his homestead near Napanee to live on the northern portion of his recently acquired Lake Ontario property in 1836. This section became known as Perry's Corners and is now the main intersection of Whitby.

The focal point at Perry's Corners was a huge general store which Perry had built. A man of enormous energy and creativity, in addition to initiating his store he gave continued attention to developing his harbour facility. He was able to use his influence to get the Board of Works to construct a large breakwater as part of the harbour facility in 1843. By this time his harbour was the third largest and busiest port on the Canadian side of Lake Ontario, behind only Toronto and Kingston in the quantity of goods being shipped to the United States and elsewhere. In 1852 it became the County Town for Ontario County even though it was still officially a village. The following year it surpassed Kingston to become the second busiest port on the north shore of the lake. The Act of Incorporation of December 1854 officially established Whitby as a town.

Perry saw enormous potential in the Lake Ontario to Lake Huron traffic and set about establishing a route north from his harbour on Lake Ontario. His proposals included the Lake Ontario to Lake Huron Railroad company. The route of this railroad started at his harbour, passed north to Lake Scugog, across to the north shore of Lake Simcoe

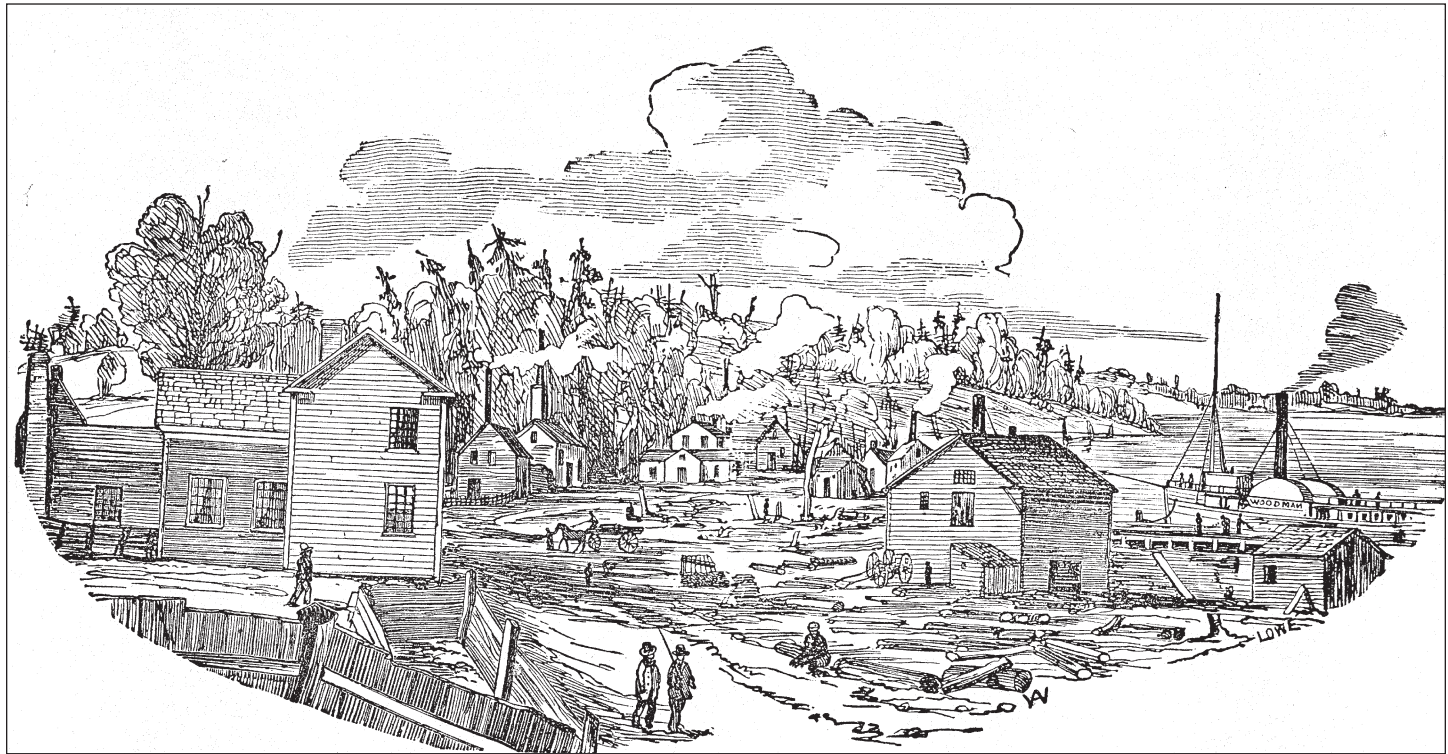
and ended at Gloucester Pool on Lake Huron. In order to further develop this route he purchased the property on Lake Scugog from Charles and Elias Williams and proceeded to advance his ideas for the development of the area.

Scugog Village

As Peter Perry's plans to develop the south-west end of Lake Scugog gained acceptance, he named the proposed settlement Scugog Village and began to sell off lots. The first to buy was Daniel Way. Perry persuaded Way to buy property and build a steam powered sawmill on the waterfront.

By the late fall of 1848 there were three sawmills at the waterfront of Scugog Village. One was built by Daniel Way, who in 1840, built the first mill in Brooklin. Perry also persuaded Cotton and Rowe, two grain merchants in Whitby, to venture into the shipping business on Lake Scugog. They had worked together in obtaining the government contract to dredge the harbour and build a breakwater, wharf and lighthouse in 1843-44.

James Rowe had been a close compatriot of Perry in the Reform movement in the 1830's. He had also become wealthy as a grain buyer in the Whitby area. He became Reeve of Whitby in 1852. The following year Rowe joined with John Watson to buy Peter Perry's road company which owned the road from Whitby to Lake Scugog. Rowe established the Port Whitby and Lake Huron Railway Company and was later to play an influential role in bringing the railway to Port Perry. Cotton was also involved in grain buying.



*Port Perry 1853. Water Street looking north showing the waterfront mills. On the right is the artist's impression of the **Woodman**. This and the previous illustration are the only known representations of the vessel. R.P.*

Cotton and Rowe financed the building of the first steam vessel on the "Back Lakes". They hired Hugh Chisolm, an experienced ship builder to come to Scugog Village and build the vessel on the waterfront. Chisolm's steamboat was named the **Woodman** and was launched on August 29, 1850. As its name implies it was built primarily to haul timber from around Lake Scugog and beyond, down to the mills at Scugog Village.

From there the sawn lumber was hauled across land down to Perry's harbour on Lake Ontario. Hugh Chisolm went on to build other major vessels including the **Joseph C. Morrison** which was launched on Lake Simcoe in 1855 and the **Emily May**, also a Lake Simcoe vessel, launched in 1861.

The death of Peter Perry in 1851, did not bring all of his plans to an end. Scugog Village continued its growth and was renamed Port Perry in his honour. Stimulated by the *Woodman*, the waterfront mills increased their productivity, and a supporting community grew around them. Joseph Bigelow arrived in the community and began his entrepreneurial endeavours. He began by opening a large general store and a post office. He later became involved in the milling business and before long was involved in almost every form of commercial venture including opening the first bank in 1862.

Port Hoover

Settlers began to make their way into the southern townships of Victoria County. Emily and Cavan townships were settled by Irish immigrants in 1821. A decade later Scottish immigrants infiltrated the northern and central parts of Mariposa Township. David Hoover along with his wife Rachel and their family arrived on the north shore of Lake Scugog in 1837. They built a homestead and began to develop the community which soon became known as Port Hoover. They were attracted by the prospects of the growing lumber trade developing throughout the land adjacent to the lake. Their son Daniel built a hotel and later a grist and flour mill.

By the early 1840's, their community had become an important port, shipping goods, mainly grain and timber, down the lake to Caesarea. This route from Port Hoover became the major shipping route in the winter as goods were carried across the ice. An elementary school was opened in 1856. Abraham Hoover, another son of Daniel, was a farmer who took a great interest in the Church and founded the Port Hoover Methodist Episcopal

Church. He took leadership in the building of a frame church on Main Street. The church was dedicated on January 2, 1859 and a cemetery was established beside it.

The first of two taverns was opened in 1838 by Daniel Hoover. On Lot 2, on Main Street East he built a 40 by 25 foot, one-and-a-half storey frame building. The stables and a shed were across the road. With the advent of steamboats and increased travel, a second hotel, The Steamboat Hotel, was established in 1852 by Edward Veitch. Veitch was also involved in buying and selling grain. Hoover opened a post office in the tavern and became its first postmaster in 1853. Two general stores were opened in the village, along with a weaver's shop and that of a shoe-maker.

There was not much excess wheat produced when farmers began their settlements. Later, as they had more land cleared, they increased their potential to produce crops for sale. Many of the farmers in Mariposa sold their wheat to the grain buyers at Port Hoover. To store the grain, a large storehouse was built on the dock which stretched out into the lake. If the Port Hoover grain price was not satisfactory, the farmers would cross the lake to Caesarea and then journey to Bowmanville. Some would go down to Prince Albert.

A road was completed from Mariposa, through Little Britain to Port Hoover in 1846. Three years later, Isaac Finley, a boat builder arrived in Port Hoover. He established a shipyard on the waterfront and put his experience to work. He built a number of vessels at Port Hoover but his biggest project was a 42-foot steam vessel, the *Maple Leaf*, which was launched here in 1874.

Other steam vessels were also built at Port Hoover

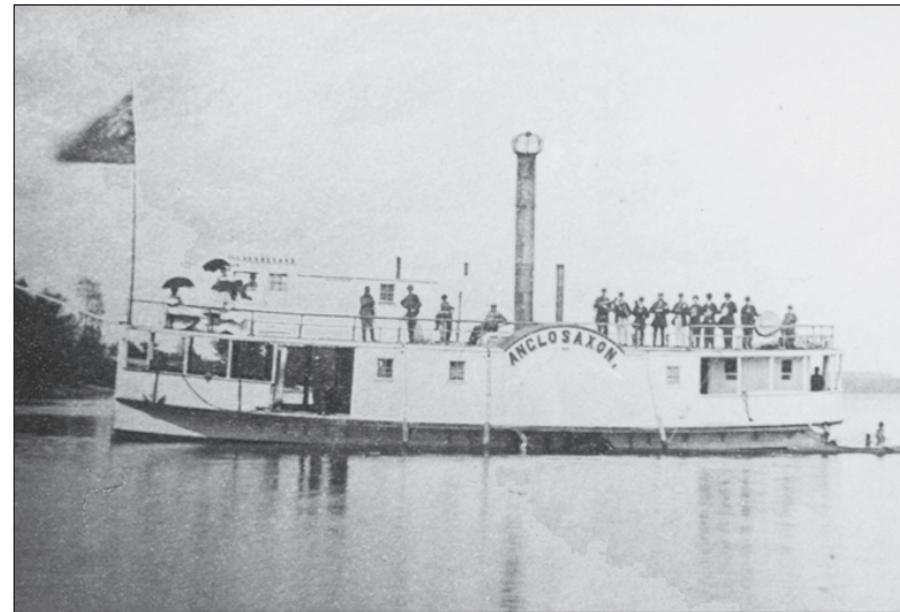
including Elias Roger's *Anglo Saxon* built in 1867 and the 48-ton Dominion in 1884. Rogers was also the postmaster of Port Hoover in 1866.

During the early part of this era, Port Hoover played an important role as a key shipping port on the lake. Most vessels stopped here on their way to and from Port Perry and Lindsay. Prior to the Port Whitby and Port Perry Railway being extended to Lindsay, the railway company's steamers, the *Ogemah* and the *Victoria* made regular stops at Port Hoover.

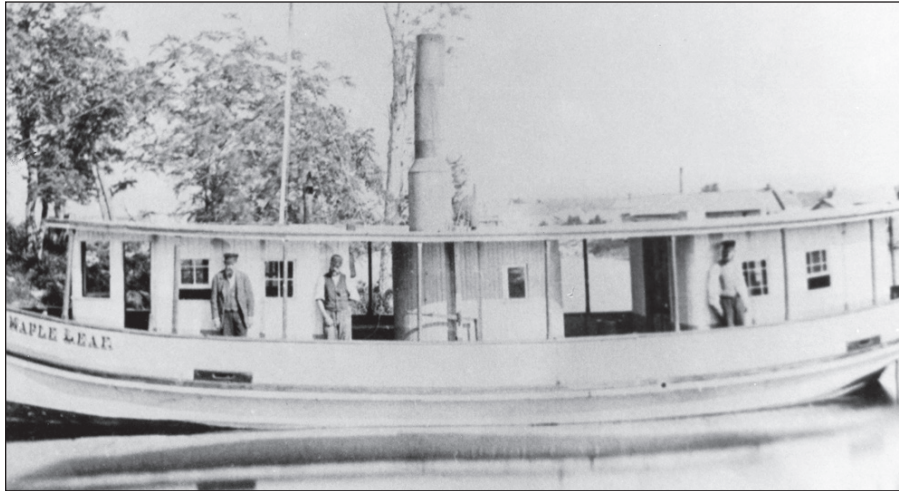
Proposals to link Scugog Island to Port Hoover by means of a permanent bridge first appeared in 1850. In 1856, surveyor John Shier drew a map showing this proposed road as part of a road link from Whitby, based on Peter Perry's ideas. John Simpson was a businessman and politician from Bowmanville and was the first president of the Ontario Bank. In 1858 he suggested that a road from Bowmanville to Caesarea and a bridge across to Scugog Island should be linked with the bridge at the north end of the island into Mariposa and Eldon and into the township of Carden. His proposal was to bolster his own businesses in Bowmanville in opposition to the strong Oshawa-Whitby interests. He spent much time and money promoting his idea but it failed to gain much support and was dropped.

A railway was eventually built from Port Whitby to Port Perry and the first regular train ran in 1871. When the proposal was

made to extend the railway to Lindsay, the residents of Port Hoover were strongly opposed to the route since it bypassed the community by several miles. The Township of Mariposa was expected to contribute \$60,000 towards the construction of the line. With stations at Seagrave and Manilla, the residents of Port Hoover could see their commercial future slip away.



Anglo Saxon, built in Port Hoover in 1867. SSMV.



Maple Leaf built in Port Hoover, 1873-74. LPL.

When the inaugural train whistled its way from Port Perry to Lindsay on July 31, 1877, the celebrations at the communities along the way were counterbalanced by the gloom over Port Hoover. Its fate was sealed.

Daniel Hoover sold his mill to Isaac Finley, the boat builder, in 1877. Finley moved the machinery to Little Britain. He in turn built his mill on the north-east side of the bridge at Little Britain, about a mile away from the first mill in Mariposa, a sawmill which had been built there in 1837 by its first settler, John Haight. John Haight's brother, Harrison had been a preacher of the Millerite beliefs as well as being a significant financier of Port Perry properties. In 1889 Finley again moved the mill machinery, this time to Lindsay.

A Methodist Episcopal Church had been built at Pleasant Point in 1840. The continuation of that church as well as the Port Hoover building seemed to constitute too much of an overlap, so, in 1869, the building at Port Hoover was sold. That winter, when the ice was safe, the former Port Hoover Methodist Episcopal Church was carried across to Scugog Island where it was used as the Indian Mission Church on the Mississauga Reservation.

Port Hoover continued to be a port of call for the steam boats, but the importance of the community gradually diminished as businesses relocated at other centres along the railway line. One of the symbolic acts was the closing of the Post Office in 1881. It was moved to Fingerboard, a tiny community to the northwest and not even on the railroad. Fingerboard acquired its name from the sign post in the form of a hand with a finger pointing toward the community.

In 1886 the few remaining residents witnessed the most definitive events of the community's demise. Sadly, that year, all the graves in the cemetery were carefully exhumed and then re-interred in the cemetery at Pleasant Point where they remain today. As if to close the history of the community, the land of the original cemetery at Port Hoover was sold.

Today, the Pleasant Point cemetery gives dignity to those courageous and hard-working souls. The graves of the first of the Hoovers; David, Daniel and Thomas and their respective wives, are a lasting tribute to the once thriving settlement now long gone and almost forgotten. Most communities in this region can lay claim to a century and a half of existence, but all have changed significantly over the years. Some communities are still essentially recognizable but others have changed to such a degree that nothing readily identifiable remains. Probably the most significantly changed community in the Lake Scugog basin is the once bustling village of Port Hoover.

Port Hoover today is a particularly attractive and quiet community having one of the most enviable locations on Lake Scugog. The pleasant homes lie on the shore of a narrow peninsula stretching out into the lake. There are no stores or commercial establishments, no busy thoroughfares to disturb the tranquility of the twenty or so homes. Port Hoover was once a booming port settlement alive with the sounds of shipbuilders, saw mills, gristmills and the noise of a busy dockyard. The remnants of the port are almost impossible to find. Its hotels and taverns, its stores, warehouses and churches, even its cemetery from that early community are all gone. In their place, a quiet residential community goes about its daily existence, pleasantly distant from the clatter and problems of urban life.

Caesarea

James, Job, Henry and Joseph Caesar arrived in 1836 and purchased 1000 acres on the south-east shore of Lake Scugog. Joseph set aside two acres to be used as a cemetery. He was buried there in 1838. Shortly after the Caesars had settled, John Lasher arrived and established an inn and the little community became known as Lasherville. Lasher also built a sailboat which carried goods around the lake. When the settlement had grown big enough to justify the opening of a post office in 1853, the name Caesarea was chosen. The first postmaster was Scofield. James Caesar remained Reeve until 1859.

As the settlement grew, storehouses for grain were built at the shoreline. Before the days of the steamships, the grain was kept in storage until the winter. When the ice was adequately thick, the grain was loaded onto sleds and carried on the ice to the south east end of the lake and then overland to Bowmanville. Once the steamboats arrived, a government dock was built, but with the increased transportation around the lake, farmers used other centres to store their grain. The need for the Caesarea storehouses diminished and they were torn down.

Caesarea continued to serve as a stopping point for the steamboats, particularly for the tourist trade. Two hotels were built. The largest was built on the waterfront and named the Kenosha House after the steamboat Kenosha. The hotel continued to serve tourists year round even after the steamboats had ceased to operate in the area. It went through several expansions and an annex was built (before 1908). The hotel was destroyed by fire in 1952.

Washburn Island

In Chapter 1, reference was made to the death of John Sharp on what is now Washburn Island. The trading post where he was murdered became the focal point of Stegmann's 1804 survey. In spite of this tragic beginning, the area became a popular half way, stopping point for steamboats travelling between Port Perry and Caesarea.

The Washburns were early settlers in the south end of Mariposa Township. Simeon Washburn took out a patent on the property in the 1830's and in 1864, Jarvis A. Washburn took possession of the land, and it came to be known as Washburn Island. When the lake level was above normal, the property was indeed an island. In the early 1860's the low lying access to the island was filled in to provide a more dependable route. This roadway was improved by the Township in 1866.

Early in the steamboat era Washburn Island became a place for picnickers to visit for the day. Trees were cleared from the water's edge in the early days of lumbering and a huge, open picnic area was established. By 1870, a large shed had been built close to the shore to accommodate those seeking refuge from the sun and from the rain. A simple and somewhat primitive dock had also been built. This was not much more than a crib filled with stones to allow the passengers to alight from the vessels.

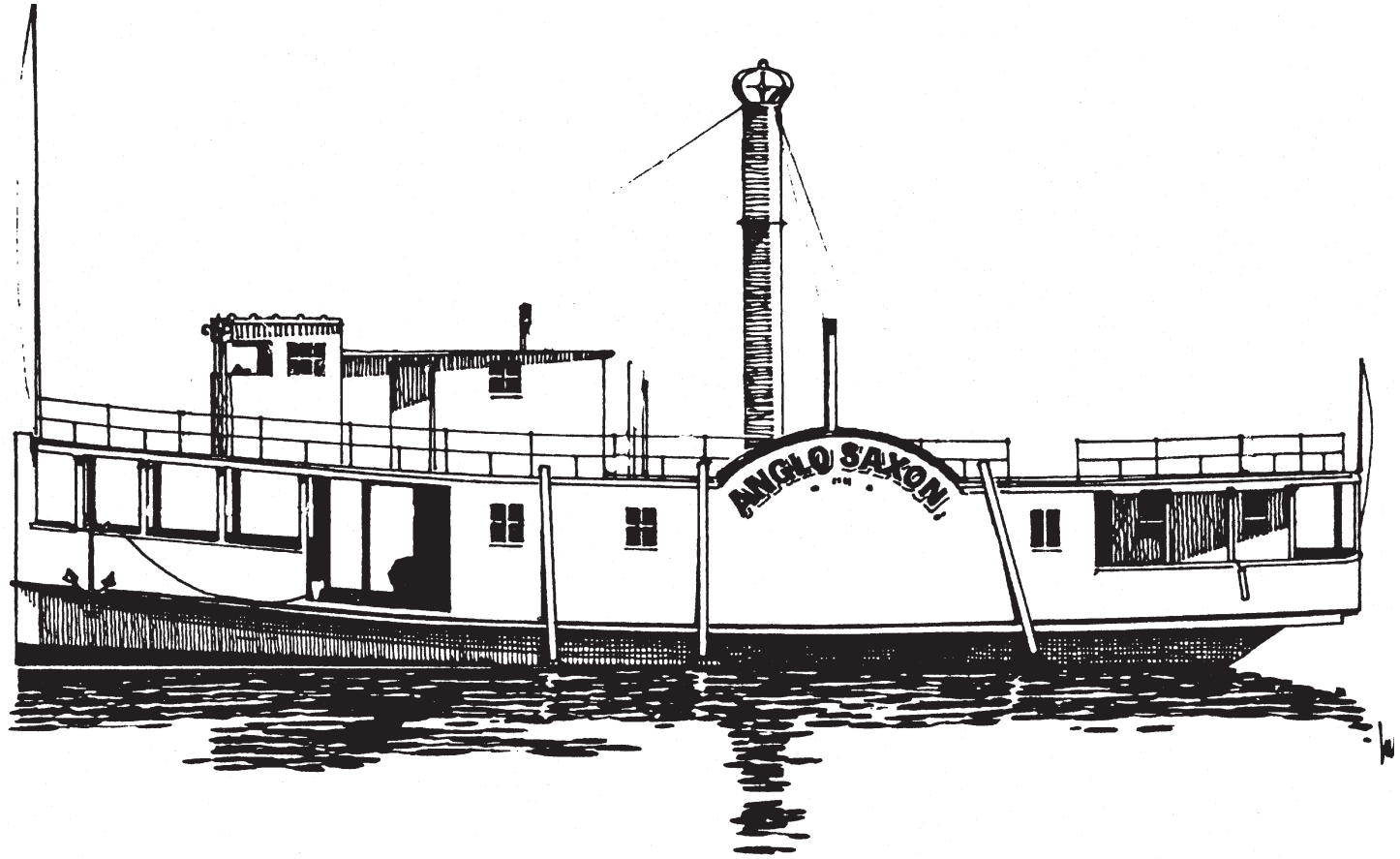
Before the end of the decade a serving area had been built into the original shed so that food could be dispensed from a counter in the south wall. Other sheds and shaded areas for picnic facilities were built. As the steamboat era came to a close, the facilities fell into disrepair and all traces of Lake Scugog's most popular resort disappeared.

Blackstock

The settlement which is now known as Blackstock had only a minor role to play in the history of steamboats since it was over two miles by road from the closest port, Caesarea. Its contributions to this history were more as a supportive role in the development of the various social and economic patterns of the area, particularly as it lay on the Bowmanville to Caesarea route.

The first permanent settlers in Cartwright Township were George Hall from County Armagh, Ireland, who arrived in 1833, Alexander Muirhead from Haldimand township in 1836 and Samuel Ferguson who came to lot 8, in concession 5 also in 1836. In 1846, William Axworthy bought the north half of lot 11, in concession 4 from William Vance. Axworthy in turn immediately sold an acre to John Tooley, and set aside another acre for the Methodist Church. Tooley built a tavern on his acre and the Methodists built a church on theirs, and these two buildings formed the focus of the small community known initially as Tooley's Corners.

Tooley's tavern, the Golden Lion, stood at the southwest corner of the main intersection in Blackstock where the War memorial now stands. He continued to operate the Golden Lion until 1870. The Town Council meetings were held in his hotel from 1847 to 1849. Shortly afterwards, the Town Hall was built.



In 1857 the settlers decided to change the name of the community to Williamsburg probably after William Hooey, one of the early settlers. Thirty years later the community again changed its name, this time to Blackstock after George Tait Blackstock who won the federal seat for West Durham.

John Simpson's road proposal linking Bowmanville to Caesarea and then Eldon reflected Cartwright's initial social, geographic and economic ties. This was a well established route by 1851 when the first Post Office was established in Tooley's Corners. The settlement continued to serve as a vital stopping point for travellers and tradespeople on their way between Caesarea and Bowmanville. It wasn't until a reliable and permanent causeway was established linking Port Perry with Scugog Island and then Cartwright, that these ties changed.

Lindsay

When William Purdy built his first dam on the Scugog River in 1828, he had little or no knowledge of the impact that the resulting flooding would have on the area. The grist and saw mills which Purdy had erected drew settlers from miles around. Surprisingly, Purdy's settlement did not grow beyond a few families until toward the end of the decade.

William Purdy was one of the many in Upper Canada who, along with Peter Perry and William Lyon Mackenzie, spoke out strongly against the Family Compact, the provincial government of the day. He was arrested and taken to Cobourg where he remained in jail without trial for some time. When he was released, he decided that the Lindsay area was no place for a critic of the government. He knew that the Reform movement was strong in

the Bath area where Peter Perry and other leading reformers lived and spoke out with far fewer consequences than he had experienced. Purdy and his son Jesse moved there leaving his other son Hazard, to run his mills on the Scugog River.

Hazard Purdy had to face a threat from another source. The dam which ran his mills had flooded thousands of acres of land within the Scugog basin. Although there were few settlers in the region, those who were beginning to make a living from the land were incensed by the fact that land which they had struggled to clear and establish as farmland had been flooded. In 1838 a fever swept through the area, probably due in large part to the increased number of mosquitoes that infested the flooded land. Many people died. The farmers affected, mainly from Ops Township, organized themselves and marched against the Purdy dam intent on destroying it and rescuing their land. They armed themselves with axes, attacked the dam and tore down the main part of the structure. Hazard rebuilt it as soon as it was safe to do so, later that year.

In the meantime, the government was ambitiously trying to establish supply routes for its settlers as they spread out across the province, developing communities away from the major lakes. In addition, businessmen were anxious to move their goods more efficiently. The Canadas were desperately trying to compete with New York State for market share in North America, and attempting to make in-roads into the New York-Montreal trade. In order to accomplish all of these goals an era of canal building began. The Americans completed the Erie Canal in 1825. The Welland Canal was opened in 1829 and the Rideau five years later.

Construction of a lock and a new dam at Lindsay began in 1838 and was completed in 1844. The new dam permanently established the fall of seven feet compared with Purdy's original ten feet. The government paid the Purdys \$1600 in compensation for the resulting loss in water power.

Bobcaygeon and the First Lock

When settlers in a community organised to petition the government for support for a facility such as a lock, the petition was referred to a select committee. If the committee deemed that the facility had merit, legislation was prepared recommending the amount of financing to be made available for the project and a board of commissioners was appointed to oversee the project. Invariably the commissioners were those who had initiated the proposal.

On February 13, 1833, the legislature passed "An Act to Provide for the Improvement of Certain Inland Waters in the Newcastle District." This act included a project to improve "*...the navigation of the River Otonabee [sic]... and also the adjacent waters leading to Mud Lake and Scugog Lake.*"¹ The act had been initiated by James Grey Bethune.

Bethune had begun his commercial ventures as the owner of a store and the post office in Cobourg. He ran a stage coach from Cobourg to Rice Lake and owned and operated schooners on Lake Ontario. Two factors most relevant to his project proposal were, (a) he had ventured

into real estate and owned several tracts of land in the area which would be affected by the improved navigation and (b) he was the manager of the Cobourg branch of the Bank of Upper Canada. All government projects were financed through the Bank of Upper Canada at branches close to the sites.

In 1832, at Sully on Rice Lake, he had begun construction of the Pemedash, a side paddle wheeled steamboat. That summer it began a daily run from Peterborough to Sully. The vessel was renamed the Otonabee the following summer. Bethune built a sister ship, the Sturgeon, at Bridgenorth near the foot of Chemong Lake. It was launched in June 1833. The Sturgeon plied the waters of Chemong, Buckhorn and Pigeon Lakes. He had intended to sail the vessel into Sturgeon Lake when the lock was completed at Bobcaygeon. Bethune wanted to have a monopoly on the use of these lakes, charging tolls on any vessels sailing them. Bethune's monopoly was rejected by the lieutenant-governor.

Bethune's waterway construction proposal, however, was approved, and in March 1833, he advertised across the province for tenders for the building of locks at Bobcaygeon and Purdy's Mill and various dredging projects. The tenders were to be in his hand by June 1.

That day, six commissioners met in Peterborough to oversee the planning and the eventual construction of a lock at the rapids on the river linking Sturgeon Lake with Pigeon Lake. The commissioners who assembled at Peterborough were varied in their backgrounds and abilities but they all had one thing in common; they had a vested interest in the task at hand.

¹ - Upper Canada, Statutes, 1833, 3 Wm. IV, c. 33, An Act to Provide for the Improvement of Certain Inland Waters in the District of Newcastle

The foremost of the commissioners was Bethune himself. Commissioner Robert Brown, a colonel in the militia, had extensive land holdings in the Peterborough area. John Hall, another commissioner lived in Peterborough but was about to build a dam and mill at Buckhorn Falls. John Huston of Cavan had surveyed the townships of the Newcastle district and owned large tracts of land in the region. As a commissioner he too would benefit from the project.

Colonel Alexander McDonnell was an immigration and crown land agent and nephew of Alexander McDonnell, the Roman Catholic Bishop of Kingston. Both McDonnells had extensive land holdings on Sturgeon Lake. Commissioner McDonnell was also a member of the legislative assembly for Peterborough.

Thomas Need, another commissioner, had just bought 3000 acres surrounding the Bobcaygeon rapids. William Whitla was also listed in the legislation as a commissioner but his name does not appear on any commission reports. His role on the commission was probably minimal. Nevertheless, any interest he had would have been strongly influenced by the fact that he owned, along with his brother George, the property which surrounded the rapids below Peterborough.

Only two tenders were received for the construction of the lock at Bobcaygeon. The lowest was from three Cobourg carpenters, Pierce, Dumble and Hoar. It was accepted.

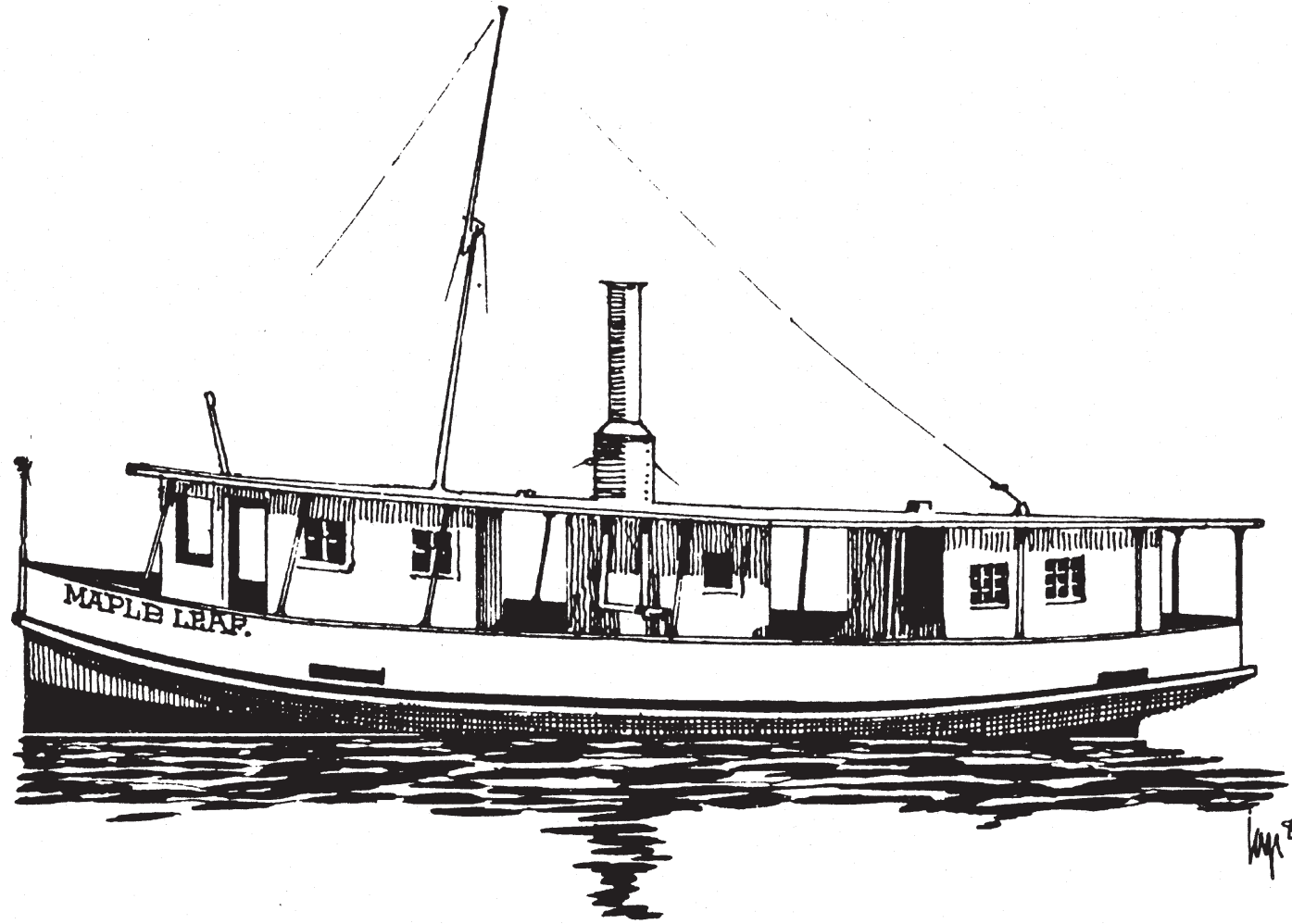
Frederick P. Rubidge, a Cobourg land surveyor, visited the proposed site for the lock, surveyed it and drew up plans and specifications for the lock, and on August 2,

Pierce, Dumble and Hoar and their crew began work on the project. The first part of the project was to dig a canal and then line the lock with timber.

By November, the project was well underway and word of the project's progress spread quickly. The commissioners reported the success to the lieutenant-governor in November. This factor enticed settlers and speculators into the region and land values began to rise quickly. Work on the project was brought to a halt for the winter months.

The first of a disastrous series of events was announced in April 1834. James Bethune declared bankruptcy. The Bobcaygeon lock project had been financed through the Bank of Upper Canada. Bethune had signed over his Peterborough property as collateral for the project and the money had been given directly to him. His bankruptcy meant that all the assets for the construction project were frozen. Bethune had been an atrocious bookkeeper. An audit of Bethune's bank found that huge amounts of money had disappeared including the savings of area settlers.

In spite of this financial setback, convinced of the viability of the project, the contractors, Pierce, Dumble and Hoar decided to finance the work themselves. Unfortunately, their optimism overlooked a basic flaw in the entire project.



As with so many projects of this nature, expertise was in limited supply. Rubidge had absolutely no experience in lock construction or design and he was either too proud or too confident to seek advice for this project. He had miscalculated the water levels in Sturgeon Lake and had failed to notice that the limestone bedrock through which the canal was to be constructed was riddled with cracks. The water which was intended to fill the canal and the lock, drained through the limestone.

Need, who watched the daily progress with increasing concern noted in his diary on November 4 1834, *"Misfortune on misfortune, the canal gives in several places and leaks so bad that the water will not rise."*²

Once the work had begun, Need was the only commissioner who had paid much attention to the project. He visited the site almost daily. Bethune never visited the site. The other commissioners rarely visited the site if at all.

The contractors had not been subject to any direction or supervision. One of the contractors, John Dumble was later to gain infamy with his incompetence and corruption in the building of the Port Whitby, Port Perry Railway. But the prime cause of the problems was surveyor Rubidge's inadequacy for the task of designing a lock.

The canal and lock lay useless for four years.

2 - AO, Need Papers, Need Diary, 4 November 1834.

Thomas Need and Mossom Boyd

Thomas Need had graduated from Oxford University and in 1832 decided to make his way to Canada. While staying for a year in York he visited Cobourg and Peterborough. He made an excursion to Verulam Township in November and decided to buy 3000 acres of land surrounding the Bobcaygeon rapids, from George S. Boulton. When the transaction had been completed in January, 1833, he gathered all his possessions and made his way to his newly acquired property. It took him six days to get to Peterborough. He waited there until April, hired some men to help him to carry his possessions and to help him clear some land and build a cabin. It was at this time that he became a commissioner for the lock building project.

Within a year he had established a comfortable homestead and his efforts, along with reports of the apparent progress of the construction of the lock, encouraged other settlers into the region. In his diary he noted on July 3, 1834,

*All the timbers having been pronounced ready to "fix" in their places, a bee or gathering of all the neighbours, was summoned to raise the mill; they assembled in great force, and all worked together in great harmony and good will, notwithstanding their different stations in life. When the last rafter was fixed, a bottle of whisky was broken on the top, and sundry others having been distributed among the humbler members of the hive, the party separated, well satisfied with their day's work. The completion of the saw-mill was an event of vast interest to all the inhabitants of the settlement, who looked to exchange their rude shanties in a little time for neat frame houses.*³

He later built a grist mill to accommodate their needs. By July 1836 he had become so firmly established that he was able to lavishly entertain the lieutenant-governor, Sir John Colborne who christened the small settlement Rokeby.

Mossom Boyd was born in India in 1814, the son of an English military man. When he was only fifteen years old, both parents died of cholera leaving Mossom and his sister Anne orphaned. They were sent to London, England. Soon after their arrival they were sent to Ireland to be cared for by an aunt. Using his small inheritance, Boyd emigrated to Canada and made his way to Cobourg. Here he purchased a 100 acre parcel of land in the township of Verulam close to Need's property.

In the fall of 1837, Need decided to return to England and hired Boyd as his agent to oversee the mills in his absence. That same year work began on correcting the problems created by the faulty design and construction of the lock and canal at the rapids. The 500 foot canal was lined with three inch thick planks to prevent seepage into the limestone rock. A new dam was built as well as a second dam across the Little Bob River.

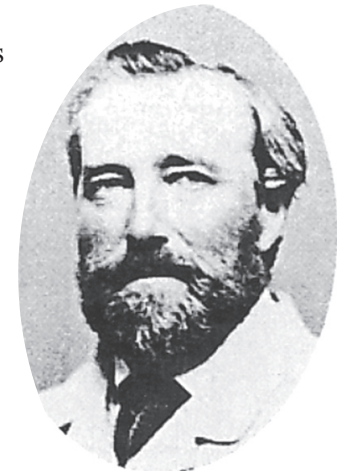
On Tuesday November 6, 1838, a barge named Sir George Arthur was locked through successfully hereby gaining fame as the first vessel to be locked on the entire

3 - Thomas Need, *Six Years in the Bush*. London, Simpkin, Marshall & Co., 1838. Republished by Bobcaygeon Public Library, 1998, p 96

Trent system. On board the barge was the Reverend James Harley Dunsford and his family, including five beautiful and cultured daughters. Two of his five sons had arrived earlier. The Dunsford's daughter Caroline married Mossom Boyd in 1844. They had six children, most of whom became involved in Boyd's successful lumber and milling businesses.

Boyd leased Need's mill for 22 years and finally in 1868 he bought the property and interests. Through the years Boyd's business expanded to include cutting, milling, transporting and sales. He bought many tracts of land and acquired timber rights for many of the surrounding townships.

Some timber was squared after being cut but most was brought to the Boyd mill at Bobcaygeon for sawing. Much of the squared timber was shipped to England and the sawn lumber to the United States. Timber rafts and sawn lumber were shipped extensively across eastern North America. A company office was opened in Albany, New York. This was to deal with the sales of lumber which had been shipped by barge to Lindsay and then by rail to Port Hope. In Port Hope he bought property in order to store his sawn lumber for shipping



Mossom Boyd

Mossom Boyd. BPL.

across Lake Ontario to Rochester on his cargo schooner. At Rochester the lumber was loaded on barges for shipment down the Erie Canal to Albany and then down the Hudson River to New York. The Americans had their own timber but the quality of Ontario pine was of superior quality and much in demand.

The company acquired the timber rights in the Georgian Bay - Lake Nipissing area. From 1892 to 1928 the company had spruce rights in the Gaspé area of Quebec. The Boyds also founded the Cowichan Lumber Company near Duncan on Vancouver Island. At the beginning of the economic downturn in 1874, Boyd went to Scotland to successfully negotiate sales of his lumber to shipbuilding companies on the Clyde. Boyd lumber was even shipped to South America and Australia. Boyd enterprises

also included vast cattle ranches in Pigeon Lake and in Saskatchewan.

Mossom Boyd died in 1883 but the company was successfully carried on by his sons, principally Mossom Martin and William (Willie) T.C. who later formed the Trent Valley Navigational Company.

The Bigelow Family

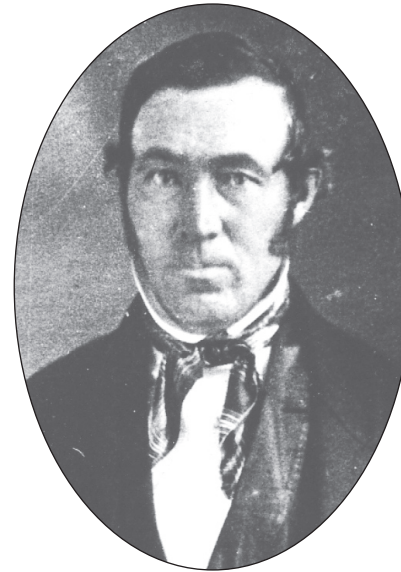
In the spring of 1844, the Purdy family sold the Lindsay mill and their tract of land to Hiram Bigelow. After purchasing the dam, Hiram Bigelow decided to try to maintain a constant water level for his mill and, as a result, for the entire Scugog Basin. In order to do this, he built a new dam at the location of today's dam at the foot of Mill Street. In the summer time, he placed a one foot board along the top of the dam, thus maintaining the springtime



Mossom Martin Boyd. BPL.



W.T.C. (Willie) Boyd BPL.



Hiram Bigelow. SSMV.

flood level. He obtained government approval for his project. Again the farmers rose up and smashed the top boards, but Bigelow replaced them.

Hiram's twin sons Joseph and Joel Bigelow moved to Port Perry in 1850 to develop the commercial life there. Hiram Bigelow died in 1853 but he had made an indelible mark on the history of this region: he had established the level of the lake as we see it today. This was the catalyst for the growth and development of the Scugog basin for almost half a century.

Joseph remained in Port Perry and became the leading developer of the community after the death of Peter Perry in 1851. Joel moved to Whitby in 1854 and built an imposing three storey store on Dundas Street in 1859. In 1864, he moved to the United States, first to Milwaukee and then to Chicago where he became extremely wealthy through real estate investment.

The Port Whitby and Port Perry Railroad - the Beginning

One of the first to propose that a railroad should be built to link Lake Scugog with other commercial centres was Peter Perry. He first made a proposal to link his business enterprises on Lake Scugog and Whitby as early as 1848. He approached many business people with his idea. Unfortunately his declining health and eventual death in 1851 cut short his dreams.

After his death, his son John Ham Perry led the drive for the railroad, but he had neither the contacts nor the influence of his father. In November, 1852, a meeting was held in Whitby to develop the project. James Rowe, one of the financiers of the Woodman, was elected president

and John Ham Perry, the secretary. A series of public meetings ensued and by the new year the movement had gathered momentum. In April, 1853, the group managed to obtain a charter from the government to incorporate "The Port Whitby and Lake Huron Railroad Company". Unfortunately no action was taken on putting the charter to use for more than a decade.

Whitby was on the route of the Grand Trunk Railway which was built from Toronto, as part of the eventual route to Montreal. On the occasion of the inaugural run of the line from Toronto to Oshawa on August 25, 1856, the school children of Whitby were given a special holiday. This event heralded the decline of Whitby as a shipping port since goods could be moved much more quickly and efficiently by train.

The period of 1850-1870 was one of unrivalled economic expansion for all of British North America. It was an era much like the period a little more than a century later; a time when fortunes were made, when every phase of the economy expanded at a tremendous rate. It should be pointed out, however, that in the midst of this boom a dramatic recession took place in 1857-58 and the era ended with the depression of 1875.

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

A number of railway companies were anxious to penetrate this region: the Toronto, Grey and Bruce Railway, the Toronto and Nipissing Railway, and the Port Hope and Lindsay Railway. The latter was the first train into the Lake Scugog basin arriving in Lindsay in 1857. The Ontario Legislature granted charters to the Port Whitby and Port Perry Railway and to the Toronto & Nipissing Railway on March 4, 1868. Joseph Bigelow, Chester Draper, Thomas Paxton and others became the leading promoters of the railway in its early stages. The P.W. & P.P.R. was not operational until 1871. The inaugural train ran on November 15, 1871, and regular daily service from Port Perry to Whitby began June 1, 1872. It was later extended to Lindsay.

Advertisement for Gibson. This company manufactured the engine and the machinery for the Anglo Saxon. SSMV.

PORT PERRY FOUNDRY.

THE above New and First-Class Foundry is now Open for the Manufacture of

Steam Engines, Boilers, Grist & Saw Mill

MACHINERY, TOOLS FOR WORKING OF WOOD AND IRON,

Such as Sash, Door, Blind and Chair, Stave and Shingle Machinery, of the Latest Improvements;

Woolen Mill Machinery,

The Double Turbine Water-Wheel, of all sizes; Besides, Every Description of

AGRICULTURAL IMPLEMENTS, STOVES, &C.

MADE TO ORDER AND REPAIRED. CHARGES REASONABLE.

The fact of Opening a Foundry in this neighborhood, thereby saving time and transportation, is a saving of itself which the subscriber hopes will, in the end, be mutual.

Immediate Orders Respectfully Solicited.

A. M. GIBSON.

Port Perry, Dec. 19th, 1866.

Chapter 3

SHIPS AND SHIPBUILDERS

George Crandell and the Woodman

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

Reuben Crandell's son George, who had always shown an interest in boats, helped his father to build the *Firefly*. George's time aboard this vessel was short because of his involvement in the Markham Gang, a roving band of criminals who carried out a series of robberies in the 1840's. For his part in the crime spree, he was sentenced to five years in the penitentiary. After he had served his sentence and was released in 1850, he returned to his home in Borelia, west of Scugog Village. Here he heard talk of the building of a steam vessel at the waterfront of Scugog Village.

George Crandell had more experience in ships and shipbuilding than most people in the area. When he approached Chisholm and expressed his desire to be involved in the building of the *Woodman*, he was hired immediately. No doubt, as he worked away, he would have expressed a desire to own such a vessel as the *Woodman*.

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

The *Woodman* was launched on August 29, 1850. After the launch, the large steam engine had to be installed. It was a 25 horsepower unit built in New York. This enabled her to chug along gracefully at over 8 miles per hour. There were two main decks. The lower deck had a large lounge as well as separate cabins for ladies and gentlemen, all fitted with bunks. The upper deck was open except for the wheel house where Captain Chisholm commanded his vessel. George Crandell was a member of Chisholm's crew.

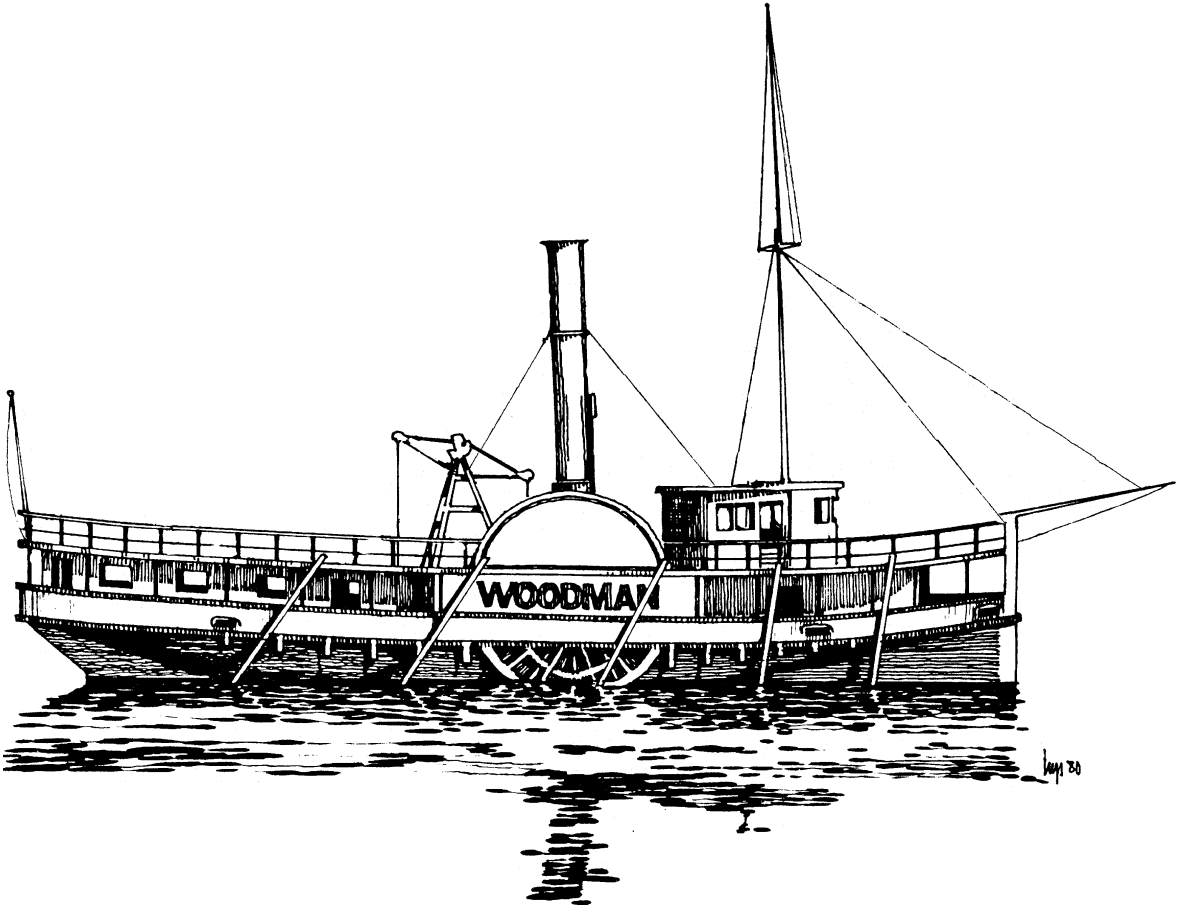
When it was announced that the *Woodman* was to have its maiden voyage on April 25, 1851, excitement ran throughout the whole of Lake Scugog and the Scugog River, all the way to Lindsay. Dignitaries from Toronto, Whitby and the small settlement of Oshawa came to Scugog Village to board the vessel. To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

The ship left her festooned moorings at Scugog Village at noon. She proudly steamed her way to Port Hoover and Washburn Island, the sound of her steam horn reverberating all over the Lake. She finally wound her way up the Scugog River to Lindsay where a gala reception was planned at Mitchell's hotel. The *Woodman* was scheduled to arrive in Lindsay at 3:00 in the afternoon, but logs, branches and all manner of debris in the river, delayed her arrival until 5:00. As she made her way up the last few miles of the river, excitement reached the pandemonium stage as the noise of her horn, the Brooklin Brass Band and the cheering of the Lindsay townsfolk greeted her arrival. A huge banquet in the hotel ballroom was accompanied by the usual speeches. This was followed by singing and dancing, led by what must have been a completely exhausted Brooklin Brass Band. The festivities carried on until the early hours of the morning.

After her maiden voyage, she made the daily trip from Port Perry to Lindsay and then returned. Along the way, regular stops were made at Port Hoover and Caesarea. The route along the river proved to be hazardous for many years. But there was a more serious danger in all steamboats of that era - fire. The potential for fire was always

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

As soon as he had acquired and rebuilt the vessel, Crandell started into the business of shipping people and goods around Lake Scugog and Sturgeon Lake. Three times a week, Captain Crandell proudly navigated his steamship from Port Perry to Lindsay. On Lake Scugog it stopped at Port Hoover, Washburn Island, and Caesarea. On Sturgeon Lake it made journeys to Bobcaygeon and Fenelon Falls.



Between 1850 and 1870, A.G. Churchill wrote and published Poetical Directories for a number of communities throughout Canada West. In 1858 he produced his *The Poetical Directory of Port Perry, Borelia, Prince Albert and Reach*. In this work he wrote the following:

*Capt. Geo. Crandell, Master of the Woodman.
Eat, sleep, and drink, and travel too,
With Captain Crandell and his crew;
He takes all classes, rich and poor,
And wants his money to be sure;
But seldom turns a man away,
That has no money for to pay.
Ladies, gentlemen and tow,
Be ready when the trumpets blow.
Caleb Crandell's purser there,
On the "Woodman" takes the fare;
In high attainments all polite,
His speech and actions will invite.
Their steamboat from Port Perry hails,
On the Scugog Lake she sails.¹*

In the winter time, while his steamboats lay idle in their winter quarters, George Crandell, continued another of his passions - building houses. Calling on talents and skills he had learned from his father and his brothers, Benjamin and Reuben, who built houses in the Port Perry area, George Crandell built many homes in Lindsay. Their brother Elmore operated a cabinet and chair factory in Borelia. George also became involved in local politics and served on the Lindsay Town Council for over thirty years.

Boom Times

The road from Whitby to Manchester, and then east to Prince Albert was planked in 1845. Four years later it was extended to Scugog Village, now Port Perry. In 1850 the Nonquon road from Oshawa through Prince Albert to the Nonquon River was planked and opened to the public. These accomplishments, coupled with the *Woodman* plying its regular route to Lindsay, resulted in an economic boom for this region. New mills opened and land values skyrocketed.

In the decade from 1851 to 1861, Reach Township enjoyed its greatest ten year population growth for the entire century. Its population grew from almost 3900 to over 6200. But, Port Perry's population only increased from 1,557 in 1871 to 1,698 in 1891, an increase of less than ten per cent. and then the population actually declined until well into the twentieth century

The *Woodman* was not the first steamboat on the region. James Bethune of Cobourg had launched his first steamboat the *Pemedash*, on Rice Lake in 1832. It ran a daily service from Whitla's Landing just below Peterborough to Sully (now Harwood) on Rice Lake. Catherine Parr Traill travelled on the *Pemedash* in September, 1832, as she made her way into the Kawarthas and her first home in the new world. Her criticisms of the vessel lead us to believe that it was a somewhat primitive craft.

¹ - A.G. Churchill, *Poetical Directory for Port Perry, Borelia, Prince Albert and Preach*. Toronto: 1858, p 13.

The morning was damp and a cold wind blew over the lake, which appeared to little advantage through the drizzling rain, from which I was glad to shroud my face in my warm plaid cloak, for there was no cabin or shelter in the little steamer than an ineffective awning. This apology for a steam-boat formed a considerable contrast with the superbly appointed vessels which we had lately been passengers in on the Ontario and the St. Laurence [sic].

But the circumstance of a steamer at all on the Otonabee [sic] was a matter of surprise to us, and of exultation to the first settlers along its shores, who for many years had been contented with no better mode of transportation than a scow or a canoe for themselves and their marketable produce, or through the worst possible roads with a wagon or sleigh.²

Bethune was later involved with a Port Hope company who built a second steamboat, the **Northumberland**, for the Otonabee River and Rice Lake traffic. Neither of Bethune's vessels proved to be suitable for the route and his venture into steamboating was a financial failure. The **Northumberland** was abandoned in the fall of 1835 near Sully.³

Bethune's career proved to be noble in its projects and their ideals, but disastrous in financial and accountancy practices. It had begun with the Cobourg to Rice Lake Railroad which never came to fruition, and had culmi-

nated in the attempts to build the first lock at Bobcaygeon. Bethune was sentenced to jail for his financial indiscretions in 1836. Later he was able to collect money owed to him and pay off his debtors. Nevertheless, he moved across Lake Ontario to Rochester, where he died in 1841 at only 48 years of age.

The second lock, better designed and more soundly built, was operational in 1838. Unfortunately, it was only 26 feet wide and prevented the 30 foot wide Woodman from locking through.

In 1853, James Wallis at Fenelon Falls launched a vessel, the **Ogemah**. He had purchased, along with Robert Jameson, vacant land which is now Fenelon Falls in 1838. They had originally intended to establish tenant farms on the property. The venture collapsed and Jameson departed leaving his share of the property to Wallis who erected saw-mills and grist-mills at the falls. Wallis also became involved in the lumber business with John Langton and Hartley Dunsford, the county registrar who lived at Lindsay. Dunsford was also the local agent for the Bank of Montreal. Dunsford himself commissioned the building of the **Water-witch** at Lindsay in 1880.

Wallis' venture into the saw and grist-mill business at Fenelon Falls proved highly successful and created a need for a vessel to tow lumber from his sawmill at

2 - Catharine Parr Traill, The Backwoods of Canada
Toronto: McClelland & Stewart Inc., 1989, p.61.

3 - Cobourg Star, May 4, 1836

Fenelon Falls to Port Perry. The *Ogemah* was built for this purpose. Wallis and Crandell shared the growing traffic from Port Perry to Bobcaygeon, taking turns running on alternate days from Port Perry to Lindsay. Wallis captained the *Ogemah* for twenty years. Captain Dawes succeeded Wallis at the wheel.

The name of *Ogemah* originated from the legend of a famous Mohawk warrior of that name who had camped on the south shore of Sturgeon Lake during their wars with the Huron in the early 1700's. *Ogemah* fell in love with a Huron maiden named Manita with whom he carried on a clandestine affair. His relationship was discovered and he was murdered one evening by members of the Huron tribe. The following morning Manita's body was discovered beside his, and the two lovers were buried together at the foot of a nearby oak tree.



The Ogemah. AO.

Eighteen-fifty-seven was a landmark year for shipping on the Central Lakes; indeed, the entire economy of the Canadas was in a period of prosperity. This was mainly due to heavy British investment in Canada's railroads. As a result of the phenomenal growth of the trade on these lakes, and the persuasive presentations of Langton and Wallis, the government agreed to rebuild the Bobcaygeon lock out of stone. Thus the *Ogemah* and the *Woodman* could venture into Buckhorn, Pigeon and Chemong Lakes.

Unfortunately the opportunity to make that journey was shortlived. Later than year, a petition was presented to the government requesting that: (1) the Scugog River be dredged; (2) a new wharf be built at Lindsay and, (3) the lock at Lindsay be improved.

The government carried out the first two items but when they removed the decrepit lock they built a timber slide in its place! This ridiculous situation meant that from 1860 on, goods and passengers from Port Perry into Sturgeon Lake destinations had to change vessels at Lindsay.


This did not discourage growth on the isolated Lake Scugog. George Crandell commissioned the steamship *Lady Ida*. It was built at the Port Perry waterfront and launched there in 1861. Three years later, he sold the *Lady Ida* to W.J. Trounce in Port Perry.

By 1863, traffic on Lake Scugog was undergoing an astounding increase. There was enough work in towing lumber to keep at least one vessel occupied full time. Crandell decided to assign this role to the *Woodman*.

To handle other goods and passenger traffic beyond Lindsay, he commissioned his third vessel the *Ranger*, to be built at Lindsay. It was launched in May, 1864. The *Ranger* was an 80-foot long side paddle-wheeler powered by a 26-horsepower engine.

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

GRAND
Excursion
AND
PIC-NIC!
ON
LAKE SCUGOG!
SECOND ANNUAL RE-UNION!!



THE STEAMER
LADY IDA,
WILL LEAVE
PORT PERRY,
ON
THURSDAY, 19th JULY,
At 8 o'clock a. m., proceeding down and around
Lake Scugog to
Washburn's Island!

The most pleasant locality that could be desired, where grounds will be prepared, Swings erected, and other arrangements for general amusement. Returning to Port Perry at 8 o'clock p. m. The Committee have decided upon having

3 Large Flat Boats
Attached to the Steamer, protected by railing, and an awning overhead, capable of accommodating 700 persons. No expense will be spared for the safety, comfort, and convenience of all, to make the trip one of the most pleasant and agreeable that could be desired.

FREEMAN'S CELEBRATED QUADRILLE BAND
Has been engaged to enliven the occasion. The excursion will afford a splendid opportunity for visiting Lake Scugog and its delightful scenery, as well as enjoying a good social time, and pleasant meeting of friends and acquaintances. SMALL BOATS will accompany the expedition for amusement while at the Island. Fishing Tackle will be provided as far as possible for those who desire that sort of amusement.

A general invitation is extended to all. Let every one come and bring their friends.
TICKETS 25 CENTS
To be had of the Committee.

Committee of Management.—Jos. Bigelow, T. C. Forman, E. Major, A. Gordon, M. Currie, T. Paxton, S. Christian, W. M. Cochrane, W. S. Sexton, C. Dawes, A. Plank, S. Cowan, J. Jewett, B. Plank, C. Marsh.

July 9, 1866.

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

"Elias Rogers of Port Hoover has a new steamer on the stocks... She measures 70 feet at the keel, has an 18 foot beam and is to be propelled by a 35 horsepower engine from the establishment of A.M. Gibson. She is expected to make her first trip in early May"

On May 16, the Standard reported;

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

On May 23;

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

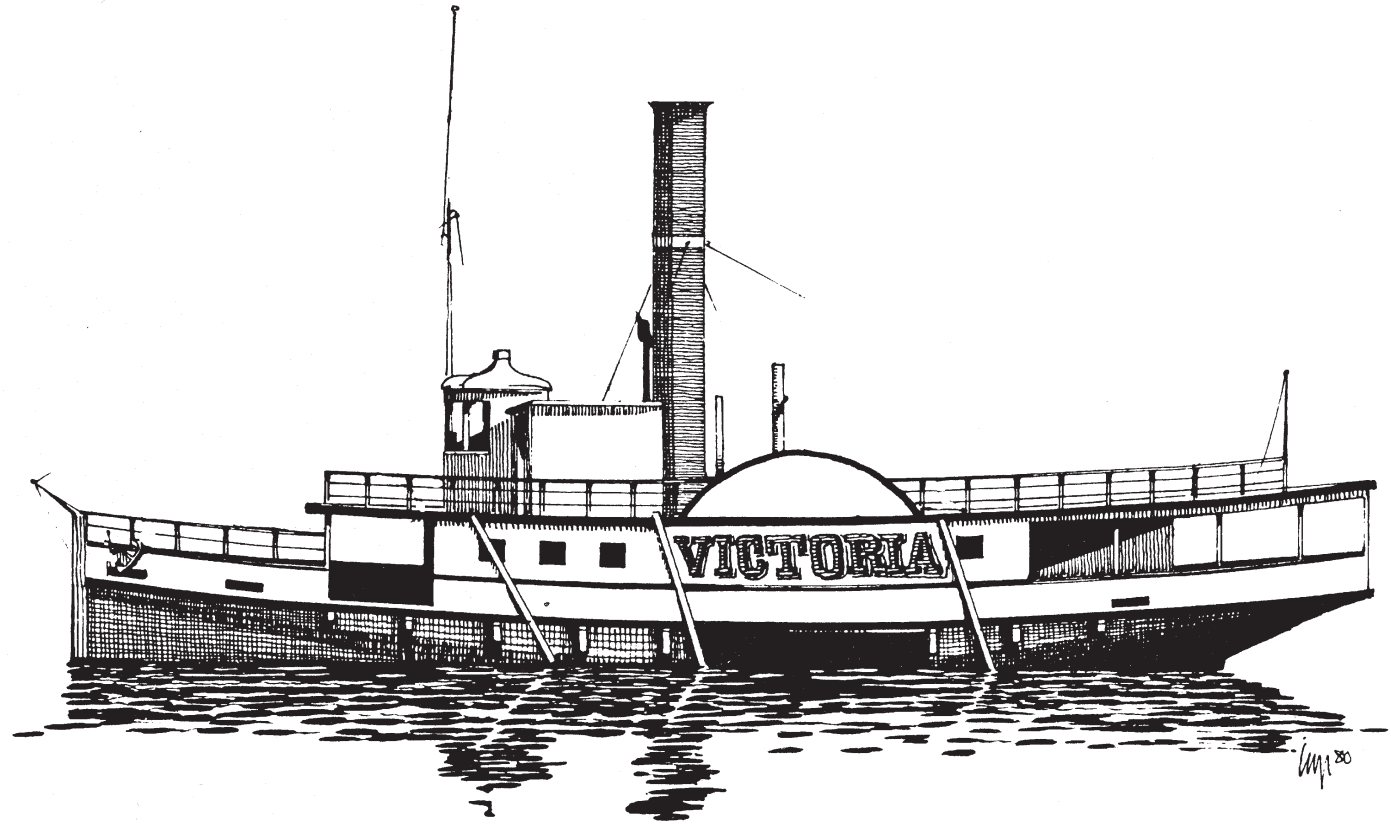
The machinery of the Anglo Saxon was designed and built at Gibson's Foundry in Port Perry. In the fall of 1866, A.M. Gibson had built a huge foundry and factory on Perry Street. This was on the east side of Perry Street opposite the end of Paxton Street, the site of what was later to become the Pure Springs Bottling works. Today, a residential and retirement complex sits on the northern section of the property and the southern portion is occupied by a lovely reproduction Victorian home. Gibson's

facility occupied nearly an acre of ground. Here he built an 18 by 36 foot engine shop, a 20 by 40 blacksmith shop and two 36 by 60 factories. He employed 23 workers who fabricated agricultural implements as well as machinery for mills and steamboats.

Thomas Walters

At the time of Canada's Confederation, the lumber trade had expanded to 10,000,000 feet per year on the Trent. However, most of this was still shipped to Port Hope from Lindsay on the Port Hope Railway. By the mid-1860's Lindsay had surpassed Port Perry in its growth and was showing more potential than its rival at the south end of the lake. The first train had arrived in Lindsay in 1857 from Port Hope and there was talk of a direct railway line from Toronto. It was eventually completed in 1872. Further railway linkages were to make Lindsay a significant railroad centre. Lindsay experienced a continuous and steady population growth from 1100 at the time of its incorporation as a town in 1857, to 12,000 a century later.

In spite of his own success at Port Perry and the facilities available to him there, George Crandell realized that Lindsay was a more strategic centre for his steamboat operations. With this in mind he moved to Lindsay in 1866 and immediately hired Thomas Walters to build a third steamer there.



Walters was a versatile genius. He was born into a maritime tradition in Devon, England, but emigrated to Upper Canada with his parents when he was 15 years of age. He served his apprenticeship as a shipwright in Portsmouth, now a part of Kingston, Ontario, and rapidly became a master builder and moved to Lindsay in 1865 with a reputation as an accomplished shipbuilder.

He was hired to build a number of vessels. The first local steamship built by Walters was the *Victoria*, built for Mr. Shaw, a lumber man at Bald Lake near Buckhorn. His second, the first of many for Crandell was the *Commodore*. He later built the *Nipissing* at Port Carling for the Muskoka Navigational Company.

The versatility of Thomas Walters became apparent as he ventured into a variety of local dredging contracts for the government. The success of these projects earned him a government contract for the rebuilding of the lock and dam at Lindsay in February 1870. He completed this contract by December, well ahead of schedule and the rebuilt facility was ready for traffic the following spring. The efficiency of the work in progress at Lindsay earned him the contract for the rebuilding of the lock at Whitla's rapids. Whitla's is a mile and a half below Peterborough and is now known as Scott's Mills. Walters work on this lock was so thorough that this remains one of the few locks of the Trent-Severn system that has not needed to be extensively rebuilt over the past century. Walters also built the swing bridge at Lindsay. In 1880 he was appointed as Ontario's Superintendent of Public Works and in 1887 became the mayor of Lindsay. In his obituary in the Lindsay Post of August 19, 1904, he was referred to as "One of Nature's Noblemen".

In 1867, Crandell launched the Walters-built *Commodore*, a 96-foot long sidewheeler. Up to this point, all the steamboats on the Central Lakes had been side paddle wheelers. Elias Rogers decided to innovate. At Port Hoover he built a vessel with the paddlewheel at the back. No doubt he had been influenced by the success of the sternwheelers on the Mississippi. The *Ontario*, built at Port Hoover, was the first sternwheeler on the Central Lakes. It had its maiden voyage to Lindsay and then to Port Perry in July 1868.

To keep up with the increase in traffic on the Lakes, Crandell commissioned his fourth steamer. Again, Crandell hired Thomas Walters to build his new sidewheeler, a 73-ton, 95-foot long vessel which he named the *Champion*. It was launched in the spring of 1869. With the launching of the *Champion*, George Crandell had the largest and busiest fleet on the Central Lakes. But Crandell's empire had only begun.

With the launch of the *Woodman* in 1850, Lake Scugog enjoyed over half a century of romance with the steamboat. It started purely as a need to transport people and goods around the lake, the main commodity being logs from various sites, particularly in Victoria County. They were towed in booms down

to the mills at Port Perry or up to Lindsay. Most of the finished lumber at Port Perry was then shipped to Lindsay to be loaded on to trains and shipped to Port Hope, although significant quantities were loaded onto sleighs and shipped to Whitby in the winter months.

Bigelow and Trounce's vessel, the *Anglo Saxon*, set a record for towing on the Central Lakes. On one journey from Lindsay in 1874 the *Anglo Saxon* towed one scow load of stave bolts, three loaded scows of logs and three cribs of logs! The steamship frequently towed booms containing 20,000 saw logs to the mills at Port Perry.

There were many owners of large commercial steamboats on the Kawarthas. The families of Pat Young, Henry Calcutt, Mossom Boyd and George Crandell were the most successful.

Pat Young ventured into the steamboat business in 1883 when he became a partner of George Chalmers in the ownership of the *Fairy*. In 1886 he bought out his partner and launched the Stoney Lake Navigation Company. This company was the longest lasting steamboat company in the Kawarthas. Its boats plied the waters of the Kawarthas mainly in the Bobcaygeon area and south and east to Rice Lake.

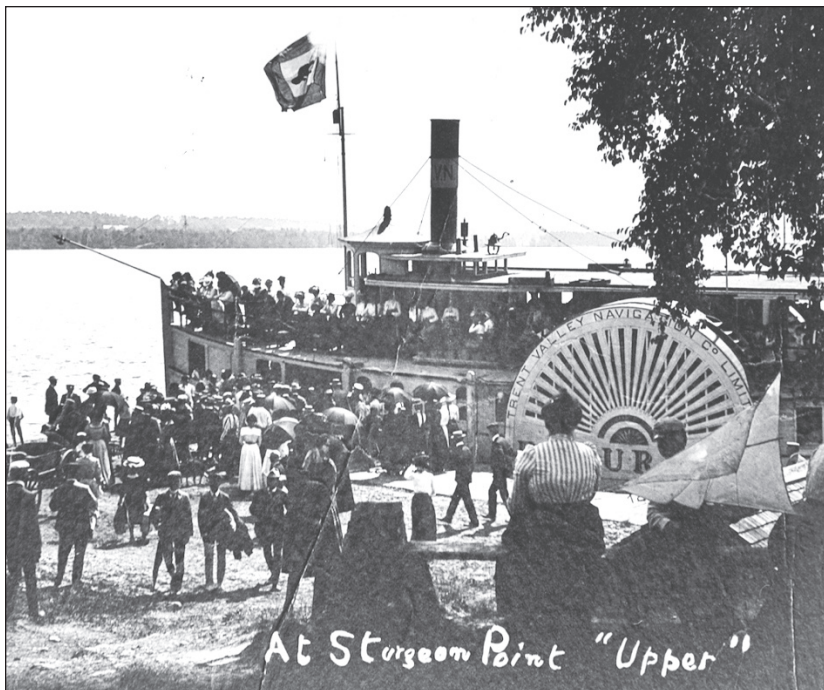
In all of the steamboat enterprises, the maximum journey undertaken was the distance which could be covered in a day. The passengers would be accommodated overnight and then make the return journey the following day. This experience was the exception, however, as most only ventured the distance which would allow them to return the same evening. Thus Young's vessels were usually limited to Rice and Buckhorn Lakes and the waters in between. Boyd and Crandell shared the traffic from Buckhorn to Balsam.

New Advertisements.



THE STEAMER
ANGLO-SAXON!!
 WILL MAKE
 A Pleasure Trip to Lindsay
 and Return,
 On Saturday, the 17th inst
 TICKETS 50c. EACH.
E. ROGERS, Capt.

Of the major boat owners, Crandell, for the most part, had Scugog to himself, sharing it only occasionally with Boyd. The vessels of Young and Calcutt were never seen on Scugog, indeed, they rarely docked even as far away as Lindsay. In the Archives at the Centennial Museum in Peterborough, there are numerous letters from one steamboat owner to another writing to state his steamboat schedule for a given year in order to co-ordinate passenger traffic around the Central Lakes. This is particularly notable for the 1880's onward. In addition to this spirit of



The Esturion at Sturgeon Point. SSMV.

co-operation however, there was a keen sense of rivalry, particularly between Boyd and Crandell. A considerable amount of animosity developed between them.

Boyd Steamboats

Desire to control every aspect of his timber empire led Mossom Boyd to have his own steamboats built to haul his lumber. The first vessel for this purpose was the *Novelty* which he had built at his mill at Bald Point. It was built as a tug boat to be used to haul log booms and to tow barges carrying cut lumber. The *Novelty* was a side paddlewheeler of 80 feet in length and had a beam of almost seventeen feet. Over the winter of 1877-78, the vessel was totally rebuilt at Bobcaygeon. It was given a steel hull, the first in the Kawarthas and renamed the *Beaubocage*, relaunched in April 1878. A flat-bottomed scow was built to assist the vessel in hauling products from the Boyd empire. The scow was named the *Paloma*. It was later improved and turned into a palace scow.

Mossom Martin Boyd established the Trent Valley Navigational company in 1883 and immediately purchased the *Victoria* to assist the *Beaubocage*. The *Victoria* was no longer needed by the P.W.P.L.R. now that the line had been extended to Lindsay. In March of 1884 the vessel was seriously damaged by fire and was then extensively rebuilt. It was lengthened to 97 feet and the interior was beautifully decorated in birds eye maple and red velour upholstery. The vessel was renamed the *Esturion* and given a festive relaunching on August 7, 1884.

The *Esturion* was the pride of the TVN, running two trips a day from Bobcaygeon to Lindsay, stopping each way at Sturgeon Point and offering fine meals in her lavishly appointed dining salon. As soon as the ice began to form on the Scugog River, the *Beaubocage* with its steel re-inforced hull took over her duties lengthening the shipping season by several weeks.

In the 1880's the Bobcaygeon mill reached its peak with almost 200 employees. As with the Lake Scugog experience in the eventual depletion of its timber stands, so the areas around the rest of the Kawarthas became

depleted of their major timber stands and the Bobcaygeon mill began its decline. The Boyds reached out into Georgian Bay and Lake Nipissing for their timber. They closed the Bobcaygeon mill in 1903. Meanwhile, in the Kawarthas, they aggressively pursued the passenger trade for their vessels. They bought the *Manita* and the *Ogemah* in 1900 and leased the *Sunbeam*. In 1903, Willie cancelled the lease on the *Sunbeam* and purchased the *Empress*.



The Manita. NAC.

Lindsay Boatbuilders

When George Crandell moved his centre of operations from Port Perry to Lindsay in 1866, his new home was in the heart of a bustling settlement. A thriving and noisy industrial community, stimulated by the railroad traffic, was already well established. Most of the industry had lumber as its base. Saw mills, planing mills, shingle factories, furniture and wagon manufacturers fed the booming economy along with a brewery, tanneries and a variety of factories producing pumps, axes and machinery. The businesses involving the use of timber, hired the vessels of Crandell and Boyd to bring logs to their factories. Several of these companies eventually were able to justify building their own vessels to tow logs to their places of business.

A substantial shipbuilding industry, spearheaded by Crandell's energy and zeal, began to grow along the banks of the Scugog River. Crandell's yards were the busiest and his steamboat empire the largest in the Kawarthas necessitating an extensive maintenance program.

The Burke brothers had a large saw mill and stave factory on the waterfront at the foot of Glenelg Street. At this



The Dominion with the palace barge Paragon at Fenelon Falls. AO.

location they built the seventy-nine foot Dominion during the winter of 1883-84. It was built to be used as a towing vessel but was also used as an excursion steamer.

Over the winter of 1886, the Burkes turned one of their scows into a palace barge which they named the Paragon, to be used to accommodate the passengers in their growing excursion trade. Both these vessels were sold to the Crandell line in 1888.

Lindsay's disastrous town fire of 1861 destroyed the Bigelow mill at the dam site. William Needler arrived in Lindsay from England the following year. He formed a partnership with Thomas Sadler and they built a huge five storey stone structure housing a feed and grist mill at the site of the Bigelow mill. Later, a further two storey wooden structure was built on the roof. Sadler was also involved in building and was the contractor for the construction of what is now the United Church on Cambridge Street.

The Needler and Sadler Mill became known as the Lindsay Flour and Feed Mill. On the river bank at the east side of the mill, Needler and Sadler built the *Alice Ethel* in 1889. This vessel was remodelled here for the Trent Valley Navigational Company and then launched as the *Ogemah II* in 1901. The mill later passed into the ownership of J. R. Dundas and William Flavelle. It was destroyed by fire in 1978 but the massive stone walls remained intact and are standing opposite the locks today.

A name which occurs frequently in the ship registries is one which has a number of spellings: Birchenow, Beaugeneau, Brichenow, and Budgenaw. Peter Birchenow is registered as the builder and owner of the thirty-five foot *Victoria* in 1894. John Birchenow built the seventy-eight foot *Beaver* in 1898, the *Water Witch* in 1900, and the *Rambler* and the *Hiawatha* in 1901. It is not clear where these vessels were built.

Adjacent to the east side of the Wellington Street bridge, right at the water's edge, Thomas Fee established his saw mill along with a sash and door factory. On this

property he built the eighty-eight foot *Enterprise* in 1873. This vessel was remodelled and renamed the *Excursion* but it was destroyed by fire in 1877.

The foundry of Moury and Makin produced many items of machinery for the vessels which originated in Lindsay. In 1899 John McRae bought this foundry and built his own complete steamship, the *Kawartha*, a thirty six foot long vessel, in 1902.

Excursions

By the early 1860's Port Perry was becoming a sizable settlement. Although there were two main roads linking the settlement to the outside world, mud, swamps, fallen trees and the discomfort of the corduroy surface, made any journey a challenging experience. Port Perry's only reliable and comfortable link with the outside world was by steamboat.

With Port Perry's growth, various social groups began to be formed. Churches, Sunday Schools, Lodges and sports clubs organized picnics and other outings to fill the growing social needs of the community. The steamboat was a logical and pleasant way to arrange excursions for various occasions.

A number of destinations around Lake Scugog were developed. The most popular resort was Washburn Island. Beginning in 1864, a non-denominational social committee was created to organize a steamboat excursion. This event became an extremely popular annual event for many years.

The third annual excursion, took place on Friday, July 19, 1867. It was delightfully reported in the Port Perry Standard of July 25, 1867 as follows;

*"The third annual excursion on Lake Scugog from this place, which came off on Friday last, was, on the whole a very pleasant affair. Some difficulty existed previous to the start, owing to the fact that opposition was got up by the working men, because the fare had been raised from 25c. to 50c. a ticket this year; but when all got "underway" everything passed off "as merry as a marriage bell". The **Lady Ida** started first, with one scow and probably 100 or 125 on board, accompanied by the Prince Albert band. She was followed by the **Anglo Saxon** with two scows, and probably 300 on board, accompanied by Freeman's and the Whitby bands. Nothing worthy of note transpired during the trip on board either boat, other than that some passed the time in dancing while others participated in games and amusements usual to such occasions.*

*The **Anglo Saxon** called at Port Hoover and took quite a number on board, but the **Lady Ida** went straight to her destination. Both boats however reached the Island within a few minutes of each other; and immediately after the shore was lined with the excursionists, their boxes, baskets, parcels &c., &c.,-- Groups wended their way here and there, each selecting a suitable spot on which to*

prepare their repast. Having satisfied the cravings of the inner man, a number strolled about the island in quest of Indian relics and curiosities, some fine specimens of which were secured. Others sang, some enjoyed swinging, some went fishing, swimming, boating &c., &c. Meantime, the bands did their part towards making the visit agreeable. Freeman's Band was "the admired of all admirers." We were delighted with their performance, as so rare a musical treat is seldom in store for us. Each one of the family is so proficient that comparisons would be odious; and we question that they can be beaten by the same number in the province.

*At about four o'clock the whistling of the boats indicated that the time had come for returning. All hands having been safely embarked, the **Lady Ida** backed out and started for home. In a few minutes the **Anglo Saxon** followed, giving three cheers for Messrs. Washburn, Unger and the Islanders generally. She left passengers at Port Hoover and reached Port Perry at eight o'clock, just a few minutes after the **Lady Ida**. The time during the return was occupied by amusements similar to those which had absorbed the attention of passengers on the outward trip. Large numbers were present from all parts of the county; and we doubt not that many enjoyed themselves exceedingly."*



Steamer Anglo-Saxon

DAILY TRIPS

BETWEEN PORT PERRY & LINDSAY!

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

Calling at Port Hoover and Cæsarea!

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

COMMERCIAL TRAVELERS, BUSINESS MEN AND TOURISTS,

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

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

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

FARE:

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


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

T. OAKLEY,
Captain.


Port Perry 30th June, 1868. 48

In the summer of 1868, eight such excursions from Port Perry to Washburn Island were reported in the Observer and the Standard. That same year another excursion began. The Port Perry Standard of July 30, 1868 reported it as follows;

"An excursion from Lindsay. The steamer Anglo Saxon brought an excursion party from Lindsay to this place on Tuesday last. There were about a hundred on board, of whom the principal number dined at Shaw's Hotel. Dinner over, 'a look at the place' was decided upon, after which the company retraced their steps to the boat at 3. p.m. On their arrival they were received by a number of our residents, and also escorted to the boat on their return. The excursionists seemed to enjoy themselves exceedingly well and we hope it may not be the last interview we shall have of them"



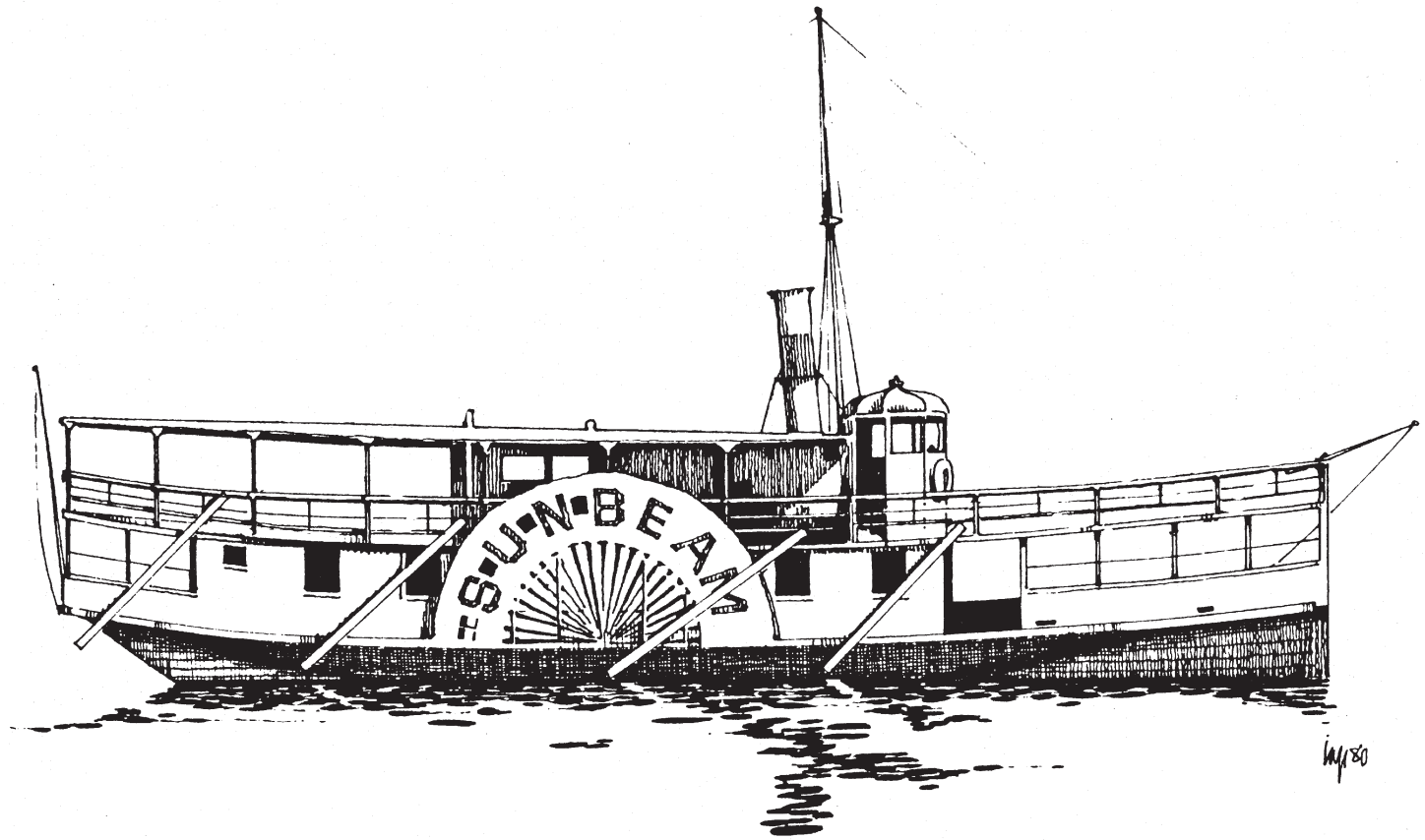
**GRAND
EXCURSION!**
**And Pic-Nic,
ON LAKE SCUGOG!!**
Third Annual Re-union!
THE STEAMER



ANGLO-SAXON!
Will leave Port Perry, on
Friday, 19th of July, Instant,
At 8 o'clock, a. m., sharp, proceeding
round Scugog Lake to
WASHBURN'S ISLAND!
The most pleasant locality that could be
desired, where grounds will be prepared,
swings erected, and other arrangements for
general amusements, returning to Port
Perry at 8 o'clock, p. m.
The Committee have decided on having
two large flat-boats attached to the steamer,
protected by a railing and awning over
head capable of containing seven hundred
persons. No expense will be spared for the
safety, comfort and convenience of all, in
order to make the trip the most pleasant
and convenient that could be desired. The
Committee would also say that the new
Steamer will make the trip in about two
hours instead of the time occupied hereto-
fore.
A FULL BRASS BAND!
Will be in attendance.

As a pathetic post script, after a glorious career of shipping on Lake Scugog, the *Anglo Saxon* met a somewhat ignominious fate. In 1888, it made its way to the foot of the lock under construction at Fenelon Falls. The *Anglo Saxon* was to be the first vessel through the new locks. Unfortunately someone overlooked the fact that the railway bridge at the top of the lock was too low to allow such vessels through. The *Anglo Saxon* waited patiently at the foot of the Fenelon Falls lock until this was rectified.

Unfortunately the conversion of the railway bridge into a swing bridge was not completed until 1894. By this time the poor *Anglo Saxon* had rotted beyond redemption. It was stripped of all useful machinery and decorations, and then towed through the locks. The hull was taken out into Cameron Lake and sunk. Somewhere at the bottom of Cameron Lake, the remains of the rotten hull of the once proud *Anglo Saxon* wait to be relocated by intrepid divers.



Chapter 4

CHANGES

The Decline of the Timber Trade

In the 1870s four significant events took place which changed the economic face of Lake Scugog forever and particularly affected the nature of steamboating on the Lake. The first of these was a depression which started in the United States in 1873 and climaxed in 1875, and was largely precipitated by the collapse of the lumber market in New York. The second event was the re-opening of the lock at Lindsay in 1871. The third was the extension of the railway line from Port Perry to Lindsay in 1876 and the final event was the depletion of the timber stands in the area around Lake Scugog during that decade.

The nineteenth century was particularly unstable economically, with severe depressions occurring in 1837, 1848, and again in 1875. Each of these had as great an impact on the nation as did the 1929 crash in the twentieth century. The depression of 1875 had the most dramatic effect on Lake Scugog and its steamboats. One of the reasons for the collapse of the lumber market was Britain's lead in the industrial revolution, particularly in the use of iron and steel for construction purposes.

By 1860, the lumber industry had become the major employer in the industrial economy of Canada West. It provided the major source of revenue for the province.

Shipping and railway businesses were almost entirely dependent upon lumber for their existence. A vast quantity of the lumber from the Lake Scugog Basin was shipped to the northern United States, particularly to northern New York State.

In 1871, there were 44 sawmills in operation employing 409 workers in the northern riding of Ontario County. This included the townships of Reach and Brock. There were several saw mills in operation in and around the Port Perry waterfront. In 1873, the firm of Paxton, Bigelow and Trounce owned four factories in Port Perry employing sixty men capable of a daily output of 18,000 feet of lumber, 10,000 barrel heads, 12,000 staves and 17,000 shingles, all in a single day. This in spite of a drought in 1872.

The 1872 drought was accompanied by extensive forest fires in the Kawarthas, but, fortunately for the Port Perry lumbermen, not in the Lake Scugog Basin.

Canadian timber was particularly in demand in Britain and the United States. It was used in masts for the ships of the British Royal Navy. The squared timber was used in the construction of homes and larger build-

ings, particularly factories. Sawn wood was shipped to other parts of Canada but mainly to the areas of the United States which bordered on the Great Lakes. With the advent of major printing presses, timber to be used as pulpwood was also exported. Canada's export of square timber to Britain came to an end in the 1870s. As Canadian railways moved westward, other parts of the nation provided sources for vast quantities of lumber, notably Northern Ontario and British Columbia. Southern Ontario became increasingly dependent on other forms of agriculture as more land became cleared.

When the lumber market crashed in New York, the impact quickly reached Ontario and many firms went bankrupt. The economy did not begin to revive until 1878. Crandell had to tie up the *Samson* and the *Ranger*. The *Samson* remained out of service for two years but the *Ranger* never sailed again.

With the depletion of the timber stands in the Lake Scugog basin, saw mill owners had to look to other regions of the Kawarthas. Here they had difficulty competing with Boyd and his mill at Bobcaygeon. He already owned a considerable amount of land around Sturgeon Lake and the Haliburton region and had additional timber rights throughout the region. The last major timber stands in the Kawarthas were also being depleted by the 1880's forcing Boyd to look even further afield for his timber.

One of the major legislative decisions affecting foreign policy made by the McKinley administration in the United States, was the Dingley Tariff Act of 1897. Nelson Dingley was a protectionist Republican from Maine. The Dingley Tariff imposed heavy taxes on imported goods.

He targeted the importation of goods which were already being produced in the United States, including sawn lumber, an important commodity produced in his home state. This legislation brought an end to Canada's lumber trade with the U. S. A. for several decades. The Boyd office in Albany was closed and with its closure, the Boyd lumber business came to an end.

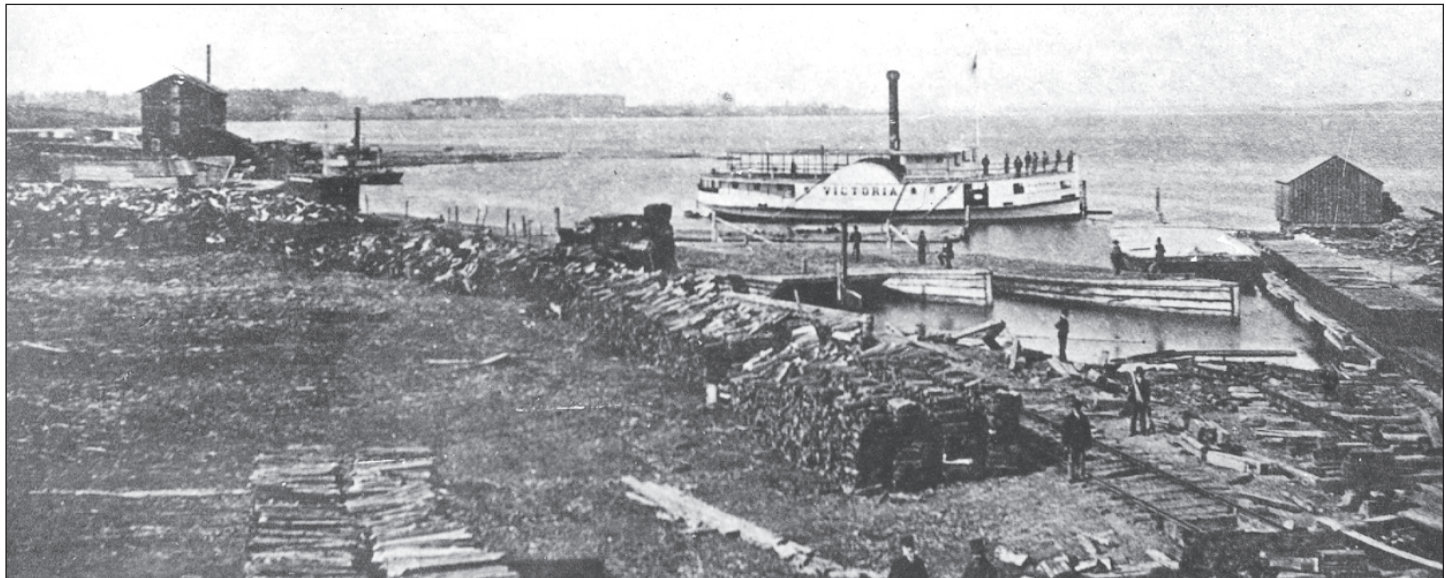
Lindsay Lock

As a result of the removal of the lock at Lindsay in 1860, goods shipped from Port Perry into the communities on Sturgeon Lake and beyond had to be transhipped at Lindsay. This meant that Lindsay was more of a strategic centre than Port Perry. With this in mind, thirty-eight year old George Crandell purchased property in Lindsay and brought his wife and family there to be at the centre of his growing steamboat business in 1866. He was the first of the seven sons of Reuben Crandell to leave the Port Perry area.

By the time Crandell launched his fourth steamship, serious efforts were finally underway to build the railway from Whitby to Port Perry. Beginning in the spring of 1868, Joseph Bigelow of Port Perry began an extensive letter writing campaign to the government's Board of Works trying to convince them of the need to rebuild the lock at Lindsay. Aiding Bigelow in applying pressure was the M.P.P. for Ontario North, Thomas Paxton. Bigelow was the provisional director for the proposed Port Whitby and Port Perry Railway.

They argued that the success of the proposed railway was largely dependent upon moving lumber and other goods rapidly from Sturgeon Lake and Lindsay, down to Port Perry where it would be loaded on to the train. Their campaign led them to meet with the Premier of the newly established province of Ontario, Sandfield MacDonald. Their ability to argue successfully was no doubt due in part to the fact that Paxton was also a Railway board member as well as being Bigelow's brother-in-law.

The appeals of Paxton, Bigelow and others were successful. In February 1870, two contracts were let to Thomas Walters, the master shipbuilder from Lindsay; \$14,400 for the lock and swing bridge and a separate contract for excavation and removal of material from the bed of the river. After work was begun it was found necessary to build a new fish run, the former one having been made inside the wall of the old lock, and a part of the old dam was found to be decaying and required rebuilding. An additional contract for \$1,597.63 for these repairs was awarded to Walters.



Port Perry waterfront, 1875, with the steamer Victoria in the background. SSMV.

The lock was built on the foundations of the previous one; 131 feet by 32 1/2 feet with a 7 1/2 foot lift. By the end of December, 1870, the work was well ahead of schedule. T. B. Molesworth, assistant engineer for the Ontario Department of Public Works, made a report to the Ontario government through the Sessional Papers. The Lindsay lock and the swing bridge were; "finished and well executed".

After the completion of the railway from Whitby to Port Perry, there was a considerable increase in steamboat traffic from Port Perry to Lindsay, both for goods and passengers. This resulted in a tremendous increase in traffic through the Lindsay lock and placed increased pressure on the government to improve the Scugog River above Lindsay. In 1872, \$5,221 was spent on dredging the river south of Lindsay and on cutting a new channel 60 feet wide through the "Devil's Elbow", a mile above Lindsay. A further \$6,000 was spent dredging and clearing the river above Lindsay.

On October 8, 1870, Thomas Walters was awarded the contract to restore the Witlas lock. The work was completed and the lock reopened on June 1, 1872.

The completion of the building of the lock at Lindsay by Thomas Walters in the spring of 1871 brought to an end more than a decade of loading and unloading goods at Lindsay for the traffic between Lake Scugog and Sturgeon Lake. It also contributed to a spectacular increase in water traffic through Lindsay. In the 1871 season, 12 steamboats were at work on Sturgeon Lake and Lake Scugog. During that season 36 steamers, 122 scows, 145 cribs of

logs passed through the lock. During the peak year of 1876, 465 steamers, 867 scows, 521 cribs of timber, and 4,055,220 feet of lumber made their way through the lock. After the P.W. & P.P.R. was extended to Lindsay, also in 1876, lock usage declined sharply. The Lindsay lock was rebuilt again in 1886. The present concrete lock was built in 1910.

The Port Whitby and Port Perry Railway

The P.W. & P.P.R. was never a profitable operation. In fact it was virtually bankrupt before it was completed in 1871. A combination of abominable management and planning, a lack of understanding of railway construction and procedures, and corruption among its board of directors, particularly its contractor, J.H. Dumble, determined that this would be a money losing venture. Whether the board of directors saw themselves as railway barons as in the U.S., or they were influenced by the Canadian railway builders who had profited by corruption and bribery in the building of other Ontario railways, is purely a matter for speculation. The fact is that they were incompetent.

To isolate the P.W. & P.P.R. and say that it was the only railroad built under these circumstances would be misleading. The building of railways in Canada was a notoriously corrupt and scandalous business. From the smallest railway to the largest, there were few which were built by honest and dedicated individuals.



The railway yard at Port Perry in 1875. SSMV.

Railway building scandals extended all the way to the Prime Minister's office in 1873 when Sir John A MacDonalld himself was forced to resign over alleged bribery involving contracts for the building of the Canadian Pacific Railway. Coincidentally, J.H. Dumble was also involved in the building and the management of the Peterborough Cobourg Railway, another small and unsuccessful enterprise. His problems at the Bobcaygeon lock are cited in Chapter 2.

James Austin and the Dominion Bank were confronted with a number of other problems beyond the atrocious state of the railway's financial affairs when they took possession of the P & P.P.R. in 1872. The first proposals for the railway were made by Peter Perry in 1848. But his vision for the railway was much bigger than that of the board of directors who eventually undertook its promotion and construction in 1867.

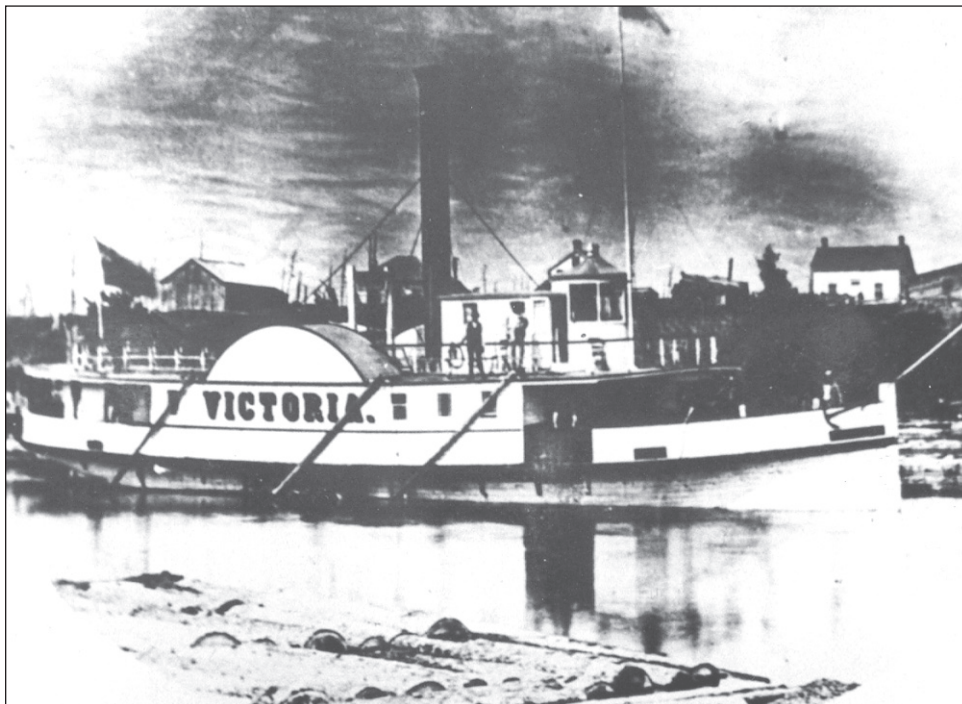
Perry's vision was for a railway which would run from Whitby to Lake Huron and would give rise to expanding settlements along the route. For him, the section from Whitby to Port Perry was a small portion of that dream. The 1867 Board of directors had a much smaller and more selfish concept. Many members of the board were merely interested in land speculation at the two terminals of the railway; Whitby and Port Perry.

When Austin took control, he saw the need for a greater vision. Extending the railway to Lindsay was a natural evolution but it relegated Port Perry to a mere stop on the Whitby to Lindsay Line. Lindsay already had three lines

running into the town. The highly successful Port Hope, Lindsay and Beaverton Railway was completed to Lindsay in 1857. This line to the east of Port Perry and the Toronto and Nipissing to the west had already established markets and was siphoning traffic and goods away from the Lindsay to Whitby route. If the P.W. & P.P.R. had any hope of success, it had to have direct access to Lindsay. In less than six months, the line was extended from Port Perry to Lindsay and the first train ran on that section on July 31, 1877.

The debt ridden railway line was bought out by the Midland Railway in 1881 which in turn was absorbed by the Grand Trunk Railway. The Canadian National Railways then took over the line. The line was last used in 1941 and the rails were torn up to be used in the war effort.

The P.W. & P.P.R. had hired the Ontario for the 1873 season to transport goods and passengers directly from Port Perry to Lindsay. This venture proved to be reasonably profitable. The Railway then purchased the steamships Victoria and Ogemah in 1874 in order improve the service even further and the name of the railway was changed to the Port Whitby and Port Perry Extension Railway.



The Victoria in her initial appearance with the open lower deck and without the hurricane deck. AO.

Early in 1877 work was begun on the extension of the railway from Port Perry to Lindsay and its name was naturally changed to the Whitby, Port Perry and Lindsay Railway. The line was completed on July 31, 1877. The W.P.P. & L.R. had no need for steamboats to carry goods and passengers to and from Lindsay. The result was predictable. A new and elegant railway passenger station was built at Port Perry, but its use was quite different from the previous structure. Virtually overnight the need for warehouses and docking facilities at Port Perry was eliminated. As a result of these changes, steamboating on Lake Scugog became almost entirely dependent upon the excursion trade.

The *Victoria* had been built at Bald Lake near Buckhorn in 1867 and in 1873 made its first appearance on Lake Scugog in October and this was noted in the North Ontario Observer of October 23;

Our harbour was favoured, on Tuesday last with a visit from that excellent steamer "Victoria". This was the first time this capital craft has been in Port Perry waters and we offer her a hearty welcome, thank her for her visit and ask many returns of the favour. The "Victoria" is a tidy looking craft

When the railway was extended to Lindsay, the *Victoria* was transferred to Sturgeon Lake to carry out a regular run from Lindsay to Bobcaygeon and Fenelon Falls. The vessel occasionally appeared on Lake Scugog for excursions. The Boyd's Trent Valley Navigational Company bought the *Victoria* in 1883.

The *Victoria* burned at the dock at Bobcaygeon in March 1884 and was rebuilt as the *Esturion*. For some mysterious reason, or oversight, the *Victoria* remained on the registry under the ownership of the P.W. & P.P.R. until 1912 even though both the vessel and the railway had undergone name changes.

The *Ogemah* had a colourful history on the Central Lakes and particularly on Lake Scugog. It had been built by Captain James Wallis and Robert Jameson at Fenelon Falls in 1853-54. Wallis had remained as its captain until it was sold to the W.P.P. & L.R. It was used extensively as an excursion boat and as a tug for log booms from Fenelon Falls to Port Perry.

Lake Scugog 1875 Excursions

The use of the steamboat for other than human cargo dropped dramatically in the 1870's. In spite of a highly unstable economy in 1875, steamboat traffic on Lake Scugog for the annual excursions of churches and other groups continued unabated for another two decades. On June 10, 1875, the Observer reported;

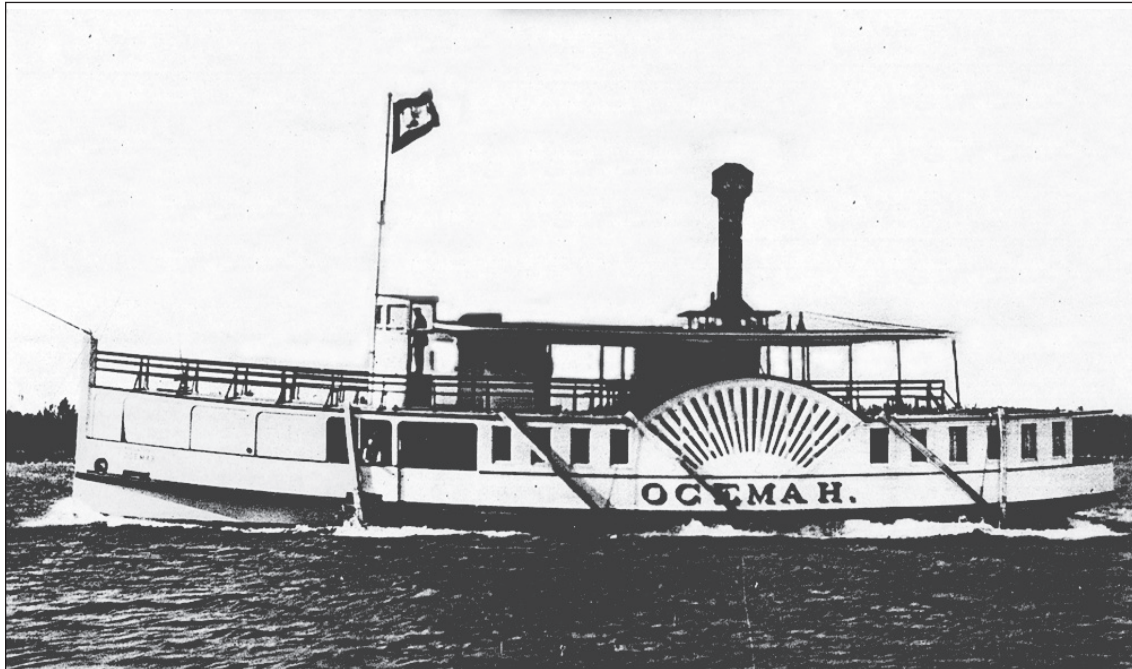
*Our readers will find by the posters that a Grand Treat in way of an excursion to Lindsay is being prepared for all who relish a pleasant and invigorating sail amidst the beautiful scenery of the Scugog Lake. The comfortable steamer **Ogemah**, Captain Dawes, has been chartered for a pleasure excursion on Friday, tomorrow, 11th inst.*

In matter of music preparations on a large scale have been made, the Cartwright Brass Band and Monroe's

Quadrille Band are both secured for the occasion and every preparation in way of scows and other necessaries for the comfort and convenience of the guests have been prepared and a pleasant time may be relied upon. Remember that the steamer will leave the Port Perry wharf at 5 o'clock tomorrow morning sharp.

The next issue of the Observer reported that all had gone well on the excursion. The Ogemah had started at 5.10 in the morning, stopped at Caesarea and then arrived at Lindsay at noon. Once in Lindsay, the tourists attended various hotels for meals, enjoyed entertainment by Lindsay students for an hour and then toured the jail and the courthouse.

The Ogemah left at 4;30 p.m. and the music recommenced and we had ... good music, social chat and tripping the light fantastic. We reached Caesarea as well pleased a party as I ever saw...



The Ogemah. AO.

On July 8, the Observer reported that the Dominion day celebrations had been highly successful. Included in the day's festivities were steamboat tours around the lake. The Presbyterians and their friends had filled the *Vanderbilt*, and Crandell's *Commodore* accommodated the remainder of the crowds. In the evening there was a moonlight excursion around the lake on the *Ogemah*. The steamboat rides were highly successful but the reporter was highly critical of the evening's finale;

The fireworks at night were a magnificent fizzle, if striking a match to light a pipe can be designated "fireworks" then we had fireworks that night.

A tour of the lake was hosted by the *Ogemah* again on July 24. But the holiday of Monday, August 16, promised to be the grandest occasion of the year. It was duly reported on in the August 19 issue of the Observer;

The village and wharf presented an animated and animating appearance, the boats standing gaily decked and in excellent trim for their day's work. The Victoria with her two flat boats somewhat impatiently awaited her patrons, the Oddfellows and their friends; while the Ogemah no less urgently whistled for her patrons the Canadian Methodists and their friends... when the time arrived for starting, the relentless whistle- "all aboard" rang forth over the water. A special train had arrived from Whitby and deposited her living freight aboard the Victoria, and presently, the Ogemah and the Victoria stood out from shore and took an affectionate if not over musical adieu of the crowd left gazing on their receding friends.

On this as on all similar occasions we had a few bright examples of just a minute too late men. Both steamers had shrieked themselves hoarse for at least half an hour, mak-

ing noise enough to almost awaken the dead, but the dila- tory ones hung around until the last scream of the whistle and the steamers had both got out then they came at a canter and arrived just in time to find that they are a little too late and that the steamers had both gone. Amongst the belated ones was a party with a violin. We don't know whether his absence disappointed any party on board, but his belatement was a great disappointment to himself.

The sight on the lake was a delightful one. The Ogemah accompanied by one flat boat bore away its lively freight of young intelligence, representatives of our country's hope, the children of our Sunday Schools with the officers, teachers and a number of the friends of the Schools. Captain Dawes had reason to be proud of his cargo.

The Victoria and her two flat boats with as large and as interesting a company as ever left this wharf followed in the wake of the Ogemah and the sight was certainly a grand one, the two steamers with their accompanying flat boats with their precious freight of some eight or nine hundred of our valued denizens, young and old.... About mid- lake the lookout on the starboard bow of the Victoria sighted the Maple Leaf in the offing; ... Just as the Ogemah touched at Washburn the early threatened and now unwelcome rain began to pour and in the shortest notice had every one of the company more or less under water and any starch that was in was very soon taken out of them.

In spite of the downpour, the boat races, a variety of picnics and many other events took place.

*The not unwelcome whistle "all aboard" rang out from the iron lips of the **Victoria** and she had not much trouble in collecting her charge when she swung around and left the island with few regrets. The diminishing circumferences of the dresses - the softening effects of the rain - was obvious; but the shrunken parcels and the empty baskets were still more obvious and showed that if the rain had detracted from the pleasure of the occasion it had not diminished the appetites.*

*The **Victoria** had not been ten minutes out when the smoke of the **Ogemah** was seen behind, and making on the **Victoria** with considerable rapidity overhauling her about midway and arriving at Port quite a time ahead of her.*

All parties expressed their entire satisfaction with the arrangements and management of the Committees on both boats; and if the excursions were not all that they might have been it was no fault of the committees. The rain spoiled the sport.

The **Anglo Saxon** and the **Ogemah** were docked beside each other at the Port Perry waterfront for the winter of 1876-77. Mr. Lebare, a night watchman at the waterfront mill, while on his nightly rounds, discovered fire on the **Ogemah** at 2 o'clock in the morning of November 6, 1876.

*He at once alarmed the hands on board the **Anglo Saxon** and then rushed up town and gave the alarm. Mr. Bigelow, of course, was the first to hear the alarm and on the shortest possible notice he was seen dangling at the end of the bell rope. Councillor Rolph too, was speedily on hand and in a crack had the fire engine underway for the scene of the conflagration, but it was found on its arrival that its services were not required. Mr Bigelow after sounding the alarm on the bell rushed back to the boat and with the aid of the hands on the **Anglo Saxon** soon put all idea of fire out of the question, he had so drenched the boat and everyone within his reach that the entire surroundings had much more the appearance of a flood than of a fire. The damage sustained by the steamer is comparatively light but had it not been for the vigilance of Mr. Lebare and the active exertions of Mr. Bigelow and the crew of the **Anglo Saxon** the results might have been disastrous. Captain Dawes, the proprietor of the steamer is furious and will spare no cost in discovering the guilty parties.*

The origin of the fire is a mystery as there had been no fire on board for quite a time and the captain uses every precaution for her protection.¹

The reporter's analysis of the extent of the fire was highly under-estimated. The **Ogemah** was beyond redemption and was dismantled in the spring. The cause of the fire was never resolved. This event left the **Victoria** to continue the shuttle duties from Port Perry to Lindsay for the railway in the spring by itself.

1 - O.O. NOV. 9, 1876

Crandell Expansions

After Confederation, all steamboats were inspected, registered and licensed by the Federal Department of Railways and Canals.

Steamboat excursions became popular in the four areas of what is now the Trent - Severn System: (1) Rice Lake and the Otonabee, (2) the Buckhorn, Chemung and Pigeon Lakes, (3) Scugog and Sturgeon Lakes and (4) Lake Simcoe,

Early in 1873, George Crandell, in response to the competition, decided to build the finest vessel on the Central Lakes. He hired Thomas Walters to build it at Lindsay. He named it the **I**. It was not only the finest vessel on the Central Lakes, it was also the largest at 112 feet and 180 tons. The **Vanderbilt** was built primarily as a passenger ship, carrying passengers and some goods between Port Perry, Port Hoover, Caesarea, Lindsay and Bobcaygeon.

Each vessel that Crandell commissioned was bigger than the previous one, always bearing in mind that he had to build vessels which permitted maneuverability through the locks. The original lock at Lindsay had been one of the longest at 131 feet.

When the P.W. & P.P.R. was extended to Lindsay in 1876, those wanting to board Crandell's steamers went directly to Lindsay. Crandell had moved from Port Perry to Lindsay in the 1860's, in order to be at the heart of his

growing steamboat empire. When living in Port Perry he had his boats built at the Port Perry waterfront. The last Crandell boat to be built at Port Perry's waterfront was the **Lady Ida**, built in 1861. His first vessel to be built at Lindsay was the **Ranger**, his third ship, built in 1864. It was also the first steamboat built by Thomas Walters for Crandell. Walters also built the **Commodore** in 1867, the **Champion**, launched in 1869, the **Vanderbilt** in 1873, and the **Crandella**, the rebuilt **Vanderbilt**, which was launched in 1891.

After Crandell had moved to Lindsay other shipbuilders continued to work on Lake Scugog's shores. Port Hoover was once one of the prime boat building settlements in the Central Lakes. Its two prominent boat builders were Elias Rogers and Isaac Finley. The first major vessel to be built at Port Hoover was the Anglo Saxon, built there in 1864 by Rogers. The Maple Leaf was built by Isaac Finley at Port Hoover and launched at the height of the depression, May, 1875. The Dominion, a 29-ton, 79-foot long sternwheeler, was built by Captain Savage in 1884. This vessel should not be confused with the paddle-wheeler of the same name which was built in the same year at Lindsay.

A palace scow named the *Paragon* was built exclusively for the Burke brothers' Lindsay-built *Dominion*. Palace scows started out as mere flat bottomed barges towed by the steamers and used to carry cargo during the week and then seats were placed on board for the weekend and holiday traffic. Later they became used exclusively for passengers and some were improved by adding an enclosed lower deck and an open upper deck.

The *Paragon* was built by the Burke Brothers at Lindsay in 1886. It was 90 feet by 20, and licensed for 400 passengers. In 1887 a new upper deck was added and later enclosed to create cabins.

While the steamboat traffic on Lake Scugog began its decline, the excursions from Lindsay, Bobcaygeon and Lakefield into Sturgeon and Stony Lakes continued to thrive, well into the twentieth century. The excursions around Lake Scugog were rare and far from regular by the turn of the century.

George Crandell, not discouraged by the state of the economy in 1875, decided to drum up business by building a summer hotel at Sturgeon Point. He launched a stock company to finance the venture. Crandell's previous economic record was beyond reproach. In spite of the severe economic conditions, Crandell had little difficulty in raising the necessary capital.



The Maple Leaf at Lindsay. LPL.

He purchased a 100 acre property at Sturgeon Point. A hundred yards from the water's edge, in the middle of a stand of oak trees, he built a stately forty roomed three storey frame hotel. It had a two storey verandah running around three sides, and an elegant mansard roof. The official opening took place on June 15, 1876. Later the hotel complex was expanded to include a dance hall, a bowling alley, shuffle board courts, and bath houses.

Crandell's Sturgeon Point Hotel was extremely popular for picnics, dances and, of course, boating regattas. Prospects improved further when the closest rival hotel, the Couchiching hotel near Orillia, burned down. As with all of Crandell's previous ventures the Sturgeon Point Hotel was a phenomenal success.

On one occasion in 1878, special trains ran from Port Hope and Toronto, bringing 2,000 passengers to Lindsay. They were then taken by boat to the hotel. An Oddfellow's excursion in 1881 drew 3,000 visitors. This occasion was climaxed by the production of Gilbert And Sullivan's new operetta, *The Pirates of Penzance*.

Buoyed by the success of the Sturgeon Point hotel, he built another hotel at Fenelon Falls, but it burned to the ground in 1884. Crandell sold the Sturgeon Point Hotel after seven seasons to J. "Ebe" Dunham of Cobourg, but, ever the canny businessman, Crandell sold the hotel with only twelve acres. He kept the remaining eighty acre parcel with substantial waterfront acreage purchased even more adjacent waterfront, had the entire parcel surveyed by James Dickson and subdivided creating Lake Avenue, First Street and Irene Street. The lots were slowly sold off to the wealthy.

In 1880, Crandell built the *Stranger* to replace the *Ranger* and the *Champion*. The *Stranger* was the first screw steamer owned by Crandell. It was a smaller vessel at a length of only 60 feet. It weighed 19 tons and had a 35 h.p. engine. The *Stranger* was later sold to the Carnegies in Port Perry.

On September 23, 1881, the Vanderbilt

caught fire at her dock at Lindsay. The Canadian Post of Lindsay (later to become the Lindsay Post) reported,

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



Crandell's Sturgeon Point Hotel. NAC.

The remains of the *Vanderbilt* lay at the bottom of the Scugog River for nine years.

To replace the *Vanderbilt* in the spring of 1885, George's sons Frank and Fremont bought *Eva* from Captain Elijah Bottum. *Eva* had been launched in 1881. It was a 71-foot screw steamer of 11.6 tons. *Eva* was remodelled, the boiler was moved forward, a new lounge was built amidships to hold 75 passengers and to keep the rains out. A Palace scow was also built. *Eva* continued *Vanderbilt's* route from Lindsay to Fenelon Falls and Bobcaygeon with regular stops at Sturgeon Point. Crandell, sensing that travel by steamboat held more potential, bought the *Dominion* and *Paragon*. As usual, his judgement was correct and business continued to grow.

To capitalize on the economic boom which took place after the depression, Captain George Crandell took an even wilder gamble. The Canadian Post of Lindsay reported the following on Friday November 20, 1890;

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

On June 5, 1891, the Post reported,

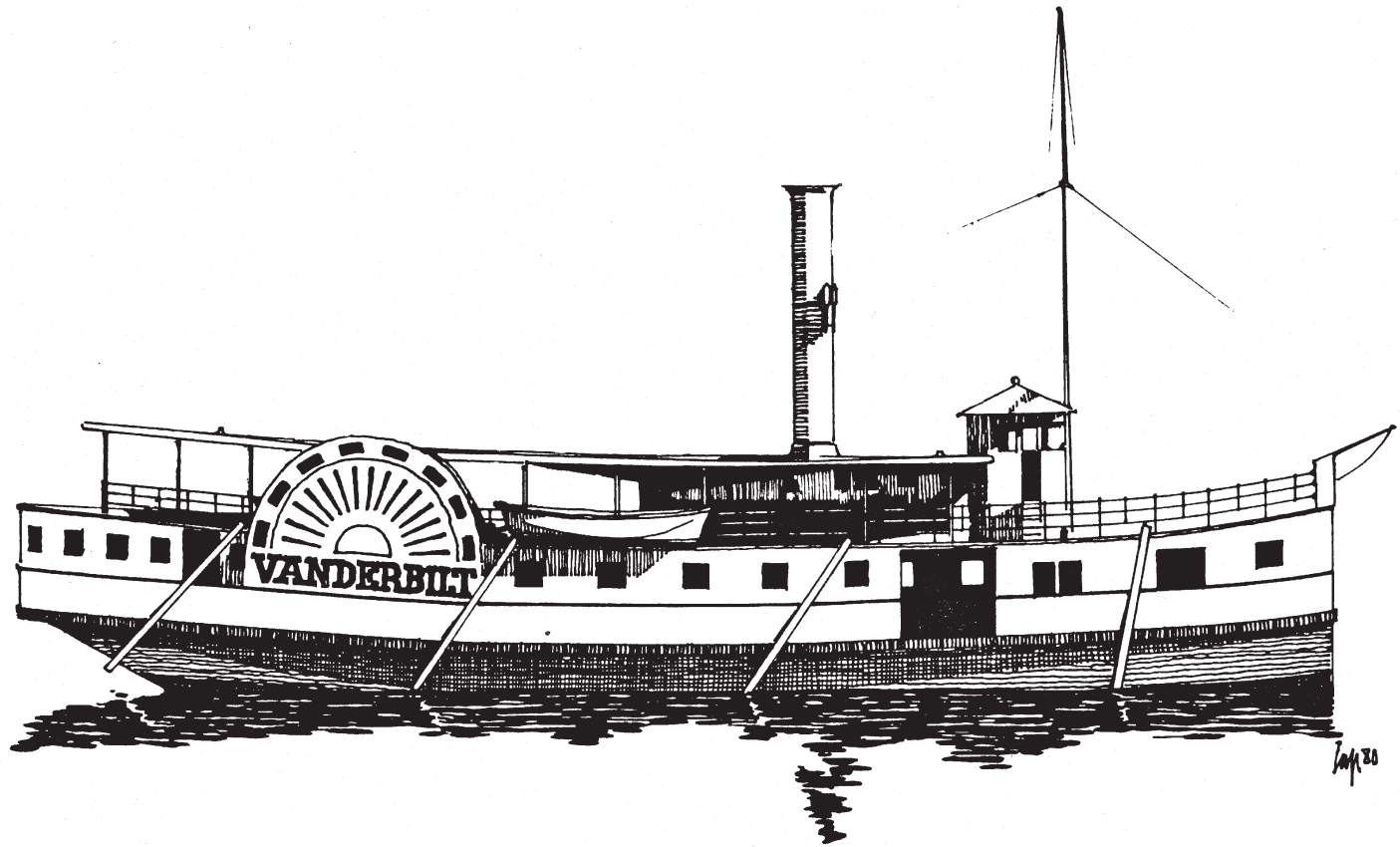
Captain Crandell's new steamer, 'Lindsay Chief' was launched Thursday afternoon last, that is partially so, for a hitch took place somewhere and it was not until next day that the craft floated proudly on Scugog's bosom. The machinery is now being placed in her and it will not be long before a trial trip is made.

Whether the hitch in her launching aroused a sailor's superstition or not, we have no way of knowing, but the name of the vessel was changed. The new vessel was by far the finest steamship of her day on the Central Lakes. As the crowning glory of George Crandell's steamboat empire, he chose his own name to grace its hull. It was renamed the *Crandella*.

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

On July 8, 1891, The Lindsay newspaper reported,

Steamboat inspectors Donnelly and Adams visited Lindsay on Tuesday to look over the 'Crandella' as Captain Crandell's new vessel is to be called. They pronounced her a light and well built craft and rated her capable of carrying 450 passengers with safety.



Captain George Crandell gave way to his feelings of charity for the *Crandella's* first voyage. After he had moved to Lindsay, he made a firm commitment to his community, becoming an ardent supporter of the Presbyterian Church there. For the *Crandella's* maiden voyage, on July 16, he organised a free excursion to Sturgeon Point for senior citizens and other needy people in the community.

On July 23, 1891, the North Ontario Observer reported the following in Port Perry;

The new commodious and magnificent steamer 'Crandella', built and owned by the most popular and affable steamboat captain on the inland waters - Captain George Crandell of Lindsay, visited our wharf on Saturday last. She is the largest and best appointed steamer on this chain of lakes and is a credit to the enterprise of her owner and Lindsay has every reason to be proud of so fine a craft. An extensive patronage awaits her wherever she may ply.

The *Crandella* was strictly an excursion steamer, running on a regular schedule from Lindsay to Sturgeon Point and Bobcaygeon. Initially, there was no roof over the upper deck. As a result, a number of ladies complained after sparks had burned holes in their hats and umbrellas. Over the winter of 1891-92 the vessel was refitted with a roof or hurricane deck, a new dining salon and larger cabins.

Captain Elijah Bottum of Bobcaygeon was faced with a similar dilemma in 1882. Tucked away in the Bobcaygeon Library files for that esteemed steamboat magnate, is a letter dated September 5, 1882, from Albert Rennie of George Street in Hamilton. He wrote to Captain Bottum;

*While sitting in the bow of the **Beaubocage**... my sister had her umbrella burned up by the sparks from the smoke stack. The umbrella was a new one made of brown silk costing three dollars and was rendered useless. I presume that this application will be all that is necessary to reimburse the value of the umbrella to the loser.*

Yours truly, Albert Rennie.

Unfortunately we have no way of knowing the outcome of Mr. Rennie's appeal.

The *Dominion* was destroyed by fire on Sept 1, 1893 as she lay anchored at Squaw River Narrows at the entrance to Little Bald Lake. The fire had begun in the engine area as her two freight scows were being loaded with cordwood.

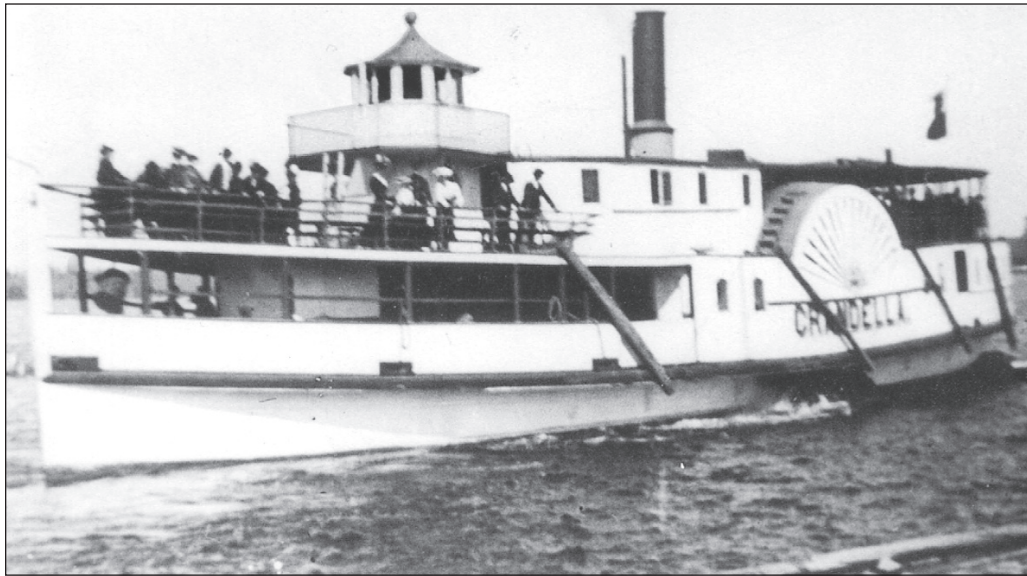
In 1899 the *Crandella* was the busiest and most successful steamship on the Central Lakes. That year it carried 40,000 passengers and 100 tons of freight. Its closest rival was the *Esturion* which that same year carried 500 tons of freight but only 27,000 passengers.

Charles Stewart along with Reeve W. H. Bottum, son of Captain Elijah Bottum, decided to give the central lakes a new collective name in 1898. Up to that time the lakes had been known by a variety of names; the Central Lakes, the Trent Lakes, the Back Lakes, the Midland Lakes, the Newcastle Lakes, or the Peterborough Lakes. Bottum and Stewart went to the Curve Lake Reserve to get suggestions.

The Mississaugas there suggested the name KAWATHA meaning "bright waters and happy lands". Bottum and Stewart campaigned throughout the region for the acceptance of the name. Councils of Bobcaygeon, Fenelon Falls, Lindsay, Peterborough and Lakefield agreed. The newspapers and the Grand Trunk Railway began to use it but somehow an "r" got into it. By 1900, the name KAWARTHA was established



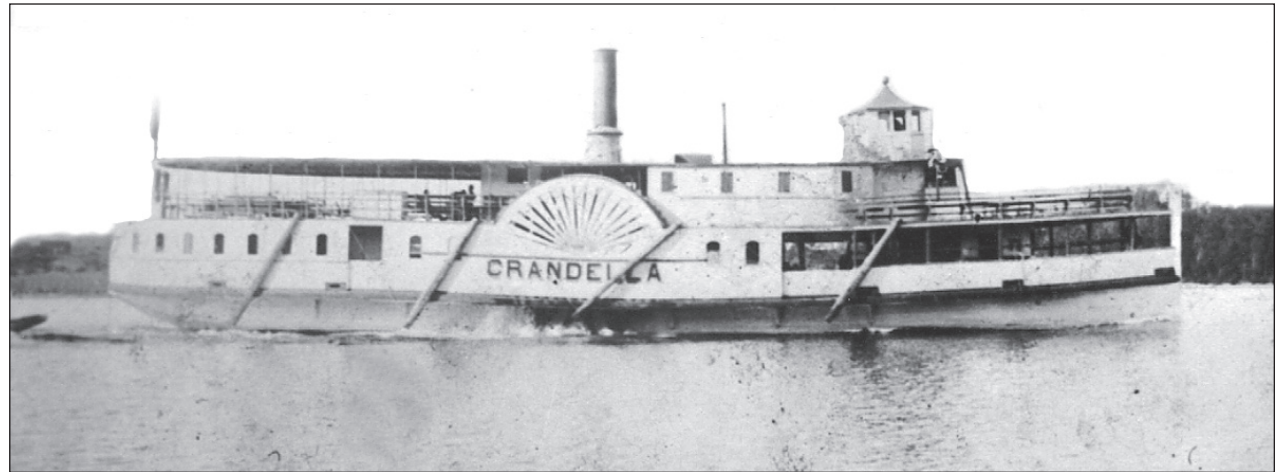
The Crandella in her final form. AO.



The Crandella in her final form. AO.



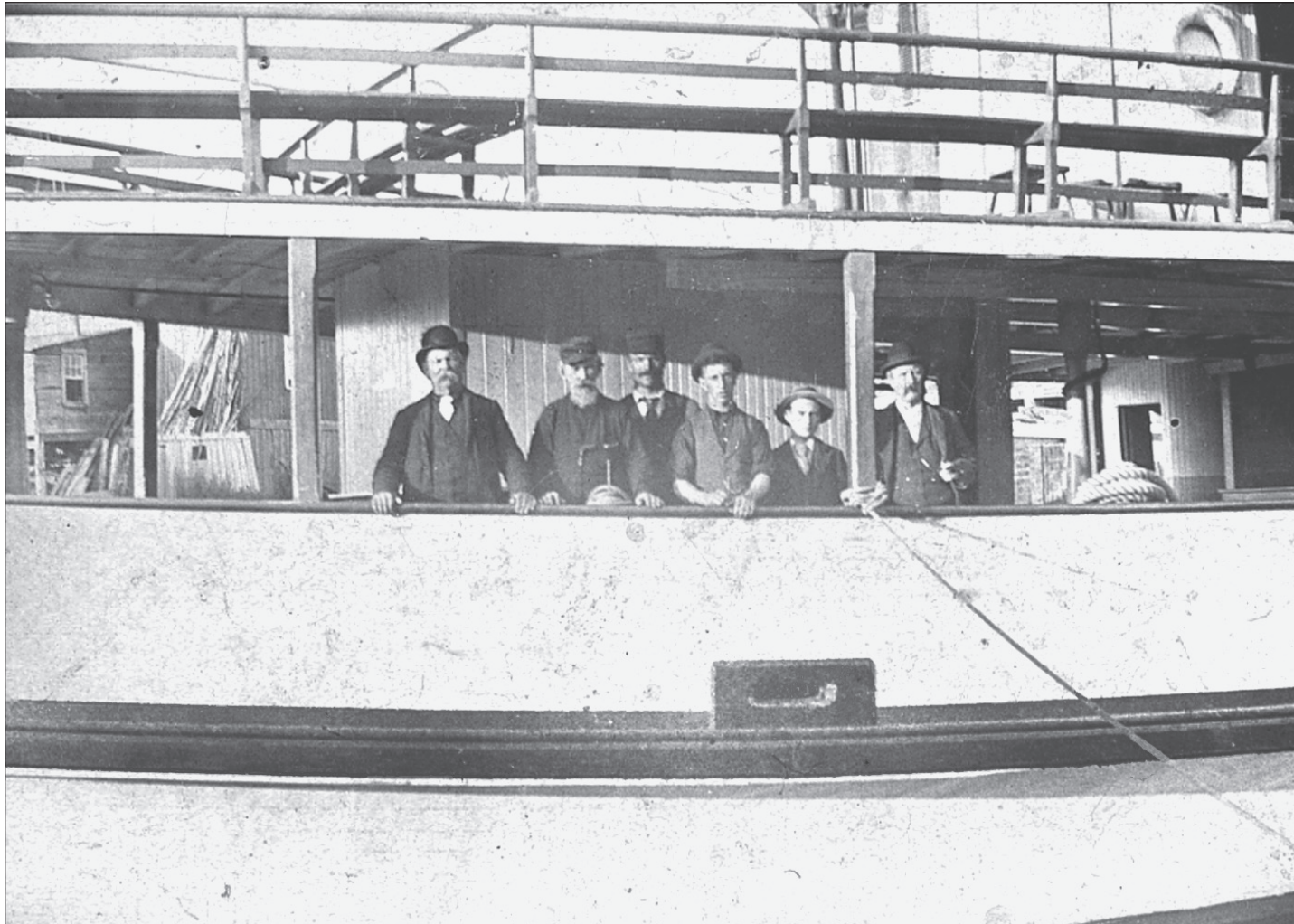
The Crandella at Lindsay. LPL.



The Crandella. PCMA.



The Crandella with tourists on board. PCMA.



Captain George Crandell (on the left) on board his beloved Crandella.. Photo, courtesy Diane McGregor.

Chapter 5

GEORGE CRANDELL & MOSSOM BOYD

When the *Crandella* was launched in Lindsay in 1891, George Crandell knew that his vessel had to cater almost exclusively to passengers. Over the winter of 1891-1892, it was again refitted to accommodate this fact. The interior was completely remodelled providing cabins, state rooms, a large dining room and a complete roof on the hurricane deck. For the 1892 season, each week, the steamer made two trips from Lindsay to Sturgeon Point, leaving the rest of the week available for charters. With this in mind, Crandell brought the *Crandella* to Port Perry in mid-May in order to drum up business. He was quite successful. The *Crandella* could be seen on Lake Scugog at least once a week throughout the summer.

In mid-July, the Sons of Temperance chartered the *Crandella* for an excursion from Port Perry to Sturgeon Point. The following Friday, Crandell's prize vessel was damaged in a severe thunder-storm. The Port Perry Standard reported on July 21, 1892:

The staunch craft was steaming gaily along when all at once she was struck by a lightning flash and a terrific squall at the same time which carried away the greater portion of the hurricane deck on the starboard side exposing a large number of passengers to the pelting rain storm. The more timid excursionists were greatly excited, but on the assurance of the officers of the steamer that she was perfectly reliable and that there was really no

danger, the excitement soon calmed down and in due time all arrived safely.

The *Crandella* was repaired the next day and by the following Tuesday, the Manchester and Prince Albert Sunday Schools were on board her for a trip to Washburn Island.

The morning looked gloomy but... it turned out to be one of the finest days of the season and contributed greatly to the pleasure and profit of the excursion. The beaming countenances of the little ones, and larger ones too, showed how much they relished the healthful outing.

Boyd vs Crandell

In the Mossom Boyd file in the Peterborough Centennial Museum Archives is a copy of a petition written by George Crandell to M.P. Sam Hughes, in Ottawa. Hughes was one of the most powerful and influential politicians of the time and the strongest proponent of the Trent - Severn Waterway. He later became the Minister for Militia and Defence. He was also the publisher of the Lindsay Warder and used it to forward his ideas. Crandell's letter to Hughes is dated Lindsay, August 1, 1893;

Dear Sir

Allow me to point out to you some of the difficulties and annoyances which the steamboat men or owners have to encounter on the Trent Waters, especially that portion known as the Lindsay River or Canal [today's Scugog River]

In or about the year 1844 the then government built the Lindsay locks and swing bridge. Afterwards in the year 1872 the Provincial Government built the present lock and swing bridge and appointed a lockmaster whose duties were to open and shut the lock and swing bridge and here his duties ceased. This being the case the canal is without an efficient officer and for half a mile immediately above and below the locks it is filled up and blocked with saw-logs, rafts, boom timbers, floating barges and other obstructions in so much that our passenger steamers are continually being obstructed, delayed and endangered by these accumulations and we have no way of redress. We have built large and expensive steamboats, we are amenable to the law in paying inspection and tonnage dues and equipage and should be protected as to our rights of the canal. When we apply to the lockmaster for these rights he frankly informs us that his appointment is from the provincial government and that the canal belongs to the Dominion Government and as you are fully acquainted with the facts herein set forth we as steamboat owners navigating this portion of the Trent waters ask that you will insist on your government assuming these works that the law governing the Trent waters may be enforced here as in other places.

*Yours most sincerely ,
George Crandell.*

Mossom M. Boyd has scribbled across the bottom;

This petition sent me by George Crandell I refused to sign. MB

One reason Mossom M. Boyd may have refused to sign is that he and George Crandell were rarely on good terms. The rivalry between the Crandells and the Boyds began when Crandell ventured on to Sturgeon Lake in competition with Mossom Boyd. When Boyd died in 1883, his eldest son Mossom Martin Boyd took over the business and continued the rivalry, and the animosity.

In the same file as Crandell's letter above, are several other items of correspondence related to the Crandells and the Boyds. One such item concerns the problems caused by low waters in an extremely dry 1881 season. George Crandell sent a handwritten letter to Thomas Belcher, the Canal Superintendent in Peterborough on July 28;

Dear Sir,

*I beg to notify you that in consequence of the long continued drainage upon the waters of Sturgeon Lake by the Mm. Boyd mill at Bobcaygeon, the water has become so low that our Steamer **Vanderbilt**, drawing less than four feet of water is striking very heavily on the rocks at Bobcaygeon and is daily in great danger of being sunk thereby. Our Steamer **Stranger** has broken her propeller in the Scugog River owing to the low water and numerous other damages have occurred to us from this cause.*

We feel that you having charge of these waters should exercise the power placed in your hands by stopping Mm Boyd's Mill at once and we shall hold you responsible with Mr. Boyd for any damages that may occur to us by reason of the lack of water in the Scugog River and Sturgeon Lake.

*Yours Truly,
George Crandell*

Belcher responded by writing to Boyd and sending him the letter he had received from Crandell. The Engineer, judging by his greeting, was a close friend of Boyd. His letter to Boyd was not written until the season was drawing to a close, September 2, 1881:

Dear Mossie,

In order to protect myself and discharge my duties faithfully with integrity I am compelled (much against my will) to ask you to shut down the Mills. Of course you can act as you think advisable in the matter. But you will distinctly see that had I not to notify you to do so, when the matter comes up, the first question that would most likely be asked would be "Did you in accordance with Canal regulations instruct Mr. Boyd to shut down his mills?" If I answered "No" you can plainly see what a position I would occupy in the eyes of the government.

I am ready to assist you with all possible assistance [sic] in my power to enable you to establish your legal rights but I cannot possibly in all justice to myself do more.

He continued by stating the regulations which specify that the water level has to be retained at the height necessary for navigation. He added; I have notified Hale to shut down his mill and sent a man to Buckhorn to see it done at once.

Also in the Boyd file is a letter from Franklin Crandell, George's son. In this letter to Boyd, he refused to pay a bill for \$20 for lumber for one of the steamers because:

During the season of navigation for 1886 your logs running at Fenelon Falls prevented my steamer from getting up to the Villiage [sic] on two whole days and part of the third day, June 26th to 28. In several instances I have brought suit against lumberman blocking this river recently and in every instance I have succeeded [sic].

The feud between the Crandells and the Boyds continued. On July 16, 1900, George Crandell wrote again to Boyd:

Messrs Boyd

Dear Sir,

On July 2nd my steamer Crandella was prevented from getting to Fenelon Falls by your foreman putting a boom across the river. It had been advertised for weeks before that I would carry an excursion from that place in aid of

the hospital. I have been creditably informed that there were some two to three hundred people that were disappointed in consequence of our failure in not being able to get there consequently the day was a complete loss to me. You must be aware that no one is allowed to boom a navigable river to the detriment of another, besides you are aware that I am under large expenses and the season is short and I claim a reasonable recompense hoping you will give this matter your earliest attention as I don't desire any unpleasant feelings or litigation in this matter.

*Respectfully yours
George Crandell.*

Boyd asked his foreman William Cresswell to report to him on the matter. Cresswell was a long time employee of Boyd. He had served as mate on the *Novelty* and the *Beaubocage*. From 1876 to 1881 he acted as captain on those vessels when Captain Lane was not available. In 1881, he became the permanent captain of the *Beaubocage*. Cresswell's impression of the events of July 2nd, 1900 were quite different from Crandell's. The report was summarized by someone in Boyd's office as follows;

On the night of July 1st a strong head wind caused the bag of logs to swing across the steamboat channel.

About 7 a. m. of the 2nd, the Crandella came along and her captain walked up from Green's wharf to the village where Creswell [sic] was locking Beaubocage down with boom timber and immediately proceeded to divide the block and had way clear for boats about 8 a. m. But a few minutes before this was accomplished, the Crandella left and proceeded towards Lindsay.

The Captain of the Crandella was on Beaubocage

when she came down from Fenelon Falls with boom timber and did not express any anxiety about getting his boat up.

From evidence collected by Creswell [sic] in Fenelon, he was led to believe that there is no foundation in the statement made by Crandell, that there were a large number of people disappointed in consequence, and that there had been no bills out announcing the intended excursion.

The report is dated Bobcaygeon, July 18, 1900, but unsigned. Unfortunately there is no more correspondence related to this matter in the files. Thus we are deprived of knowing the eventual outcome of the affair. By this time both George Crandell and Mossom M. Boyd were getting close to the end of their respective careers. Boyd, nevertheless, was still interested in keeping his fleet as competitive as possible. With this in mind, he commissioned his final steamboat in 1900.

The Manita

Boyd's commissioning of the *Manita* in 1900 marked a significant turning point in the steamboat business on the Kawarthas. Up until this time almost all of the vessels which sailed in the Kawarthas had been built somewhere on the Kawarthas; at Port Perry, Port Hoover, Lindsay or Bobcaygeon. The *Manita* was built at Kingston. By this time, with the exception of the Bowerman boats on Lake Scugog, the building of

large vessels had almost entirely disappeared from the Kawarthas. In the Peterborough Centennial Museum Archives, in the Pammett fonds, is a copy of Boyd's specifications for the *Manita*. Its contents are as follows;

Specification for construction of a steamboat hull by the Davis Drydock Co., Kingston.

1. Length 64 feet, Keel 70 feet over all, Beam 14 feet moulded, Depth 5 feet amidship, Keel 6 x 6, Keelson 6 x 8 Deadwood 6 inches thick, Stem 6 x 12, Stern post 8 x 12 all of best white oak. Fashion pieces oak to allow at least 6 feet overhang.

2. Frame 2 1/2 inch flitch double. 20 inch centres moulded, 6 inch at keel and tapered to 4 inch at top, all good quality tamarac fastened with screw bolts 3/8 inch wire iron.

3. Planking 2 inch Garboard strake balance 1 3/4 inch thick four strakes each side of keel of rock elm remainder of planking of good tamarac 1 3/4 inch thick; all butts to be bolted, all wide plank fastened with 3 spikes in each frame, top side 2 spikes in each frame.

4. Clamps 3 x 8 tamarac. Bilge strakes (2 on each side) 2 x 6 tamarac both clamps and bilges to be well bolted with one 5/8 bolt through each frame driven from outside and clinched inside on washers.

5. Wale 4 x 8 rock elm tapered from midship fore and aft and well fastened to frame with 1/2 inch screws bolts and to be reinforced by 1 1/2 x 1/2 inch round iron on outside edge thereof. Covering board to be 2 x 8 oak. Short deck on bow and stern with pine beams 4 x 6 - 24 centres.

6. Hole to be made through deadwood for stern pipe and shaft. Engine foundation 20 feet oak Sister keelsons to reach boiler all this to be properly fitted and fastened ready to fit engine and to receive boiler. Iron rudder and tiller, shoe plate, stern band side plates all to be properly fitted and fastened.

7. The hull and short decks (length of deck to be hereafter specified all to be well caulked) 2 threads of oakum. Seams paid with lead. Hull painted with one coat of lead paint outside and a second coat of red lead paint to the under water part.

8. All material and workmanship to be first class. The hull to be constructed so that the boiler and engine formerly in the yacht "Miltonic" may be used for propelling power without having to make alterations in its length of shafting.

9. Draft to be not more than 3 feet 8 inches when completed and equipped for sea. Speed to be twelve miles an hour. To be delivered on cars here not later than May 10 the next.

10. Price to be \$1100.00 on cars at Kingston. Payments \$200.00 on signing of this contract, \$200.00 when in frame, \$300.00 when planked. Balance when in water at destination after reasonable time to test her running power.

11. To be open at all times to the inspection of Mr. Alex Horn, Inspector of Hulls, Kingston, under whose supervision it is to be constructed.

There is no correspondence to indicate that there were any mishaps in the contract or the construction of the vessel. It was apparently delivered on time and was duly launched and named the *Manita*. The career of the *Manita* varied little from the norm. It eventually had several owners and at least one major fire.

On June 14, 1906, the *Manita* made its usual journey from Lindsay to Bobcaygeon, arriving late in the evening. It was tied up at the Bobcaygeon wharf at 11:00 that evening. At about 4:30 in the morning, fire was discovered. The report made by Boyd stated:

... the decks and cabins aft of the pilot house completely destroyed, also destroyed; life boat, life preservers, funnel, boiler fixings, valves, gauges. Hull, boiler, engine not damaged.

Boyd immediately set about restoring the vessel and on Saturday June 30, 1906, the *Manita* resumed her regularly scheduled trips between Lindsay and Bobcaygeon, with occasional charters elsewhere on the Kawarthas. Later that year, the *Manita* made its final appearance on Lake Scugog. It was chartered by D. Whetung for the Indian Village Executive at a cost of \$20 for the vessel for the day. At 7:00 in the morning of September 20, 1906, it left Indian Village on Lake Chemong. It locked through to Lake Scugog, toured the lake, stopping at Port Perry, and returned late that evening. Four years later it was sold to a Peterborough concern and used in the Stony and Rice Lake area.

Efforts were constantly being made to rejuvenate the steamboat trade on Lake Scugog but on a much smaller scale than it had been in the past. In 1887, for instance, Josiah Ball of Caesarea purchased a steam yacht from Toronto. He called it the *Express*. It was only 35.9 feet long and weighed 2.66 tons. He intended to use it to pull lumber to his sawmill near Caesarea but started to use her to carry passengers around Lake Scugog, calling at Port Perry, Port Hoover, Plum Point and Caesarea. Later he expanded to run a weekly market trip to Lindsay.

Over the winter of 1894-95 the *Express* was lengthened to 48 feet. At the same time Captain Ball built another vessel, the *Comet*. It was 45 feet long and built of elm.

Registered for 35 passengers, the *Comet* began a regular service from Caesarea to Lindsay, every spring bringing farmers and their produce into town and taking fishing trips around the Lake. The steamer carried 1,000 passengers in 1899 season.

1904

At the end of the 1901 season, George Crandell decided to retire. This was 50 years after the maiden voyage of the Woodman. Including his early days aboard sail- and oar-powered vessels, he had spent 57 years of service on Lake Scugog. His Sturgeon Point Hotel which he had sold in 1883, was destroyed by fire in 1898 and not replaced. He sold his beloved Crandella to the newly formed Kawartha Lake Excursion Company. The Crandella received a complete overhaul and refitting. It was renamed the Kenosha, registered as 169.5 tons, approved for 500 passengers and relaunched in April 1902.



At Fenelon Falls. From left to right, the Marie Louise, a houseboat, the Manita. SSMV.



*The Kenosha of the Kawartha Lakes Navigation Company.
The Kenosha is the remodelled Crandella. SSMV.*

On January 21, 1904 George Crandell died in Lindsay. The obituary in the Lindsay Watchman-Warder, obviously written by someone close to him stated:

One of the most rugged and active personalities that this town has ever known, passed away last Friday morning when Captain George Crandell died. Here was a man with the massive frame and phisiog of those whose brains and resolution bring things to pass. In him were the vision, dauntless hopes and indomitable energy of the pioneers... the Tireless achievement of his life leaves little doubt that he was of the type of men who have left their impression on the world.... His passion was steamboating and he indulged in it as few men and the result writes the main chapter in the history of navigation on the Scugog.... Capt. Crandell was the most forceful, persistent and picturesque figure in Lindsay's municipal life.... Captain Crandell had unlimited faith in Lindsay. He loved the town and had seen it grow, had rocked its cradle, stood amid its ashes, seen it rise Phoenix like again and was its trusted administrator as it grew into one of the most prosperous towns in Canada. Few men so unreservedly cast in their lot with the fortunes of a place as did Captain Crandell with Lindsay. He built nearly 100 houses in the town, and was ever among the most optimistic talkers on its future and resources. His policy at the council table was one of economy upon a firm foundation of constructive advancement. Never a visionary or mere theorist, he always had a comprehensive plan for the town's upbuilding. He was in an important sense the father of the waterworks system His theory of sewage disposal was... the

right one for Lindsay. He steadily opposed the construction of streets where sewers had not been put down... He was a warm advocate of Municipal ownership of public utilities...

Capt. Crandell was not a churchman, but few have a more comprehensive or logical system of religious belief than he, or can more volubly support it by quotations from Holy Writ. He believed that man by nature is not immortal; that immortality is the gift of God to the righteous at the resurrection; and hence that the good alone rise, but that the wicked dead perish forever at death. His views of prophecy and its bearing on modern nations were unique and entertaining.... His long residence here and his powers of observation and retention made the captain an exceptional authority on the history of this district for more than half a century.

Captain Crandell had the personal qualities that made strong friends. He had a broad, liberal but ardent nature. A hard fighter for his views he was a most sociable man with men and amid all the reverses and troubles wore a sunny exterior for his friends.

The end came suddenly. On Friday morning he was shovelling snow in front of his house. Feeling suddenly faint he went inside, sat down, leaned forward on the table and in a few minutes was dead from heart failure. He was buried on Sunday at Riverside. Peace to his ashes.

The entire town mourned his passing. His steam-boats had symbolized an era for the Kawarthas. George Crandell was undoubtedly one of the most colourful and dynamic characters to have lived in this region. He was the son of the first white settler in Reach, and became involved in crime as a member of the Markham Gang. After he had served his time in penitentiary he became a model citizen, first in Port Perry as a conscientious worker during the construction of the Woodman and then as its owner. He completed his redemption in Lindsay as a pillar of that community. His hint of his generosity and community spirit can be detected from two articles which appeared in the Lindsay Watchman-Warder on July 17, 1890:

*About 300 pupils parents and friends attended the Presbyterian Sabbath School excursion to Crowley's Island Thursday last, per steamer **Crandella**. The day was all that could be desired and the outing was in every way a pleasant one.*

*Captain Crandell has generously placed his fine new steamer **Crandella** at the service of the Central Charity Committee for an excursion to Sturgeon Point and Fenelon Falls on Tuesday next 21st inst. for the benefit of the home for the aged.*

George Crandell was also an exemplary family man. His first wife, Lavina, died leaving him sons Frank and Fremont. He then married Henrietta Hopper and fathered five more children: Olga May, Henrietta Crandella, Arthur George, Kenneth, and Alice Agnes.

All his children held him in high regard. Fremont and Frank were intensely loyal to him, following in his footsteps as captains of Crandell vessels. After his death they moved to Western Canada where they made their mark in new careers. Fremont became one of the founders of Prince Rupert and was the purchasing agent for the Grand Trunk Pacific Railway. Frank played a significant role in the growth of Calgary.



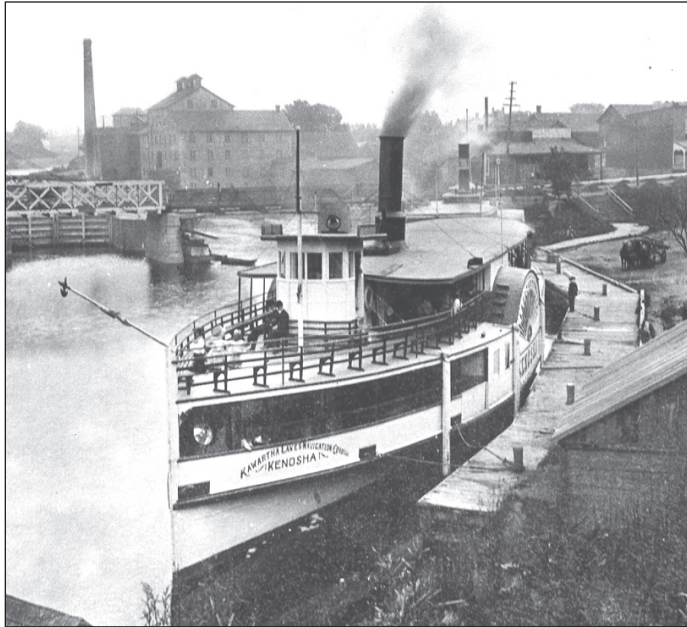
Captain George Crandell, 1828 - 1904. LPL.

George Crandell was undoubtedly a man of whom legends are created, particularly in his role as a pioneer in the steamboating era and his later emergence as owner of one of the largest steamboat empires in Ontario.

Ironically, his old friend, Thomas Walters, who had built so many of the Crandell boats and had followed Crandell's example as a community leader, died only seven months later; August 19, 1904. By co-incidence another event completed the tragic symbolism of the year 1904. The *Kenosha* had started out as the *Vanderbilt*, a Crandell steamship, built by Walters, which in turn had become the *Crandella*, also built by Walters and was again remodelled to finally become the *Kenosha*. On October 22, while sitting idle at Lindsay, awaiting transference to winter quarters at Bobcaygeon, fire broke out on board the vessel, and by the time the Lindsay fire brigade arrived, it was completely ablaze. It burned in spectacular fashion for over an hour and then settled to the bottom of the basin. With her died the Kawartha Lakes Excursion Company.

The End of the TVN Co

Mossom M. Boyd's Trent Valley Navigation Company began its decline shortly after the death of his great rival George Crandell. As early as 1896, Boyd was trying unsuccessfully to sell the *Esturion*. In 1898 he was desperate to reduce his fleet, and tried to sell his oldest vessel, the *Beaubocage*. Sam Parkin, the Lindsay lumber merchant, offered Boyd a mere \$1,000 for the vessel on May 19.



The Kenosha at Lindsay. SSMV.

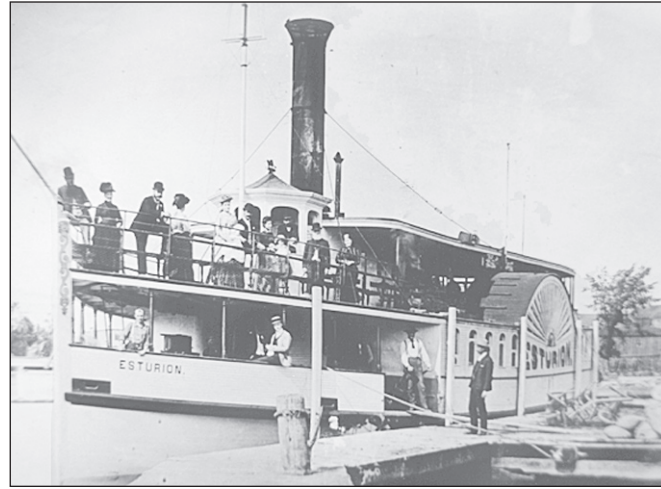


The Esturion at Fenelon Falls. LPL.

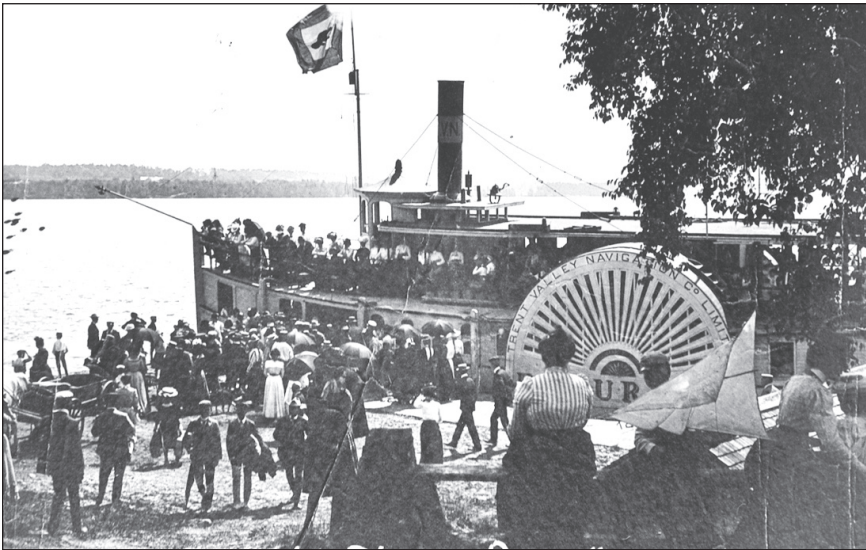
Boyd, unwisely, thought that the offer was an insult and refused it. He eventually put the vessel and five scows up for auction in March, 1900. The Lindsay Post promptly reported, on the same day as the auction, that the Beaubocage and one scow had been sold to the Kennedy and Davis Milling Company of Lindsay for a mere \$710. Mr. White of Lakefield, now the owner of the steamer Sunbeam, had purchased a scow for \$395 but the remaining scows were unsold.



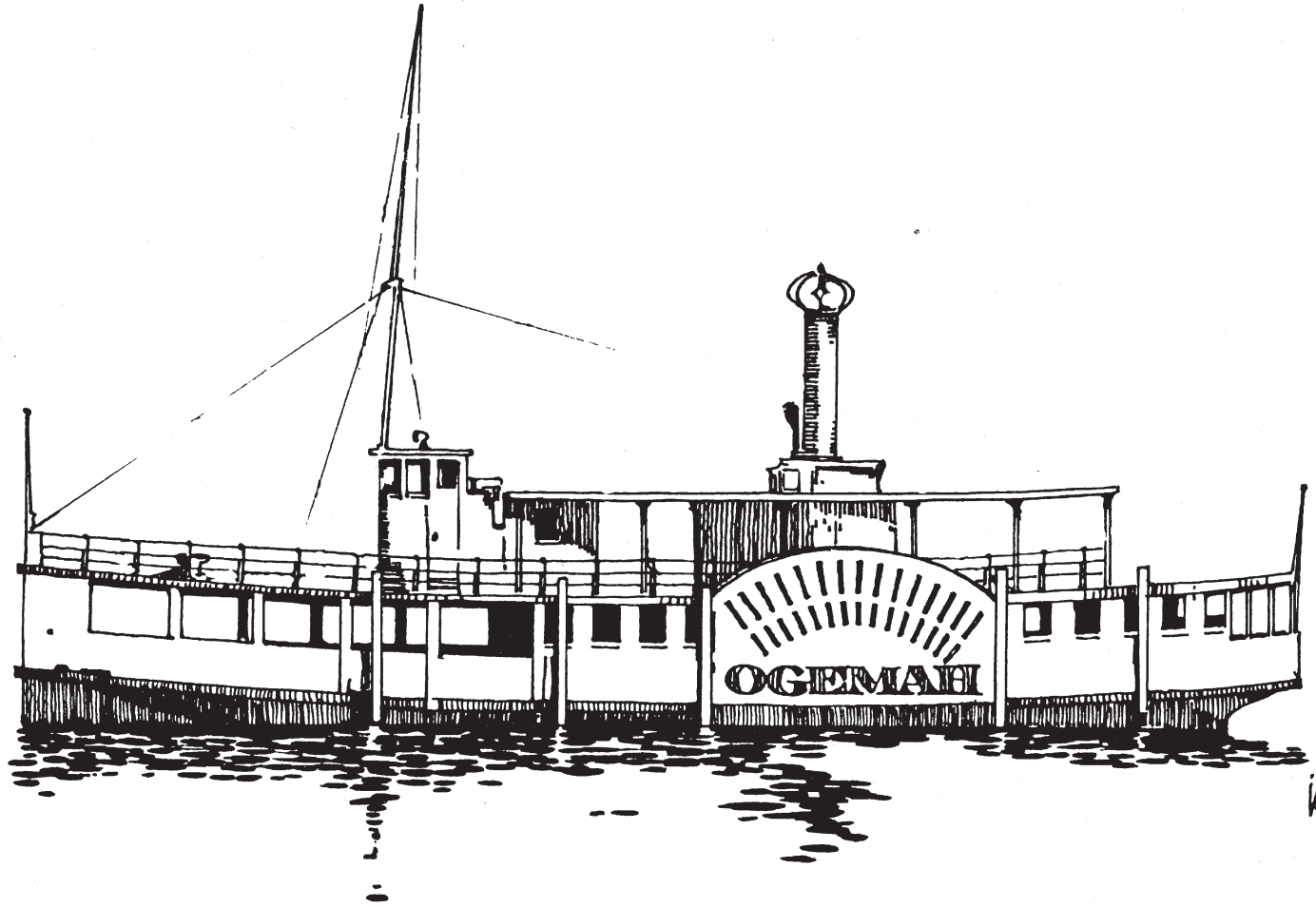
The Esturion. LPL.



The Esturion. SSMV.



The Esturion. SSMV



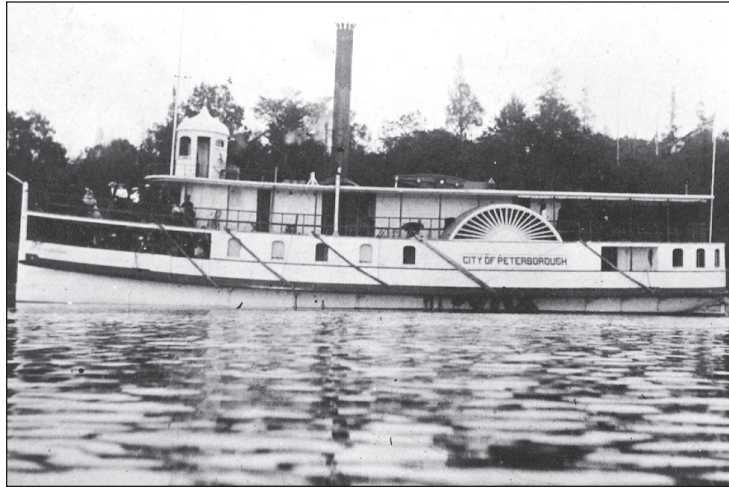
One of Boyd's letters to his brother regarding the potential sale of the *Esturion* gives us detailed information of the dimensions of that great steamship:

Length over all.	100ft 10 inches
Length from stem to stern post	95 feet 4 inches
Breadth.	17 feet
Breadth over guards.	27 feet 11 inches
Length of paddle buckets	4 feet
Width of paddle guards	12 inches
Depth from top of keel to main deck beam amidships	5 feet inches
Nature of service	Passengers and freight mixed
Quantity of freight to be carried.	From 3 to 10 tons ordinarily, occasionally 15 to 20 tons
Quantity of fuel	3 tons
Number of decks: Main deck, promenade deck and awning Height between main deck and Promenade deck	6 feet 3 inches
Boiler	12 ft. long, 5 feet diameter, return flue, allowed 100 lbs to the sq. inch
Engine.	18 inches in diameter, 44 inches stroke, simplest kind of high pressure
Room occupied by machinery fore and aft.	37 feet
Room occupied by machinery athwartships	6 feet 4 ins
Room occupied by machinery vertically.	12 feet 5 ins
Length of route	22 miles
Speed required	14 miles per hour
Draught	3 feet 6 ins
Average number of passengers	150, maximum number 400.

In Mossom Boyd's correspondence, we find evidence that the *Esturion* burned over 500 cords of wood each season. During the 1900 season, for instance, Boyd noted that the vessel consumed 403 cords of slabwood and 132 cords of mixed wood for a total of 535 cords. In the same season, the *Ogemah* burned 323 cords.

The captains for the *Esturion* include M. Lane in the early 1890s and his successor, J. W. Diament well into the twentieth century.

Beginning in 1890, summer service for the Trent Valley Navigation Company appeared to be a busy and extensive one. The *Esturion* ran excursions from



The City of Peterborough. PCMA.

Lindsay to Bobcaygeon. In 1900 the *Manita* had a regular daily run from Coboconk to Lindsay. The vessel began her route at 6:15 in the morning stopping for passengers at Rosedale, Fenelon Falls and Sturgeon Point before heading up the Scugog to Lindsay. The *Ogemah* that season ran the Bobcaygeon to Burleigh Falls route, and the *Empress* and the Stony Lake shared the Burleigh Falls, Stony Lake and Lakefield run.

In spite of this apparently busy schedule, Boyd was having difficulty making money. The extensive network of railroads permitted an ease of travel across southern Ontario and the automobile was beginning to become a reliable mode of transportation.

In 1907 the Otonabee Navigation Company was organized and immediately acquired the City of Peterborough which it remodelled and renamed the Otonabee. Two years later the company purchased the

Manita from Boyd. The O.N.C. was taken over by the newly formed Peterborough and Lake Simcoe Navigation Company in 1910. The *Manita* was later sold to W. Robertson of Peterborough who in turn sold it to the Youngs who had established the community of Young's Point, north of Peterborough.

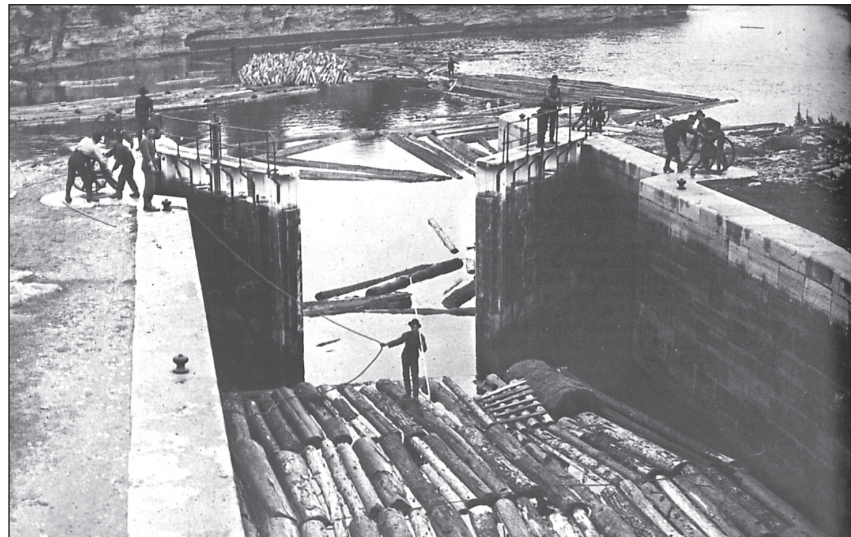
In 1911, Boyd tried unsuccessfully to sell the *Esturion* for \$6,000. In March, 1913, he sold it to G. W. Hatton of Peterborough for only \$2,000, but that price also included the charter for the Company! The remaining assets were disposed of and the company was dissolved in March, 1915.



The Otonabee, former City of Peterborough. NAC.



The Boyd family and the Empress. BPL.



Logs on their way through the locks at Fenelon Falls. NAC.

Chapter 6

TWILIGHT OF THE AGE OF STEAMBOATS ON SCUGOG

The Peaks

The year 1890 marked the height of passenger steamboat traffic on the Central Lakes. That year there were over 20 steam vessels in active service on the Kawarthas. Henry Calcutt who organized the Peterborough Navigation Company in 1893 built several vessels for the Otonabee and Rice Lake routes. The Boyds and the Crandells continued their enterprises and their rivalries. Unfortunately, Lake Scugog's role in this boom was a minor one.

By the 1870's Lindsay had grown into a significant railroad centre. Holidayers and others wanting to board Crandell's steamers went directly to Lindsay, bypassing Port Perry after the P.W.P.R. was extended to Lindsay in 1876. Port Perry began its relegation to a backwater port. Many of the waterfront facilities fell into disuse. The store keepers and other merchants in the main core of the community continued to sell their groceries, clothes, hardware and harnesses, but the waterfront mills and the foundries slowly slipped into history. The lumber mill owners and their employees struggled to exist by converting their facilities into lumber and coal yards.

The population of Port Perry remained static for almost three quarters of a century. It wasn't until the

1950's that the community began to grow again. But there was a significant difference in the new growth pattern. The industrial and economic base had been at the waterfront in the Victorian era. In the 1950's the development of industry took place away from the waterfront, this time on the western, north-western and southern edges of the community in areas adjacent to main roads.

Bowerman's Boats

John Bowerman built the *Mary Louise* (not to be confused with the vessels named *Marie Louise*) in a shed at the Port Perry waterfront in 1883. The *Dominion* was built by Elias Rogers at Port Hoover in 1884. The next, and final steamboat to be built anywhere on Lake Scugog, was the *Cora*. It was constructed by Captain John Bardsley Bowerman at the Port Perry waterfront in 1902. The Bowerman family had been engaged in the woolen mill business in Brooklin. John was born in Columbus, just south of Port Perry in 1849, and later learned his trade in wool at the Brooklin mill. In 1874 a carding mill opened in Port Perry. John moved to Port Perry that year and shortly after, married Louise Kembley.



*The Bowerman family; John and Louise
with their son Charles. SSMV.*

There were two Bowerman children; Charles and Corrie May. Tragically, Corrie May died in infancy in 1884, and only four years later, Bowerman's wife, Louise, also died. John remarried in April, 1890. His new bride was Margaret MacGregor. They had five children; George, Tom, Ivan, Cora and Vera and lived on Mary Street in Port Perry.

Shortly after moving to Port Perry, Bowerman became interested in boats and was hired to help build the *Anglo Saxon* at Port Hoover for Bigelow and Trounce. He then decided to venture into boat building by himself. Bowerman's first wife was Louise, and Mary was the name of a neighbour and friend. The *Mary Louise* was a 43 foot screw yacht for local passenger trade. Her cargo later included produce and revived some trade to Lindsay, carrying a maximum of 45 passengers on a daily run from Lake Scugog ports to Lindsay. One of its major assignments was to haul scow loads of brick from Lindsay to Port Perry after the fires of 1883 and 1884. The entire downtown core of Port Perry was destroyed in the 1884 fire and all the new buildings were built of brick.

In the *Mary Louise*, Bowerman installed an engine built by John Doty of Toronto. John Neil, and Nathaniel and Adam Dickey completed their training as machinists at the Soho Machine Works in Belfast, Ireland and then emigrated to Toronto to establish their own foundry in 1852 which they named the Soho Foundry after their Irish former employer. They produced a variety of machinery including steam engines for locomotives, saw mills and steamboats. In 1874, they built a new and larger facility at the corner of Front and Bathurst Streets in Toronto. They dissolved their partnership in 1876 and the factory and business was sold to John Doty. Doty had built and operated the Toronto Island ferries before acquiring the Soho work.

By co-incidence, Stephen Doty, no doubt a close relative, had established a saw mill at the Port Perry waterfront in 1853. Doty sold his mill to Joseph Bigelow a few years later and left the area.

Port Perry's disastrous fire of 1883 destroyed the home of lumber merchant W. S. Sexton at the south west corner of North and Water Streets, directly north of the Sebert House. Bowerman rented the property after the fire and built a large shop to house his boat building enterprises. Later this boat building shop was turned into a home.

In 1899, Bowerman bought the *Express* from Josiah Ball of Caesarea. The *Express* had been on Lake Ontario for many years before Ball had purchased her and brought her to Lake Scugog. By the time Bowerman had acquired the vessel she was structurally well beyond her prime. In 1901 Bowerman scrapped the *Express* and began building the Cora in his shop at North and Water Streets. He took the engine from the *Express* to power the new 55 foot, 15.76 ton vessel.

The Cora had a 9' 9" beam and, from the *Express*, he installed the 12 h.p. Polson engine and boiler with an operating pressure of 130 pounds per square inch. The safety valve was set at 140 pounds but "Old Cap" Bowerman's son, Tom, said that his father had won a race at one time, setting the safety at 160 p.s.i. The hull was originally planked with Georgia Pine but ten years later it was replanked with Ontario cedar.

Bowerman made a weekly trip to Lindsay in the Cora but accepted charters for the vessel all over the Trent-



The Cora. SSMV.

Severn. The Lindsay Post reported on August 23, 1907, that the Cora and the Stranger were the only two steamers left plying the waters of Lake Scugog.

James Carnegie later bought the Cora for his milling operations. During this time, John Raymes was the captain but Charlie Bowerman was occasionally hired to serve as captain of his old vessel while still operating another passenger boat from Port Perry. This vessel was not a steamboat but a gasoline powered vessel called the Scugog with a two h.p. Fairbanks Morse engine.

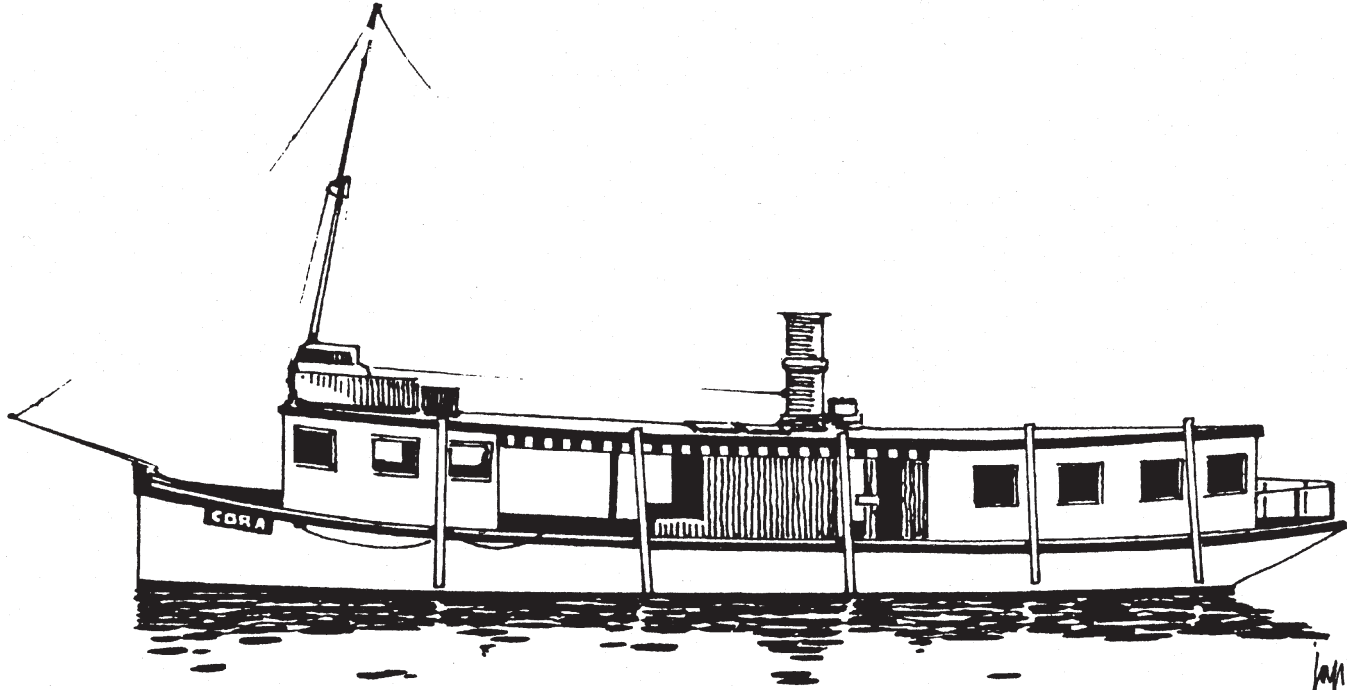


The Cora. SSMV.

Of the Bowerman children, only Charles and Tom continued in their father's interest in boat building. Bowerman's daughter, Cora May, after whom the boat was named, moved to Detroit. Tom built a few yachts and small boats for local residents in his father's shop before closing it down forever and moving to Orillia. John Bowerman's first son, Charles, built row-boats and small gasoline powered vessels in a large shed at the corner of Clark and Crandell. Unfortunately, the market for commercial vessels on Lake Scugog had been completely eradicated and the traffic taken over by trains and road transport



The Cora with a group of Port Perry businessmen on board. On the upper deck, left to right: "Banker" Gibbs, unknown, W. Parish, A. Carnegie, Charles Denison, unknown, unknown. On the lower deck, left to right: Captain Bowerman, Pat Turner, unknown, Howard Clemes. SSMV.





The Otonabee at Fenelon Falls. NAC.

The *Otonabee* was a 116 foot long vessel belonging to the Otonabee Navigation Company. It was a palatial craft with electric lights. The vessel was originally *City of Peterborough*, a side-wheeler, but it was rebuilt with twin engines driving its screw propellers. Its smoke stack was hinged so that it could navigate under the railway bridges and the growing number of road bridges crossing the river on its route. It last sailed in 1915 and then burned at the wharf at Big Bay Point where its hulk lies under the water to this day.

Last Steamers on Lake Scugog

Lake Scugog was to have few other significant encounters with major steamboats. In July, 1911, the *Otonabee* made its way along the Scugog River to Lake Scugog and down to Port Perry's waterfront.



The Otonabee with a party on board. NAC.

Lake Scugog's last contact with a large steam vessel was with the Esturion. Ironically, the Esturion was the rebuilt Victoria which had played such an important role on Lake Scugog, particularly for the PWPPR, forty years earlier. It had navigated the river many hundreds of times. On July 4, 1913, the Esturion, under its new owners, accepted a risky assignment; to run an excursion from Fenelon Falls to Port Perry. She had never been on Lake Scugog as the Esturion, and the river had become so full of weeds that many doubted this 96 foot long, 17 foot wide vessel could navigate the serpentine Scugog river south of Lindsay. Captain White accepted the challenge and after several hours of apprehension, the journey into the open waters of Lake Scugog was completed. Ironically, the journey to Port Perry proved to be one of her last.

At the end of the 1913 season the Esturion was taken to Peterborough for the winter. On July 22, 1914 she sank at her moorings near Ashburnham wharf. She was afterwards raised but only to salvage her engines while the hull was left to rot in Little Lake.

John Bardsley Bowerman, the last of the great steam-boat builders of the Central Lakes passed away quietly in April 1933, three years after his wife. Charles Bowerman died in Port Perry in 1955 at the age of 77. With their passing, we lost direct contact with a bright, colourful and romantic era.



The Esturion and the Ogemah. NAC.

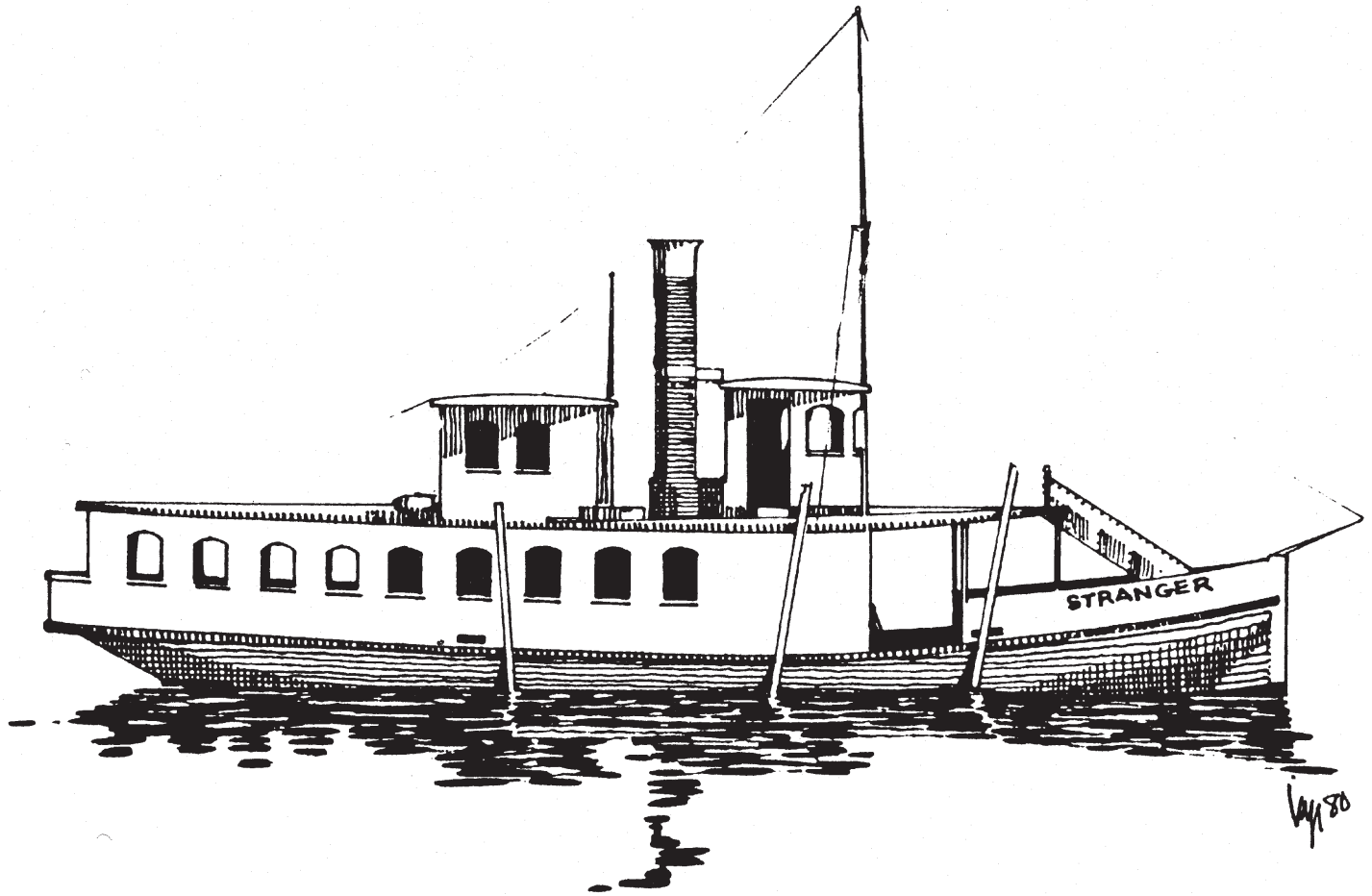
James Carnegie

The diminishing lumber industry continued to provide a reasonable income for several Port Perry area business people until the timber stands accessible to Lake Scugog, were completely depleted. One such merchant was James Carnegie. He had come to Canada from Scotland in 1865 at age 22. His business ventures in Reach Township started east of Utica where he operated a flour mill. He sold this business and expanded to flour and saw mills on a 50 acre property at Raglan in 1877. Eleven years later, he sold his Raglan business and moved to Port Perry. When Joseph Bigelow decided to retire in 1887, he sold his interest in this flour and planing mill to his partner, W. J. Trounce. The next year, 1888, Trounce sold the entire property to James Carnegie. This property on Water street at the foot of North street extended north to include the present day Library property. The flour mill was a three storey wooden structure and was destroyed by fire in 1902 and replaced by a brick building of the same size. The northern section of the building was the saw mill which was fed largely by logs from lands surrounding Lake Scugog, Sturgeon Lake and as far away as Pigeon Lake where Carnegie had obtained timber rights.

Carnegie had his twenty or so workers carry out logging work in the winter time, cutting down the trees and hauling them to the water's edge and then organised the logs in booms or rafts to be drawn down to his saw mill at Port Perry in the spring. In order to carry out this part of his lumber business, Carnegie bought the steamboat, the Stranger from George Crandell. In 1907, James Carnegie sold his business to his sons David and Arthur Carnegie.

Joseph Bigelow and his wife Margaret had only one daughter, Emma Josephine. In what was one of the great society weddings of 1878, Emma married W. H. McCaw. The wedding took place in the magnificent home that the Bigelows had built the previous year on Cochrane Street in Port Perry. The house was large enough to accommodate the hundred or so guests. Emma and W.H. produced eight daughters. James Carnegie's sons, Arthur and David, each married a McCaw girl. Art's son, William Carnegie, born in 1911, is thus the grandson of both James Carnegie and Joseph Bigelow. He is now retired and lives in Oshawa and remembers his father acquiring the rights to cut down what was probably the last major stand of timber on Scugog Island:

My father bought some property at the corner of Carnegie Street and what is now Highway 7A. The bowling alley is there now. He set up an open air saw mill there, using two steam powered machines to cut the lumber. The timber was brought there to be cut. I think that the stand was on the Redman property on the south-east side of Scugog Island and this all happened just before 1940. My father bought land at Williams Point and a lot of the timber from the Redman property was cut and then shipped back to Williams Point where he built a number of cottages.



He also remembers going down to his father's mill and boarding the *Cora* to go to watch the men work at various timber stands around the Lake and up on Pigeon Lake:

I clearly remember as a lad of six getting on board the Cora with the workmen heading off to bring some timber back to the mill. I remember the chugging sound and the throbbing of the engine as we made our way around past what was left of Port Hoover and then down the east side of the island to some property that dad had acquired the timber rights to. The workmen were always so nice to us boys. The Cora had two scows, one was a flat decked one, the other was just a large hull. The logs were loaded into the two scows and towed back to dad's mill where the library is now, or just east of it. It seems to me that many times the scows were tied to the side of the Cora and towed that way. When there was just one scow, it was towed behind. Then again sometimes the logs were just arranged in a boom and towed down to Port. It was a powerful boat. Sawdust and shavings from the mill were put in large carts and hauled to the water's edge and dumped. Often we would get rides in the shavings in the cart and get dumped at the water's edge or right into the water.

John Raymes was the captain of the Cora most of the time but I do remember Charlie Bowerman occasionally running her. Both were nice men, very easy going, provided there was no nonsense. I remember how disappointed I was when the Cora was just pulled up onto the land and left to rot. That's where the Birdseye Park

is now, north of the library. Dad said that it was just too far gone to fix up. Anyway, that was in the twenties, 1922, I think, when things were getting tight and there just wasn't enough timber to keep the ship busy. Dad sold the mill to the Farmers' Union Milling Company and McKee was the manager but dad was eventually called back to run it..



The Stranger. SSMV.



Arthur Carnegie. PPS.



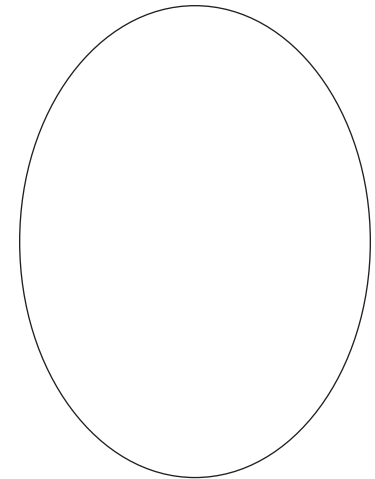
David Carnegie. PPS.



Joseph Bigelow. SSMV.



Bill Carnegie. PPS.



*Margaret (Paxton)
Bigelow. Wife of Joseph
Bigelow. SSMV.*

The Carnegie Tragedy

Unfortunately, the worst tragedy involving a steamboat on Lake Scugog happened on Friday, May 10, 1892. Carnegie's steamboat, the *Stranger* was on a run from Port Perry to Lindsay and return, stopping at Washburn Island on her south bound journey. James Carnegie, the eldest son of the steamboat owner, and his friend James Roberts were on board. The incident was reported in the *Observer*. When the boys arrived at Washburn Island the young men:

...went into a canoe to have a spin down to Caesarea with the intention of returning to the island in time to catch the steamer on her return to Port. But when the steamer was ready to return, the young men were not back and an alarm was at once raised lest the parties had got lost. It was found that they had left Caesarea in time to catch the boat and it was at once concluded that the parties had gone down. The steamer arrived here late on Saturday night and the greatest alarm was created when it became known that the young men were lost. An active search for the bodies was instituted but notwithstanding the active search from several steamers, small boats &c., the bodies were not recovered until Monday evening.

James Carnegie was only 20 years old and his friend, James Roberts, only 21.

As early as 1883, Joseph Bigelow was advertising lumber for sale at his mill, lumber which had been cut down not on the shores of Lake Scugog but on the shores of Pigeon Lake. Carnegie's success in the lumber busi-

ness was the last in the Lake Scugog basin. By the turn of the century his was the only remaining sizable lumber mill in operation on Lake Scugog.

On July 23, 1908, the North Ontario *Observer* reported:

*The tidy steamer **Stranger**, the property of Carnegie Bros. Milling Company, that has for a number of years been plying on the Kawartha waters, was on the evening of Monday July 20, destroyed by fire when just off Ball's Point on Scugog Lake. At the time the conflagration occurred there were on board and in charge of the steamer, Messrs. Harvey Plumb, Chas. Mowat and John Barker who did all in their power to save the boat but their efforts, although well directed were of no avail, in fact they only deserted the craft when further efforts were fruitless. There being a stiff breeze at the time, destruction was complete. The fire had made considerable headway before being discovered.*

The *Stranger*, the last surviving steamer built by the Crandells had put in nearly 30 years of service. To replace her, the Carnegies bought the *Cora* to be used as a tug on Lake Scugog. The ignominious fate of the *Cora* symbolically marked the end of the once glorious age of steam on Lake Scugog.



The Cora rotting on shore. PPS.

A number of Port Perry residents, in addition to Bill Carnegie, remember the Cora rotting away where she had been hauled on shore around 1930. This was at the present Bird's Eye Park, north of the new Library. Phil Orde, who has built a number of wooden boats himself, recalls that as a young boy, he and a friend used to play in the remains of the boiler and were trapped inside until they called for help. The engine and boiler were immediately dismantled after that incident.

Epilogue

Lake Scugog is now alive with watercraft once again. Numerous marinas and a thousand private docks provide a haven for the many types of vessels which today enjoy the waters of the Lake. The development of the internal combustion engine for marine use at the beginning of the 20th century, the evolution of fiberglass hulls in mid-century and the advent of personal watercraft at the end of the twentieth century have each stimulated an expan-

sion in the enthusiasm for water travel. The pleasure and enjoyment of travel on water remains the same. At the conclusion of the twentieth century, the annual Canoe the Nonquon, a race sponsored by the Lake Scugog Historical Society, passed its 31st annual running. An interest in rowing has reintroduced sculls to the Lake and the various wind-powered sailing craft continue to delight the eye.

Around Lake Scugog, where the docks, boatbuilding yards and other facilities associated with the steamboats, were once teeming with the activities and sights, sounds and smells of the industry, we now find parks and recreation amenities. Those who today travel by boat around Lake Scugog and down the Scugog River to Lindsay and on to Sturgeon Lake have the good fortune to follow a deep channel which is clearly defined by more than a hundred red or green channel markers. The route on the river is still a circuitous and unpredictable one. It is not difficult to imagine and appreciate the extreme difficulty with which those earlier captains made their way through the half submerged logs, shallow waters and other obstacles now avoided by the channel markers. But the route is an old and traditional one.

The pleasures of the steamboat era are now little more than an exercise in nostalgia, but recollection of that era will always continue to fascinate and entertain. Those who walk the shores of Lake Scugog and look out over its waters can be reminded of a proud heritage that played a major role in the age of the steamboat.



The Maple Leaf in winter at Lindsay. LPL.



The Needler and Sadler Mill at Lindsay in 1906, built on the site of the Bigelow Mill. LPL.

Chapter 7

THE STEAMBOATS

The data which follows is a summary of all known available information on the steamboats which sailed on Scugog. Records for the earliest steamboats in the Kawarthas are unfortunately difficult to find. Registration, record keeping and the information declared was occasionally confusing and inaccurate. Registration and inspection reports were kept at various Ports of Registry. The Ports of Registry relevant to this study include Lindsay, Bobcaygeon, Port Hope, Newcastle and Cobourg.

Many of those early records have disappeared. Some vessels were not even registered until they had been in use for some time. Official numbers did not come into use until 1855 and even then many vessels were not assigned a number. Tonnage was calculated in several ways and sometimes merely estimated. It was not until 1877 that the government began to try to gather up the records, standardize the process of registration and the method of calculating tonnage.

Prior to 1864 all rules and regulations regarding vessels were controlled in London. That year, the Province of Canada formally adopted them. On May 22, 1868, the Canadian Government passed its own act regulating the "Navigation of Canadian Waters and Steamboat Inspection". The Act stated:

...and with respect to lights, fog signals, steering and sailing, and rafts, the following rules shall ...apply to all the rivers, lakes, and other navigable waters whatsoever within this Dominion, or within the jurisdiction of the Parliament thereof...

The Act established rules governing inspectors:

The governor in Council shall ... appoint ... a skilled person or skilled persons competent to inspect steamboats, and the machinery and boilers employed in the same ... and whose duty it shall be to make such inspection as hereinafter prescribed, and to give to the owner or master duplicate certificates of such inspection; and every such inspector, before entering upon his duties as such, shall take and subscribe an oath, ... well, faithfully, and impartially to execute the duties assigned to him by this Act.

The Act specified that the Inspector had to pass an examination to determine: ... *his knowledge on the subject of hulls, boilers, and machinery of steamboats and the working of the same....*

Each vessel had to be inspected every year. In the inspection, the boiler had to undergo a hydrostatic test of up to 150 pounds to the square inch. Other details of the testing were specified in the Act. Rules were established regarding life preservers, lights, oars, combustible cargo, hand pumps. Each vessel of over 100 tons had to carry a lifeboat capable of carrying fifty people. Vessels of 150 tons had to carry two such lifeboats and vessels over 300 tons had to carry three.

Classifications of engineers, their qualifications, levels and licencing were also clearly stated. Only licenced engineers were permitted to command steamships. The only exception under the Act was the command of tugboats on the inland lakes and waters.

The Act underwent an annual review and was frequently revised or amended. In 1875 for example, fire extinguishers became mandatory and the Act went as far as to recommend the specific brands which were acceptable and those which were not.

The registration, inspection and licensing of steamboats after 1867 was carried out by the Federal Department of Railways and Canals.

Due to the early confusion over registration and the details contained therein, the researcher is presented with a

variety of original sources of information on many vessels. Some of those sources present differing statements. When different sources of registration information disagree or when that information is at variance with contemporary records such as detailed newspaper reports, owners' records or other corroborative information, then the latter has been used. The information which follows is a summation of the known records. It should be noted that several vessels were in use for some time before being registered.

Each of the vessels cited in this chapter made at least one visit to Lake Scugog. There were many vessels built at Lindsay, Bobcaygeon, Fenelon falls and other Kawartha yards, which, after launching never ventured south of Lindsay. They are not included in this work. Steam vessels under 30 feet in length and personal pleasure craft are also omitted.

VANDERBILT
AD

Need Better Copy!

SSMV

Abbreviations of References

B.P.L.; Bobcaygeon Public Library, Bobcaygeon,
L.P.; Lindsay Post on microfilm at Lindsay Library.

M.M.G.L.; Marine Museum of the Great Lakes,
Kingston, Ontario.

N.A.C.; National Archives of Canada, Ottawa.

P.P.S.; Port Perry Standard, which became the Port
Perry Star in 1907, on microfilm at S.S.M.V.

O.O.; Ontario Observer, which became the
North Ontario Observer in 1873, on micro-
film at S.S.M.V.

P.C.M.A.; Peterborough Centennial Museum
Archives, Peterborough.

R.S.S.; Registry of Ships and Seafarers, Transport
Canada, Ottawa.

S.S.M.V.; Scugog Shores Museum Village, Port
Perry, Ontario.

Classifications

(1) True Scugog vessels. Most of these were built on
Lake Scugog and spent the major part of their existence on
the Lake and the Scugog River up to Lindsay.

(2) These are vessels which visited Lake Scugog fre-
quently.

(3) Lake Scugog saw these vessels only on rare occa-
sions.

Ajax (3)

First Registration: Official Number: 111935.

Date: July 18, 1902.

Location: Lindsay.

Dimensions: Length: 54'. Beam: 14.6'. Gross Tons: 32.

Horse Power: 50. Propulsion: screw.

Building Details: Date of Build: 1902. Location:

Bobcaygeon. Builder: A. E. Kennedy. First Owner: n/a.

Registry Closed: June 24, 1946.

Remarks: The engine was built by J & R Weir of Montreal in 1902.

References: M.M.G.L. Mills # 001100.

N.A.C., RG - 42, C - 3188, Vol. 374.

Alexandra - see **Sunbeam** and **Arthur C.**

Alice Ethel (3)

First Registration: Official Number: 94931.

Date: March 29, 1901.

Location: Newcastle, Ontario.

Dimensions: Length: 85'. Beam: 15'. Gross Tons: 72.

Horse Power: n/a. Propulsion: screw.

Building Details: Date of Build: 1889. Location:

Lindsay. Builder: Thomas Sadler. First Owner: Thomas Saddler.

Registry Closed: Nov 18, 1919. See Ogemah (II).

Remarks: Refitted and renamed the Ogemah (II) in 1901.

References: M.M.G.L. Mills # 002060.

N.A.C., RG- 42, C-2471, Vol. 235.

Anglo Saxon (1)

First Registration: Official Number: 9033552.

Date: 1868. Location: n/a.

Dimensions: Length: 72'. Beam: 18'. Gross Tons: 69.

Horse Power: n/a. Propulsion: side paddlewheels.

Building Details: Date of Build: 1866-7. Location: Port Hoover. Builder: Elias Rogers. First Owners: Bigelow and Trounce, Port Perry.

Registry Closed: 1891.

Remarks: There were several vessels registered with the same name. It was launched April 1867, and used primarily to tow logs from around Lake Scugog to the Bigelow and Trounce mill at the Port Perry waterfront. The engine was built at A.M. Gibson's Port Perry Foundry. The vessel was sold in 1883 to a Fenelon Falls lumberman and given a refit at Lindsay. The Anglo Saxon was taken to Fenelon Falls in 1888 and left there until 1894 when it was stripped and the remains were towed to Cameron Lake and sunk.

References: M.M.G.L. Mills # 0228.

P.P.S. April 16, May 16, 23, July 25, 1867;
July 30, 1868.

O. O. May 16, 23, Aug. 8, 13, 1867; Apr. 9,
May 21, July 9, 23, 30, Aug. 20, 1868;
March 16, 30, May 16, Nov. 9, 1871;
June 27, 1872; Aug. 1875; Nov. 9, 1876.

***Arthur C.** - See **Sunbeam** and **Alexander**

Beaubocage (3)

First Registration: Official Number: n/a.

Date: n/a. *Location:* n/a.

Dimensions: Length: 95'. Beam: 26'. Gross Tons: n/a.

Horse Power: n/a *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1880 (Rebuilt from Novelty). Location: Bobcaygeon. Builder: n/a.

First Owner: Mossom Boyd.

Registry Closed: n/a.

Remarks: See Novelty. The Beaubocage was sold by auction in 1900.

References: M.M.G.L., Mills # 040700.

Beaver (3)

First Registration: Official Number: 107464.

Date: September 9, 1898. *Location:* Lindsay.

Dimensions: Length: 78'. Beam: 14' 5". Gross Tons: 91.

Horse Power: 60. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1898. *Location:* Lindsay. *Builder:* John Birchenow *First Owner:* n/a.

Registry Closed: n/a.

Remarks: The Beaver was essentially a tug and was mainly used in the Peterborough and Rice Lake area. It was severely damaged by fire at Lakefield in 1906 and rebuilt in 1908. The engine was built by Beckett of Hamilton. It should be noted that there are 11 steam vessels registered in Ontario with this name.

References: M.M.G.L., Mills # 005030.

N.A.C., RG-42, C-3188, Vol. 374.

**AUCTION SALE OF
STEAMBOAT BEAUBOCAGE**

And FIVE SCOWS, on MONDAY, March 13th, at BENSON HOUSE, LINDSAY, commencing at two o'clock p.m.

The undersigned has received instructions from Mossom Boyd Co., to offer for sale by public auction, without reserve, their side wheel Passenger and Tow Boat Beaubocage, the most powerful tow boat on the waters, 95 ft. x 26 ft. over all, engine 16 inches diameter, 4 ft. stroke return tube boiler 14 ft. long, 48 inches diameter, with complete outfit, and license for passenger traffic. Also scows as follows: No. 6, 100 feet long by 26 1-2 ft. beam over all, which was thoroughly rebuilt last season and fitted with an entirely new set of Trusses and New Deck. Palome, 100 ft. long by 22 1-2 ft. beam over all; No. 15, 94 ft. long by 24 ft. beam over all; No. 1, 107 ft. long by 26 ft. beam over all; No. 4, 110 ft. long by 26 1-2 ft. beam over all. All have round stems and all were in use to close the navigation. The first three are good tight scows. The last two need large repairs. Boat (in dry dock) and scows can be seen in Bobcaygeon, at any time.

GEORGE MCHUGH,
Auctioneer.

SSMV.

Champion (3)

First Registration: Official Number: n/a.

Date: n/a. *Location:* n/a.

Dimensions: Length: 95' 4". Beam: 15'. Gross Tons: 142.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1868. Location: Lindsay. Builder: Thomas Walters. First Owner: George Crandell.

Registry Closed: 1879.

Remarks: It was launched in 1869. In 1879 the Champion was stripped of her machinery and allowed to rot in the Scugog River. There are ten vessels registered with the name Champion.

References: M.M.G.L., Mills # 009160.

O.O. Aug. 31, 1876.



To Be Determined????

Coboconk (3)

First Registration: Official Number: 71165.

Date: January 1876. *Location:* Port Hope.

Dimensions: Length: 80'. Beam: 15'. Gross Tons: 58.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1876. Location: Fenelon Falls. Builder: Hay and Treleavin. First Owner: John McFadden, Fenelon Falls. Later Owners: Catherine McFadden, 1883 Joseph McArthur, Fenelon Falls.

Registry Closed: 1887.

Remarks: The Coboconk spent most of its life on Cameron and Balsam Lakes. It was rebuilt in 1878 with the following dimensions: length: 81', beam: 20', gross tons: 103. In 1885, McArthur renamed it the Swan, but changed the name back to Coboconk for the 1886 season. Destroyed by fire at the Rosedale lock in 1887. Notice that a second vessel named Coboconk was launched in 1902.

References: M.M.G.L., Mills # 011220.

N.A.C., MG-40 D3 B.T., B-3716, 1875,

Vol. 2 - Port Hope.

Coboconk (3)

First Registration: Official Number: 111938.

Date: June 1902. *Location:* Lindsay.

Dimensions: Length: 30' 7". *Beam:* 12' 4". *Gross Tons:* 9.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: *Date of Build:* 1902. *Location:* Coboconk. *Builder:* Joseph Phillips, Coboconk. *First Owner:* n/a.

Registry Closed: n/a.

Remarks: This vessel was an alligator. The engine was built by Halubanso Engine Company, Brantford.

References: N.A.C., RG-42, C-3188, Vol. 374.

Columbian (3)

First Registration: Official Number: 94936.

Date: January 1892. *Location:* Newcastle, Ontario.

Dimensions: Length: 112'. *Beam:* 19'. *Gross Tons:* 271.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: *Date of Build:* 1892. *Location:* Lindsay.

Builder: Adolphus Turcotte. *First Owner:* n/a.

Registry Closed: 1895.

Remarks: Destroyed by fire at Bobcaygeon.

References: M.M.G.L., Mills # 011510.

N.A.C., RG-42, C-2471, Vol. 235.



The Columbian. N.A.C.

Comet (2)

First Registration: Official Number: 94939.

Date: January 1895. Location: Newcastle.

Dimensions: Length: 45'. Beam: 9'. Gross Tons: 22.

Horse Power: n/a. Propulsion: screw.

Building Details: Date of Build: 1895. Location: Port Hoover. Builder: Captain Ball . First Owner: n/a.

Registry Closed: 1906.

Remarks: The hull was constructed with elm. It was registered for 35 passengers. She began a regular service from Caesarea to Lindsay in 1887, every spring bringing farmers and their produce into town and taking fishing trips around the Lake. The **Comet** carried a total of 1,000 passengers in the 1899 season.

References: M.M.G.L., Mills # 011620.

N.A.C., RG - 42, C - 2471, Vol. 235.

Commodore (2)

First Registration: Official Number: n/a.

Date: n/a. Location: n/a.

Dimensions: Length: 96'. Beam: 16' 6". Gross Tons: 175.

Horse Power: n/a. Propulsion: side paddlewheels.

Building Details: Date of Build: 1867. Location: Lindsay. Builder: Thomas Walters. First Owner: George Crandell.

Registry Closed: 1879.

Remarks: See **Crandella**.

References: M.M.G.L., Mills # 011690.

R.S.S., 1903 Register.

Cora (1)

First Registration: Official Number: 111933.

Date: April 4, 1902. Location: Lindsay.

Dimensions: Length: 55' 3". Beam: 9' 9". Gross Tons: 23.

Horse Power: 12. Propulsion: screw.

Building Details: Date of Build: 1902. Location: Port Perry. Builder: J. B. Bowerman. First Owner: J. B. Bowerman.

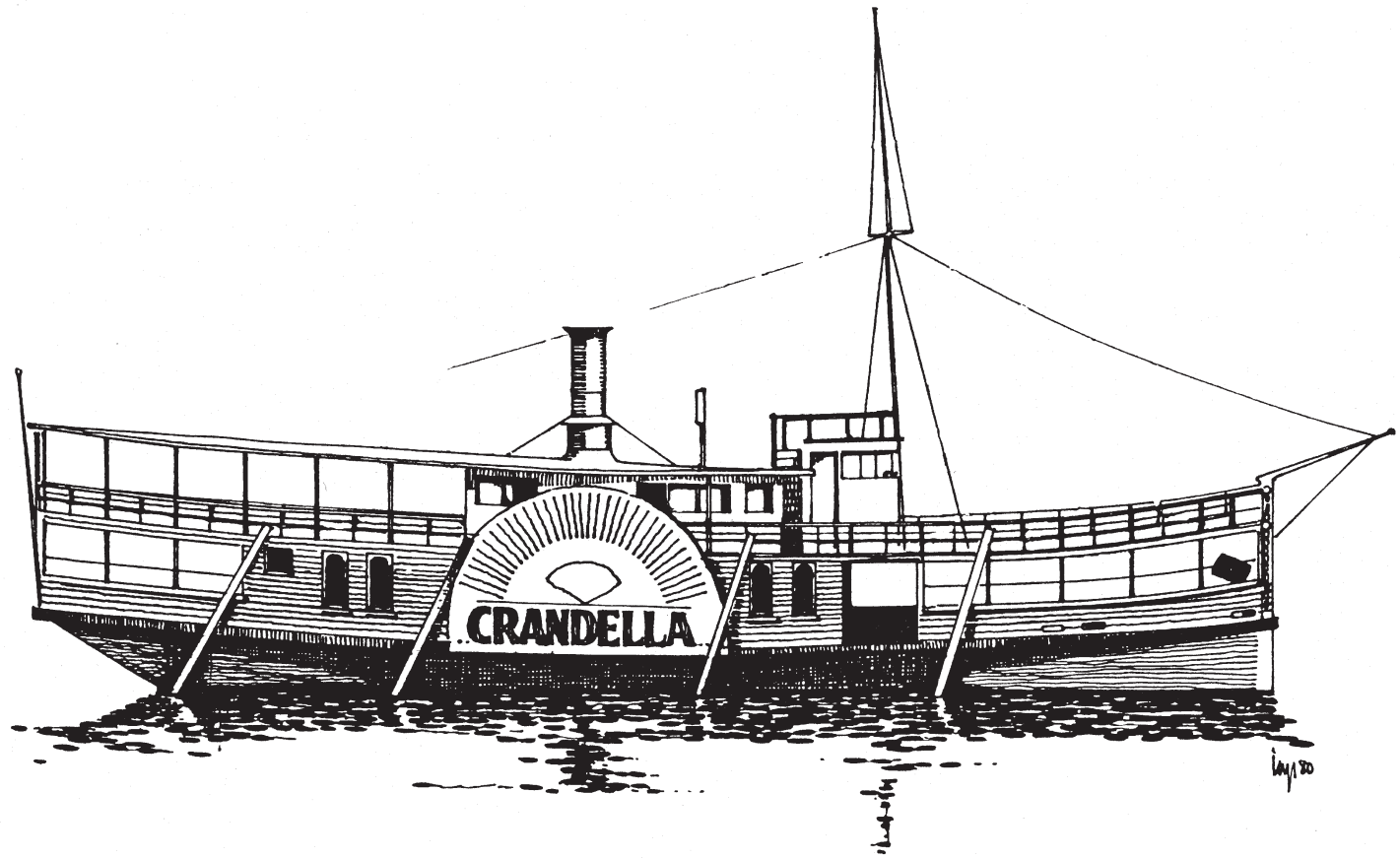
Registry Closed: 1937. Reason; destroyed.

Remarks: The registry incorrectly lists this vessel as being built at Lindsay. The engine of the **Express** was used in the **Cora**. The registry lists the engine as a 1.25 h.p. Doty built unit. Bowerman's son Charles recalls it as a 12 h.p. Polson engine and boiler with an operating pressure of 130 p.s.i. with a safety at 140 p.s.i. In 1922 she was dragged a shore at Port Perry and left to rot.

References: N.A.C., RG-42, C-3188, Vol.374.

L.P. Aug, 23, 1907.

R.S.S. 1903 Registry.



Crandella (2)

First Registration: Official Number: 94935.

Date: n/a. *Location:* Port Hope and Newcastle.

Dimensions: Length: 122'. Beam: 20'. Gross Tons: 266.

Horse Power: 170. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1891. *Location:* Lindsay.

Builder: Thomas Walters. *First Owner:* George Crandell.

Registry Closed: 1902.

Remarks: The *Crandella* was built from the remains of the *Vanderbilt* using the engine of the *Commodore*. Certified for 450 passengers, it was launched in Lindsay on June 4, 1891, with the maiden voyage on July 16, 1891. The registered length of 122' is probably an exaggeration as the locks at Lindsay and Fenelon Falls are both 120' long. The *Crandella* was strictly an excursion steamer and ran on a regular schedule to Sturgeon Point and Bobcaygeon. Over the winter of 1892, the vessel was refitted with a hurricane deck, a new dining salon and larger cabins. In the 1899 season, the *Crandella* carried a record number of 40,000 passengers. It was sold in 1901, refitted and launched as the *Kenosha*.

References: M.M.G.L., Mills # 012250.

N.A.C., RG - 42, C - 2471, Vol. 235.

L.P. June 5, July 8, 1891.

P.P.S. July 21, 1892; June 14, 1901.

O.O. July 23, 1891, April 21, May 19,

June 2, 23, 30, July 7, 14, 21, 28, 1892.

R.S.S. 1903 Registry.

STEAMER CRANDELLA.

ENGAGEMENTS :-

June 20—Jsnctville to Bobcaygeon.

21—Blackstock to Sturgeon Point.

22—Port Pirrey to Fenelon Falls.

25—Home Circle to Sturgeon Point & Bobcaygeon.

27—Blackstock to Bobcaygeon.

29—Lindsay W. O. T. U. to Fenelon Falls.

July 1—Fenelon Falls to Lindsay.

10—Methodist S. S., Port Perry, to Lindsay.

12—Oranges en of Blackstock to Washburn Island.

16—Prince Albert S. S. to Washburn Island.

31—Firemen, Port Perry, to Fenelon Falls.

**CAPT. GEO. CRANDELL,
PROPRIETOR.**

Dominion, (1)

First Registration: Official Number: n/a.

Date: n/a. *Location:* n/a.

Dimensions: Length: n/a. Beam: n/a. Gross Tons: 29.

Horse Power: n/a. *Propulsion:* Stern wheeler.

Building Details: Date of Build: 1884. *Location:* Port Hoover. *Builder:* Captain Savage. *First Owner:* n/a. *Registry Closed:* 1877.

Remarks: There are 21 vessels registered under the name ***Dominion***.

Not to be confused with the sidewheeler, of the same name and launched the same year.

References: O.O.

Dominion (3)

First Registration: Official Number: 83419.

Date: September 1884. *Location:* Port Hope.

Dimensions: Length: 79'. Beam: 14'. Gross Tons: 46.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1884. *Location:* Lindsay. *Builder:* Francis Burke. *First Owner:* Francis Burke.

Registry Closed: 1913.

Remarks: A Palace scow, the ***Paragon*** was built specifically for the ***Dominion***. It was also built by Francis Burke. The ***Paragon*** was 90' long and 20' wide and weighed 71 tons. The scow was licensed for 400 passengers. In 1887 new upper deck was added and the lower deck was enclosed to create cabins. In 1888, the Crandells bought both the ***Dominion*** and the ***Paragon*** from the Burke brothers. The ***Dominion*** was totally destroyed by fire on September 1, 1893, while anchored at Squaw River Narrows at entrance to Little Bald Lake.

References: N.A.C., MG-40 D3 B.T., B-3718, 1884,
Vol. 3 Port Hope.
R.S.S. 1903 Registry.

Empire (3)

First Registration: Official Number: 126721.

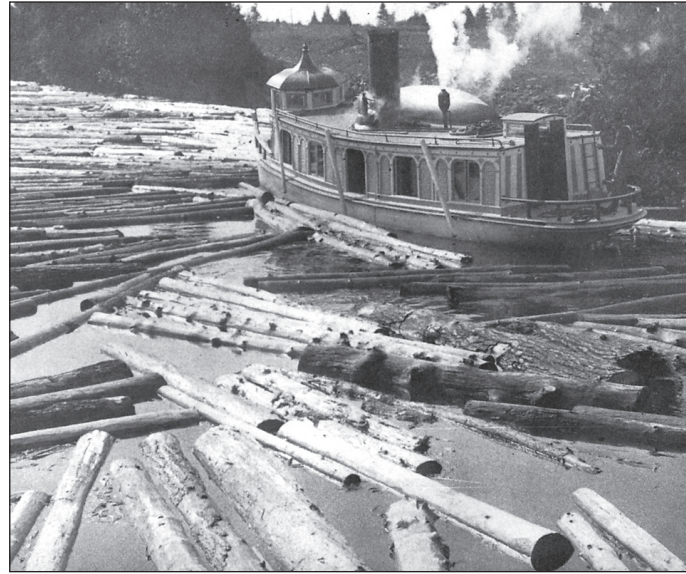
Date: n/a. *Location:* n/a.

Dimensions: Length: 50' Beam: n/a. Gross Tons : n/a.

Horse Power: n/a. *Propulsion:* screw.

Building details: Date of Build: 1888. Location: Peterborough. Builder: n/a. First Owner: Government of Canada.

Remarks: This vessel was the first government maintenance boat on the Trent Severn. It was an elaborately decorated tug. Its assignment was to place and maintain buoys and to assist in dredging operations around the waterway. It was removed from service in 1909, rebuilt and relaunched as the **J.B. McColl**. Under its new name it never appeared on Lake Scugog.



The Empire at work among the logs. N.A.C.

Empress (3)

First registration: Official Number: 107815.

Date: 1899. *Location:* Peterborough.

Dimensions: Length: 93'. Beam: 16'. Gross Tons: 84.

Horsepower: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1899 Location: Lakefield.

Builder: n/a. *First Owner:* n/a.

Registry Closed: 1938.

Remarks: The Empress was the first steel framed vessel on the Kawarthas. It was destroyed by fire in 1929.

References: N.A.C., RG-42, C-3191, Vol. 432.



Empress and Lintonia at Burleigh Falls. AO.

Enterprise (3)

First Registration: Official Number: n/a.

Date: n/a *Location:* n/a.

Dimensions: Length: 88'. Beam: 13' 9". Gross Tons: 117.

Horse Power: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1873. *Location:* Lindsay.

Builder: n/a. *First Owner:* Thomas Free

Registry Closed: 1877.

Remarks: It was remodelled in 1875 and renamed the **Excursion**. Fire totally destroyed the vessel while it was docked at Lindsay on October 17, 1877.

References: L.P. Oct. 19, 1877.

M.M.G.L., Mills # 016530.

Esturion (3)

First Registration: Official Number: 85527 & 103923.

Date: June 1897. *Location:* Peterborough.

Dimensions: Length: 96' *Beam:* 28' *Gross Tons:* 118.

Horse Power: 31. *Propulsion:* side paddlewheels.

Building Details: *Date of Build:* 1883-1884. *Location:* Bobcaygeon. *Builder:* n/a. *First Owner:* Mossom Boyd, Trent Valley Navigation Company

Registry Closed: 1920.

Remarks: Originally the *Victoria*. Launched in August 7 1884, the Captain at this time was Nicholas Brady. In 1894 the *Esturion* was wired for electric lighting, including a powerful searchlight. Over the winter of 1896-97, the vessel was completely rebuilt by M. Boyd. Tamarack ribs, white oak planking were used but the boiler and works of the old *Esturion* were updated and the new engine gave 38 h.p. A Peterborough syndicate started a new company taking the *Esturion* out of mothballs. She was extensively refitted and relaunched on June 2, 1913. On July 4, 1913, the *Esturion*, under Captain White made her first appearance on Lake Scugog on a run from Fenelon Falls to Port Perry. The *Esturion* was the last major steamboat to appear on Lake Scugog. On July 22, 1914 she sank at her moorings near Ashburnham wharf. She was afterwards raised to salvage her engines while the hull was left to rot in Little Lake.

References: M.M.G.L., Mills # 016840.

N.A.C., RG - 42, C - 3191, Vol. 432.

P.C.M.A. Pammett fonds; letter by

Mossom M. Boyd to his brother.

R.S.S. 1903 Registry.

Trent Valley Navigation Co'y

LIMITED.

1895. TIME TABLE. 1895.

COMMENCING SATURDAY, JUNE 1st.



— THE STEAMER —

ESTURION

PLYING BETWEEN

LINDSAY, STURGEON POINT AND BOBCAYGEON.

Leave BOBCAYGEON	at 6 45 A.M.	and 3 10 P.M.
Arrive LINDSAY	" 9 00 "	" 5 30 "
Leave LINDSAY	" 11 30 "	" 5 45 "
Arrive BOBCAYGEON	" 1 45 "	" 8 00 "

Excepting on Saturdays, when the Steamer will leave Lindsay at 8:20 p.m., (instead of 5:45 p.m., upon arrival of Toronto train.

Single Tickets Between Lindsay and Bobcaygeon,	-	75 cts.	Return Tickets,	\$1 00
" " " Lindsay and Sturgeon Point,	38 cts.	" " 50		
" " " Bobcaygeon and Sturgeon Point	40 cts.	" " 50		

Family Tickets and Excursion Tickets at Reduced Rates can be procured at the POST OFFICE, BOBCAYGEON, and on the Boat.

Arrangements can be made on very favorable terms for Excursions of from 100 to 200 persons on regular trips of the Boat.

For terms apply by letter addressed to Secretary T.V.N. Co., Bobcaygeon.

J. W. DIAMENT. M. LANE,

Captain.

Eva (2)

First Registration: Official Number: 83411.

Date: n/a. *Location:* Port Hope.

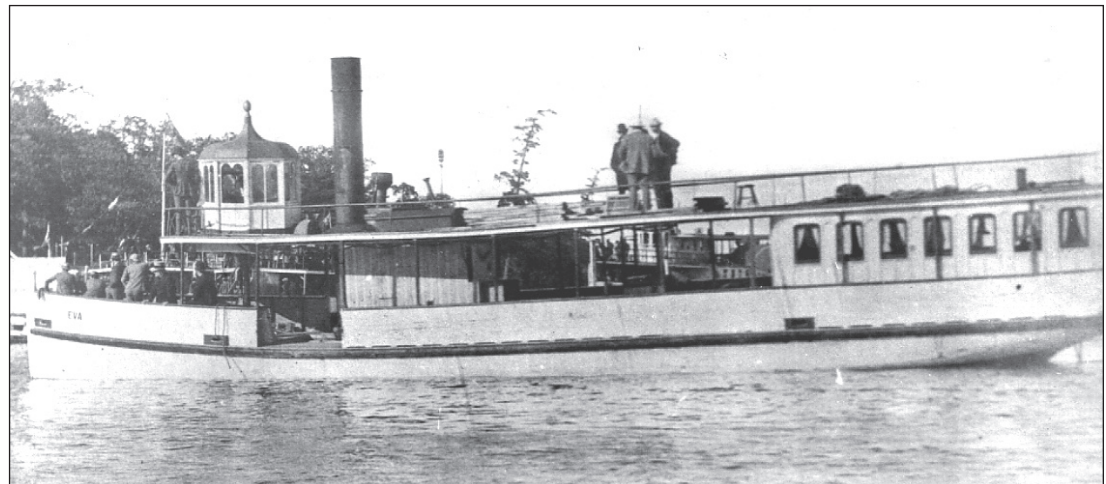
Dimensions: Length: 72'. Beam: 13' 5". Gross Tons: 33. Horse Power: n/a. Propulsion: twin propeller.

Building Details: Date of Build: 1881. Location: n/a. *Builder:* n/a. First Owner: Elijah Bottum.

Registry Closed: 1911.

Remarks: To replace the **Vanderbilt**, George Crandell's sons Frank and Fremont bought **Eva** from Bottum in the spring of 1885. Irene Crandell was registered as the owner. She was the wife of Fremont. **Eva** continued **Vanderbilt's** route; Lindsay to Fenelon Falls and Bobcaygeon with regular stops at Sturgeon Point. She was extensively remodelled over the winter of 1885. The boiler was moved forward and a new lounge amidships was built to hold 75 passengers. A Palace scow also built. The **Eva** was removed from service in 1896. There are eight vessels registered under the name **Eva** in the 1889 registry. Crandell's **Eva** is the largest with that name.

References: M.M.G.L., Mills # 017070.
R.S.S. 1903 Registry.



The Eva. AO.

Express (2)

First Registration: Official Number: 92438.

Date: 1887. Location: Toronto.

Dimensions: Length: 35' 9". Beam: 7' 3". Gross Tons: 4.

Horse Power: n/a. Propulsion: twin propellers.

Building Details: Date of Build: n/a. Location: n/a.

Builder: n/a. First Owner: Josiah Ball.

Registry Closed: 1930.

Remarks: In 1887 Josiah Ball of Caesarea purchased this steam yacht from Toronto. He intended to use it to pull lumber to his sawmill near Caesarea but started to use her to carry passengers around Lake Scugog, calling at Port Perry, Port Hoover, Plum Point and Caesarea. Ball also ran a weekly market trip to Lindsay. Over the winter of 1894-95 she was lengthened to 48 feet. Ball sold the Express to Bowerman in 1899. Bowerman scrapped the Express in 1901 but used the engine for the Cora.

References: R.S.S. 1903 Registry.

Firefly (3)

First Registration: Official Number: n/a.

Date: n/a. Location: n/a.

Dimensions: Length: n/a. Beam: n/a. Gross Tons: n/a.

Horse Power: n/a. Propulsion: side paddlewheels.

Building Details: Date of Build: 1885. Location: Bridgenorth. Builder: Captain Sawyers. First Owner: n/a.

Registry Closed: n/a.

Remarks: n/a.

References: n/a.

Greyhound (3)

First Registration: Official Number: 94938.

Date: June 10, 1894. Location: Newcastle.

Dimensions: Length: 59' 6". Beam: 10' 9". Gross Tons: 37.

Horse Power: n/a. Propulsion: twin propellers.

Building Details: Date of Build: 1893. Location:

Lindsay. Builder: William Murdock. First Owner: n/a.

Registry Closed: 1909.

Remarks: The engine was built by Doty Engineering of Toronto. In 1905 the vessel was rebuilt as the Kathleen. The vessel was destroyed by fire at Sturgeon Point.

References: M.M.G.L., Mills # 022250.

N.A.C., RG-42, C-2471, Vol. 235.

Hamilton H. (3)

First Registration: Official Number: 107466.

Date: June 1898. Location: Lindsay.

Dimensions: Length: 36' 6". Beam: 10' 4". Gross Tons: 21.7.

Horse Power: 20. Propulsion: twin paddlewheels.

Building Details: Date of Build: 1894. Location: Simcoe.

Builder: Weston Peachey and Co. First Owner: n/a.

Registry Closed: n/a.

Remarks: This was an alligator. The engine was made by the builder.

References: N.A.C., RG - 42, C - 3188, Vol. 374.

Hiawatha (3)

First Registration: Official Number: 111936.

Date: July 18, 1902. *Location:* Lindsay

Dimensions: Length: 48'6". Beam: 10'6". Gross Tons: 22.

Horse Power: 12. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1901. *Location:*

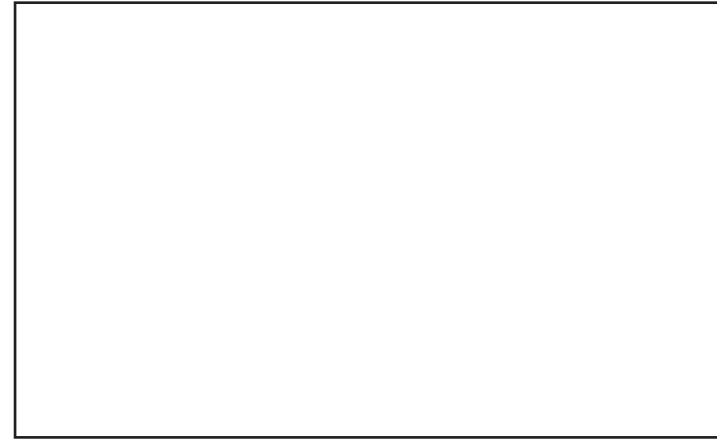
Lindsay. *Builder:* John Birchenow. *First Owner:* n/a.

Registry Closed: December 31, 1912. *Reason:* Dismantled and broken up.

Remarks: The engine was built by W. Polson and Co., Toronto.

References: M.M.G.L., Mills # 02394.

N.A.C., RG-42, C-3188, Vol. 374.

**Island Lassie (3)**

First Registration: Official Number: 116632.

Date: October 1910. *Location:* Lindsay.

Dimensions: Length: 37'. Beam: 6'. Gross Tons: n/a.

Horse Power: 6. *Propulsion:* screw.

Building Details: Date of Build: 1907. *Location:*

Lindsay. *Builder:* Jesse Perrin. *First Owner:* n/a.

Registry Closed: n/a.

Remarks: The engine was built by H. A. Polson of Toronto in 1900.

References: N.A.C., RG-42, C-3188, Vol. 374.

Kathleen (3)

First Registration: Official Number: 116631.

Date: April 18, 1905. *Location:* Lindsay.

Dimensions: Length: 66'. Beam: 14'. Gross Tons: 37.

Horse Power: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1905. *Location:* Lindsay.

Builder: Edward Elliot Killagy. *First Owner:* n/a.

Registry Closed: 1909.

Remarks: This vessel was originally a tug and was built in 1891. It was extensively remodelled in 1905 but retained the original engine built by Bertram Brothers of Toronto and was given the name Kathleen. This vessel was struck by lightning and destroyed by the resulting fire in 1909.

References: N.A.C., RG-42, C-3188, Vol. 374.

Kawartha (3)

First Registration: Official Number: 107871.

Date: 1900. *Location:* Lindsay.

Dimensions: Length: 46'. Beam: 9' 6". Gross Tons: 11.

Horse Power: 10. *Propulsion:* screw.

Building Details: Date of Build: 1900. *Location:*

Bobcaygeon. *Builder:* Peter Grant. *First Owner:* William Burgoyne.

Registry Closed: 1909.

Remarks: The engine was built by H.W. Petrie of Toronto.

References: M.M.G.L., Mills # 029200.

N.A.C., RG - 42, C - 3188, Vol. 374.

Kawartha (3)

First Registration: Official Number: 111934

Date: September 1902. *Location:* Lindsay.

Dimensions: Length: 36'. Beam: 8'. Gross Tons: 7.4.

Horse Power: 5. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1902. *Location:*

Lindsay. *Builder:* John McCrae. *First Owner:* John McCrae.

Registry Closed: n/a.

Remarks: n/a.

References: N.A.C., RG - 42, C - 3188, Vol. 374.

Kenosha (3)

First Registration: Official Number: 94935.

Date: May 20, 1902. *Location:* Lindsay.

Dimensions: Length: 112'. Beam: 20'. Gross Tons: 266.

Horse Power: 100 *Propulsion:* side paddlewheels.

Building Details: See Remarks.

Registry Closed: May 1905.

Remarks: The vessel was registered under the name of Jos.

B. Parkin of Lindsay as the managing owner in 1891 even

though it was still owned by Crandell. At the end of the

1901 season, George Crandell sold the *Crandella* to the

newly formed Kawartha Lakes Excursion Co. *Crandella*

received a complete overhaul and refitting and was

relaunched in April, 1902, as the steamer *Kenosha* now

approved for 500 passengers. It had a new engine built by

A. R. Williams of Toronto. The *Kenosha* was completely

destroyed by fire at Lindsay on October 22, 1904

References: N.A.C., RG - 42, C - 3188, Vol. 374.

M.M.G.L., Mills # 012250.

Lady Ida (1)

First Registration: Official No.: 77911 and 99033935.

Date: n/a. *Location:* n/a.

Dimensions: Length: 54'. Beam: 25'. Gross Tons: 28.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1861. Location: Port Perry. Builder: George Crandell. First Owner: George Crandell.

Registry Closed: 1912.

Remarks: The Lady Ida was rebuilt by James Lewis in 1878 at Lindsay with a new official number # 77911, and a new engine built by Brecketh & Co., Hamilton. The rebuilt vessel was registered at Port Hope.

References: M.M.G.L. Mills # 030540 & 02419.

N.A.C., MG - 40 D3 B.T., B - 3717,
1878, Vol. 2 Port Hope.

P.P.S. July 25, 1867.

O.O. April 25, 1867; April 4,

July 11, 1878.

R.S.S. 1903 Registry.

Lintonia (3)

First Registration: Official Number: 1266723.

Date: 1910. *Location:* Peterborough.

Dimensions: Length: 82'. Beam: 15'. Gross tons: 58.

Horse Power: 9. *Propulsion:* screw.

Building Details: Date of Build: 1910. Location: Lakefield. Builder: n/a. First Owner: n/a.

Registry Closed: 1933.

Remarks: n/a.

References: M.M.G.L. Mills # 032080.

N.A.C., RG-42,C-3191, Vol.432.



The Lintonia. AO.

Manita (3)

First Registration: Official Number: 107875.

Date: March 1900. *Location:* Lindsay.

Dimensions: Length: 64'. Beam: 14'. Gross Tons: 34.

Horse Power: 40 *Propulsion:* Screw.

Building Details: Date of Build: 1900. *Location:* Kingston. *Builder:* Davis Drydock. *First Owner:* Mossom Boyd.

Registry Closed: 1938.

Remarks: This vessel mainly plied the Stony Lake to Peterborough area. It was owned by a number of companies including the Trent Valley Navigation Co., the Otonabee Navigational Company, which was taken over by the Peterborough and Lake Simcoe Navigation Company in 1910. The Youngs of Young's Point finally bought the vessel in 1915 from W. Robertson of Peterborough and had her refitted as a 66 foot long vessel. The original engine was built by Davis Drydock of Kingston.

References: N.A.C., RG - 42, C - 3188, Vol. 374.
M.M.G.L. Mills # 034350.
P.C.M.A. Pammett fonds; letter of Mossom Boyd to Davis Drydock Co., Kingston.



The Manita. AO.

Maple Leaf (2)

First Registration: Official Number: 71164.

Date: May 1, 1875. Location: Port Hope.

Dimensions: Length: 43'5". Beam: 10'5". Gross Tons: 29.

Horse Power: 10. Propulsion: side paddlewheels.

Building Details: Date of Build: 1874. Location: Port Hoover. Builder: Isaac Finley. First Owner: n/a.

Registry Closed: 1911.

Remarks: The engine was built by James Martin and sons, Toronto. On the first registration the builder is erroneously listed as Isaac Holey of Port Hoover. On the registration after the rebuild, the builder is correctly named, Isaac Finlay of Port Hoover. Initially the *Maple Leaf* was used to carry passengers and freight between Port Perry and Lindsay. When the railway was extended to Lindsay in 1876, she accepted assignments all over the Trent Severn System. It was rebuilt in 1897 and listed with the following information: Length: 59'. Beam: 12'. Gross tons: 26 tons. Drive: twin screws. In 1903 it was registered under the ownership of Elijah Bottum of Babcaygeon. She was scrapped in 1910.

References: N.A.C., MG-40 D3 B.T., B-3716, 1875, Vol. 1 Port Hope.
N.A.C., RG-42, C-3191, Vol. 432.
O.O. March 18, May 6, 20, July 8, Aug.19, 1875.
R.S.S. 1903 Registry.



The Maple Leaf during an outing. AO.

Mary Ellen (3)

First Registration: Official Number: n/a.

Date: January 1868. Location: Port Hope.

Dimensions: Length: 55'. Beam: 13' 6". Gross Tons: 81.

Horse Power: 36 Propulsion: Twin propellers.

Building Details: Date of Build: 1872. Location:

Lindsay. Builder: George Crandell. First Owner: George Crandell.

Registry Closed: June 4, 1897.

Remarks: The first engine was built by William Hamilton.

The vessel was eventually sold to William Needler of Lindsay .

References: M.M.G.L., Mills # 035570.

N.A.C., MG - 40 D3 B.T., B - 3719,
1889, Vol. 1 Port Hope.

Mary Ellen (3)

First Registration: Official Number: 94933.

Date: 1889. Location: Port Hope.

Dimensions: Length: 73'. Beam: 13'. Gross Tons: 45.

Horse Power: n/a. Propulsion: n/a.

Building Details: Date of Build: 1888. Location: Young's

Point. Builder: C. Delaney, Cobourg.

First Owner: n/a.

Registry Closed: One registry closed June 1897. A second registry closed September 1900.

Remarks: In the Mills record it states that the Mary Ellen was renamed the Majestic in 1897 and then the Islanda in 1909. The Mary Ellen also had a second registration number of 90821 with the builder listed as Patrick Young of Young's Point.

References: M.M.G.L., Mills # 035580.

N.A.C., MG - 40 D3 B.T., B - 3719,
1889, Vol. 1 Port Hope.
Also RG-42, C-3191, Vol. 432.

Marie Louise (3)

First Registration: Official Number: 94937.

Date: n/a. *Location:* Newcastle, Ontario.

Dimensions: Length: 54'. Beam: 10.6. Gross Tons: 15.

Horse Power: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1893. *Location:*

Lindsay. *Builder:* n/a. *First Owner:* n/a.

Registry Closed: n/a.

Remarks: see below.

References: M.M.G.L., Mills # 034940.

N.A.C., RG-42, C- 2471, Vol. 235.

The vessel was rebuilt at Lindsay in 1900 and given a new registration number and details as follows:

Marie Louise (3)

First Registration: Official Number: 107876.

Date: March 1900. *Location:* Lindsay.

Dimensions: Length: 51.7'. Beam: 14.8'. Gross Tons: 32.

Horse Power: 2.63. *Propulsion:* screw.

Building Details: Date of Build: 1900. *Location:* Lindsay.

Builder: J. W. Hickey, Peterborough. *First Owner:* n/a.

Registry Closed: n/a.

Remarks: The engine was built by Doty Engine Works of Toronto in 1884.

References: N.A.C., RG-42, C-3188, Vol. 374.



The Marie Louise. AO.

Mary Louise (1)

First Registration: Official Number: 83417.

Date: September 4, 1883. Location: Port Hope.

Dimensions: Length: 43'. Beam: 8'. Gross Tons: 10.

Horse Power: 10. Propulsion: screw.

Building Details: Date of Build: 1883. Location: Port Perry. Builder: J. B. Bowerman. First Owner: J. B. Bowerman.

Registry Closed: June 1893. Reason: wrecked.

Remarks: This vessel was built for local passenger trade from Port Perry carrying a maximum of 45 passengers on daily run to Lindsay. This was the first commercial boat built by Bowerman. The engine was built by John Doty of Toronto. Two of the registration documents state that it was built by W. Westcott of Whitby. It is probable that he helped Bowerman in its construction.

References: M.M.G.L., Mills # 035650 Also # 02820.
N.A.C., MG-40 D 3 B.T., B-3718, 1883,
Vol. 2 - Port Hope.
O.O. June 7, July 12, 1883, Aug 7,
Sept. 4, 1884.

Minnie May (3)

First Registration: Official Number: 107468.

Date: September 17, 1898. Location: Lindsay.

Dimensions: Length: 42' 5". Beam: 8'. Gross Tons: 10.

Horse Power: n/a. Propulsion: side paddlewheels.

Building Details: Date of Build: 1894. Location: Coboconk. Builder: John R. Phillips. First Owner: n/a.

Registry Closed: December 31, 1920. Reason; destroyed.

Remarks: There are two registrations for this vessel. One lists it as an alligator, the other as a steam tug. The engine was built by John Doty in 1895.

References: M.M.G.L., Mills # 037290.
N.A.C., RG-42, C-3188, Vol. 374.

Nellie T. (3)

First Registration: Official Number: 107467.

Date: September 9, 1898. Location: Lindsay.

Dimensions: Length: 36'. Beam: 6' 5". Gross Tons: 5.

Horse Power: 6. Propulsion: side paddlewheels.

Building Details: Date of Build: 1894. Location: Lindsay. Builder: Dovy brothers. First Owner: n/a.

Registry Closed: n/a

Remarks: Built as a tug boat with an engine built by the Polson Company of Toronto in 1886.

References: N.A.C. RG-42, C-3188, Vol. 374.

Novelty (3)

First Registration: Official Number: n/a.

Date: n/a. *Location:* Port Hope.

Dimensions: Length: 80'. Beam: 16' 7". Gross Tons: 75.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1861. *Location:* Ball Lake.

Builder: Mr. Henry. *First Owner:* Mossom Boyd.

Registry Closed: 1907.

Remarks: The **Novelty** only made occasional runs into Lake Scugog as her regular route was the Bobcaygeon to Lindsay and Fenelon Falls. The vessel was rebuilt in 1866 at Bobcaygeon and given an official number of 77912.

The new dimensions were: Length: 92'. Beam: 25'. Gross tons: 129. It was rebuilt again in 1878 and renamed the **Beaubocage** with an official number of 77912.

References: M.M.G.L., Mills # 040700.

R.S.S. 1903 Registry.

Ogemah (2)

First Registration: Official Number: n/a.

Date: n/a. *Location:* Port Hope.

Dimensions: Length: 103'. Beam: 10'7". Gross Tons: 79.

Horse Power: n/a *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1853. *Location:* Fenelon Falls. *Builder:* James Wallis and Robert Jameson. *First Owners:* Wallis and Jameson.

Registry Closed: 1876, reason: burnt at Port Perry.

Remarks: This was the original **Ogemah** and was launched in 1854, Wallis remained its captain for twenty years.

The **Ogemah** was initially used for towing lumber on the Fenelon Falls to Port Perry run. It was noted as towing as many as five barge loads of lumber and railway ties.

It was purchased by the P.W.P.P.R. in 1874 for the daily Port Perry to Lindsay run. On November 6, 1876, the **Ogemah** was severely damaged by fire while wintering at the Port Perry dock and was scrapped. The 1903 Registry has Ross and Dowes of Lindsay as the owners.

References: M.M.G.L. Mills # 040980.

O.O. Sept. 3, 1874; June 10, 24, July 8,

Aug. 19, 1875; July 27, Nov. 9, 1876.

R.S.S. 1903 Registry.

Ogemah (II) (3)

First Registration: Official Number: 94931. Date: Feb. 1889. Location: Port Hope.

Dimensions: Length: 85'. Beam: 15'. Gross tons: 72. Horse Power: 45. Propulsion: side paddlewheels.

Building Details: Date of Build: 1901. Location: Lindsay.

Builder: Thomas Saddler. First Owner T.V.N.

Registry Closed: 1919.

Remarks: Originally the *Alice Ethel* and remodelled in 1901 for the Trent Valley Navigation Company of Bobcaygeon. She was withdrawn from service at Bobcaygeon in 1908.

References: M.M.G.L. Mills # 002060.

N.A.C., MG-40 D3 B.T., B-3719, 1889,

Vol. 1 - Port Hope.

N.A.C., RG-42, C-2471, Vol. 235.



The Ogemah (II). AO.

Oriana (2)

First Registration: Official Number: 107590.

Date: 1899. *Location:* Lindsay.

Dimensions: Length: 30'. Beam: 5' 1" Gross Tons: 3.

Horse Power: n/a *Propulsion:* screw.

Building Details: Date of Build: 1899. *Location:* Port Hoover. *Builder:* n/a. *First Owner:* James Glass, Little Britain.

Registry Closed: 1907.

Remarks: The engine was built by Isaac McGee of Little Britain.

References: N.A.C., RG-42, C-3185 Vol.374.
R.S.S. 1903 Registry.

Otonabee (3)

First Registration: Official Number: 111890.

Date: 1907. *Location:* Peterborough.

Dimensions: Length: 116'. Beam: 24'. Gross Tons: 136.

Horse Power: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1900. *Location:* n/a. *Builder:* n/a. *First Owner:* Otonabee Navigation Co., Ltd., Peterborough.

Registry Closed: 1916.

Remarks: The **Otonabee** started out as the **Golden Eye** in 1876, a 96' long vessel weighing 61 tons. It was rebuilt over the winter of 1893-94 and relaunched as the **City of Peterborough**. It was rebuilt again over the winter of 1899 and its side paddlewheels were replaced by twin screws, and it was turned into a coal burner. It was rebuilt for a final time and relaunched as the **Otonabee** on May 22, 1907, the star of the Otonabee Navigation Company, with electric lights and spacious saloons. She had two engines enabling her to travel at 14 miles per hour. Carrying a crew of 7, she was licensed for 444 passengers. During her first season she carried 40,000 passengers. To give her access under the bridges on the Scugog, her stack was hinged. The vessel was destroyed by fire at the wharf at Big Bay Point in August, 1916. It should be noted that there were two separate barges built with the name **Otonabee**. They were: registration number 107820, a 69 foot barge built in 1900; and registration number 111882, a 76 foot barge built in 1904.

References: N.A.C., RG - 42, C - 3191, Vol. 432.
R.S.S. 1903 Registry.

Rambler (3)

First Registration: Official Number: 111932.

Date: September 20, 1901. *Location:* Lindsay.

Dimensions: Length: 38'. Beam: 8'. Gross Tons: 8.75.

Horse Power: n/a. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1901. *Location:*

Lindsay. *Builder:* John Birchenow. *First Owner:* n/a.

Registry Closed: February 12, 1906. *Reason given:* Hull destroyed and sunk. *Machinery taken out and sold.*

Remarks: The engine was built in 1866 by the Kingston L. Works of Kingston, Ontario.

References: M.M.G.L., Mills # 04584.

N.A.C., RG-42, C-3188, Vol. 374.

Ranger (3)

First Registration: Official Number: n/a.

Date: n/a. *Location:* Port Hope.

Dimensions: Length: 74'. Beam: 13'. Gross Tons: 53.

Horse Power: 26. *Propulsion:* screw.

Building Details: Date of Build: 1863. *Location:*

Lindsay. *Builder:* George Crandell. *First Owner:* George Crandell.

Registry Closed: n/a.

Remarks: The **Ranger** was withdrawn from service as a cost saving measure during the depression of 1875. It never saw service again.

References: M.M.G.L., Mills # 045910.

R.S.S., 1903 Registry.

Samson 1 (3)

First Registration: Official Number: 77914.

Date: n/a. *Location:* Port Hope.

Dimensions: Length: 98'. Beam: 14'. Gross Tons: 82.

Horse Power: 40. *Propulsion:* side paddlewheels.

Building Details: Date of Build: 1870. *Location:*

Coboconk. *Builder:* George Crandell. *First Owner:* George Crandell.

Registry Closed: 1914.

Remarks: This vessel was a tug boat and was withdrawn from service in 1884. The engine was built by William Scott of Lindsay.

References: M.M.G.L., Mills # 049940.

N.A.C., MG-40 D3 BT., B3717, 1879,
Vol.2 - Port Hope.

Scugog (2)

First Registration: Official Number: n/a.

Date: n/a. *Location:* Port Hope.

Dimensions: Length: 100'. Beam: 13' 5". Gross Tons: 49. Horse Power: n/a. Propulsion: side paddlewheels. Building Details: Date of Build: 1858-59. Location: Bridgenorth. Builder: Captain S. Kelly. First Owner: S. Kelly.

Registry Closed: 1907.

Remarks: This steam vessel should not be confused with the gasoline powered 39 ft. *Scugog* built, owned and operated by Captain Bowerman and registered in 1910 with a registration number of 116634.

References: O.O. July 7, 14, 21, 1859.
R.S.S. 1903 Registry.

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 a 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 Casarea 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.

An 1859 ad for the Scugog. SSMV

Seagull (1)

First Registration: Official Number: 94940.

Date: July 1895. Location: Newcastle, Ontario.

Dimensions: Length: 38'. Beam: 9' 3". Gross Tons: 7.

Horse Power: n/a . Propulsion: screw.

Building Details: Date of Build: 1894. Location: Port Perry. Builder: Jonathan Blong. First Owner: J. Blong.

Registry Closed: n/a

Remarks: n/a

References: M.M.G.L. and N.A.C., RG-42, C-2471, Vol. 235.

Stanley (3)

First Registration: Official Number: 111931.

Date: August 2, 1901. Location: Lindsay.

Dimensions: Length: 37'. Beam: 6' 5". Gross Tons: 7.

Horse Power: 6. Propulsion: side paddlewheels.

Building Details: Date of Build: 1901. Location: Lindsay. Builder: Kennedy and Davis Company. First Owner: n/a.

Registry Closed: n/a.

Remarks: The engine was built by J. McRea of Lindsay. This vessel was a powered scow.

References: M.M.G.L., Mills # 052720.
N.A.C., RG-42, C-3188, Vol. 374.

Stranger (1)

First Registration: Official Number: 77916.

Date: 1880. Location: Port Hope.

Dimensions: Length: 60' Beam: 12' 5". Gross Tons: 28.

Horse Power: 35. Propulsion: screw.

Building Details: Date of Build: 1880. Location: Lindsay. Builder: George Crandell and John Potter. First Owner: George Crandell.

Registry Closed: 1909.

Remarks: The **Stranger** was sold by Crandell in 1880 to the Carnegie Milling Company of Port Perry. It was the last survivor of the boats built by the Crandell family, but it was the first screw steamer owned by them. The **Stranger** was destroyed by fire at Ball Point on Lake Scugog, in July 1908.

References: L.P. Aug. 23, 1907.

M.M.G.L., Mills # 053070.

N.A.C., MG-40 D3 B.T., B-3717, 1880, Vol. 2 - Port Hope.

O.O. May 12, 1892.

R.S.S. 1903 Registry.

Sunbeam (3)

First Registration: Official Number: 100282.

Date: 1891. Location: Peterborough.

Dimensions: Length: 76'. Beam: 18'. Gross Tons: 111.

Horse Power: 5.5. Propulsion: side paddlewheels.

Building Details: Date of Build: 1885. Location: Lakefield. Builder: Hilliard and Eden. First Owner: Strickland.

Registry Closed: December 1937.

Remarks: This vessel was first registered in 1891 as the **Sunbeam**. It was used as a passenger vessel mainly on Stoney Lake. Its first engine was built by John Doty of Toronto in 1891. In 1902 it was acquired by the Kawartha Lake Excursion Company and refitted as a screw driven vessel and renamed as **Alexander Alexandra**. It was renamed the **Arthur C.** in December, 1912. This vessel under all its names was only seen on Lake Scugog as the **Sunbeam** and on only rare occasions. A tug by the name of **Sunbeam** was built at Birdsall's Landing in 1886 and operated entirely in the Rice Lake and Trent River area until 1898.

References: M.M.G.L. Mills # 053240.

As Sunbeam: N.A.C., RG-42, C-3191,
Vol. 432.

As Arthur C.: N.A.C., RG-42, C-3188,
Vol. 374.

Vanderbilt (2)

First Registration: Official Number: 77919.

Date: April 18, 1878. Location: Port Hope.

Dimensions: Length: 112'. Beam: 18' 7". Gross Tons: 287. Horse Power: 60. Propulsion: side paddlewheels.

Building Details: Date of Build: 1872. Location: Lindsay. Builder: Thomas Walters. First Owner: George Crandell. *Registry Closed:* February 27, 1881.

Remarks: One of largest steamboats ever to appear on the waterway. The engine was built by Davis and Doran of Kingston, Ontario. On September 23, 1881 the **Vanderbilt** caught fire at her dock at Lindsay and was burned almost to the waterline. The vessel was taken off the registry. Her hull lay at the bottom of the Scugog River at Lindsay until 1890 when she was hauled out of the mud and rebuilt as the **Crandella**.

References: M.M.G.L., Mills # 05612.

N.A.C., MG-40 D3 B.T., B-3717, 1878,
Vol. 2- Port Hope.

L.P. Sept.23, 1881, Nov 20, 1890.

O.O. June 17,1875.

R.S.S. 1903 Registry.

Victoria (2)

First Registration: Official Number: 85527.

Date: n/a. *Location:* n/a.

Dimensions: Length: 93' 7". Beam: 15' 4". Gross Tons: 191. Horse Power: n/a. Propulsion: side paddlewheels.

Building Details: Date of Build: 1867. Location: Bald Lake near Buckhorn. Builder: Thomas Walters. First Owner: Mr. Shaw.

Registry Closed: 1915.

Remarks: In the Mills records there is reference to a vessel named the **Fly** built at Bridgenorth in 1855 (Mills # 018510). The record for the **Fly** states that it was built at Bridgenorth in 1855 and that it was renamed the **Victoria** in 1860. There are no other details given. The Mills record for the **Victoria** states that it was built at Hall's Bridge in 1867. The **Victoria** was primarily used to haul timber to the Port Perry waterfront. Later it was purchased by the Port Whitby and Port Perry Railway Company and used to carry passengers and freight on the Port Perry to Lindsay route. When the railway line was extended to Lindsay in 1876, the vessel was mainly used for freight again and then sold. It was rarely seen on Lake Scugog after 1877. It was bought by the Boyds in 1883, extensively rebuilt at Bobcaygeon in 1884 and renamed the **Esturion**.

References: M.M.G.L. Mills # 056590.
O.O. Oct. 30, 1873; July 8, Aug 19,
1875; Aug. 21, 1876.
R.S.S., 1903 Registry

Victoria (3)

First Registration: Official Number: 107462.

Date: September 8, 1898. *Location:* Lindsay.

Dimensions: Length: 35'. Beam: 6' 6". Gross Tons: 4.

Horse Power: 6. *Propulsion:* screw.

Building Details: Date of Build: 1894. *Location:* Lindsay.

Builder: Peter Birchenow. *First Owner:* Propulsion: screw.
Registry Closed: 1915.

Remarks: The engine was built by Albert Bell of Dunnville, Ontario in 1898.

References: N.A.C., RG-42, C-3188, Vol. 374

Waconta (3)

First Registration: Official Number: 116633.

Date: July 25, 1910. *Location:* Lindsay.

Dimensions: Length: 66'. Beam: 13' 6". Gross Tons: 32.

Horse Power: n/a. *Propulsion:* screw.

Building Details: Date of Build: 1909. *Location:* Peterborough. *Builder:* J. W. Hickey. *First Owner:* n/a.

Registry Closed: November 25, 1938.

Remarks: The engine was built by Doty Engine Works in Goderich in 1909.

References: N.A.C., RG-42, C-3188, Vol. 374.

Water Witch (3)

First Registration: Official Number: 107877.

Date: July 16, 1900. Location: Lindsay.

Dimensions: Length: 45'. Beam: 10' 5". Gross Tons: 17.7. Horse Power: 1.63. Propulsion: screw.

Building Details: Date of Build: 1900. Location: Lindsay. Builder: John Birchenow. First Owner:

Registry Closed: n/a.

Remarks: The engine was built by John Doty of Toronto in 1881.

References: M.M.G.L., Mills # 05801.
N.A.C., RG-42, C-3188, Vol. 374.

Water-witch (3)

First Registration: Official Number: 77917.

Date: June, 1880. Location: Port Hope.

Dimensions: Length: 40'. Beam: 9'. Gross Tons: 9. Horse Power: 12. Propulsion: screw.

Building Details: Date of Build: 1880. Location: Lindsay. Builder: Jacob Morgan. First Owner: H. Dunsford.

Registry Closed: December 18, 1912.

Remarks: n/a.

References: M.M.G.L., Mills # 057990.
N.A.C., MG-40 D3 B.T., B-3717, 1880,
Vol 2 - Port Hope.

Woodman (1)

First Registration: Official Number: 9034416.

Date: 1850. Location: n/a.

Dimensions: Length: 110'. Beam: 30'. Gross Tons: 108. Horse Power: 25. Propulsion: side paddlewheels.

Building Details: Date of Build: 1850. Location: Port Perry. Builder: Hugh Chisolm. First Owner: Cotton and Rowe of Whitby.

Registry Closed: n/a, probably 1866.

Remarks: The **Woodman** was the first steamboat to be built in the Kawarthas. Peter Perry convinced Cotton and Rowe of Whitby to finance the construction of the **Woodman**. Its maiden voyage was from Port Perry to Lindsay on April 25, 1851. Chisholm captained her for three seasons. Its primary journey was the 30 mile route from Port Perry to Lindsay, making stops at Port Hoover, Washburn Island and Caesarea. In 1854 it was badly damaged by fire while at the dock at Port Perry. The owners sold her to George Crandell. This was the first of many steamboats to be owned by Crandell. Under him the **Woodman** ran three times per week between Lindsay, Bobcaygeon and Bridgenorth. By 1864 the **Woodman** had been relegated to towing and was taken out of service in 1866. It had a Gartshore engine with a 12 flue boiler and was capable of speeds of over 8 m.p.h.

References: Anglo American Magazine, Vol. IV
Jan. 1854. Pp. 18-22.
L.P. April 27, 1851.
M.M.G.L. Mills # 059710.

BIBLIOGRAPH

- Angus, James T. *A Respectable Ditch*. Kingston: McGill-Queen's University Press, 1988.
- Arculus, Paul. *Merchants of Old Port Perry*. Port Perry: Port Perry Star, 1999.
- Farmer, Samuel. *On the Shores of Scugog*. Port Perry: Port Perry Star, 1913.
- Frost, Leslie. *Forgotten Pathways of the Trent*. Don Mills: Burns & MacEachern, 1973.
- Guillet, E.C. *The Valley of the Trent*. Toronto: The Champlain Society, 1957.
- Hvidsten, Peter. *Out of the Ashes*. Port Perry: Port Perry Star, 1999.
- Irwin, Ross W. *Mariposa, the Banner Township*. Lindsay: Hall Printing, 1984.
- Kirkconnel, Watson. *County of Victoria Centennial History*. Lindsay: John Deyell Ltd., 1967.
- O'Brien, Brendan. *Speedy Justice*. Toronto: University of Toronto Press, 1992.
- Tatley, Richard. *Steamboating on the Trent Severn*. Belleville: Mika Publishing Co., 1978.
- Weir, F.G. *Scugog and its Environs*. Port Perry: Port Perry Star, 1927.

NEWSPAPERS:

- Lindsay: Lindsay Post
- Lindsay: Watchman Warder.
- Port Perry: North Ontario Observer (Ontario Observer)
- Port Perry: Port Perry Star (Port Perry Standard)
- Prince Albert: Ontario Observer
- Whitby: Whitby Chronicle

ALSO

Registry Records, (Cobourg, Lindsay, Montreal, Peterborough, Port Hope, Toronto etc.).

Marine Museum of the Great Lakes, Kingston, Ontario.

Steamboat Inspection Reports, Department of Marine and Fisheries, Ottawa.

Registry of Ships and Seafarers, Transport Canada, Ottawa.

DOCUMENTS IN ARCHIVES

Archives of Ontario, Toronto.

Bobcaygeon Public Library, Bobcaygeon.

Lindsay Public Library, Lindsay.

Marine Museum of the Great Lakes, Kingston.

National Archives of Canada, Ottawa.

Peterborough Museum and Archives, Peterborough.

Scugog Shores Museum Village Archives, Port Perry.

Whitby Archives, Whitby.

INDEX OF STEAMBOATS

- Ajax, 106
 Alexander Alexandra, 106, 134
 Alice Ethel, 47,128
 Anglo Saxon, 19, 23, 32, 40, 48, 50,
 62, 63,90,106
 Arthur C., 106, 134
 Aurora, 31
 Beaubocage, 44, 68, 76, 82, 83, 107, 127
 Beaver, 47, 106
 Champion, 42, 65, 108
 City of Peterborough, 87, 94, 130
 Coboconk, 109
 Columbian, 109
 Comet, 79, 110
 Commodore, 2, 61, 63, 110, 112
 Cora, 91-93, 98, 100, 101, 110, 118
 Crandella, 112, 134
 Dominion, 19, 46, 63, 64, 66, 68, 89, 113
 Emily May, 17
 Empire, 114
 Empress, 45, 86, 87, 115
 Enterprise, 47, 115
 Esturion, 44, 45, 59, 68, 82-87, 95, 116, 135
 Eva, 66, 117
 Excursion, 47, 115
 Express, 78, 90, 91, 110, 118
 Firefly, 33, 118
 Fly, 135
 Golden Eye, 130
 Greyhound, 118
 Hamilton H., 118
 Hiawatha, 119
 Island Lassie, 119
 Islander, 124
 J.B.McColl, 114
 Kathleen, 118,119
 Kawartha, 47, 119, 120
 Kenosha, 83, 112, 120
 Lady Ida, 39, 40, 48, 63, 121
 Lintonia, 121
 Majestic, 124
 Manita, 38, 45, 76-79, 86, 87, 122
 Maple Leaf, 18, 20, 61, 63, 64, 102, 123
 Marie Louise, 79, 89, 90, 126
 Marie Louise (II), 125
 Mary Ellen, 124
 Mary Louise, 89, 90, 126
 Miltonic, 77
 Minnie May, 126
 Nellie T., 126
 Nipissing, 42
 Northumberland, 37
 Novelty, 44, 76, 106, 127
 Ogemah II, 47, 128
 Ogemah, 19, 37, 38, 45, 58-62, 86, 95,
 106, 127
 Ontario, 42, 58, 129
 Oriana, 129
 Otonabee, 25, 87, 130
 Paloma, 44
 Paragon (scow), 46, 64, 66, 113
 Pemedash, 25, 36
 Rambler, 47, 130
 Ranger, 39, 54, 63, 65, 130
 Samson1, 54, 131
 Scugog, 91, 132
 Seagull, 133
 Sir George Arthur, 29
 Stanley, 133
 Stranger, 65, 75, 91, 96, 100, 133
 Sunbeam, 45, 83, 106, 134
 Swan, 108
 Vanderbilt, 61, 63, 66, 82, 112, 117, 134
 Victoria (II), 135
 Victoria, 19, 42, 44, 47, 58-62, 116, 135
 Waconta, 135
 Water Witch, 47, 136
 Water-witch, 136

INDEX

- Woodman, 17, 18, 31-39, 43, 79, 81, 136
 Albany, N.Y., 29, 30
 Ashburn (Butler's Crs), 14
 Austin, James, 57
 Axworthy, William, 22
- Ball, Josiah, 78, 90, 110
 Ball Point, 10
 Barker, John, 100
 Beckett, 107
 Belcher, Thomas, 74, 75
 Bethune, James, 25, 26, 28, 36, 37
 Bidwell, M.S., 14
 Bigelow, Joseph, 31, 32, 39, 53 55, 62, 96,
 99, 100, 106
 Bigelow, Margaret (Paxton), 99
 Bigelow, Joel, 6,31
 Bigelow, Hiram, 6, 30, 45, 102
 Birchenow, John, 47, 107
 Blackstock, 22, 24
 Blackstock, George Tait, 24
 Bobcaygeon, 69, 77, 78, 82, 86, 112
 Borelia, 13
 Bottum, Elijah, 68, 69
 Boulton, George, 28
 Bowerman, Vera, 90
 Bowerman, Tom, 90, 92
 Bowerman, Cora, 90, 92
 Bowerman, John, 89-93, 95, 110
 Bowerman, Charles, 90, 92, 95
 Bowerman, Corrie May, 90, 92
 Bowerman Louise (Kembley), 89
 Bowerman, Ivan, 90
 Bowerman, George, 90
 Bowerman, Margaret (MacGregor), 90
 Bowmanville, 19, 21
 Boyd, Mossom, 28, 45, 54, 73-78, 83, 86,
 88, 107
- Boyd, Martin, 7
 Brockville, 12
 Brooklin, (Winchester), 14, 16, 34, 89
 Brown,Robert, 26
 Buckhorn Lake, 25, 38
 Burke, Francis, 46, 64, 113
- Caesar, Henry, 21
 Caesar, James, 21
 Caesar, Job, 21
 Caesar, Joseph, 21
 Caesarea, 18-21, 24, 34, 60, 63, 78, 110
 Calcutt, Henry, 43
 Calgary, 82
 Cameron Lake, 50
 Carnegie, David, 96, 99
 Carnegie, Arthur, 96, 99
 Carnegie, William, 96-101
 Carnegie, James,(Jr.), 100
 Carnegie, James, 65, 91, 96, 97
 Cartwright Twp., 10, 22, 59
 Cavan Twp., 13
 Chamberlain, A.F., 3
 Chemong Lake, 25, 38
 Chisolm, Hugh, 33
 Chisolm, Hugh, 17
 Churchill, A.G., 36
 Civil War, (U.S.), 13
 Coboconk, 86
 Cobourg, 12, 24, 25, 28-31, 36, 37
 Cochran, Thomas, 6
 Collingwood, 31
 Columbus, (English Crs), 14,89
 Cotton, James, 16,17,34
 Cowichan Lumber Co., 30
 Crandell, Alice, 82
 Crandell, Arthur George, 82
- Crandell, Benjamin, 36
 Crandell, Crandella, 82
 Crandell, Elmore, 36
 Crandell, Franklin, 75, 81, 82
 Crandell, Fremont, 81, 82
 Crandell, George, 33, 34, 36, 38, 39,
 42-46, 54, 63-76, 80-82, 108, 110, 112
 Crandell, Henrietta, 81
 Crandell, Henrietta (Hopper), 81
 Crandell, Kenneth, 82
 Crandell, Lavinia, 81
 Crandell, Olga May, 81
 Crandell, Reuben, 13,33,36
 Crandella, 66-76, 79, 80, 81, 82
 Cresswell, William, 76
- Davis Drydock Co., 77
 Dawes, Captain, 38, 59, 61
 Diament, J.W., 86
 Dickson, James, 65
 Dingley Tarrif Act, 54
 Dominion Bank, 57
 Doty, John, 90
 Doty, Stephen, 91
 Doty engines, 110, 118, 126, 134, 135, 136
 Draper, Chester, 32
 Dumble, John, 26,28,56
 Dundas, J.R., 47
 Dunham, J. 65
 Dunsford, Rev. James H., 29, 37, 38
- Eldon, 19
 Emily Twp., 13
 Epsom (Jockey Hill), 14
 Erie Canal, 24
 Farwell, W.& M., 4
 Fee Thomas, 47
 Fenelon Falls, 4, 37, 38, 46, 50, 69, 75, 79,

- 81, 83, 88, 94, 95, 112
 Finley, Isaac, 20, 63
 Fisk, John, 6
 Fisk, Cynthia, 6
 Flavelle, William, 47
- Gananoque, 10,
 Gibson, A.M., 32, 106
 Gilbert and Sullivan, 65
 Gloucester Pool, 16
 Gray, Robert, 6
- Haight, Harrison, 20
 Haight, John, 20
 Hall, John, 26
 Hall, George, 22
 Halubanso Engine Co., 109
 Hatton, G.W., 87
 Haywood, Thomas, 33
 Head, Sir Francis, 16
 Hooey, William, 22, 24
 Hoover, Daniel, 18, 21
 Hoover, Abraham, 18, 21
 Horn, Alex., 78
 Hughes, Sam, 73
 Hunter, Lieut-Gov. Peter, 6, 7
 Huston, John, 26
- Jameson, Robert, 59
 Jones, Rev. Peter, 2
 Jones, Augustus, 3
- Kawartha Lakes Excursion Co., 79, 82
 Kennedy & Davis, 83
 Kennedy, A.E., 106
 Kingston, 16, 42, 77, 78
- Lane, M. 86
 Langton, John, 37
 Lasher, John, 21, 33
 Little Britain, 18
 Lockwood, E, 5
- Lake Scugog Historical Society, 101
- MacDonald, Sir John, 57
 MacDonald, Sandfield, 55
 Macdonnel, Angus, 6
 Mackenzie, W.L., 14, 16, 24
 Manchester (Fitchett's Crs) 73,
 Manilla, 19
 Mariposa Twp., 10, 13, 18, 19
 McArthur, Joseph, 108
 McCaw, Emma (Bigelow), 96
 McDonnel, Alexander, 26
 McFadden, John, 108
 McFadden, Catherine, 108
 McRae, John, 47
 Mississaugas, 1, 3, 69
 Molesworth, T.B., 56
 Monroe's Quadrille Band, 59
 Moury & Makin Foundry, 47
 Mowat, Charles, 100
 Muirhead, Alexander, 22
 Myrtle (Well's Crs), 14
- Napanee, 16
 Need, Thomas, 26, 28, 29
 Needler, William, 47, 102
 New York, 24, 53
 Newcastle, 6,7
- Ogetonicut, 4, 5.
 Ops Twp., 13, 24
 Oshawa, 12
 Otonabee Navigation Company, 87, 94
- Paxton, Thomas, 6, 7, 32, 53, 54,
 Perry, J. H., 31
 Perry, Peter, 14-18, 24, 31
 Peterborough, 28
 Phillips, Joseph, 109
 Pigeon Lake, 25, 38
 Pleasant Point, 20, 21
 Plumb, Harvey, 100
- Polson engine, 110, 119
 Port Hope, 12, 29
 Port Hoover, 18-21, 34, 39, 42, 63, 78, 90,
 98, 106, 113
 Port Whitby and Port Perry Railway, 28,
 32, 44, 56-59, 63
 Prince Rupert, B.C., 82
 Prince Albert (Dayton's Crs), 13, 14, 36,
 Purdy, R.M. 12
 Purdy, William, 10-12, 24, 30
 Purdy, Jesse, 10, 11
 Purdy, Hazard, 11, 24
 Purdy, Sabrina (Wright), 11 Purdy,
 Elizabeth (Brundage), 10
 Purdy, Ruth, 10
- Raglan (O'Boyles), 14
 Raymes, John, 91, 98
 Reach Twp., 13, 36
 Rebellion of 1837, 14
 Rideau Canal, 24
 Roberts, James, 100
 Robinson, Peter, 13
 Rochester, N.Y., 30, 37
 Rogers, Elias, 39, 40, 42, 63, 89, 106
 Rowe, James, 16, 17, 31, 34
 Rubidge, Frederick, 26, 28
 Ruggles, James, 6
- Sadler, Thomas, 47, 102, 106
 Samson, 54
 Savage, Captain, 63, 113
 Scofield, 21
 Scugog Road, 14
 Scugog Island, 10, 24
 Sexton, W.S., 90
 Sharp, John, 4
 Simcoe, John Graves, 2
 Simcoe Street, 14
 Simcoe, Elizabeth, 2
 Simpson, John, 24
 Smith, John, 14

Speedy, 6, 7
 Stegmann, John, 4-10
 Stewart, Charles, 69
 Sturgeon Lake, 25, 28, 63, 65, 68, 73, 79,
 81, 112
 Sturgeon Point, 64, 65, 73
 Sully, 25, 37

Trent Valley Navigation Company, 44,
 47, 82, 86
 Thornhill, 11
 Tincombe, Francis, 15
 Tooley, John, 22
 Tooley's Crns, 24
 Traill, Catherine P., 36, 37
 Trounce, W.J., 39, 53, 96, 106
 Turcotte, Adolphus, 109
 Twp., 19, 24

Utica (McKercher's Crs), 14

Veitch, Edward, 18
 Victoria County, 13, 18

Wallis, James, 37, 38, 59
 WaltersThomas, 40, 42, 55, 56, 63, 82,
 108, 110, 112
 Washburn, Simeon, 22
 Washburn Island, 4-10, 12, 22, 34, 48, 49, 73
 Watson, John, 16
 Weir, J. & R., 106
 Welland Canal, 24
 Weller, William, 11
 Wetung, D., 78
 Whistling Duck, 6
 Whitby (Windsor) 14-18, 31-36
 Whitla, William, 26
 Whitla's Landing, 36, 56
 Williams, Charles, 16
 Williams, Elias, 14, 16
 Wilmot, Major Samuel, 4, 7-10

Young, Pat, 43, 87



Paul Arculus
B.A. (Psych.) B. Ed.,
M.A. (History) M.S. Ed.

The Author

Paul Arculus was born in England and received his secondary education in Canada and his university education in Canada and the United States. Since his retirement from teaching history at Port Perry High School in 1991, Paul has devoted himself to the research and recording of the history of the area around Lake Scugog.

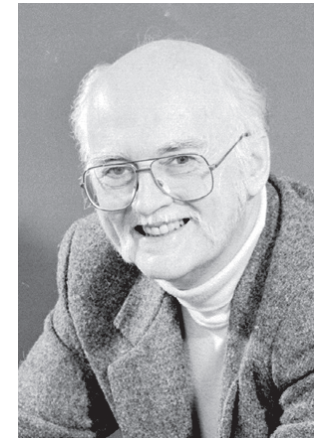
He has written extensively on this region including a monthly series of articles entitled "Sketches of Scugog" for the Port Perry Star. His last major book, Merchants of Old Port Perry was released in 1999. He is a past president of the Lake Scugog Historical Society and is active in promoting the heritage and traditions of this community.

The Artist

Following a distinguished career in advertising, the Canadian artist plunged into fine art with typical energy, working in the medium he has loved best: watercolour.

His work earned immediate international attention, certifying his status as a respected illustrator in a new field. Today, he continues to receive special commissions from many discriminating patrons everywhere.

Mr. Parkes has also instructed students of both graphics and interior design at Durham College of Applied Arts and Technology in Oshawa. He is a member of the Canadian Society of Painters, in watercolour, which has included his painting of "Five Chairs" into its celebrated Diploma Collection.



Leslie A. Parkes
C.S.P.W.C.