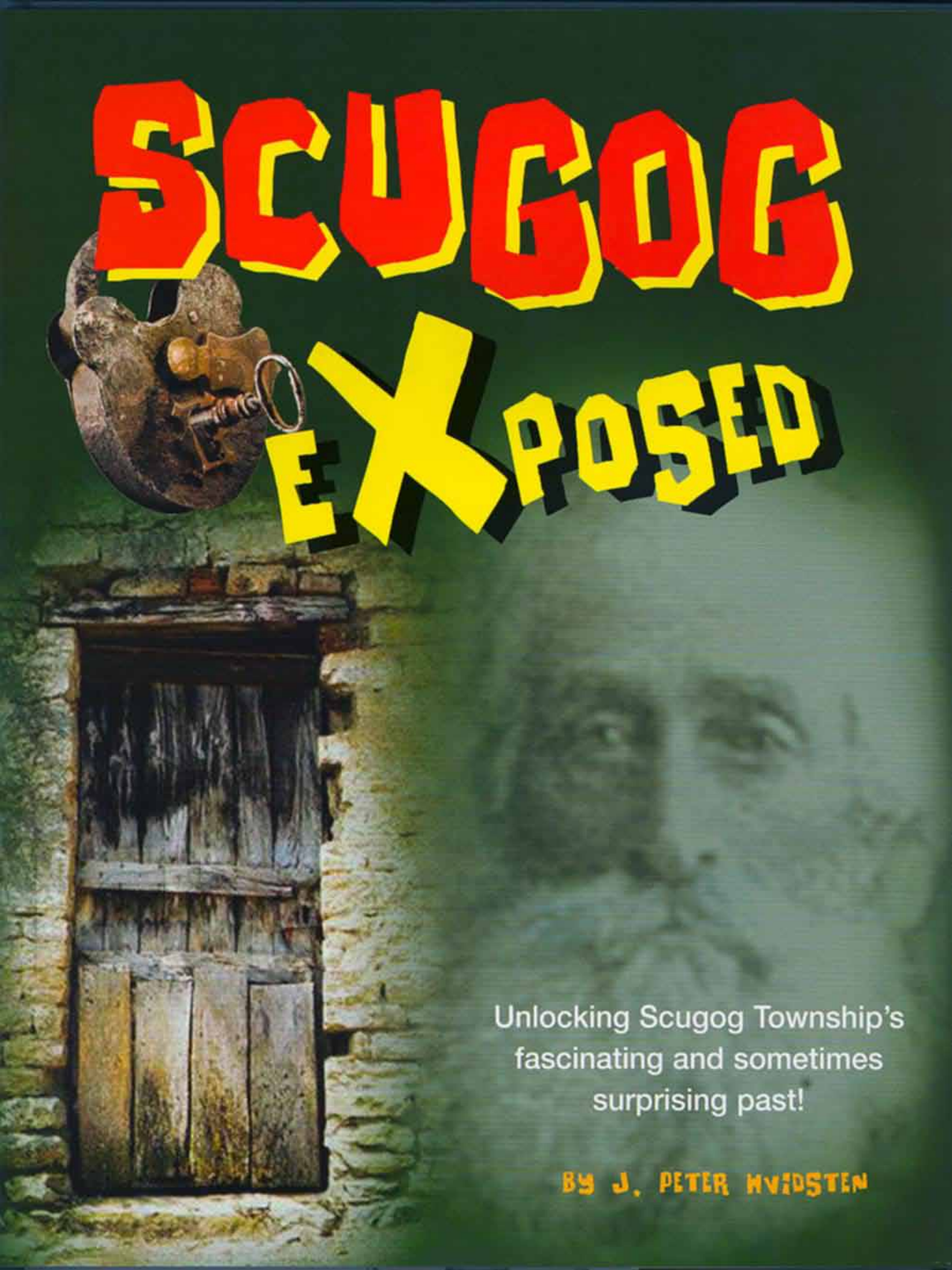




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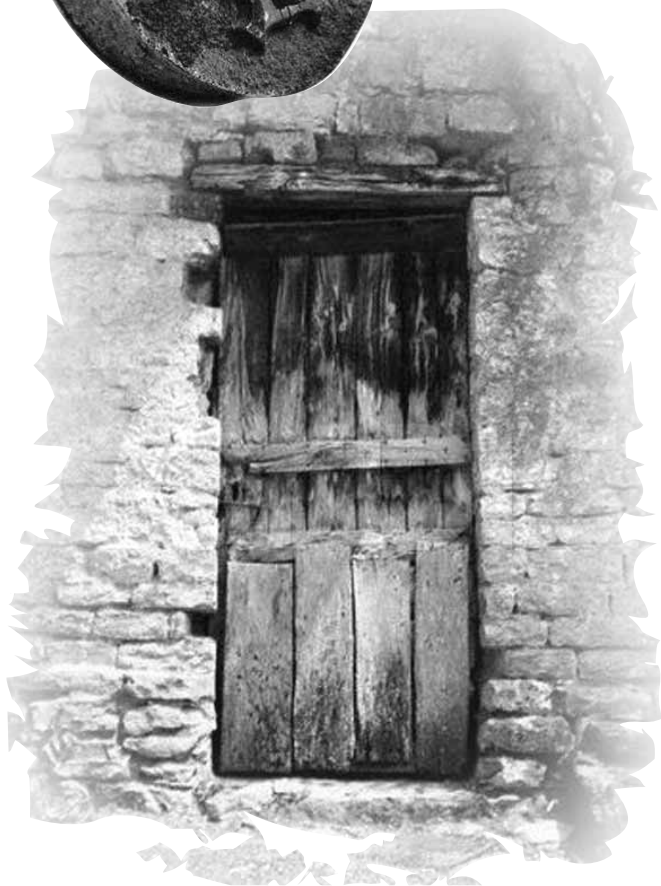
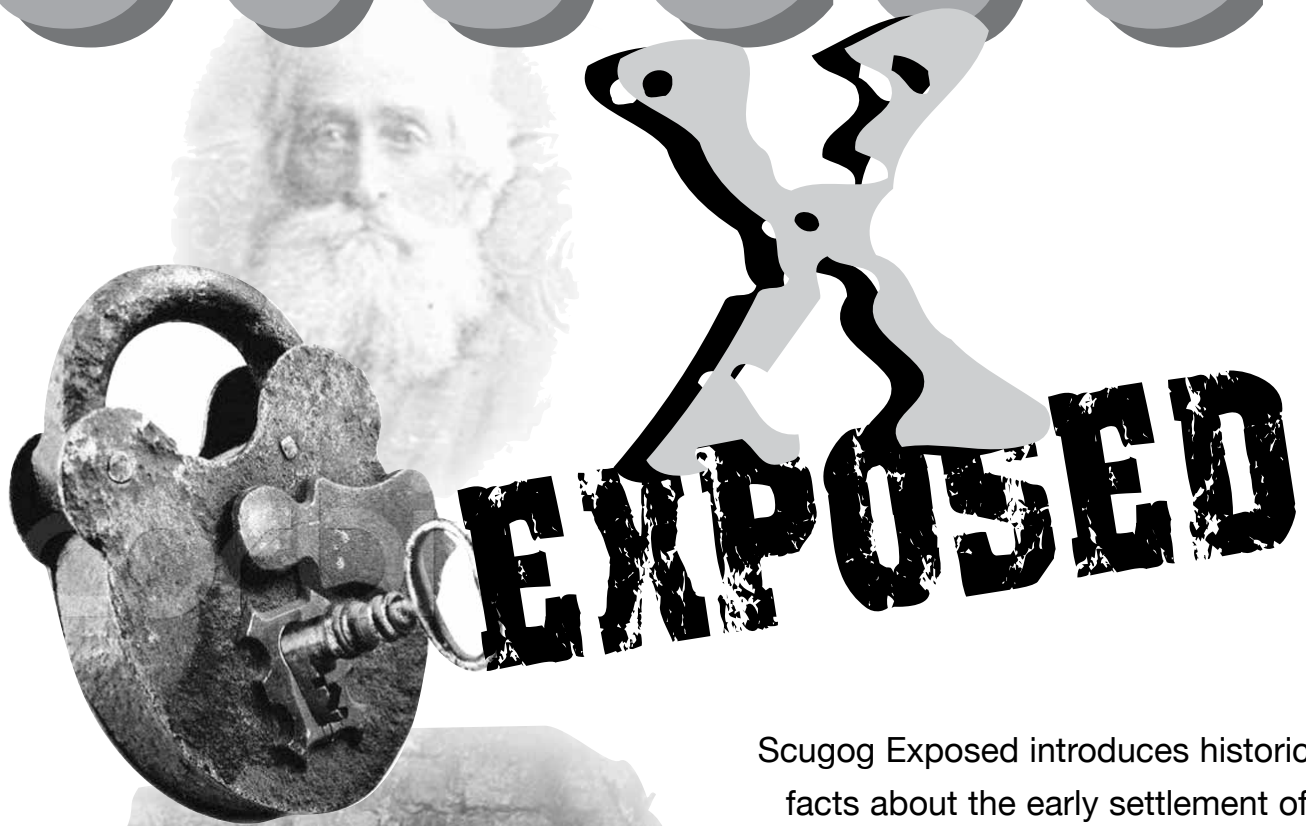
EXPOSED



Unlocking Scugog Township's
fascinating and sometimes
surprising past!

BY J. PETER HVIDSTEN

SCUGOG



Scugog Exposed introduces historical facts about the early settlement of Scugog Township and unlocks some of the legends and less known tales of scandal, thievery and murder!

by J. Peter Hvidsten

Dedication



Dedicated to the
Mississaugas of Scugog Island,
the original inhabitants of the lands
surrounding Lake Scugog.

Scugog Exposed

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Observer Publishing of Port Perry greatly appreciates the financial assistance provided by the Mississaugas of Scugog Island and the Baagwating Community Association, who made possible the distribution of Scugog Exposed to many of the elementary schools of the Township of Scugog.

Introduction

A lot of information has been published over the past few years chronicling the history of Port Perry and the old townships of Reach, Scugog and Cartwright. My writing colleague Paul Arculus and myself, have extensively researched the subject, resulting in the publication of five books in the past half decade. These books have provided detailed historical accounts of the early settlers and their hardships; the steamship and railway eras, the tragic fires, the business entrepreneurs and the magnificent homes and estates.

However, recognizing that not everyone has a love for detailed history, this book, *Scugog Exposed*, attempts to capsulize some of the important events of the past 150 years, in shorter, well illustrated stories, to attract young readers and those who do not want to wade through pages and pages of detail.

To accomplish this, *Scugog Exposed* will not only deal with the hard historical facts, but also will take a look at the interesting and often unbelievable folklore, scandals and tragedies that made the headlines in local newspapers before the turn of the 20th century.

We'll look into the discovery of an old Indian gravesite with more than 100 skeletons; the humorous tale of the Lake Scugog sea monster; robberies, murders, kidnappings and affairs between young women and older men. Many of these issues and events, which happened well over 100 years ago, mirror the events unravelling before our eyes today, proving that old saying "everything old is new again."

As with most historic documents, it's the high profile elected officials, business people and entrepreneurs who fill the pages with their accomplishments and successes. In *Scugog Exposed* we will also take a look at the "ordinary citizen" and the hardships and tragedies that they endured.

So you see, history doesn't have to be boring. In writing this book we present the hard historical facts, and liberally sprinkle them with the spicy stories that make our lives so interesting.

A great way to attract and introduce an important subject to a newer and younger generation.

Acknowledgements

In writing any historical document, there is a need to draw on a variety of resources and people to complete the work, and I have been very fortunate in receiving the co-operation and encouragement of a number of individuals.

First of all, many of the articles found in this book, are condensed versions of stories written by local author Paul Arculus for his series "Sketches Of Scugog" published in the Port Perry Star over a period of five years. Paul's work saved this author hours of additional research when compiling the information for this book. I can't thank him enough for allowing me to use this material.

I am also indebted to Craig Belfry and the staff of Scugog Shores Museum Village for allowing me access to the photo archives of the museum. Many of the pictures found in this book come from the local archives and this book would have had far less illustrations had I not received their co-operation.

Once again I called on illustrations penned by the talented Charles W. Jefferys, from his "Picture of Canadian History" books. These wonderful drawings help to illustrate pioneer ways from the earliest days. His extensive collection of detailed sketches, provide an amazing historical record during Canada's developing years.

Other important sources for historically factual information came from *On The Shores of Scugog*, by Samuel Farmer; *Scugog And It's Environs* by Rev. F.G. Weir; *Merchant's Of Old Port Perry* by Paul Arculus; *Stitches In Time* by Gwenyth Thompson, Kent Farndale, Norma Wolfe and Joan Ongley; *Cartwright Revisited* by Doreen VanCamp; the Archives of Ontario; The Port Perry Star, the Ontario Observer and the Port Perry Standard newspaper files.

Research has been made somewhat easier today, with the access to so many records available on the internet. What an amazing tool this is for amateur historians and researchers. Research from a variety of web-sites, provided information and illustrations for this book, that would have been much more difficult to find.

Following are just some of the important sites from which I was able to find and new information about Scugog's history.

- Canadian Heritage Gallery
www.canadianheritage.org
- Kenora Thistles/Fred Whitcroft
www.geocities.com/kinhobo/kenora.html
- The Amazing History of Victoria County
by Watson Kirkconnell, M.A.
www.ontariogenealogy.com
- Old Ontario County GenWeb
<http://www.rootsweb.com/~onontari>

Scugog Exposed provides only a brief description of the important historical information available to readers interested in learning more about this community. Following are some of the resources available at the local library and museum for those wishing additional information:

- Newspaper Microfilm records from 1857 to 2003
available at Scugog Public Library or Museum
- Greenbank, Country Matters in 19th Century Ontario
William H. Graham, 1998
- Historical Atlas of Ontario County
J.H. Beers & Company, 1877
- Stitches In Time - Growth of Community Hospital
Gwenyth Thompson, 1994
- History of the County of Ontario, 1615-1875
Leo A. Johnson, 1973
- Merchants of Old Port Perry
Paul Arculus, 1999
- Steamboating on the Trent-Severn
Richard Tatley, 1978
- Out of the Ashes
J. Peter Hvidsten, 1999
- On The Shores of Scugog
Samuel Farmer, 1913, revised 1935
- Scugog: The Early Years
J. Peter Hvidsten, 2001
- Scugog and It's Environs
Rev. F.G. Weir, 1927
- Historic Homes of Port Perry
P. Arculus & J.P. Hvidsten, 2002
- Cartwright Revisited
Doreen M. Van Camp, 1983
- Hot Off The Press - The History of Newspapers
J. Peter Hvidsten, 2002

Contents

Introduction.....	3
Acknowledgments	4
Chapter One.....	7
<i>Natives, Pioneers & Settlements</i>	
Chapter Two.....	25
<i>Roadways, Railways & Waterways</i>	
Chapter Three.....	41
<i>Industry & Commerce</i>	
Chapter Four.....	53
<i>Significant Structures</i>	
Chapter Five	71
<i>The Fire Fiend</i>	
Chapter Six	79
<i>Professional & Commercial Enterprises</i>	
Chapter Seven.....	85
<i>Landmarks Lost and Forgotten</i>	
Chapter Eight	93
<i>Profiles & Personalities</i>	
Chapter Nine.....	109
<i>Legends, Scandals & Murder</i>	
Maps, Pre 1900	129
Credits	136
Index.....	138

Legends & Scandals

March 1878 - Joseph Baird discovers a round depression on his farm near Seagrave, and uncovers more than 100 skeletons, thought to be the remains of Indians slain during a fierce battle...

See page 12



May 1881 - Three Port Perry men out hunting for ducks around Beaver Meadow, reported that they came across a large sea monster 20' long with a large head and eyes the size of saucers....

See page 110

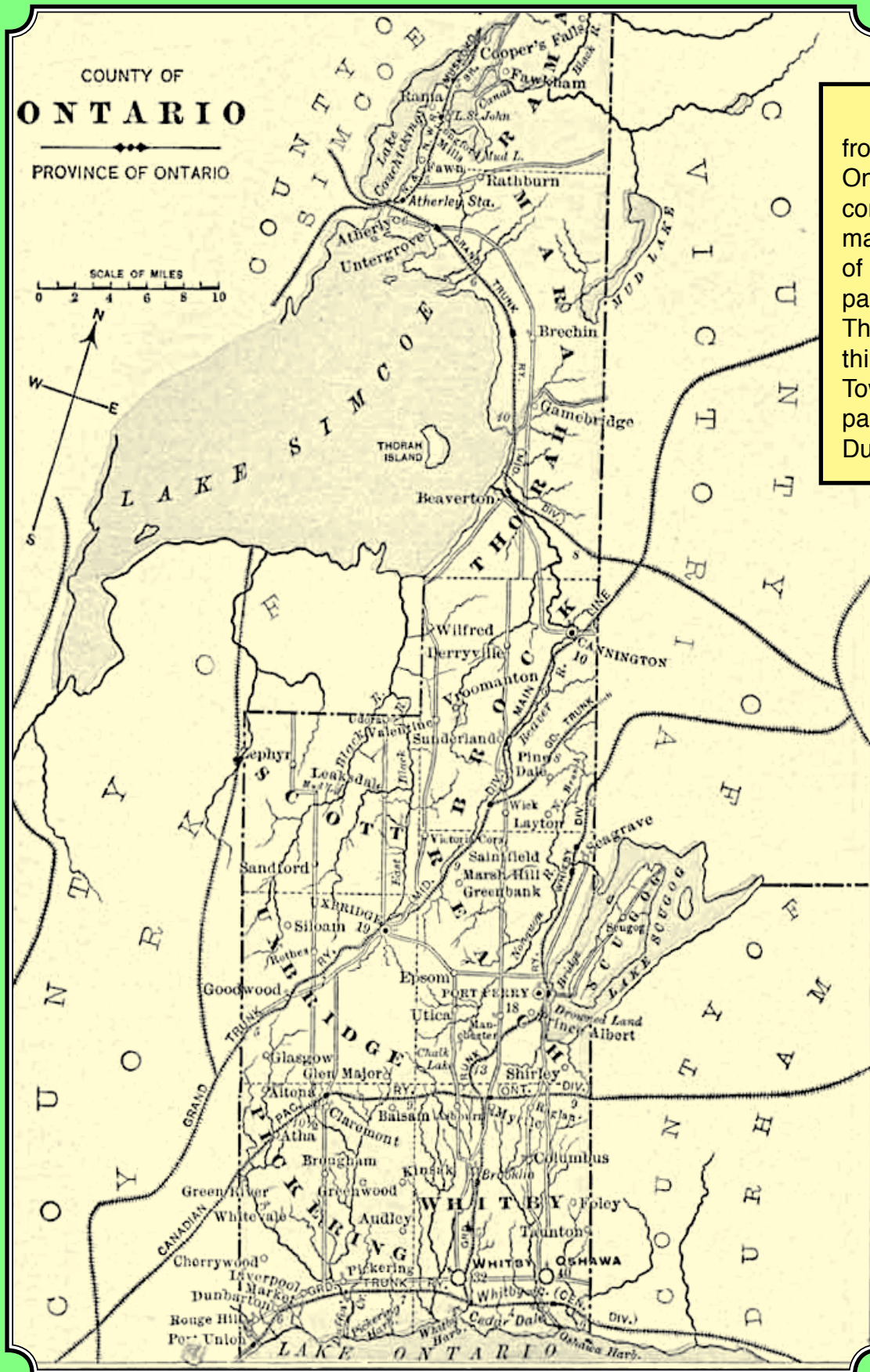
Sept. 1877 - A farmer outworking his field near Greenbank finds the bones from a body sticking out from under the roots of an old stump and summons the help of the local lay-preacher from Manchester to dig it up....

See page 52



Natives, Pioneers & Settlements

Ontario County



As can be seen from this 1884 map of Ontario County most communities that now make up the Township of Scugog were then part of Ontario County. The only exception to this was Cartwright Township, which was part of the County of Durham.

Ontario County



The land mass in southern Ontario, which became Ontario County in 1853 had a brief encounter with one of the new world's important early explorers. The area was visited by the great French governor and explorer Samuel de Champlain in 1615.

Champlain is reported to have ascended the Ottawa River, crossed into Lake Nipissing and descended the French River to Georgian Bay.

Coasting along the bay, he reached the Severn River, which he followed through Lake Couchiching into the country of the Huron Indians.

He agreed to join them in an attack on the Iroquois, south-west of Oswego in New York State. Passing through Lake Simcoe to the Talbot River, he reached Balsam Lake and followed the waters of the Trent to Lake Ontario.

Afterwards communication with Lake Huron was made through Whitby and Reach Townships and through the Rouge River in Pickering Township to the Holland River and Lake Simcoe.

Creation of Ontario County

Prior to 1850, Ontario County was part of a much larger area known as the Home District. This entire land mass at this time was largely primeval, dense forest, from Lake Ontario northward, with few villages and even fewer settlers venturing into the backwoods.

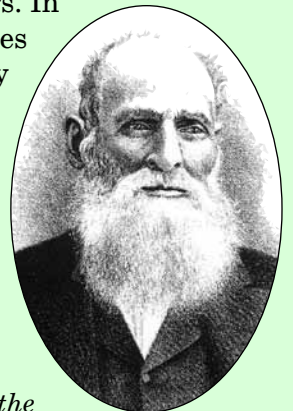
In 1851 Ontario, York and Peel counties were united for judicial and municipal purposes; but in 1852 steps were taken to divide this territory and form Ontario County. In December 1853 Ontario County became an independent county and was divided into two Ridings - North and South Ontario - each sending one member to the House of Commons, and one each to the Local Legislature (now Queen's Park).

The new Ontario County comprised of the following municipalities - Reach, Brock, Uxbridge, Scott, Scugog, Thorah, Mara and Rama Townships and the incorporated villages of Port Perry, Uxbridge and Cannington in the north. The southern part of the county included the townships of Whitby, East Whitby, Pickering; the town of Whitby and village of Oshawa.

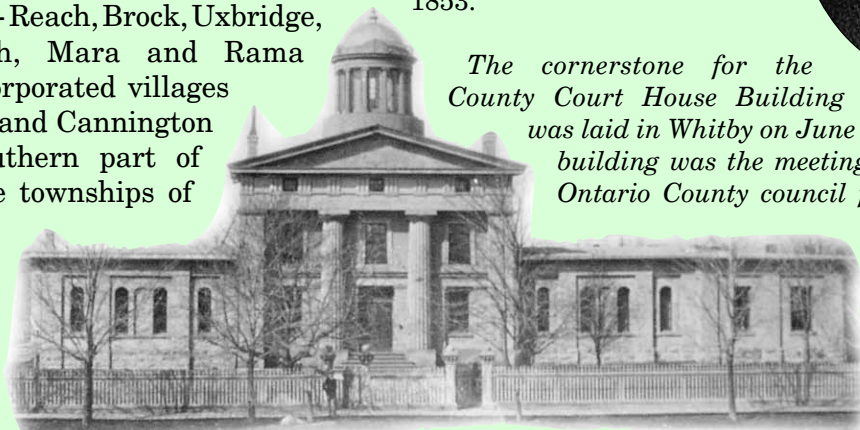
Regular meetings of County Council

were held twice yearly, in January, when the Warden was elected to office, and the second meeting in June. Each municipality was entitled to elect a Reeve, and Deputy Reeves according to the number of ratepayers on its assessment rolls. Additional Deputy Reeves were allowed for every 500 additional ratepayers. In total, 32 elected representatives attended sessions of County Council in Whitby.

Joseph Gould, Reeve of Uxbridge, who had led the battle for separation from York and Peel, was elected as the Provisional Warden in January 1853.



The cornerstone for the County Court House Building was laid in Whitby on June 30, 1853. This building was the meeting place for the Ontario County council for more than 100 years.



The Mississaugas

Arrival of the Mississaugas

The Mississaugas are an Algonquin tribe from near Sault Ste. Marie, who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century, hunting parties of the Mississaugas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois.

The outcome was a Mississauga council of war in 1740 and the launching of a great punitive expedition against the enemy. The conflict opened with the annihilation of a Mohawk force on the "Island of Skulls" in Georgian Bay.

In Victoria County the Iroquois resistance stiffened, and eight swift, bloody battles had to be won before the Mississaugas could slash their way through to the east. Near Coboconk, on Gull River Range, evidence still exists of the pits from which beleaguered Mohawks fought to the death.

Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Goose Lake, north of Cambray and slaughtered there.

Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay made their last stand at Caesarea, on the east shore of Scugog Lake, and at Washburn's Island. At the latter place, the warriors fought in the shallows up to their waists in water, and for long years afterwards the waves kept washing human bones up on the beach.



Who were the Mississaugas?

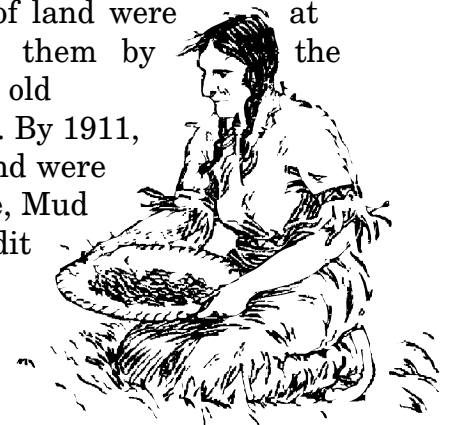
The Mississaugas- are described as a tall race, characterized by fine physique and a heavy, prominent nose. They probably equaled the Iroquois in bravery and strength but lacked their solidity of character, and capacity for organization.

Their prowess in war needs no vindication, but they never established a strong, concentrated civilization after the manner of the Iroquois and the Hurons. They depended far more on hunting and fishing than on agriculture, and so, lived in small, scattered groups throughout their domain.

Their homes were not the rectangular bar lodges of the Iroquois peoples, but round wigwams built by planting poles in a circle, tying their tops together, and fastening birch bark or grass mats around the outside as walls.

The history of the Mississaugas since contact with the white man has been a slow tragedy. Originally numbering several thousands, they were so debauched by the white man's whisky and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land roused much covetousness, while their frank and trustful natures made them an easy prey to a swarm of swindlers.

Certain small reservations of land were last bought or set aside for them by the Crown. Here they still live, their old traditions and instincts die hard. By 1911, the Mississaugas totaled 831, and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River.



First Nation settlers

The Mississaugas of Scugog Island First Nation

The Scugog Region was the summer home of the Mississaugas for more than 100 years prior to European settlement. They travelled here each spring from the shores of Lake Ontario to enjoy the plentiful supply of maple syrup, wild rice, cranberries, and game such as deer and bear. The wide marsh that existed then abounded with ducks, geese and many other waterfowl. ("Scugog" is a native word meaning "marshy waters".)

By 1828, the Mississaugas had started growing crops along the fertile shore of the marsh, and there was a school operated by Methodist missionaries.

A dam built on the Scugog River in 1829, at Lindsay, raised the water level in the wetland by about six feet, submerging over 1000 acres



Map courtesy: <http://www.uac.org/nations-scugog.php>

of land - including the wild rice and cranberry bogs.

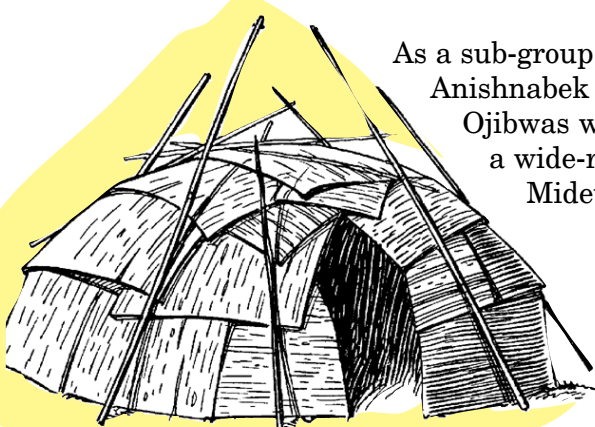
As a result the marsh, and all its bounty to the Mississaugas, was destroyed; the new lake was a mass of noxious rotting vegetation. This combination of bad water and the annihilation of their natural and planted crops decimated them along with their assigned missionaries.

The surviving Mississaugas were forced to move away and take refuge at Coldwater Reserve near Orillia from 1835-1837. When they returned they were forced to use their own resources to purchase their own land before they could re-settle on Scugog Island. This purchased land was declared by the Federal Government to be a reserve. It is important to note that they were not given an opportunity to purchase any waterfront. Thus, they are still faced with the economic challenge of being landlocked on an island.



As a sub-group of the very large Anishnabek nation, the Mississauga Ojibwas were part of a strong culture with a wide-ranging knowledge of the Medewiwin. It is a teaching of the Midewiwin that every tree, bush and plant has a use.

The Mississaugas of Scugog Island First Nation today occupy the Scugog Reserve which is located at the north end of Scugog Island in Lake Scugog. The reserve covers 321.4 hectares and is home to 30 aboriginal people with another 173 living off the reserve. The native language of these people is Ojibwa.



Traditions

On Friday, March 15, 1878 Joseph Baird, was out gathering sap in the woods on his Seagrave area farm, at Lot 17, Conc. 14, Reach Twp., when he discovered a large depression in the surface of the ground.

It was circular in dimension, resembling the mouth of an old well, but when he began to probe the area, he came upon what appeared to be a burial site in which had been interred the remains of an estimated 150 bodies.

Excavation found the circular pit was about eight feet in diameter and perhaps seven feet or more in depth. In the pit, all the bodies had been laid face downwards with their heads towards the outside of the burial pit.

The discovery was reported in the newspaper and the man who came across the site wrote: "when I saw the place it presented the most ghastly sight I ever witnessed. The mouth of the pit was bordered with about 100 skulls while the bottom of the hole presented literally one mass of bones."

The anonymous witness also reported that within a few feet of the pit was found a mound eight feet long, four feet wide and four feet above the surface of the ground.

Upon digging into the top of it a row of stones was found about level with the ground, and upon one of those being removed, a stick could be quite easily run into the ground, three or four feet."

It was speculated at the time that an Indian battle had been fought here and that the bones found were the remains of the slain. These burial sites were known as an "ossuary."



Feast of the Dead...

The above account of finding an Indian ossuary, brings us to one of the most remarkable customs of the Hurons, was the Feast of the Dead, held every twelve years.

As individuals died from time to time, their bodies were either buried in the earth in a crouching posture or strapped on a scaffold in a tree. These obsequies were, however, only temporary, and at intervals of twelve years all the corpses of the tribe

were brought together and buried in one large, circular pit.

The Jesuit Fathers were eye-witnesses to one of these ghastly celebrations and reported each village first exhumed its dead, and carefully scraped the bones of all except the most recent corpses.

When all the villages had assembled, funeral games were held and orations made by the chiefs. Then all complete corpses were carefully arranged around the bottom of the pit and the loose bones thrown in on top. Finally logs, earth and stones were thrown on top to complete the burial.

Although no definite arrangement of the bones can be traced, it has been observed on a number of occasions that all the skulls have been placed face downward.

When buried this way, it is speculated it may have occurred after a massacre, as it was usual to arrange the bodies regularly with their feet towards the centre of the pit.



*Experts from The Amazing History of Victoria County
By Watson Kirkconnell, M.A.*

Lake Scugog

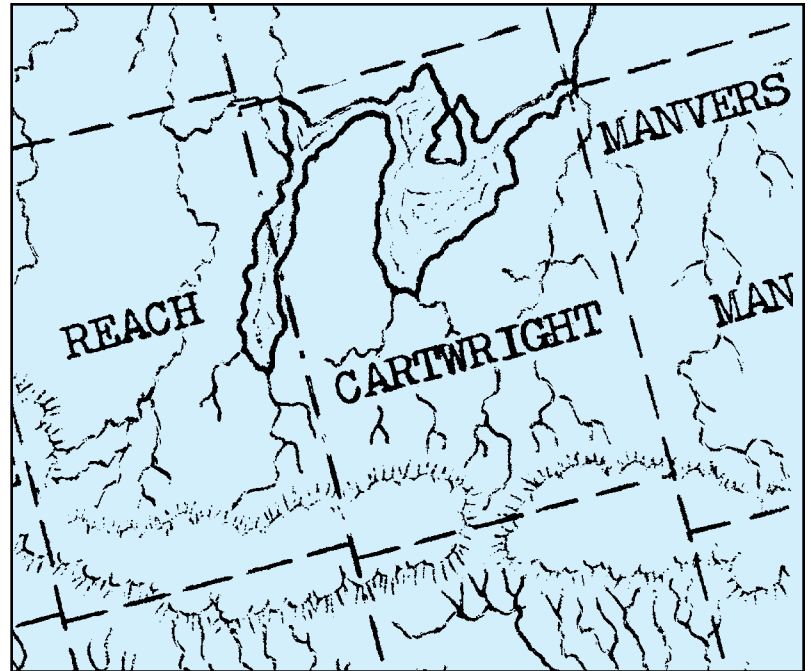
How Lake Scugog was formed...

The land wedged between Scugog Island and Port Perry, on the eastern shore of the mainland, was primarily a dense marsh with a narrow river winding its way north through a thick, lush carpet of rice fields and tamarack bush before 1829.

In that year William and Hassard Purdy built the first dam across the Scugog River at Lindsay. The dam had no locks so raised the water in the Lake Scugog basin between six and eight feet.

A decade later, as more settlers began to arrive in the area, the government built a second dam with locks. The water was then lowered so that less land along the Scugog River and in Lake Scugog was flooded.

The locks at Lindsay continue to control the depth of water in Lake Scugog to this day.



This 1826 map shows Lake Scugog as little more than a wide river and Scugog Island has yet to become surrounded by water.

Importance of Lake Scugog

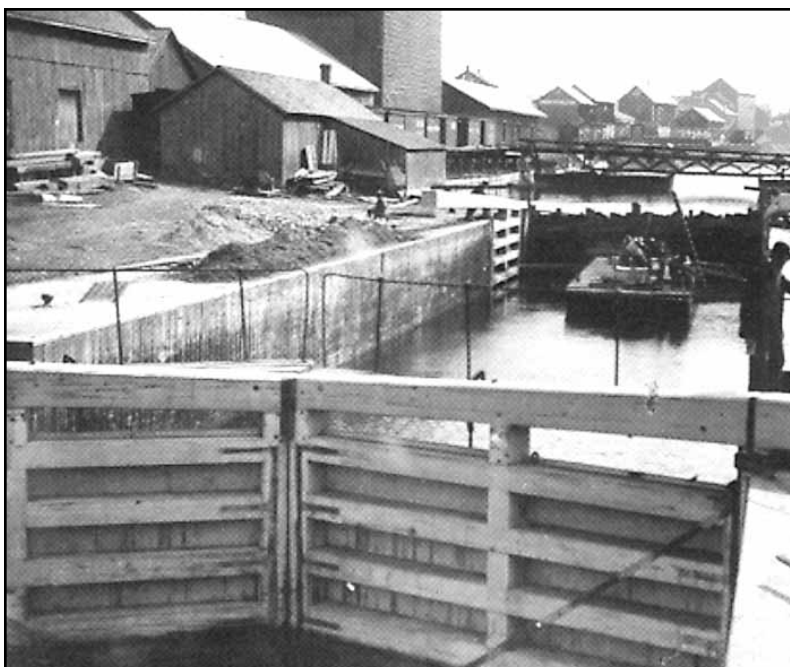
Lake Scugog has played such an important role in the development of Port Perry and area over the past century and a half it is hard to comprehend how it would have developed had it not been for the lake.

For the First Nation Indians and early settlers it was used as a source for food and also as an important transportation system.

After the lake was enlarged, due to flooding caused by the Lindsay dam, came the era of the steamship. Many boats, some up to 100' in length, began to ply the lake, bringing timber and other important products south to Port Perry. The ships also carried hundreds of passengers on excursions up the lake for picnics on Washburn Island and as far north as Lindsay.

Over the past century, the use of the lake has increased, provided recreation for the the growing communities around it, being used for fishing, hunting and swimming.

Today, Lake Scugog continues to provide activities for the the thousands of people who now call the area their home.



Lindsay locks about 1900.

Lake Scugog

High water results in plague, and rebellion by land owners

One of the earliest descriptions of Lake Scugog comes from a book written by W.L. Smith about the pioneer life of Ontario.

William Purdy who moved with his family from Brockville to Lindsay in 1837 described the lake as a mass of marsh grass, the only clear water being that in the channel followed by the scow.

The scow he referred to was the one he used to haul his luggage from Scugog Village (*Port Perry*) to Washburn Island on his way north to Lindsay.

After the Purdy's built a dam across the Scugog River to provide power for a mill, the water backed up and its level raised about six feet.

The large tamarack forests that stood at the south of Scugog Island, were killed off exposing the marshy swamp as it still appears to this day.

The raising of the level of the water also caused the flooding of a great deal of farm and timber land and this in turn led to much outcry and many appeals by settlers along its banks.

Attempts were made to solve the problems but the water was now being used for navigation purposes and many people were enjoying the opportunities the lake afforded them.

The people of Port Perry and area were enjoying the larger body of water, which provided better navigation and fishing and demanded that the dam be maintained at its current level. They petitioned the Government, in the best interests of the people, to assume ownership of the dam so that the water may be kept at a moderate and even level.

Of course not everyone was happy with the Scugog River and lake being flooded over their customary banks. The flooding resulted in all the trees and underbrush dying, and the stagnant waters grew miasmatic, producing a plague of fever which killed off scores of settlers on the farms nearby.

Owners of submerged land from as far south as Port Perry rose up one summer day in 1838, seized flintlocks, axes, and pitchforks, and marched to Purdy's mill. However the conflict never developed as cooler heads prevailed. Following a meeting between the property owners and Lindsay officials, a deal was struck to lower the water by two feet.

This solution was not perfect for either side, but as a result of legal proceedings, the dam was lowered by two feet, and the land owners were obliged to put up with their losses.

More information available at:
[www.ontariogenealogy.com/Victoria/History/Scugog And It's Environs](http://www.ontariogenealogy.com/Victoria/History/Scugog%20And%20Its%20Environs)

Scugog's dark side

While Lake Scugog provided both recreational and commercial benefits to the area, it also brought tragedy on many occasions.

Following is an Ontario Observer newspaper article reporting the 'dark side' of Scugog.

TEAM DROWNS

On Saturday, 3rd inst., a team in crossing the ice on Scugog lake, hauling a load of maple lumber to J.B. Lazier's factory, broke through the ice and team, load and driver went down.

The team shot right under the ice and were both drowned; the teamster came near being drowned.

He had two Indians riding with him on the load when it went down; one of them who ran off immediately at the very top speed, the other, however, remained like a man and helped to extricate the teamster from his perilous position.

One of the horses belonged to Mr. Lazier and the other to the teamster.

April 1869

Seagrave or Nonquon?

The first settlement in the Seagrave area started about 1849.

At this time there were just a few cabins nestled along the small stream called the Nonquon which emptied into Lake Scugog a little further east.

Because of this, the hamlet became known as Nonquon.

Reach Settlers

The arrival of Reuben Crandell and his family marks a new beginning

Following an established narrow “indian foot path” which Major Wilmot drew on his survey of 1815, Reuben Crandell literally cut his way through the dense forest from Oshawa to Lake Scugog, widening the path to make room for his team of oxen to travel.

The sight that met his eyes, when he chopped his way to the edge of Lake Scugog that May afternoon in 1821 was that of low lying swamp, stretching as far north as the eye could see between Scugog Island and the mainland.

Rather than settle alongside the insect infested swamp, Crandell moved his family south-west to an elevated piece of land just east of Manchester.

He purchased 200 acres, near Manchester and erected a modest log home in which to raise his family. Only seven months after their arrival, Catherine gave birth to Lucy Ann, the first white child born in Reach Twp. Benjamin Crandell was the first white male child to be born in the log cabin, followed by brothers George, Caleb and Reuben Jr.

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

REUBEN CRANDELL WAS THE FIRST TO SETTLE IN REACH TWP.

Crandell cut his way along an indian trail from Oshawa with his young wife Catherine and son Elmore in May 1821. They settled on 200 acres of land near Manchester where they built their first home, a crude log cabin.

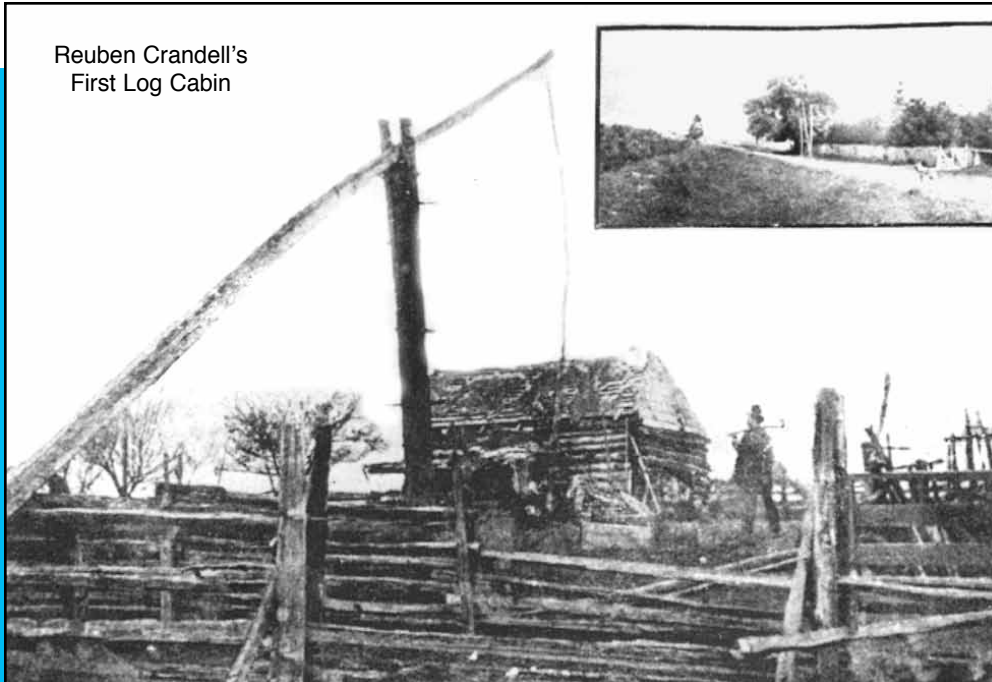


Abner Hurd was first white settler in Prince Albert

In 1824 Abner Hurd (*Heard*) and Reuben Dayton became two more of the earliest settlers in Reach Township. Both men settled on the site of Prince Albert, which was for many years known as Dayton's Corners.

The village was also referred to as Boynton's Corners after William Boynton, who later settled a short distance south of Prince Albert and built a tavern.

Reuben Crandell's First Log Cabin



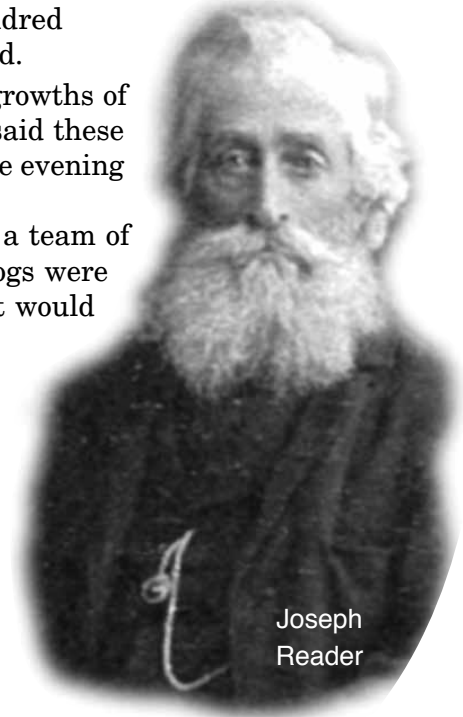
Scugog Island

The first white settler on Scugog Island was a man by the name of Joseph Graxton who arrived in 1834. Not far behind him came Joseph Reader and his sons; Stephen Scoville, the Pickles, Wm. Rodman family, Joel Aldred family, John Foy, John Collins, Wm. Bateman and many more followed.

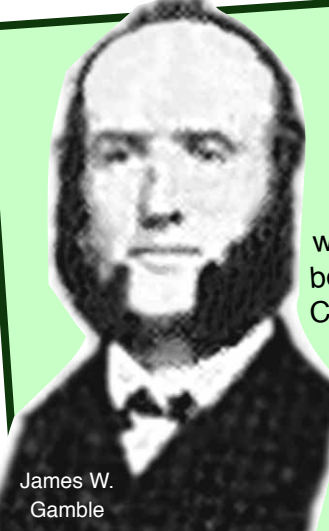
six

There was much work to do for the first settlers, clearing the thick growths of timber so the land could be harvested. It was not an easy job, but it is said these hardy men could swing an axe all day long with ease, then head off in the evening to attend a dance until the wee hours of the morning.

Trees were cut into logs and after it was cut and the brush burned, a team of five men and an oxen could clear about one acre of land per day. The logs were put into large piles and burned at night when the air was cooler and it would burn better.



Joseph Reader



Scugog's First Reeve

The Township of Scugog was formed in June 1855, being separated from Cartwright and Reach Twps. James Warren Gamble was elected the first Reeve of the newly formed township in January 1856.

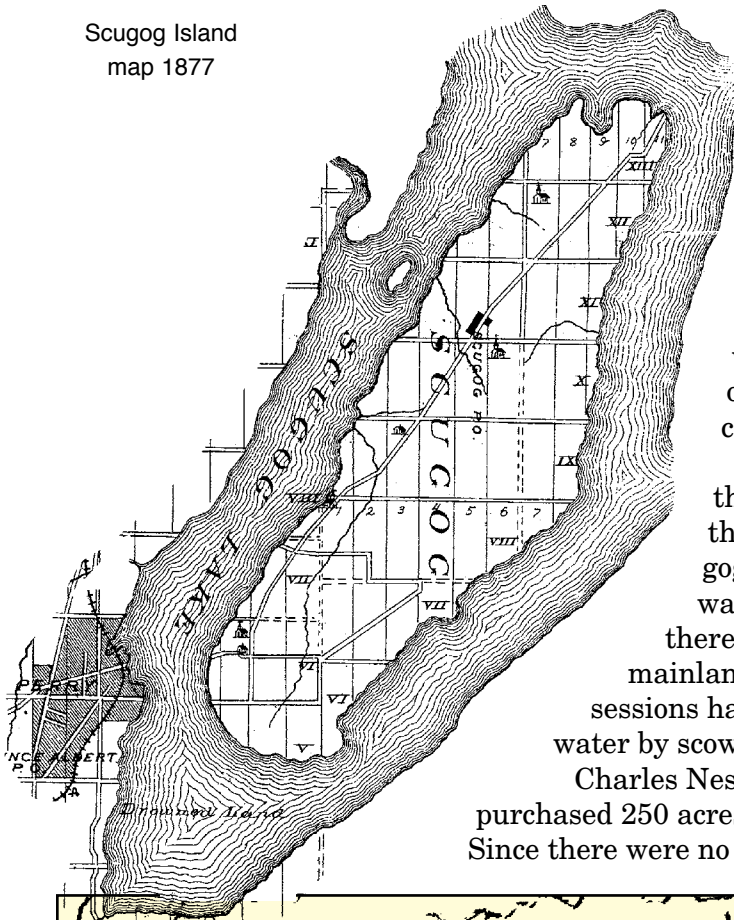
James W. Gamble

Below: Sketch by C.W. Jeffreys showing methods pioneers used to clear the land of trees.



Scugog Island

Scugog Island
map 1877



Scugog Island is approximately 10 miles long, two and half miles wide, and contains about 11,000 acres of good farmland.

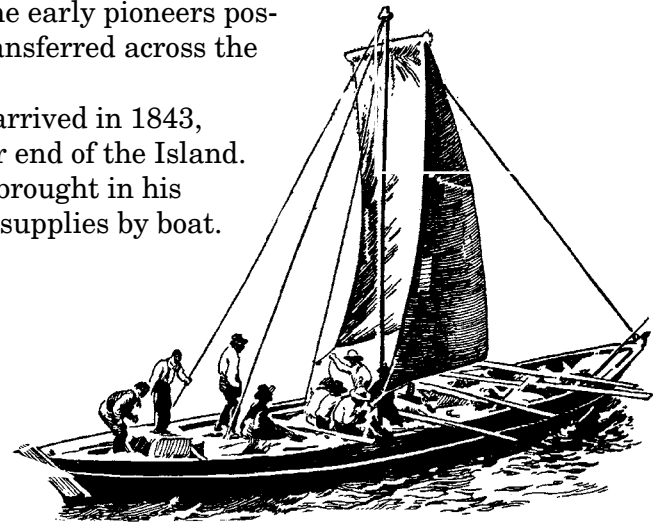
As explained earlier, the name Scugog comes from an Indian word that simply translated means “submerged land.”

When first surveyed by Major Wilmot in 1815-1816, the Island was blanketed with a dense forest and there were no roads, clearings or any mark of settlement. The only apparent signs of life were left by the Indians who camped and hunted for game.

Unlike Reach Township which began to be settled in the early 1820s, it was more than a decade later before the first settlers made their way across the muddy Scugog marshlands to the Island. Access

was very difficult at this time, since there was no connecting bridge to the mainland, so all the early pioneers possessions had to be transferred across the water by scow.

Charles Nesbitt, who arrived in 1843, purchased 250 acres at the far end of the Island. Since there were no roads, he brought in his supplies by boat.

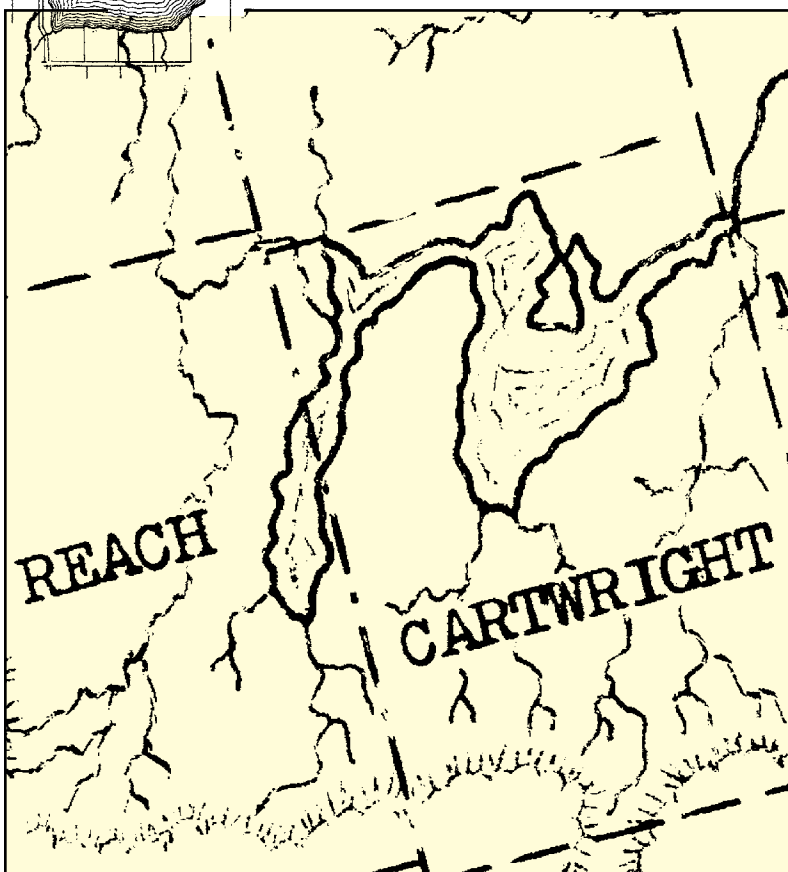


Here he cleared the land and put up a log shanty and a year later married Rebecca Stewart.

Joel Aldred and William Rodman arrived in 1844, and like Nesbitt, brought their belongings, including oxen, to the Island by means of a raft.

By 1847 a missionary to the Indians reported that there were about 100 white people now settled on the Island.

As the settlement of the Island continued the bush was cleared and the view from the lake would have been ‘wreaths of smoke’ filling the air as the felled timber was burned.



Map of Reach and Cartwright Townships in 1826, before Scugog Township was severed and created in 1855.

Cartwright Settlers

George Hall first to settle in Cartwright

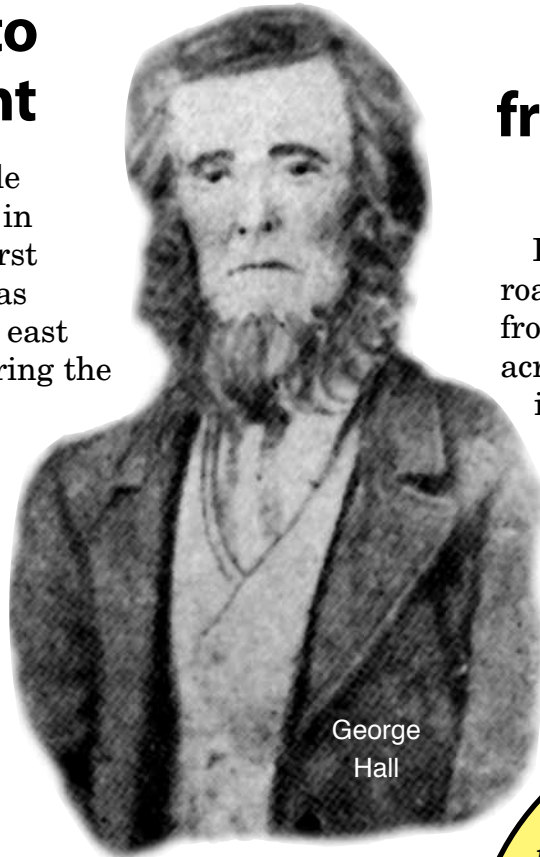
Records show that John Hoople was the first person to buy land in Cartwright Township, but the first permanent settler in the area was George Hall, who purchased the east half of lot 23, concession 5 during the summer of 1833.

After clearing about two acres, and building a small log shanty, he then returned to Cobourg to marry Jane Hamel. The newlyweds returned to Cartwright to live, clearing the land, planting crops and building a new log cabin to replace their crude shanty.

The Halls raised a family of four sons and five daughters.

Other early settlers of the township included the Irvines, Caesears, James Spinks, Samuel Ferguson, John Devitt and many more.

The township was named for the Hon. Richard Cartwright, a member of the Legislative Council for Upper Canada.

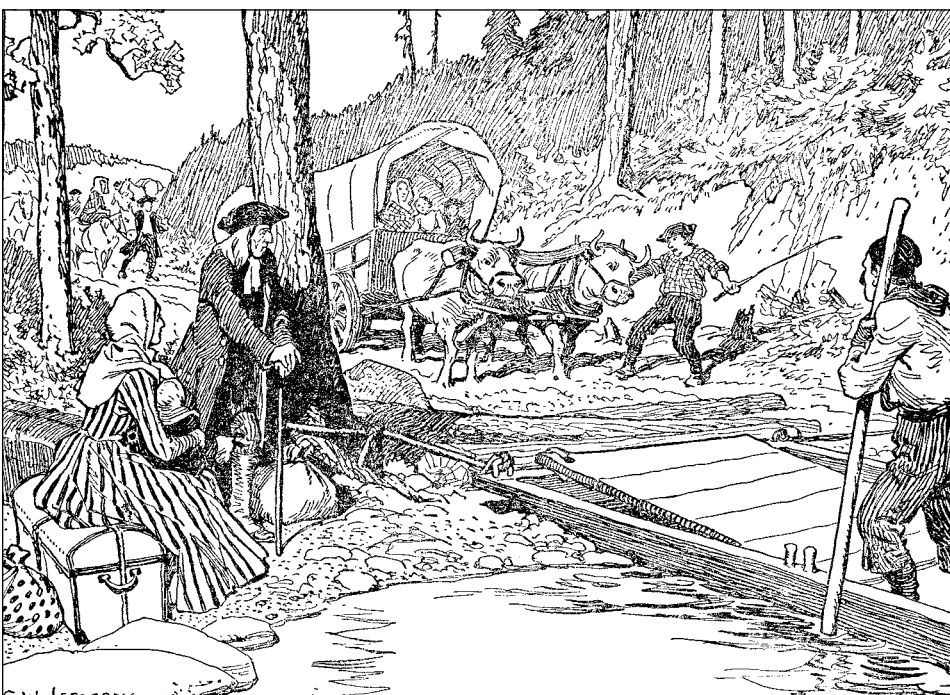


The long trip from Blackstock to Port Perry

Before the permanent roadway was constructed from Scugog Island across the marshland into Cartwright in 1890, residents of the township had to travel about 15 miles by foot or horse drawn wagon, around the south end of Lake Scugog to get to Port Perry.

CAESAREA

Caesarea was at one time known as Lasherville, after pioneer John Lasher who ran the local inn. It wasn't long after the arrival of the Caesar family in 1836, that the village was renamed Caesarea.



Early settlers endured many hardships making their way into Ontario County.

First Survey

Although Cartwright Township was originally surveyed in 1816, it was almost 20 years before the first settlers came to stay on the land.

Cartwright, like Reach and Scugog Island was surveyed by Samuel Wilmot, and the township contained 14 concessions, including a large part of Scugog Island at this time.

Cartwright Settlers



Map of part of Durham County circa 1891 courtesy of: www.ontariogenealogy.com/ontariomaps/durham.jpg

Captain James Fluke

In the Mount Pleasant Cemetery, Toronto, in an impressive mausoleum lie the remains of Captain James Fluke, a Cartwright pioneer.

James Fluke and James Tooley were the first businessmen in Tooley's Corners. James Fluke's hotel was at the southeast corner of the four corners of the tiny hamlet that later became known as Williamsburg and was later renamed Blackstock. James Fluke became the community's assessor in 1846 and was appointed Reeve in 1847.

Captain Fluke became a wealthy landowner and successful businessman. He owned several properties in the township, as well as his hotel and blacksmith shop at the southeast corner of the community.

It was James Fluke who donated two acres of his land in Williamsburg for the St. John's Anglican Church. The present church was built on the property later that year.

In 1877, while investigating a smoking chimney on his hotel, Fluke fell from a ladder and suffered serious injuries. He was 53 years old at the time. He and his wife Charlotte decided to sell all their Cartwright properties and retire in comfort to Toronto. They lived for many years in an elegant home on King Street just west of Bay Street.

Capt. James Fluke died on April 12, 1894 at the age of 70, and was buried in the Fluke mausoleum Mount Pleasant Cemetery.

Mysteriously, some unknown person regularly places a bouquet of flowers at the door of the mausoleum.

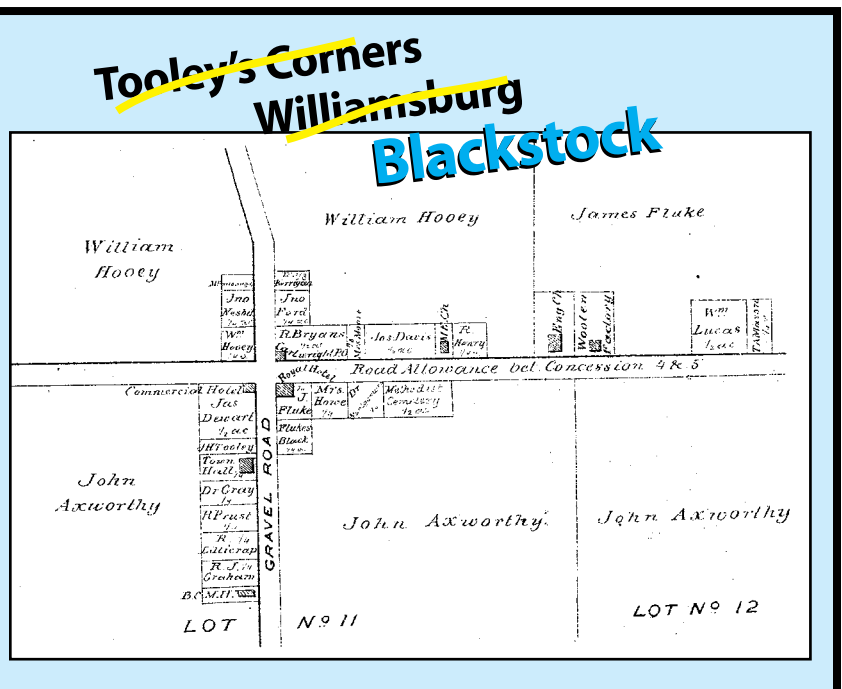
Naming of Blackstock

The present village of Blackstock was originally called Tooley's Corners. It was named after James Tooley who operated a hotel on the south-west corner of the four corners. This is where the cenotaph is now located.



The community later changed its name to Williamsburg, and then in 1887, to Blackstock.

George Tait Blackstock, left, after whom the community is named, was a lawyer who twice ran as M.P. for Durham West.



Scugog Village

**DID
YOU
KNOW?**

SCUGOG VILLAGE

Where Port Perry now stands was formerly an Indian settlement, which was called Scugog Village by the first settlers. The name was changed to Port Perry in 1852, after the first post office was established in the young village.

SCUGOG?

This strange word comes from an Indian word which translated into 'shallow water' or 'submerged land.'

The spelling of the word varied on early maps and documents including.

A few examples are: "Schooguag", Schugog and Skugog before finally being accepted as "SCUGOG"

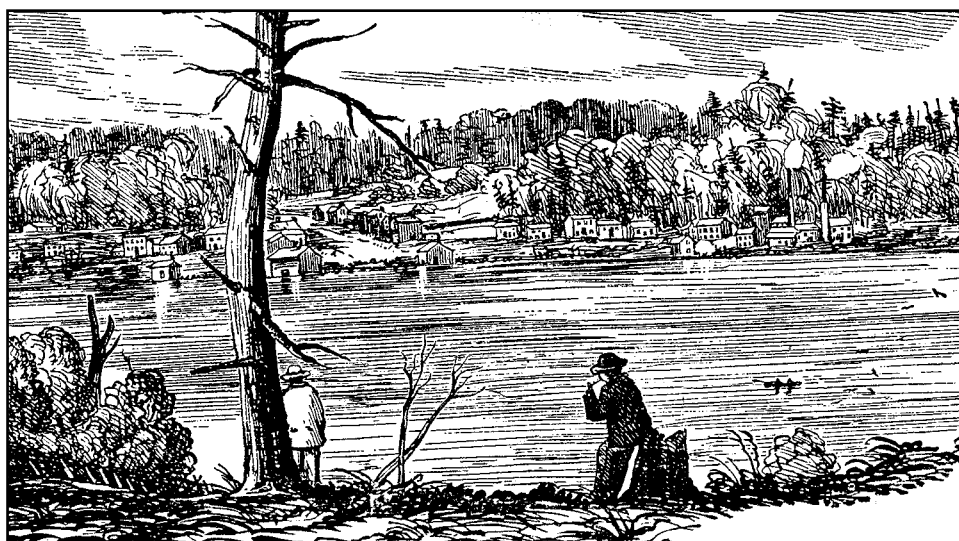
Elias Williams was the first white settler in Scugog Village

Elias Williams is credited with being the first white man to settle in Scugog Village, which later was renamed Port Perry.

Elias settled on part of a large 400 acre parcel of land containing lots 19 and 20 in the 6th concession of Reach Township, which he had purchased on April 8, 1831. Much of this land is now the downtown business section of Port Perry.

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

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



Port Perry as viewed from Scugog Island in 1854.

Port Perry named in honour of Peter Perry

Peter Perry, a Whitby businessman interested in the lumber products around Lake Scugog, purchased a good portion of the Williams' property in Scugog Village from Peter and Charles Williams in 1843.

About a year later he established the first trading post in the village on the south-west corner of Queen and Water Street, in Scugog Village.

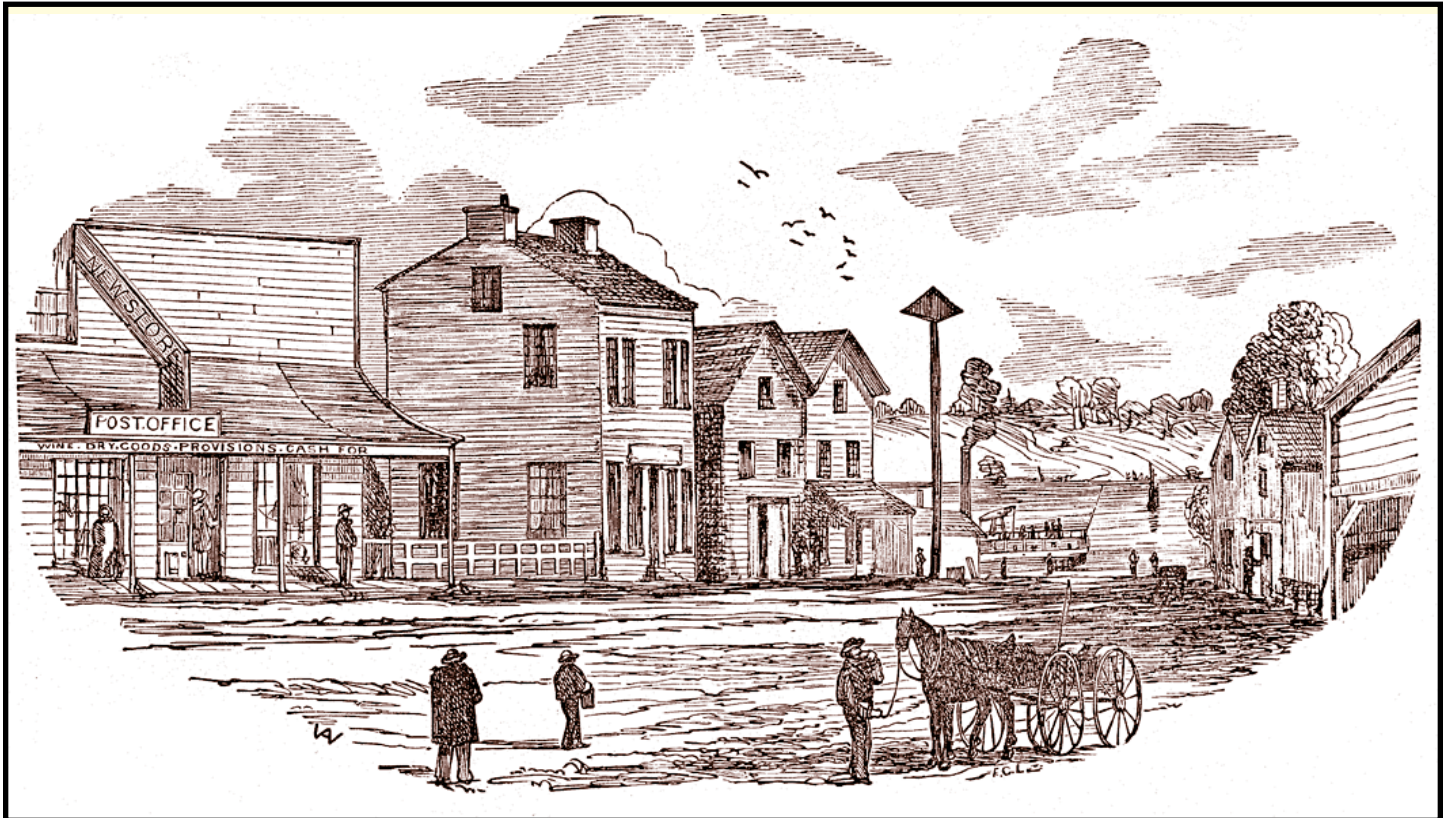
In 1845 Perry drew up the first



village plan, but unfortunately he died before it was registered. In 1852, a year after his death, Scugog Village was renamed Port Perry in his honour.

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

Port Perry



This sketch from the Anglo American Magazine of 1854 shows the north east side of Queen St., Port Perry. Stores from left, are: Bigelow's General Store & Post Office, McMichael's General Store, Jones Brother's Grains and

Feed, Charles S. Jewett's Boots & Shoes and William White's Planing Mill at the lakefront with the steamer Woodman tied up at the dock. The building on right side is Mason & Phillip's Hotel, (site of Peter Perry's original store).



Sketch looking north along Water St., Port Perry, as published in the Anglo American Magazine, shows the village as it looked in 1854. The buildings from left to right are, Mason and Phillips Hotel (Peter Perry's

original store built in 1844), William Sexton's sawmills, William Ross' saw mill (present site of Birdseye Park) and the sawmill of Thomas Paxton (just north of the government docks).

Scugog Village plan

When Peter Perry drew his plan for the Village of Scugog in 1845, he decided that the best way to lay out the town was to establish a key road for transporting goods from his settlement on the shores of Lake Ontario and then build other roads around it.

His main road would have to be the one which led from the Lake Scugog waterfront, west to the road at Fitchett's Corners (*Manchester*), which ran south to Windsor (*Whitby*), where he owned the harbour and a substantial amount of land. At his Lake Scugog settlement, in keeping with true Loyalist tradition, he named the new east-west road, Queen St. in honour of the young monarch.

Water St. was the logical name for the road which followed the edge of the lake and would be the site for mills, wharves and warehouses. The other streets fell into order, perpendicular or parallel to Queen St. North St. was the northern limit for the development, Mary St. he named after his wife and Cinderella St. after their first child,

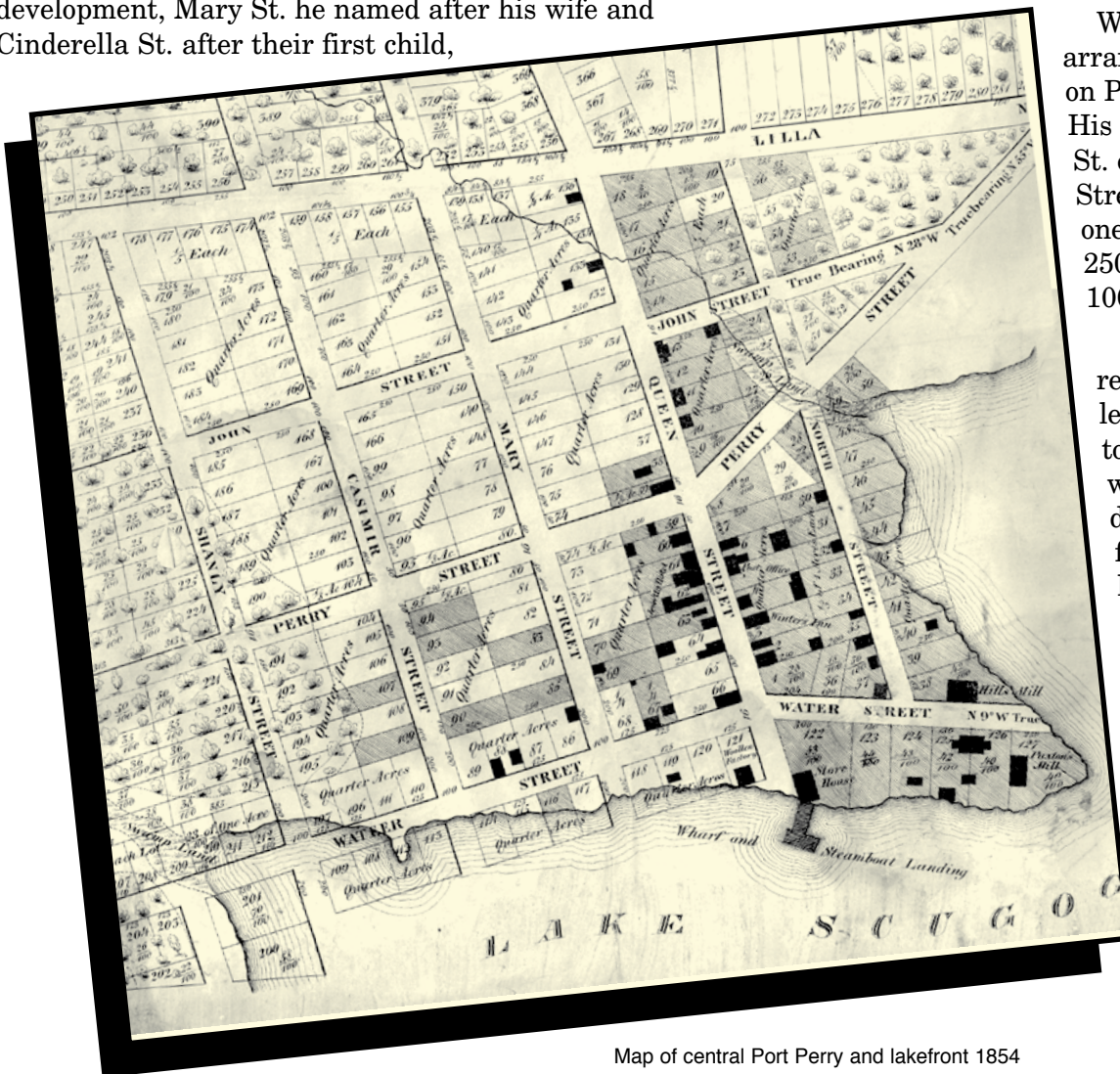
(*Cinderella was later changed to Casimir Street in honour of Sir Casimir Gzowski, the railroad engineer*). John St. was named after their first son and Perry Street for the entire family.

With Queen St. as the base, Perry divided the village into quarter acre lots and began their numbering at the intersection of Water and Queen Streets. The majority of his lots were 100 feet wide and 250 feet deep.

There were several variances to this pattern. On the angled lots on Water and Perry Streets north of Queen St., irregular lots occurred. On the south side of North St. the lots were only 200 feet deep, and on Perry St., south of Queen St., the lots were 50 feet by 250 feet, creating an unusual arrangement whereby the lots on opposite sides of Perry St. shared the same lot number in order to create one quarter acre lots by adding the "half" lots on either side of the road.

Why he made this arrangement, and, only on Perry St. is a mystery. His lots parallel to Perry St. on Water and John Streets are all regular one quarter acre lots, 250 feet deep and with 100 foot frontages.

Perry's initial rectangular plan left its mark on the town in contrast with succeeding development. All future developments have roads meeting Perry's roads at an angle, including the western extension of his Queen St. Later developers also divided their plans mainly into lots of 37/100s of an acre as opposed to Perry's one quarter acre lots.



Map of central Port Perry and lakefront 1854

Pioneer Firsts

First Burial

In 1825 the first official burial was made in the township. John Rae, was laid to rest on his own farm lot, located in the second concession of Reach.

First Mailman

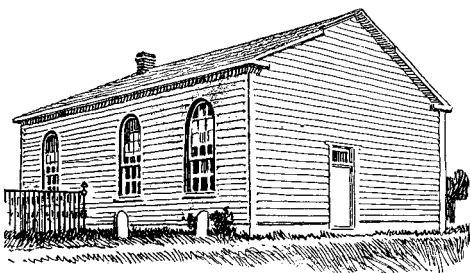
Letter-carrying began in the Reach and the other northern townships in 1827. Donald Cameron, a settler from Thorah, was authorized to carry letters while walking between the front and the back townships.

First Reach School

The first school in the township was established in 1828 by Elder Scott of the American Missionary Society for the Indians who then had a settlement where Port Perry now stands. The school was not a large one; about thirty pupils. The teacher, Aaron Hurd was the 15-year-old son of Squire Abner Hurd.

First White School

The first school for white children was built west of Prince Albert in 1829. William Ashton, a Derbyshire man, was said to have been the first teacher in this school, although John James Alexander Cameron Cull was the first teacher in the township.



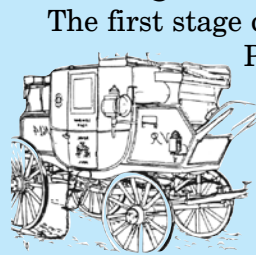
First General Store

In 1836 the first store in the township was opened by Captain George Leach, an Englishman, in what is said to have been the first frame building built in the township. Besides being the first storekeeper, he was the first grain buyer and postmaster, the post office being opened in 1840.

First Saw Mill

Port Perry's first sawmill was erected in 1846 at the waterfront. The steam powered mill was operated by Thomas Sexton who cut lumber to ship south to Whitby and Lake Ontario.

First Stage Coach



The first stage coach linking Prince Albert with Oshawa commenced scheduled service in 1848.

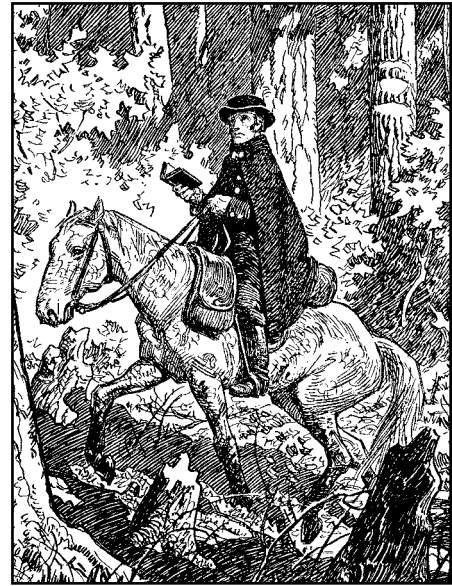
First Churches

The first building constructed for a church was built by the methodists on Brock Rd., in the 11th concession of Reach in 1848. The same year the Presbyterians built a church in the 12th concession.

First Physician

The first medical man, Dr. Jonathan Foote, arrived, settling in Prince Albert in the year 1846, to treat the many settlers who acquired fever at this time.

First Minister



Elder Marsh, a Baptist preacher, was the first preacher to spread the gospel in Reach Township. Arriving in 1852, he preached in the township for many years.

First Division Court

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

First Telegraph Message

Reach Township received its first telegraph message at the office of Mason & Curts' harness shop at Prince Albert in 1852.

DID YOU KNOW?

SCUGOG ISLAND WAS FIRST SURVEYED BY MAJOR SAMUEL WILMOT DURING 1815-16 WHEN THE ISLAND WAS STILL PART OF THE TOWNSHIPS OF REACH AND CARTWRIGHT.



Major Wilmot

Pioneer Firsts

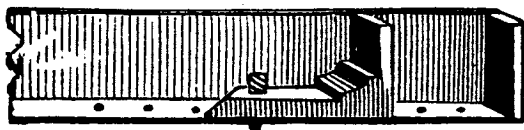


First Post Offices

Prince Albert opened its first post office in 1840. For many years it was the central mail distributor for the northern townships. In 1852 post offices were opened in Port Perry, Manchester and Epsom. This was the same year Prince Albert began to get daily mail instead of the previous three-times weekly.

First Reach Twp. Reeve

James French served as the provisional reeve of Reach Township in 1853 and Thomas Paxton was elected the following year to serve as the first elected reeve of the township.



First Newspaper

The residents of Prince Albert, Port Perry and area were without a local newspaper until 1857.

The first issue of the Ontario Observer was published on Saturday, Dec. 12, 1857 when James Holden pulled the first copy off the press at its office in Prince Albert, Ontario.

Mr. Holden explained in the first issue that the rapid progress and development of Prince Albert, Borelia and Port Perry indicated the need for a first-class journal devoted to the interest of the neighborhood.

First Scugog Twp. Reeve

The first election for Scugog Island township was held in the Head Schoolhouse in 1855, when James W. Gamble was elected the new township's first reeve. The following councillors were also elected: James Warren Gamble, Matthew Emerson, Solomon Fralick, Daniel Williams and Joseph Reader.

First Bank Manager

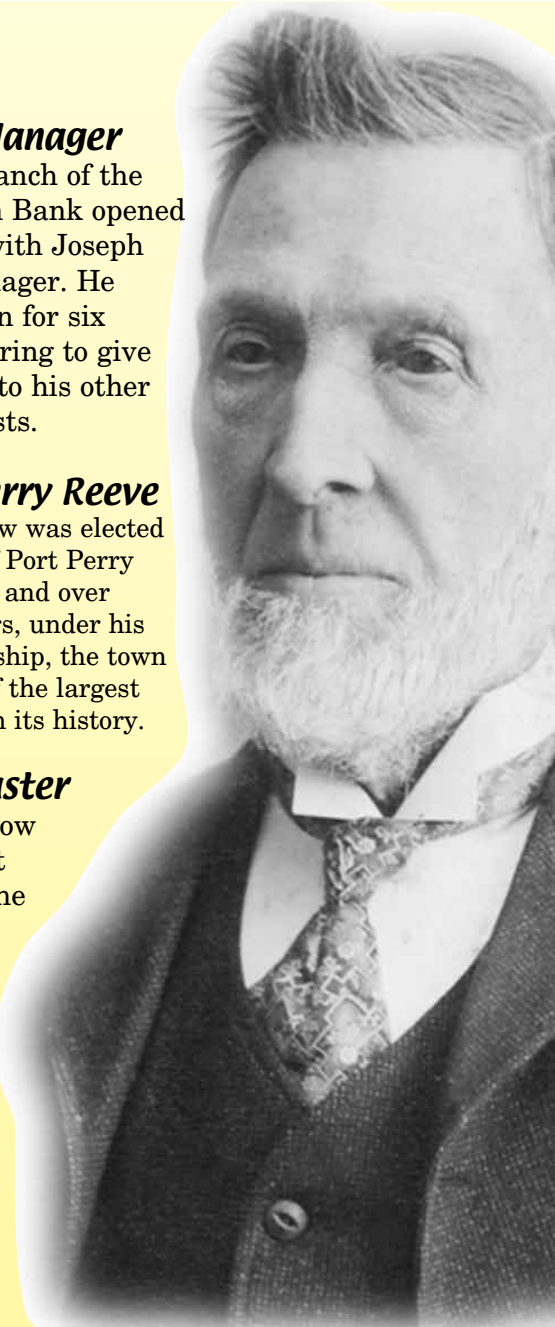
In 1862 a branch of the Royal Canadian Bank opened in Port Perry, with Joseph Bigelow as manager. He held the position for six years, until retiring to give more attention to his other business interests.

First Port Perry Reeve

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

First Postmaster

Joseph Bigelow became the first postmaster in the village of Port Perry, serving from 1852 to 1869. The three penny stamp featuring a beaver was the first stamp to be used.



Joseph Bigelow

Note: Joseph Bigelow was a dominating force in the growth of Port Perry and the commercial growth of this entire region, providing employment and opportunities for many spin-off businesses. Not only was Bigelow the town's first postmaster, first banker and first reeve, he was also one of its largest employers, and very influential in the building the railway and the causeway to Cartwright.

Roads, Railways & Waterways



Primitive Roads

Early roads connect Whitby with Scugog

The construction of roads to connect Oshawa and Port Whitby with Reach Township, Scugog Village and other northern settlements began in earnest in the late 1840s.

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

First, Simcoe Street, the Reach Rd. from Oshawa through English Corners (*Columbus*), O'Boyle's Corners (*Raglan*), Dayton Corners (*Prince Albert*), Crandell's Corners (*Borelia*), then north to the Nonquon (*Seagrave*), striking the town line between Brock and Mariposa. The Reach part of this road was laid out by Mr. Smellie of Newmarket in 1828

Second, the plank road running from Whitby through Winchester (*now Brooklin*), Well's Corners (*Myrtle*), Fitchett's Corners (*Manchester*), then

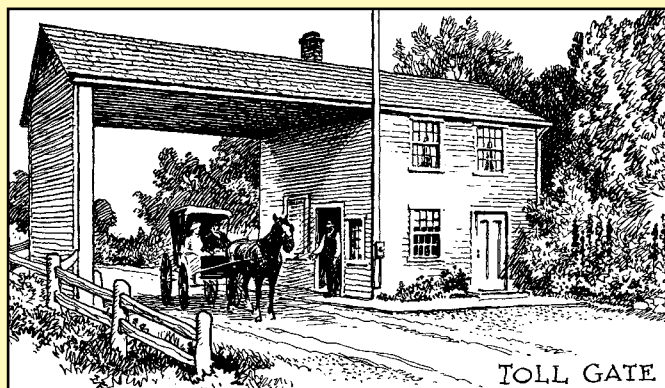
to Borelia and Port Perry. This road was assumed by the Government of Canada in 1845, through the persistence of Peter Perry. He represented the third riding of York (now South Ontario), in Parliament. (*See more detail on page 29*)

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

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

FIRST ROAD TO PORT PERRY

During 1848-1849 a plank road was constructed from Whitby to the shores of Lake Scugog. The road was built with three inch thick pine planks. Each board was 12 feet long and supported by three stringers of 3" x 6" pine, the entire distance of 19 miles.



Toll gate on the old plank road between Whitby and Manchester.

Running the toll gates

Obed Magnet, a resident of East Whitby tried to run the toll-gate on the Whitby and Scugog Gravel Road, but unfortunately for him the manager, who was in charge, mounted his horse and gave chase.

The exciting chase ended at Quigley's Hotel in Oshawa, where Obed was taken before the justice of the peace and fined \$5 and costs. His toll would have been four cents. Motto to gate runners - "don't be penny wise and pound foolish."

Ontario Observer - March 12, 1868



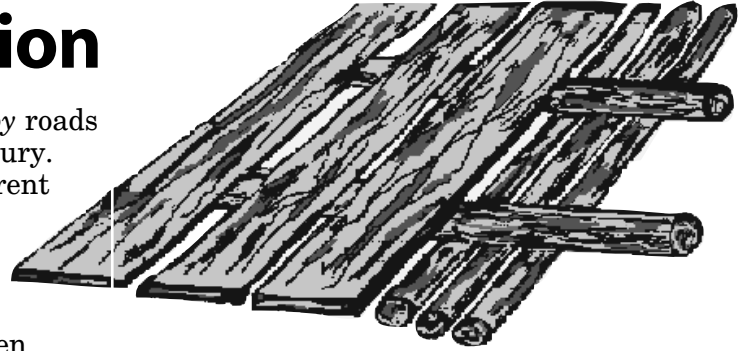
Early roads were little more than a trail through the bush.

Early Road Construction

Plank road construction

Plank roads should not be confused with *corduroy* roads which were also popular during the early 19th century. The latter were made by placing logs, often of different sizes, over a low or swampy area.

Although depressions were filled with gravel or with smaller logs, the corduroyed road was usually rough and some-times even dangerous. Logs floated and rolled in the slippery mud and often



horses, frightened by the unstable footing floundered and it was common for them to sink one or more legs between the loose logs.



Plank roads, on the other hand, were made of boards and as long as they were properly maintained, provided a smooth surface.

As seen in the above illustration, they were constructed by laying planks of pine or oak, eight to sixteen feet long and three to four inches thick, across *sleepers* or *stringers* which were placed parallel to the direction of the road.

Sometimes ditches were dug on either side of the road to provide proper drainage.

The Whitby to Scugog plank road

The famous plank road from Scugog to Whitby was constructed about 1845 by way of Manchester and Brooklin, a distance of twenty miles. It was to have been brought to Prince Albert, but Squire Abner

Hurd refused to provide a right-of-way across his property.

The original planks were three inches thick and 12 feet long were cut at the Paxton & Way sawmill in Scugog Village (*Port Perry*). Scugog Village was a very small and unimportant village compared with Prince Albert at this time.

In the year 1845 the plank road was opened to the public and it remained that way until the late 1850s, when the planks finally gave way and they were replaced by gravel. Officials originally expected planks would be cheaper than gravel; but time proved them wrong, for the planks continually broke.

Over this road was hauled immense quantities of masts, square timber, white oak, and barrel staves. The plank road at this time afforded the only outlet for these products of the forest, as well as other traffic and travel to the south.

The road was constructed with government money, but later bought by a private company who obtained it for little more than half the original cost.

Not long after being taken over by the private consortium, it became a toll road, and continued as such until assumed by the municipalities.

Crandell cuts 15 mile road to Oshawa in one season

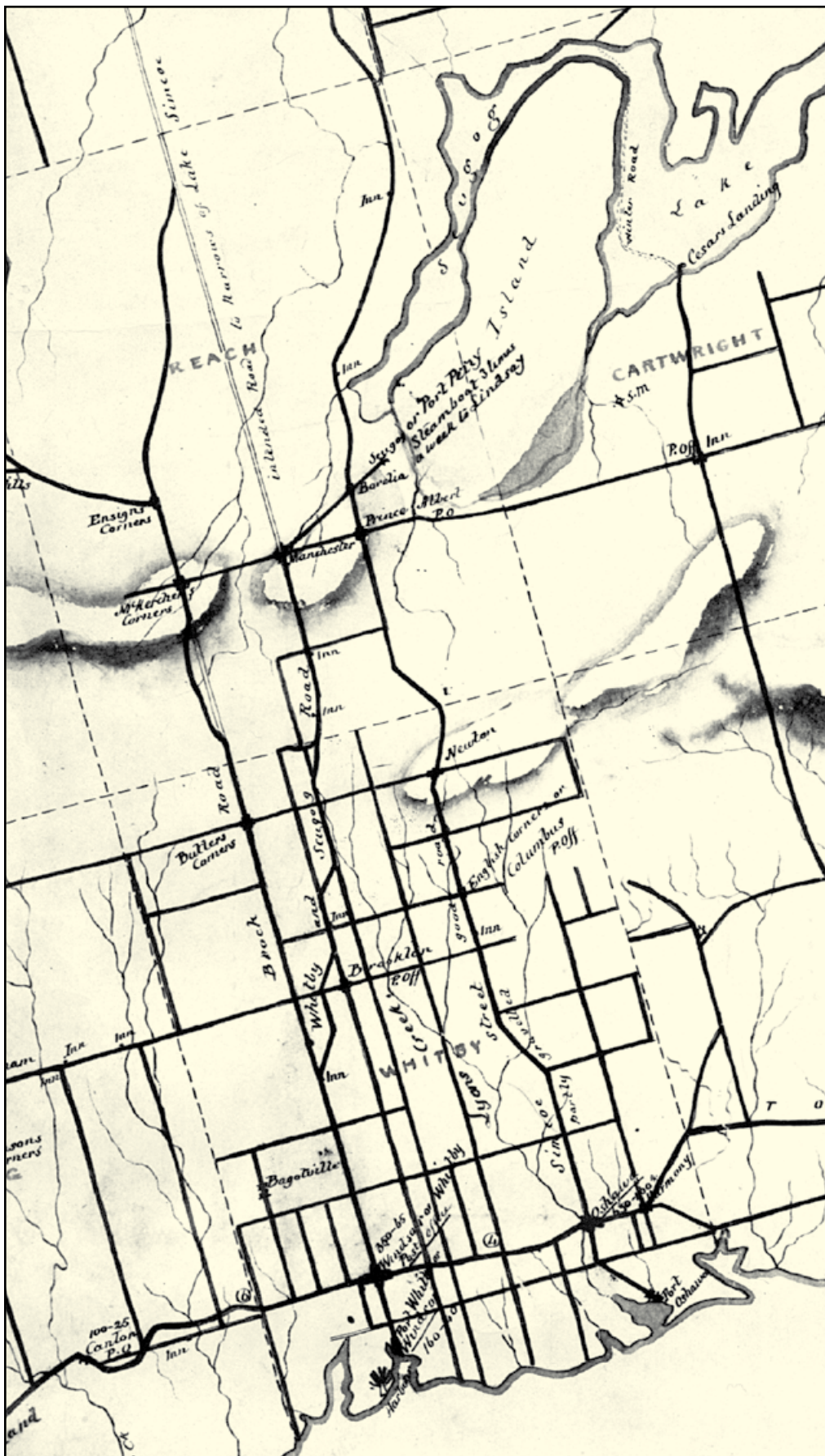
Shortly after Reuben Crandell settled in Reach Township, in 1821, he began work on cutting a narrow, primitive road, two rods wide, between his home and a point just north of Oshawa.

Trees were felled in such a way that their tops were dropped into the bush along side the road, then the logs were cut off and dragged from the road by oxen.

When the road builders came to a creek, they filled it with poles to make it passable, and large stumps were cut as low as possible so that the wagons could straddle them without being damaged.

Reuben Crandell Jr., said that the 15 miles or road were cut through by his father and two helpers in a single season. He attributes this feat to the fact they were experts with the axe, and they did not try and make a smooth road.

Map Of First Roads



First roads were little more than narrow paths

Daniel Dayton, was one of the early settlers who pitched his tent near Prince Albert in 1824. The area became known as Dayton's Corner before being changed to Prince Albert.

At this time there was only a narrow path leading towards Whitby and it was resolved the following year to shape out a road in a better direction.

In 1825, the early settlers united their energies and created a kind of ox-road from Dayton's to Wylie's in the Township of Whitby. From there was an improved road to the front, where all their milling business was done, and they also purchased their store goods and picked up their mail.

Ten years, 134 souls

By the year 1831 Reach Township was ten years old, and had acquired a population, according to the census, of 134 souls.

By this time a considerable portion of land had been cleared, and several pieces of road had been formed, on which a few wagons began to appear.

1850 map shows first roads from the south to Manchester and Port Perry.



Mud Street

The following report, Ontario Observer editor James Baird, will provide a glimpse at how poor roads and bridges were during these early days in the development of Port Perry and surrounding areas.

"We found the now celebrated Scugog Bridge lying too much like a hulk which had just passed through a hurricane, its bulwarks torn, twisted and broken in every conceivable way. That which had not been swept overboard, lay prostrate on the deck, partially obstructing the passage, while the rickety old timbers squeaked and grated at every step of the ponies.

On our way home we passed through Port Perry, along Water St., but found it a fearful misnomer, unless mud and water are considered synonymous terms. We found it to be Mud Street with a vengeance, parts of this would be Water St. being from 3 to 4 feet deep, of the most abominable mud, tuft as putty, and as nasty as could be imagined.

We should judge that the mud on this street is almost as deep as the water in the lake.

Getting through Water St. and passing up the hill from Port Perry to Borelia, we found the entire hill, which had been so savagely summer-fallowed last fall, in a perfect uproar, cut up and dug in every possible way.

The bottoms of the vehicles resting on the mud had prevented the wheels from sinking completely out of sight, but the plaguy axles had dragged the mud out of its place, and gave the road much more the appearance of a gutter than a summer-fallow or a road."

James Baird, Ontario Observer - April 1871

Road Accidents

THROWN FROM WAGON

Mr. John Ralph, of Reach, came to town May 15, having brought his daughter to stay with some sick friends, in relief of Mrs. Wm. Birkett who had been on duty for a week.

As Mr. Ralph and Mrs. Birkett seated themselves in the wagon, his horses took fright and dashed off. Mrs. Birkett was thrown from the wagon and so badly injured there were no hopes of her living 'till morning.

Mr. Ralph was also thrown out and seriously injured, but was able to be taken home.

May 1888

WOMAN KILLED

Mrs. Robt. Henry was killed when she fell off the wagon her husband was driving, while bringing a load of grain to the market in Port Perry. She fell between the wheels, with the back wheel passing over her body.

May 1880

REEVE IN ACCIDENT

Reeve Joshua Wright was injured and his buggy badly smashed, when his team of horses bolted and ran, causing the accident.

Dec. 1876

TRAGIC ACCIDENT

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

October 1870

BADLY INJURED

Aaron Ross, Esq., was thrown from his buggy and was badly injured in the fall. Drs. J.E. Ware and J.H. Sangster were summoned to attend him.

March 1878

Steamboat Era

Before the building of steamers, trade on Lake Scugog was accomplished in small boats, the largest one being of about three tons capacity. This was about the only means of getting into and out of the back country, as there were no good roads. A team would have to snake its way around stumps and trees, over roots and mud holes, up and down hills - a most trying operation.

Then in 1845, John Lasher and Thomas Haywood of Lasherville, (*Caesarea*) built a scow with a horse powered treadmill which they used in that section of the township.

About the same time Reach Township's first settler, Reuben Crandell and his son George, constructed a simple boat they called the Firefly. This crude launch was propelled by poles, oars and sails.

George Crandell's interest and experience in shipbuilding landed him a job with Hugh Chisholm of Whitby, who planned to build the lake's first steamship at Port Perry's lakefront.

When completed the

Woodman was an impressive craft for its day, measuring just over 100 feet long. The boat

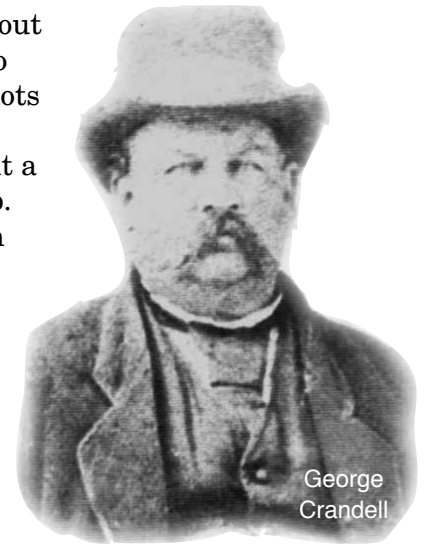
was launched at Port Perry on August 29, 1850, and began its trips to Lindsay the following June 1851 under the watchful eye of its builder, Captain Hugh Chisholm.

The *Woodman's* maiden voyage, under the command of Capt. Chisholm, took place on Aug. 29, 1851 with a number of dignitaries attending the gala event from Toronto, Oshawa and Whitby.

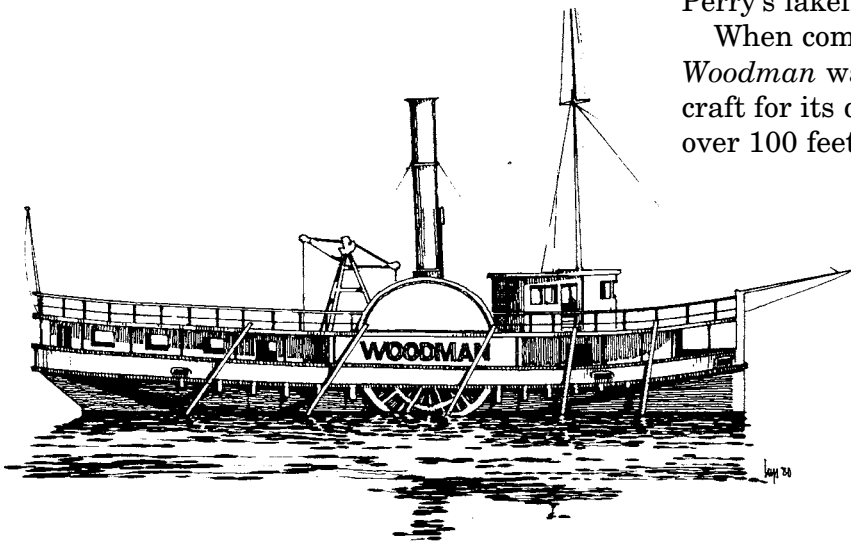
The *Toronto Globe* reported the event as follows: "After some delay... the steamer

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

About two years later, the *Woodman* was badly damaged by fire. George Crandell purchased and repaired it, then began tri-weekly trips from Port Perry to Lindsay.



George Crandell



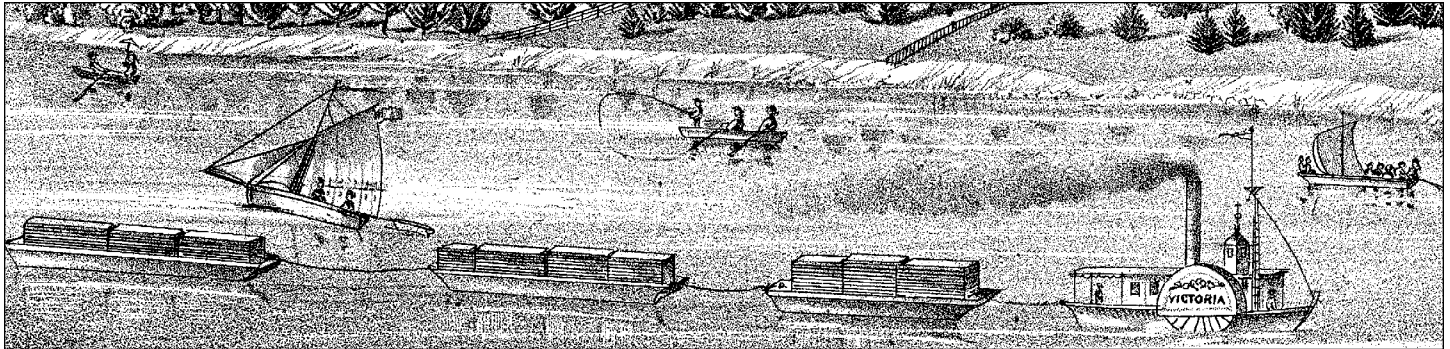
Woodman Statistics

- ▶ Length: 102'
- ▶ Keel: 96' long
- ▶ Beam: 25' wide
- ▶ Propulsion: Two 14' diameter paddlewheels
- ▶ Power: 25 h.p. steam beam engine
- ▶ Boilers: 12-flues
- ▶ Speed - 9 miles per hour
- ▶ Cabins: 2 passenger
- ▶ Officers Quarters

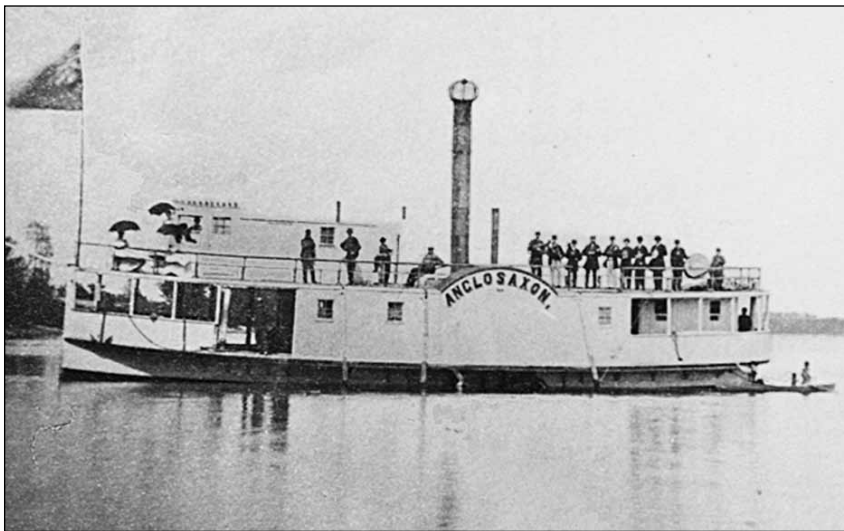


Village of Port Perry in 1853 with the steamship *Woodman* at the lakefront dock.

Steamboat Era



Sketch of the Steamship Victoria bringing lumber to Port Perry in 1877



Another new steamer, the *Anglo-Saxon* (above) was constructed at Port Hoover and began to accept passengers in July 1867. The popular steamer provided excursion service to the people of Port Perry and Lindsay for many years.

Steamship
Ogemah



Following the *Woodman*, the next steamer built was the *Ogemah*, (below) owned and operated by Captain James Wallis of Fenelon Falls. This boat made two trips per week between Port Perry and Fenelon Falls.

Over the next few years, a number of other steamers went into the carrying trade, which was quite extensive until the railway was built between Port Hope and Lindsay.

New Anglo-Saxon steamer launched at Port Hoover

The new steamer *Anglo-Saxon* was launched at Port Hoover on Tuesday.

A few days after the successful launch, on Saturday, it was towed to Sexton's Wharf at Port Perry by the *Lady Ida* to have its machinery installed.

It is being equipped with a 32 h.p. engine and when completed will make very quick trips between Lindsay and Port Perry.

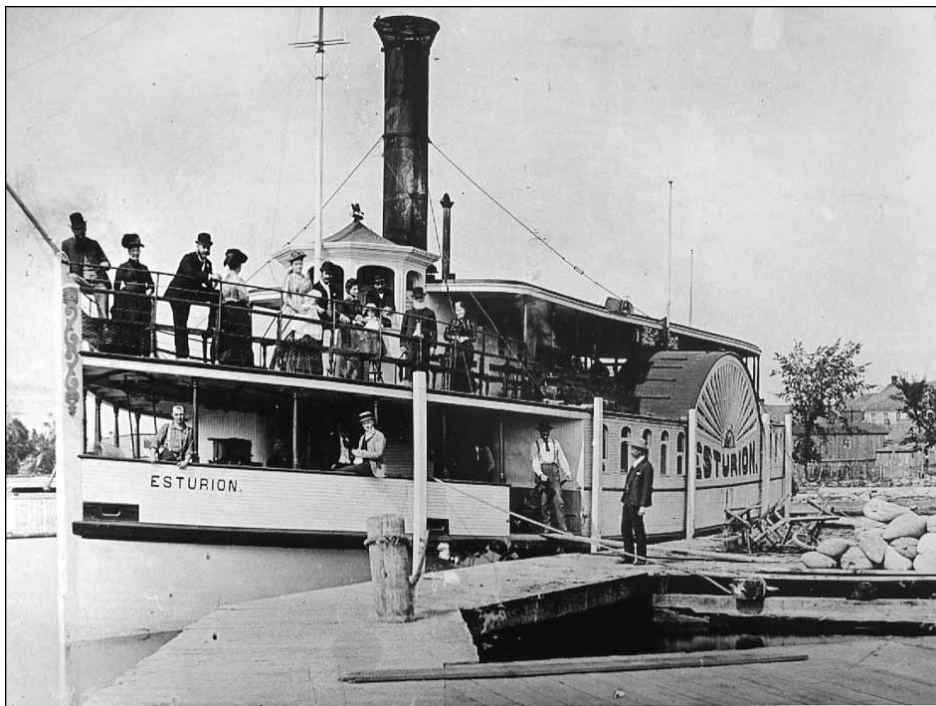
It is hoped that the owners \$4,000 value will prove to be a capital investment.

Ontario Observer, May 14, 1867

Steamboats



Steamship Crandella



Steamship Esturian



Steamship Cora

New steamer 'Ontario' on trial trip from Lindsay

The new steamer *Ontario*, under the direction of its owner Capt. Rogers made its trial trip from Lindsay to Port Perry very satisfactorily.

It is smaller than the *Anglo-Saxon* and features a large stern wheel, rather than the side paddle wheels. When completed the *Ontario* will ply between Port Perry and Lindsay.

Ontario Observer, July 30, 1868

Steamboats of Lake Scugog

A list of some of the steamships which plied Lake Scugog from Port Perry to Lindsay for both pleasure and business purposes during the late 1800s.

▶ CRANDELLA

Length 122' Beam 20' Gross Tons 266

▶ ANGLO-SAXON

Length 72' Beam 18' Gross Tons 69

▶ OGEMAH

Length 85' Beam 15' Gross Tons 72

▶ LADY IDA

Length 54' Beam 25' Gross Tons 28

▶ STRANGER

Length 60' Beam 13' Gross Tons 28

▶ COMMODORE

Length 96' Beam 17' Gross Tons 175

▶ ONTARIO

Length 58' Beam 16' Gross Tons 39

▶ ESTURIAN

Length 96' Beam 18' Gross Tons 118

▶ MAPLE LEAF

Length 54' Beam 25' Gross Tons 58

▶ CORA

Length 55' Beam 10' Gross Tons 23



GRAND EXCURSION!

**And Pic-Nic,
ON LAKE SOUGOG!!**

Third Annual Re-union!

THE STEAMER



ANGLO-SAXON!

Will leave Port Perry, on

Friday, 19th of July, Instant,

At 8 o'clock, a. m., sharp, proceeding
round Scugog Lake to

WASHBURN'S ISLAND!

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

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

A FULL BRASS BAND!

Will be in attendance.

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

A GENERAL INVITATION IS EXTENDED TO ALL.

Let every one come and bring their friends. An Excursion will also take place on the same day from Lindsay to Washburn's Island, and join in the amusements of the day.

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. See report below.

In the summer of 1868, eight such excursions from Port Perry to Washburn Island were reported in the *Observer* and the *Standard*.

Excursion to Washburn Island

"The third annual excursion on Lake Scugog from this place, which came off on Friday last, was, on the whole a very pleasant affair. 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 Washburn Island within a few minutes of each other; and immediately after, the shore was lined with the excursionists, their boxes, baskets, parcels etc.

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, and boating. Meantime, the bands did their part towards making the visit agreeable.

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.

Skimming the glassy surface of the placid waters, all arrived safely at Port Perry at eight o'clock.

Port Perry Standard - July 25, 1867

**DID YOU
KNOW?**

During the heyday of steamship travel, it wasn't unusual for groups of 500 to 600 people to travel aboard steamships and large barges to Washburn Island for excursions and picnics.

The Floating Bridge

Lake Scugog and the adjacent marshland created numerous traffic problems for early settlers. Prior to the building of a bridge, a ferry had to be operated during the open season for travel between Port Perry and the Island.

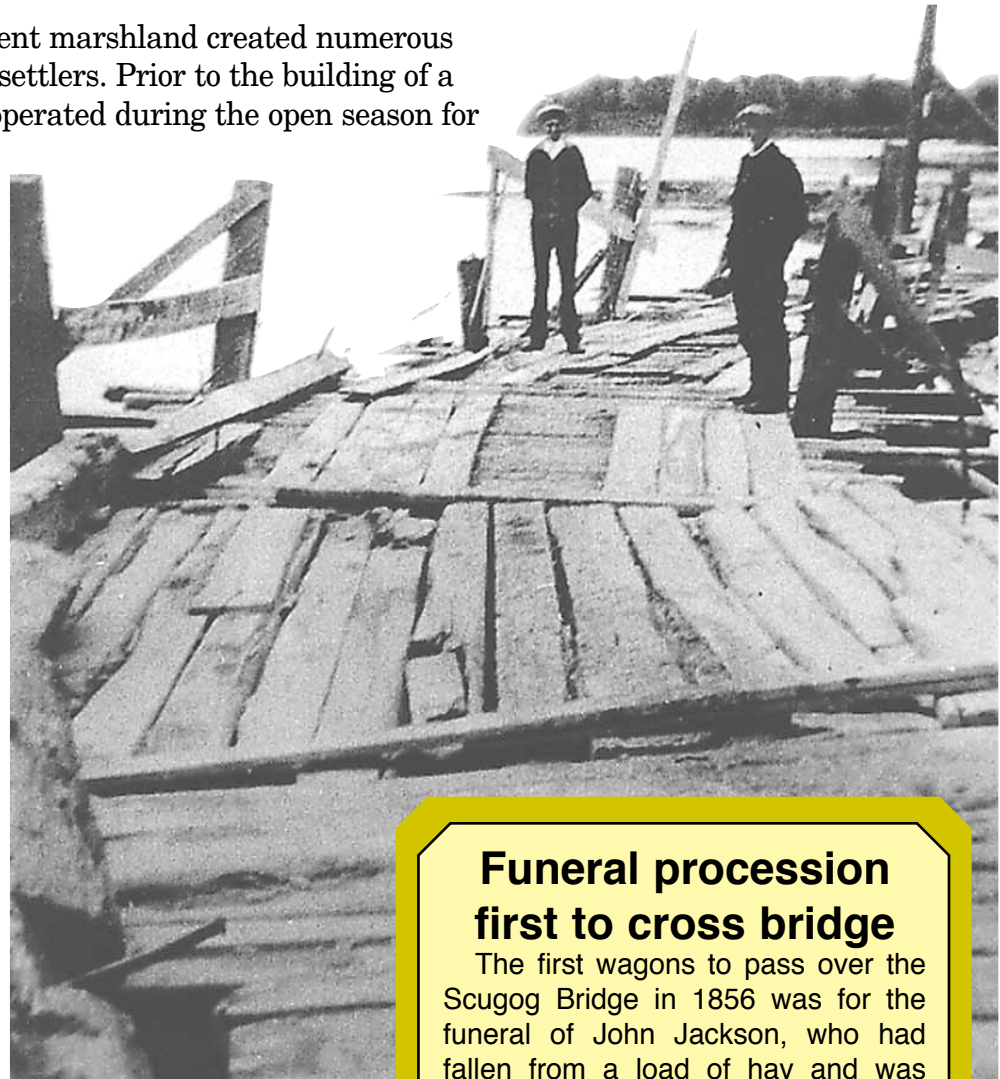
In the years 1853-54, a floating bridge which became known as the Scugog Bridge, was built by the County of Ontario, connecting Port Perry with Scugog Island. Although the floating bridge was a vast improvement from previous methods of travelling to and from Scugog Island, it proved to be very unstable and tenders were let for the construction of a new bridge.

Construction of the 600 foot bridge started during the summer of 1876. Logs were lined along the sides of the floating bridge and the centre filled with gravel and sand until the bridge sank, forming a foundation for the first solid, permanent roadway connecting the Island to Port Perry.

Spring damage was common, but in April 1908 the bridge received a severe pounding with the ice, snapping the railings and telephone poles. Repairs to the Scugog Bridge were completed at a cost of \$1,640.

In September 1929 Ontario County Council, which controlled the road, began work on widening the Scugog Bridge to accommodate the use of motor vehicles. A light track was laid and dump cars used to dump the fill along the stretch of roadway. This was the last major expansion of the Scugog Bridge, or causeway for many years.

Due to continual damage and flooding of the causeway each spring, in 1960 the provincial government spent \$1.5 million to re-build the link to Scugog Island. The result of this massive project just east of town is the causeway bridge which is still in use today.



Funeral procession first to cross bridge

The first wagons to pass over the Scugog Bridge in 1856 was for the funeral of John Jackson, who had fallen from a load of hay and was killed.

The floating bridge had not been quite completed when the funeral procession arrived, and several loose planks had to be laid across the stringers so it could proceed to Pine Grove Cemetery in Prince Albert.



Ice damage to the Scugog Bridge during the early 1900s.

Scugog Bridge

New bridge construction

In September 1876 Ontario Observer editor James Baird wrote the following article about work underway to improve the floating bridge.

“The new bridge over the Scugog now goes bravely on, Mr. Dyer is within forty feet of the limit of his contract with the laying of logs and slabs and the work of earthing is now progressing favourably. There can be no comparison between the new bridge and the old; the new bridge will be a permanent roadway, which once finished may be maintained in good repair at the smallest trifle of cost.

The pine logs and slabs being under water will be permanent while the surface being covered with two feet of earth and nine inches of gravel over that will constitute a first class permanent roadway which compared with the old floating concern which it is replacing will form a striking contrast.

The old floating bridge was unreliable, unsatisfactory and expensive. Every spring it was threatened with destruction and it took a world of expense to keep it in order. The new Scugog Bridge will be a permanent monument to the intelligence and enterprise of the County Council of Ontario for 1876. The county will find that this has been a profitable investment; it is true that the present outlay may be considered a little steep but the little expense now will save ten times more in future.

When the Scugog Bridge is completed the new 23 foot wide roadway will be maintained at a nominal expense in place of an old rickety apology for a bridge about 12 feet wide.”

Timeline

June 1856 - The new floating Scugog Bridge connecting Port Perry with Scugog Island was completed.

January 1867 - Ontario County Council recommended the bridge be planked with boards 12 feet long and 3 inches thick.

May 1869 - The floating bridge suffered terribly during floods and was almost completely wrecked.

March 1876 - Reeves James Graham and Joseph Bigelow call for tenders for brushing and covering for 600' of the Scugog Bridge.

October 1876 - Contractor N.S. Dyer completed the first 600' of permanent bridge across Lake Scugog.

July 1878 - The construction of the second 600' of permanent roadway on the east end of Scugog Bridge was awarded to Mr. Yarnold.

July 1885 - The final 600' leg of the causeway was completed. Logs were lined along the sides of the floating bridge and then the centre was filled with gravel and sand until the bridge sank, forming the foundation and completing the first solid, permanent roadway connecting Scugog Island to Port Perry.

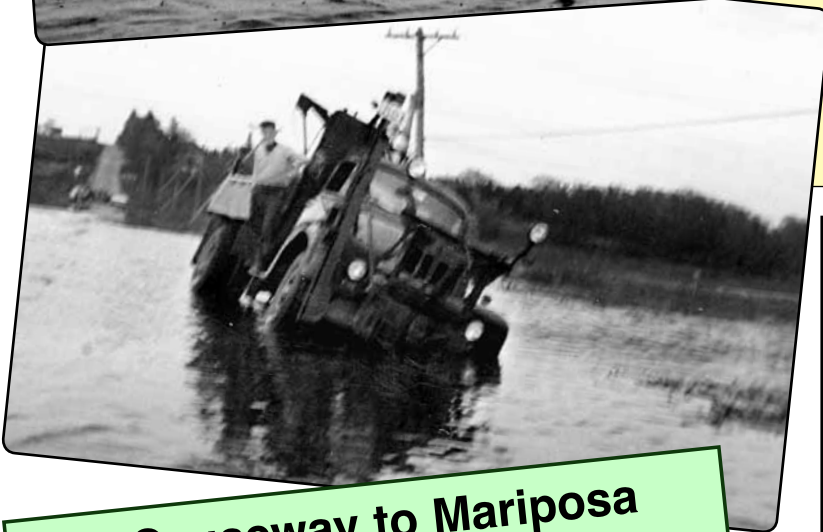
April 1908 - The bridge received one of its most severe poundings by ice, railing and telephone poles were snapped by heavy ice flows being pushed up over the roadway during the spring breakup.



Two views of the causeway during the later part of the 1800s and the early part of the 1900s.



Causeway Floods



Floods in the spring of 1960 kept the causeway flooded for almost eight weeks. As can be seen on this page, at times the water was extremely high and dangerous.

Man clings for life on hydro pole after car pushed off causeway by ice flows

“During the noon hour on Monday, Mr. Lorne Hunt, a resident of Scugog Island, attempted to drive his Volkswagen to Port Perry. While crossing the causeway the car was pushed off the road by floating ice driven by a wind. Someone saw the car leave the road and phoned the police, and Pargeter’s Garage was also called. Chief R.J. Cameron and Pargeter’s tow truck were soon at the scene. Don Wallace, driver of the tow truck and Robert Duff were able to rescue Mr. Hunt who had succeeded in getting out of his car and was found clinging to a pole in the icy waters. He had been marooned about 25 minutes and suffered from severe shock and exposure, and was rushed to Community Memorial Hospital.”

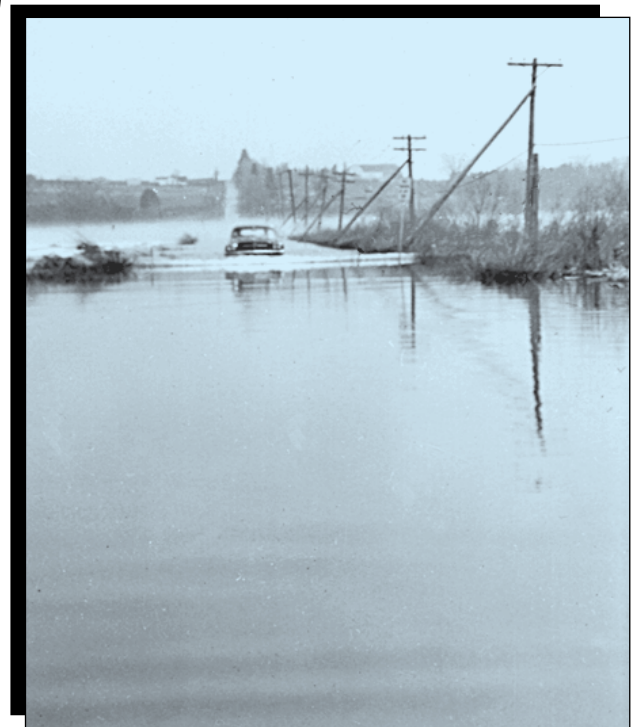
Port Perry, April 1960

Causeway to Mariposa

In an effort to alleviate the geographical isolation of the northern part of Scugog Twp., Reeve John. L. Sweetman proposed that a bridge or causeway be built from the north end of Scugog Island across the lake to the mainland of Mariposa Township in Victoria County.

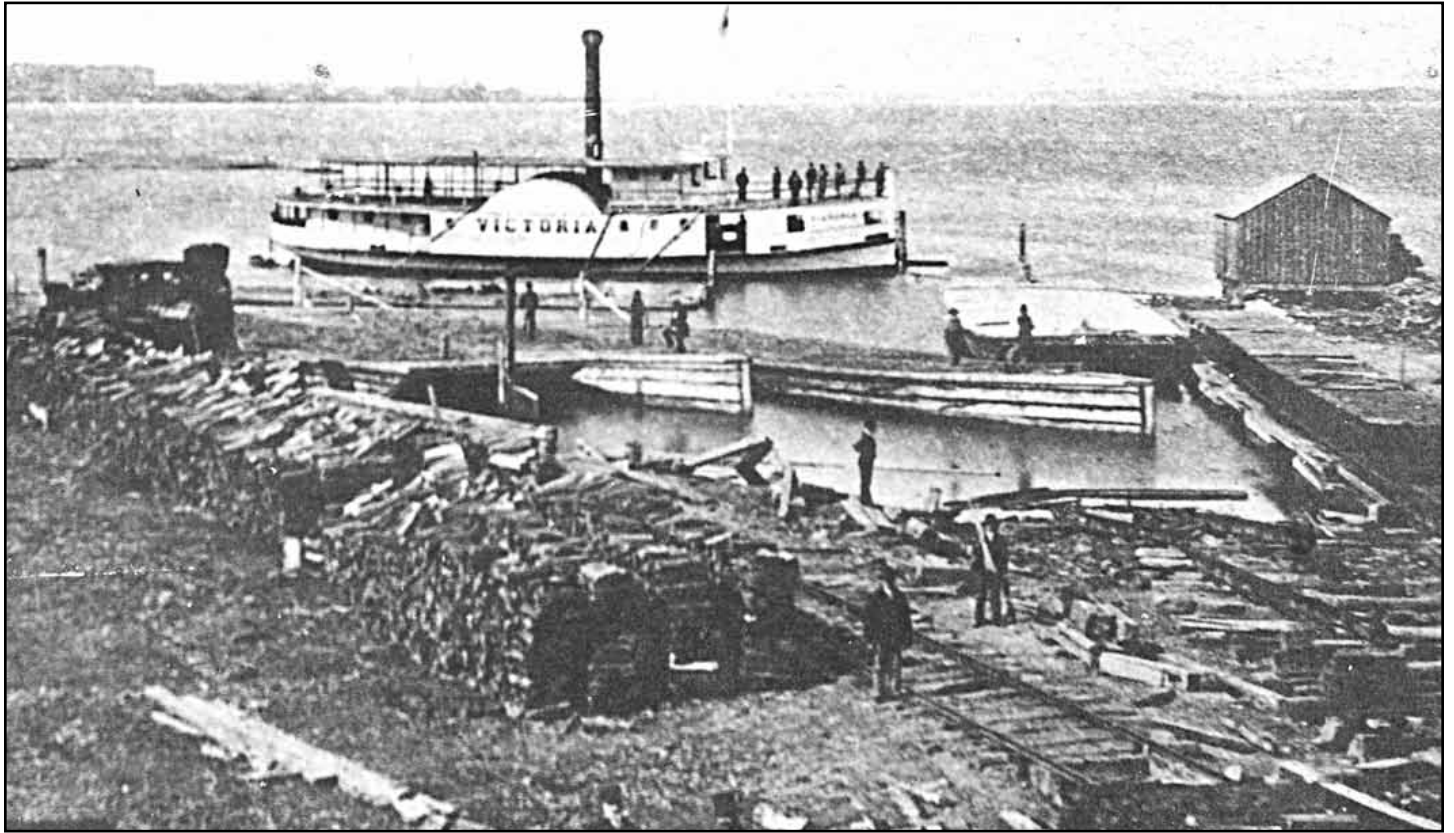
Reeve Sweetman convinced Ontario County Council in Feb. 1951 to authorize their engineer, Jack Nixon, to study the proposal and make an estimate of the work required and the possible cost.

The causeway would have greatly shortened the distance from many parts of Scugog Island to outside points such as Lindsay, but the idea was dropped due to excessive costs of constructing a bridge.



A car takes a chance crossing flooded causeway during the spring in April 1960 when it was under water for eight weeks.

New Wharf



The steamship Victoria is seen here pulling up to the Port Perry wharf during the 1880s.

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

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

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

The permanent wharf was constructed by building a crib of timbers off shore in the lake and then filling the space between the crib and the shoreline with brush. Next the crews set to work with a dredger outside the timbers, throwing the dirt removed from the lake on top of the brush. This method of construction allowed them to raise the level of the wharf as high as desired, creating a 320 foot structure along which the company laid railway lines.

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

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

Century old logs

After more than 100 years under water, the remains of the old Port Perry wharf were removed from Lake Scugog in Feb. 1988.

Working from the ice, a large backhoe, supported by heavy planks, lifted more than 40 hand-hewn logs from the water.

The huge timbers were placed in the lake in 1873 to form cribs for the wharf at the lakefront.

The logs each measured about 40' in length and measure 16"x16".

Arrival Of Railway

After years of discussion about the importance of having an extension of the railway to Port Perry, an application was made to the Local Legislature (*Queen's Park*) in 1867 for a charter to build a railway line from Port Whitby to Port Perry. The charter was granted on March 4, 1868.

Joseph Bigelow and Thomas Paxton were the men who started the project, and the Provisional board of Directors consisted of Wm. Sexton, Chester Draper, John Ham Perry, James Holden and Sheriff Nelson Reynolds.

In November that year the promoters announced that the contract had been awarded to the Toronto firm of Kestevan and Starrat, who began work in the Whitby area almost immediately on the Port Whitby and Port Perry Railway.

There were many bitter disputes and heated arguments at public meetings while trying to decide the route for the railway, as businessmen in both Manchester and Prince Albert, which were rival grain centres, wanted the railway to secure the futures of their communities. Finally a decision was made to bypass both the communities and end the line at Port Perry.

The route came north from Whitby to Brooklin, then into Reach Township, where a small station was built about one mile south of Manchester and another just east of Prince Albert; with the main terminus of the railway at the lakefront in Port Perry.

On September 1871 the railway's first locomotive, named the "Scugog", was fired-up for the first time at Whitby and had a successful trial-run on four miles of track which had been laid north out of Whitby.

By October, the railway had been used to ship freight for the first time. The first load being a shipment of oatmeal from Brooklin to Whitby.

The residents of Reach Township eagerly awaited the arrival of the first train to the north, but it wasn't until November 23, 1871, as the first official train made its way to the northern terminus at Port Perry.

There were speeches and joyous celebrations to commemorate the occasion. The *Whitby Chronicle*

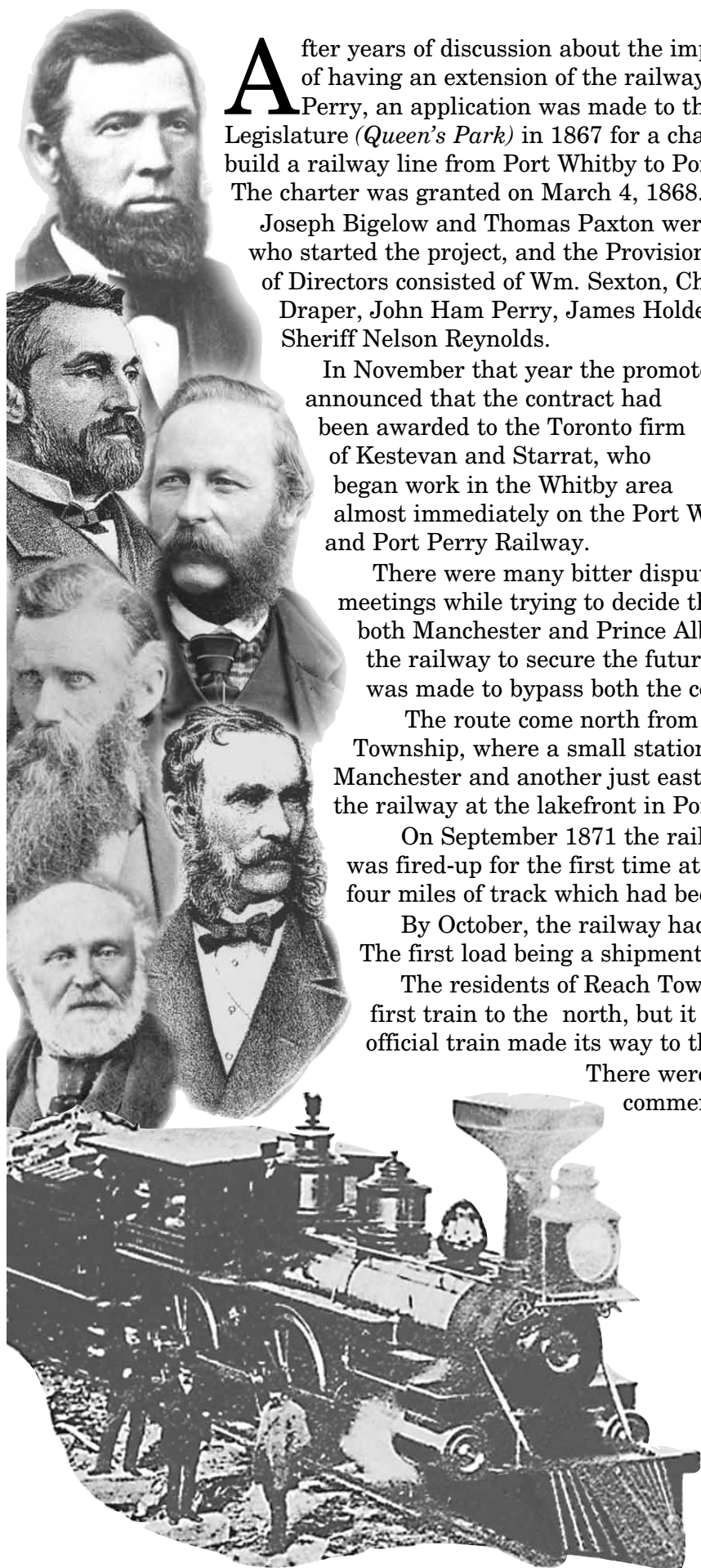
DID YOU KNOW?

The first train arrived at the Port Perry station from Whitby at 1:18 p.m. November 23, 1871, pulled by the steam engine "Scugog."

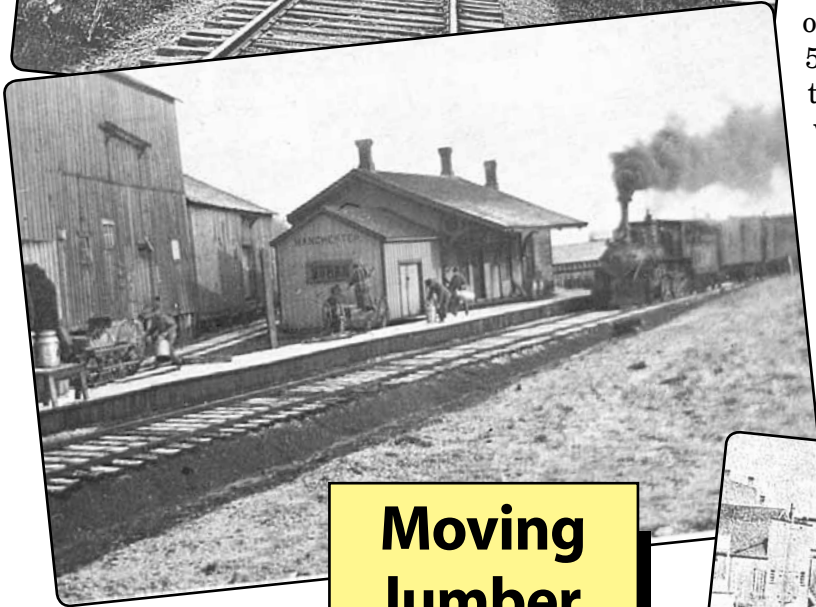
FIRST LOCOMOTIVES

The first locomotives on the Port Whitby to Port Perry Railway line were named the **Scugog** and the **James Dryden**.

Both were balloon stacked wood burners imported from the United States. The first coal burning engines didn't arrive until March 1883.



Port Perry Railway



of December 7 gave a detailed account of a run from "Lake to Lake" on the PW & PPR.

"The locomotive Scugog, with one of the temporary constructed box cars and some platform cars loaded with freight, left Whitby at 11:40. At the four mile post a stoppage of about five minutes was required, as wood was taken on. From this point the road is as straight as an arrow and a most beautiful view of the lake and surrounding country is obtained.

At 11:55, another start, and Brooklin, 3-1/2 miles further on is reached in 8 minutes. A further delay of five minutes and additions to the company on board.

The eleven mile post near Myrtle reached at 12:23. A delay of 25 minutes for taking in water, etc., as the pumping apparatus was yet in an unfinished state.

From Brooklin to Myrtle there is a long and heavy grade reaching as high as 90 feet in the mile distance, and for the four or five miles from Myrtle to the summit at the ridges, the grade is also long and steep.

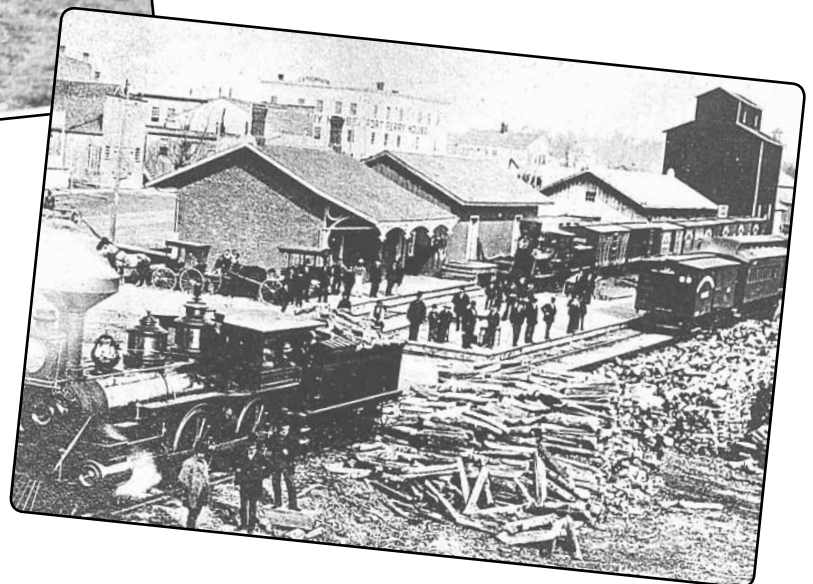
The cutting at the summit for about a quarter of a mile is made in some places to a depth of 50 feet through clay and sand which is inclined to slip and give way at every variation in the weather.

Passing slowly by Manchester and Prince Albert stations, Port Perry is reached at eighteen minutes past one, and allowing for stoppages, the whole distance of 22 miles accomplished in one hour and four minutes."

Next page...

Moving Lumber

In July 1875 the newspaper reported the whistle of the PW & PP Railway was almost an hourly occurrence. Trains heavily loaded with vast amounts of timber and lumber were stretched along the line as far as the eye could see.



OPPOSITE PAGE - Directors of the Port Whitby to Port Perry Railway, from top, Joseph Bigelow, John Ham Perry, Thomas Paxton, James Holden, Nelson G. Reynolds, William Sexton.

ABOVE: Railway stations along the Port Whitby to Port Perry railway line. From top, Whitby Junction, Brooklin, Manchester, and at right, Port Perry.

Railway Timeline

By the following September the trains were making two regular passenger runs each day between the two Port towns. In addition, freight trains were making three or four trips a day with lumber brought down Lake Scugog from Fenelon Falls and Bobcaygeon by boat. The lumber was then loaded on to railroad cars at Port Perry, taken by rail to Whitby and then loaded onto ships again.

In 1874 plans began to extend the railway line to Lindsay and work began in earnest during the summer of 1876.

The name of the company was changed to the Whitby, Port Perry and Lindsay Railway and the 26 mile extension was completed in less than a year. The inaugural journey was made on July 31, 1877.

The Whitby, Port Perry Railway had a long history of controversy and scandal, although it continued to operate well into the 20th century.

In May 1939 a special excursion was organized to Toronto to see King George and Queen Elizabeth when the Royal Train passed through the area. The train was packed with local residents and school children, and this was the last scheduled trip to Toronto with passengers on the train known as the Nip 'n Tuck.

The railway era came to an end in Port Perry in July 1941 when the tracks were torn up and the steel sent to factories to be melted down and used to make weapons for World War II.



King George and Queen Elizabeth arrive in Toronto May 1939.

Port Perry & Whitby Railway Timeline

- | | |
|--|--|
| 1848 - Peter Perry proposed a railroad be built to link Lake Ontario to Lake Huron linking his harbour of Whitby and his waterfront property on Lake Scugog. | 1871 - Sept. 12: Locomotive 'Scugog' was fired up and ran from Whitby to end of track below Brooklin. |
| 1851- Peter Perry died and Joseph Bigelow began commercial enterprises in Port Perry. | 1871 - October: First freight carried from Brooklin to Whitby. |
| 1852 - Perry's proposal was reintroduced. | 1871 - November 9: First train entered Port Perry from Whitby. |
| 1853 - Charter was granted to the Port Whitby and Lake Huron Railway Co. | 1872 - Regular schedule began. |
| 1854 - First meeting of provisional directors | 1873 - Steamship 'Ontario' is chartered for scheduled run from Port Perry to Lindsay. Name changed to Whitby and Port Perry Extension Railway. |
| 1856 - Grand Trunk Railway was opened linking Whitby to Toronto. | 1874 - Steamships 'Ogemah' and 'Victoria' were purchased for Port Perry to Lindsay run. |
| 1866 - John Fowler organizes a meeting in Whitby to promote railway to Port Perry and beyond. | 1876 - Start plans to link Port Perry with Lindsay. |
| 1868 - March, Charter was granted for Port Whitby and Port Perry Railway. | 1877 - Railway became known as Whitby, Port Perry and Lindsay Railway. |
| 1868 - November, contract was signed to build railway. Work begins, but company runs out of money. Work stopped and lawsuit started for unpaid work. | 1881 - WPP&LR became part of Midland Railway. |
| 1869 - September, J.H. Dumble hired to begin again. | 1884 - Midland Railway leased to Grand Trunk Railway |
| 1869 - November, Prince Arthur turned first sod at Whitby. | 1923 - GTR became a part of Canadian National |
| 1871 - Dumble quit over unpaid work, sells contract to English. Later English quit. | 1936 - CN abandoned line from Cresswell to Lindsay. |
| 1871 - September, E Major, a director took over. | 1937 - Line from Cresswell to Lindsay removed. |
| | 1939 - Last official runs taking school children to Toronto to see the King and Queen. |
| | 1941 - July 3: CN #757 took final run on the line and the track was torn up. |

Chapter Three



*Industry &
Commerce*

Grain Elevator

One of Port Perry's most visible and historic buildings is Currie's Grain Elevator, erected at the corner of Queen and Water street in 1874.

George Currie, a grain merchant who had moved from Prince Albert during the early 1870s began work on the massive structure in April 1874.

The elevator was built on a stone foundation measuring 24" thick. The 58' high frame was constructed of huge pine beams and the exterior was covered with 2"x8" lumber to a height of 26'. The remaining height was covered with 2"x6" lumber, and the joints of the boards were covered with one inch thick vertical boards. When completed it was painted a rusty red colour.

About four years after completing the elevator George Currie sold it to his partner Aaron Ross, who operated the grain business as A. Ross Elevator for a number of years. When his son William became a partner, the name was changed to Ross & Son Elevator.

While under the ownership of Wm. Ross, the mill was reported to have contained 18 large bins which

could hold over 2,000 bushels of grain each.

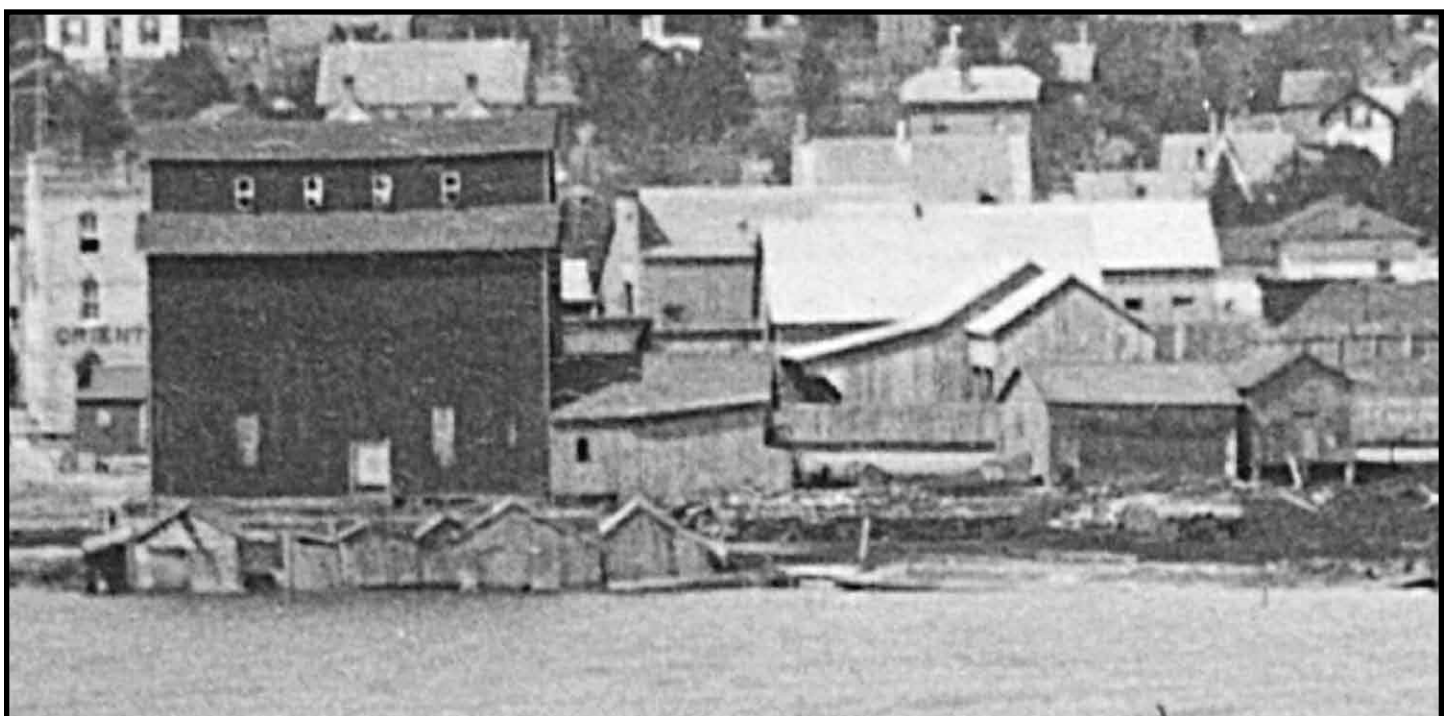
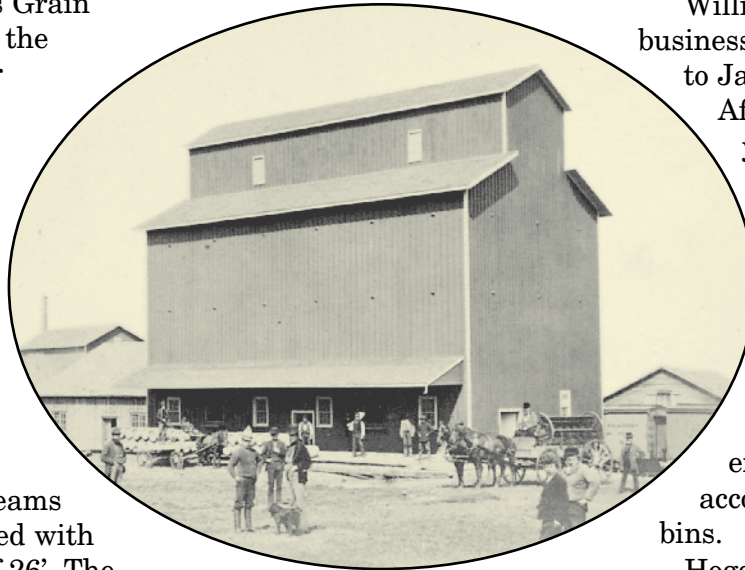
William Ross retired from business, and sold the elevator to James Lucas in 1911.

After eight successful years operating the mill Mr. Lucas sold the elevator to Hogg and Lytle in 1919. While under their ownership a fire destroyed the company's offices. Following the fire, the elevator building was extended to the south to accommodate three more bins.

Hogg & Lytle sold the company to Toronto Elevators and in 1956 they extended the building to the north in order to store more ground grain.

The last owner of the elevator, to operate it as a mill, was Maple Leaf Mills (*Master Feeds*) who took it over in 1962 and operated until the company closed the Port Perry site in 1979.

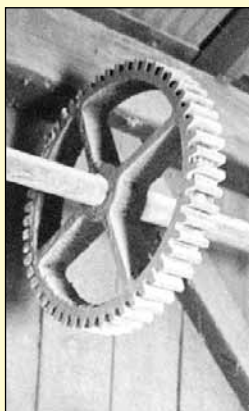
The landmark building was purchased in 1980 by Fred Burghgraef and the building was occupied by an auto supply outlet until 2011, when it was purchased by the Township of Scugog.



The Port Perry Grain Elevator and a number of other industrial buildings along the lakefront in 1885

Mill Tragedies

Tragic accident snuffs out life in elevator



March 21, 1878 -

Last Friday afternoon a lamented occurrence took place in Currie's elevator, being no less than the sudden and unexpected demise of one of the employees working there.

The hands were loading the cars with barley at the time, and all at once the grain stopped running. One of the men reaching up the spout, was surprised to find the passage blocked, by what he took to be a man's boot. The thought at once flashed across his mind that something was wrong, and saying so to the other employees, they got to the top of the bin as speedily as possible.

After scooping away several feet of barley,

they came to the head and shoulders - in an erect position, of a man, which were soon recognized to be those of Charlie Evans - cold and in the embrace of death.

A rope was adjusted under the arms and by that means the body was brought to the surface immediately. Dr. Sangster tried to restore respiration, but it was too late, and every effort failed.

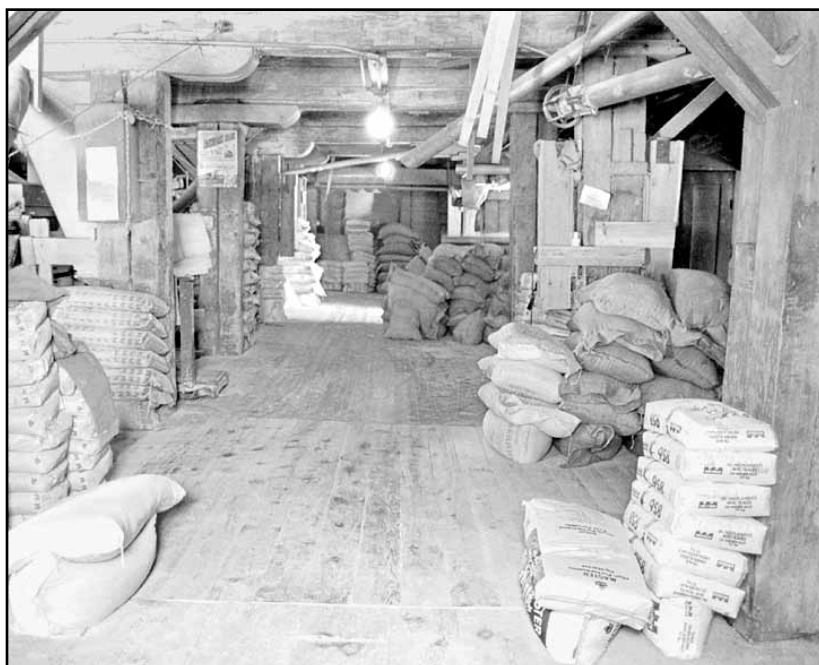
The deceased appears to have gone to the bin to do some sweeping, as he had a broom with him used for that purpose, but the actual cause of his death is a mystery. The action of sliding grain may have drawn him under it; though

a man of his strength and intelligence under ordinary circumstances would be able to keep above it by tramping. A fit or a fall are the only natural causes supposed to be likely to render him helpless.

The body had a darkened appearance, as if suffocation, or apoplexy may have carried him away.

The body was conveyed to his sorrow-stricken wife and family. The remains were interred on the Sabbath. Charles Evans was an industrious, steady-going man, and his sudden death is deeply lamented.

Port Perry Standard report



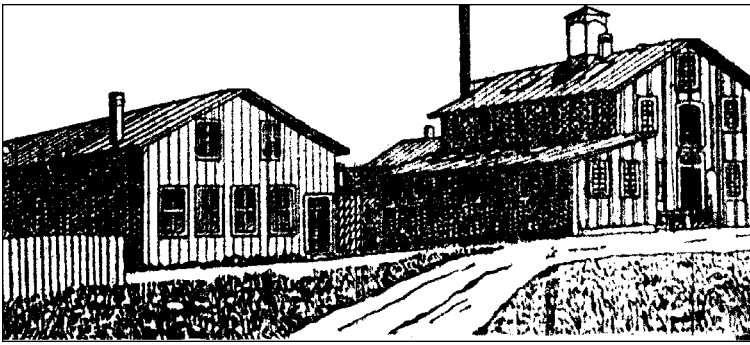
Interior view of the main floor of the mill shows bags of grain lined along both sides of the corridor. The photo was taken before Master Feeds sold the mill in 1979.

Upper pictures: A wooden cogged wheel helped drive the grain crushers, and the pulleys and belts hang unused in the mill in 1979.

Mill Fires

- March 1916 - A fire broke out in the engine room of the grain elevator, but fortunately damage was slight.
- A fire destroyed the mill offices in 1918. Following the fire, the main building was extended to the south to accommodate three more bins.
- August 1920 - A serious fire broke out in an implement shed and spread to the office, operated by Hogg & Lytle. The offices at the front of the building were destroyed, but quick work by the fire department prevented it from spreading into the big grain elevator.
- August 1947 - The Hogg & Lytle Elevator was struck by lightning. Loss by fire was small, but 10,000 bushels of wheat were destroyed by water while trying to extinguish the fire.
- In 1958 a section at the rear of the mill was destroyed by fire along with the grinder and roller. It cost more than \$60,000 to repair the damage.
- February 1959 - A fire discovered by manager Harvey Mahaffy in the ceiling of the engine room at Master Feeds caused \$30,000 damage to the building before being extinguished.

Early Industry



Paxton, Tate & Co.

One of the largest and most important industries in Port Perry was the foundry and machine shop of A.M. Gibson on Perry St. Built in 1866 it occupied one acre of land. The foundry comprised of two buildings 36'x60' each, in the form of an L, and an Engine House 18'x36', and Blacksmith Shop 20'x40'.

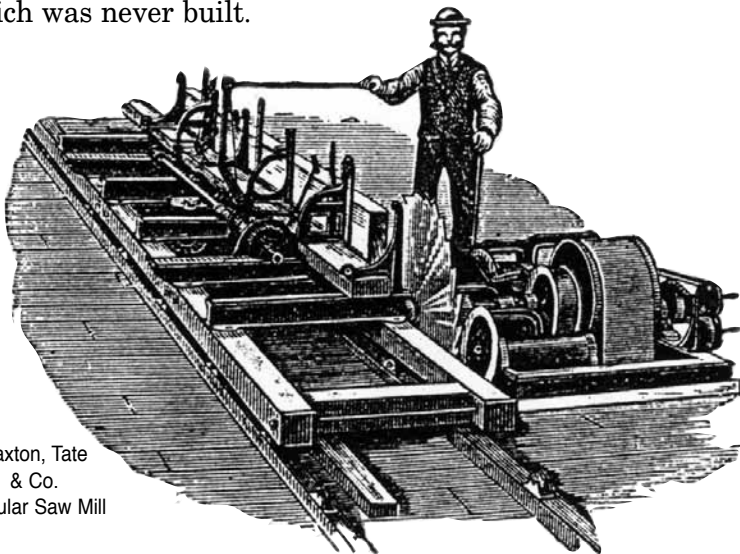
Mr. Gibson operated the foundry for only a few years before selling it to Charles Paxton and William Tate. It then became known as Paxton, Tate & Co.

While in the control of Paxton & Tate, they expanded the yard and buildings until it occupied about six acres. The company became one of the largest producers of turbine and water wheels in Canada, and their products were shipped world wide.

In addition to their wheel trade, they also built circular saw mills and three different styles of shingle machines, bark mills, lathe machines, water wheel governors and lumber trimmers.

In 1897 Madison Williams purchased the floundering business and under his ownership, and through his products the name of Port Perry became known from one end of the country to the other for his fine machinery.

Mr. Williams operated the business for about 10 years and the buildings were torn down in 1909 in preparation for a new large factory, the Weber Gas Engine Co., which was never built.



Paxton, Tate & Co.
Circular Saw Mill

PORT PERRY FOUNDRY.

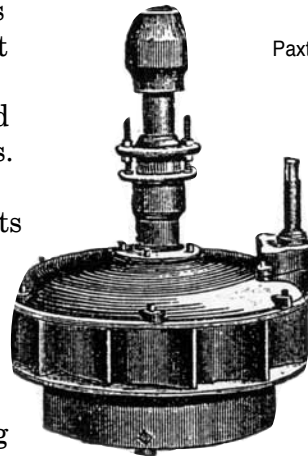
THE above New and First-Class Foundry is now Open for the Manufacture of
Steam Engines, Boilers, Grist & Saw Mill
 MACHINERY, TOOLS FOR WORKING OF WOOD AND IRON,
 Such as Sash, Door, Blind and Chair, Stave and Shingle
 Machinery, of the Latest Improvements;
Woollen Mill Machinery,
 The Double Turbine Water-Wheel, of all sizes; Besides,
 Every Description of

AGRICULTURAL IMPLEMENTS, STOVES, &C.

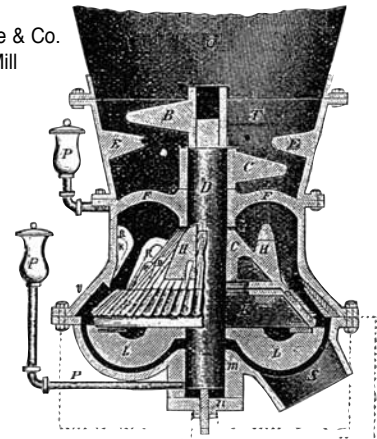
MADE TO ORDER AND REPAIRED. CHARGES REASONABLE.
 The fact of Opening a Foundry in this neighborhood, thereby
 saving time and transportation, is a saving of itself which
 the subscriber hopes will, in the end, be mutual.
Immediate Orders Respectfully Solicited.

A. M. GIBSON.

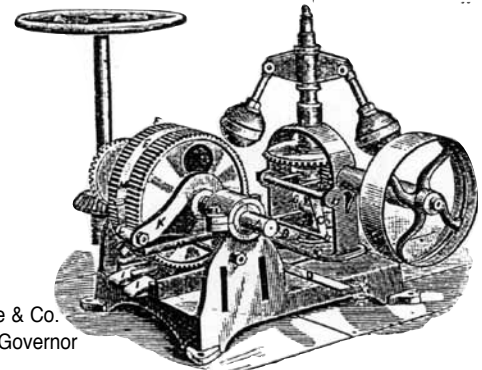
Port Perry, Dec. 19th, 1866.



Paxton, Tate & Co.
Bark Mill



Paxton, Tate & Co.
Water Wheel



Paxton, Tate & Co.
Water Wheel Governor

ALSO MANUFACTURE

WATER WHEEL CASES	SHINGLE MACHINES
WATER WHEEL	SHINGLE JOINTERS
GOVERNORS	GRAIN GRINDERS
BARK MILLS	PULLEYS - ALL SIZES
CIRCULAR SAW MILLS	PLUMMER BOXES
LANE'S SET WORKS	GEARING
LUMBER TRIMMERS	RAILWAY CASTINGS
DOUBLE EDGERS	
LATHE & PICKET MILLS	

PAXTON, TATE & CO.,

Port Perry, Ont.

Early Industry



Richardson Planing Mill

During the 1860s Richardson Planing Mill was located along the waterfront in Port Perry and occupied a building 50' x 60' in size. Machinery in the mill was driven by a 25 horse-power engine.

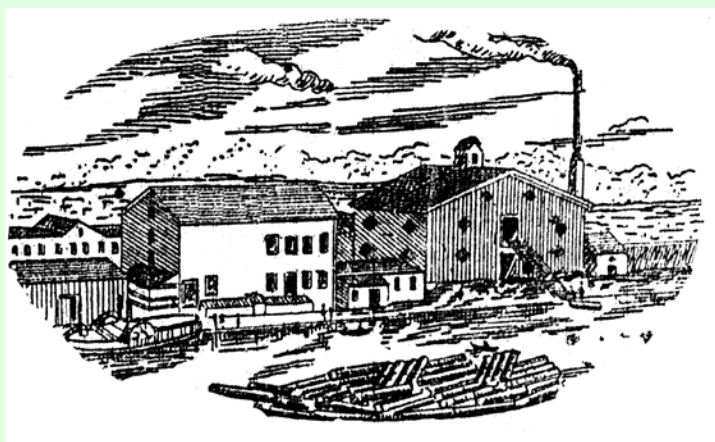
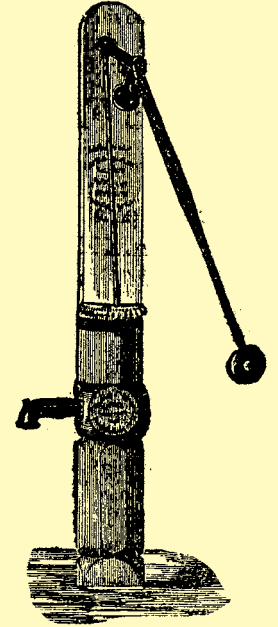
The company also had a 24'x70' warehouse in rear of the mill for storing dressed lumber and other finished material.

Mr. L.F. Richardson sold the business to Matthew Emerson on the first of March, 1886 and he continued the prosperous business manufacturing doors, sashes, blinds, casings, frames, stairs and the latest styles in fancy fence pickets.

Irvin's Steam Pump Works

In 1869, John Irvin, a practical pump maker, came from Toronto to Port Perry and established his pump works. So successful was his business that in 1872 he erected two buildings covering an area of 48'x55'. The machinery used in the manufacture of pumps was propelled by steam power.

Mr. Irvin manufactured a variety of vertical force and lift pumps, galvanized iron pumps, and was also a dealer in hydraulic rams, wind mills, rubber hose, iron piping, and all machinery connected with water supply. He sold 600-800 pumps per year, resulting in annual sales of about \$10,000.



Trounce's Union Mills

In 1856 William James Trounce, then a lad of seventeen, came from Cornwall, England, to Port Perry, and engaged in the lumber trade. Mr. Trounce's lumber interests were the most extensive of any in the locality.

The saw mill was erected in 1850 and reconstructed by 1861. It contained a Yankee gauge, a stock and a large circular saw, cutting 45 feet in length, double edgers and trimmers, and all of the latest improved saw mill machinery which could turn out 40,000 feet of sawn lumber each day.

The grist mill contained two runs of wheat stones, one chop run, one middings run, a pair of rolls, two sets of the latest improved purifiers and other necessary wheat cleaning machinery.

His efficient planing mill featured a combined planer and matcher, combined matcher and moulder, two crosscut, three rib and one band saw, turning lathe, with all the machinery requisite for a first-class planing mill. The adjoining shingle factory operated at a capacity of 15,000 shingles per day.

STEAM SAW MILL

AT

PORT PERRY

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

We have procured a first rate **SIDING MILL** for the manufacture of

SIDING, FLOORING, AND FENCING,

Being a uniform thickness at each end, and no stub-shot on the Boards. Seasoned Flooring always on hand, also a large quantity of

SQUARE TIMBER,

From 8 to 12 inches square, and all lengths up to 60 feet. Terms liberal.

THOMAS PAXTON & Co.

Port Perry, May 25th, 1858. 24-71

Williams Foundry

Madison Williams Foundry

The foundry and machine business conducted by Madison Williams was the largest employer of labour, and the most valuable industry in Port Perry during the 1890s and early 1900s. The industry was originally established in 1866 by A.M. Gibson and taken over a few years later by Paxton, Tait and Co., who then sold to Mr. Williams in 1897.

The buildings and yards were located the east side of Perry Street, near the intersection of Paxton, and covered an area of six acres. Inside the shop were a large number of machines including one large planer; two boring mills, three or four lathes, shaper, gear cutter, shaping lathe, upright drill, radial drill, steel saw, bolt cutter, etc. Upstairs over the machine shop was the woodworking shop.

In the foundry a staff of moulders prepared moulds for casting - a process which takes place every second day. Large castings, weighing many hundreds of pounds, were made in the foundry.

The pattern room contained hundreds of patterns in every conceivable size and shape.

In addition to these rooms, the plant also had a blacksmith shop, storehouse for machines in course of construction and lumber sheds.

The engine which furnishes the power to the plant is of 30 h.p. capacity. It also drives a condensing plant, and from the boiler used heat is applied to all parts of the works. An electric light plant has been installed, and Mr. Williams manufactures his own light, which is available therefore, at any hour of the day or night, and this makes the work quite independent of the town's lighting plant.

Mr. Williams manufactures turbine water wheels and saw mill machinery, one of which had a capacity of 50,000 feet per day. Another useful machine was the tie or log siding machine, which will cut over 3,000 ties in ten hours. This machine is provided with two circular saws, and will slab both sides of logs from 4 1/2 to 20 inches in diameter and 30 inches in thickness.

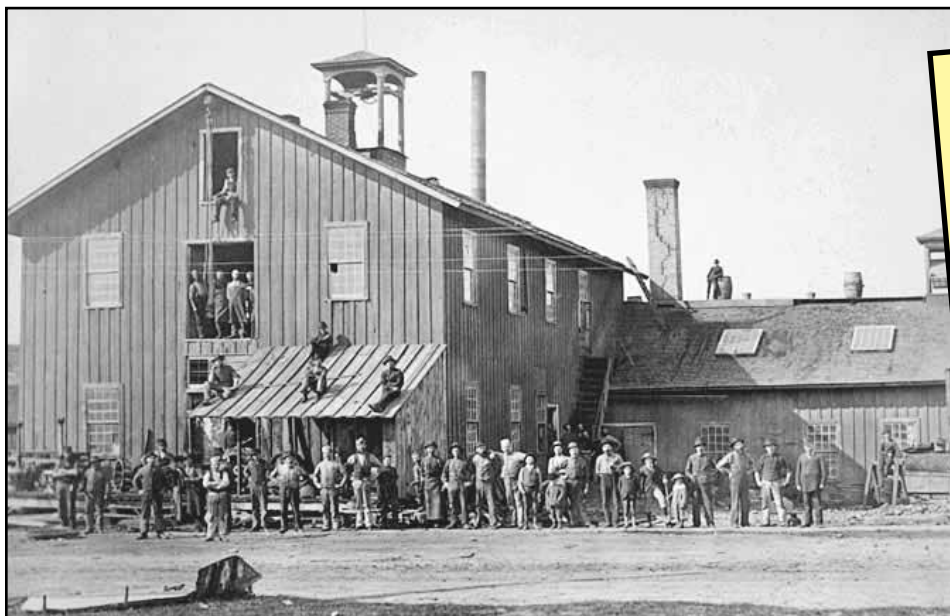
The Lane automatic shingle and heading machine, the Doherty shingle and heading machine, the Canada Favourite, the Lockport shingle and heading machine, the improved lathe mill, the improved bolter, double edger, gang slab slasher, lumber trimmer, are made by Mr. Williams, in fact every best variety of saw mill machinery is the product of this industry.

The turbine machinery made by Mr. Williams is claimed to be the best on the market, and is made to suit all needs and with every desirable style of connections. The catalogues supplied to customers by Mr. Williams give ample information as to the product of the works, and will give to intending purchasers much valuable information about the operations of both water wheels and saw mill machinery.



MADISON WILLIAMS

Reprinted from 1906 Ontario Observer



The Madison Williams Foundry, located at approximately 247 Perry St., near the corner of Paxton St.

FACTS ABOUT MADISON WILLIAMS

Madison Williams was a native of Port Perry, and most notably, the grandson of Elias Williams, the first man to settle in the town.

Before purchasing the Paxton, Tate & Co. foundry, Mr. Williams operated a liquor store for a number of years.

He served on town council for a couple of terms and was a member of the Port Perry Band.

He sold the foundry in 1909 and moved to Lindsay with his wife Mary. He passed away in Dec. 1934 at 72 years of age.

Industrial Accidents

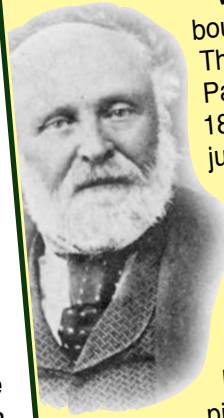
Industrial accidents were a common occurrence during the 1800s and early 1900s, due to the lack of safety regulations in place at the time.

One common accident was of men's limbs being severed while working in the saw mills.

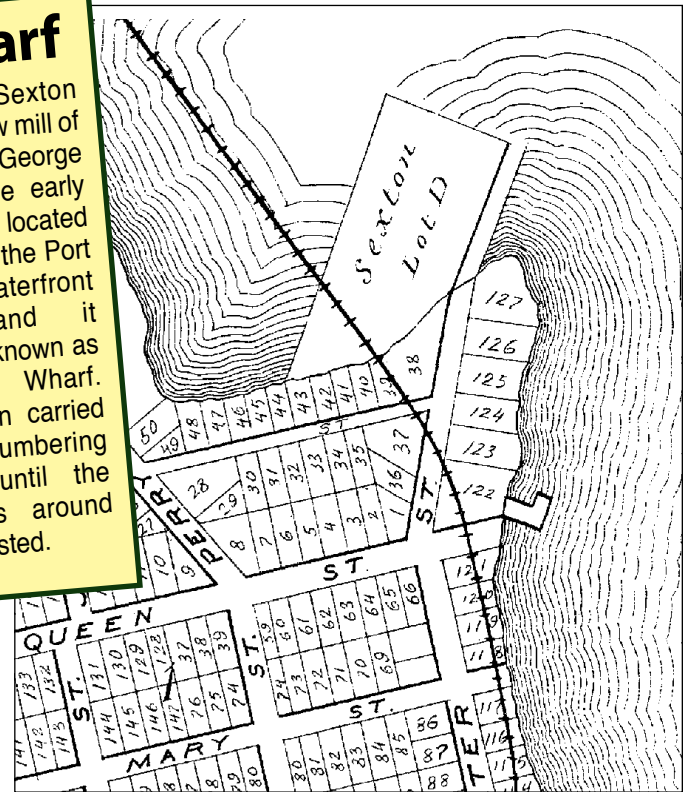
One such incident was recorded in March 1867 while Joseph Marsh was working in J.B. Lazier's saw mill. Marsh was in the act of reaching under a circular saw to put rosin on a belt, when he brought his arm too close to the saw. The blade caught the sleeve of his coat near the elbow, and in an instant half severed the limb.

Under the skilful treatment of Dr. R. Jones, amputation was avoided, although the doctor doubted whether Mr. Marsh would ever have natural use of the limb again.

Sexton's Wharf



William Sexton bought the saw mill of Thomas and George Paxton in the early 1850s. It was located just south of the Port Perry waterfront dock and it became known as Sexton's Wharf. Mr. Sexton carried on the lumbering business until the pine forests around Lake Scugog were exhausted.



William Sexton owned a large parcel of land where Birdseye Centre Park is today. The town pier can be seen along the lakefront.

Industrial mills of all kinds lined Port Perry's lakefront

The first saw mill in Reach Township was built by Abner Hurd just west of Borelia, in 1831. It provided a much needed service to the early pioneer settlers until 1850 when it was blown down by a tornado which passed through the area.

It wasn't until 1846 that the first Port Perry saw mill was built along the lakefront by Samuel Hill of Whitby. The mill contained only one saw, but did a good business cutting the immense logs available in the area.

The very next year, 1847, another saw mill was commenced in the village. Way & Paxton established the mill and operated for a few years until it was taken over by Thomas and George Paxton and became known as the Paxton Saw Mill.

William Sexton purchased the Paxton Saw Mill in the early 1850s and operated it until 1877 when he sold it to Joshua Wright who outfitted it for a tannery.

In 1858, another saw mill was built at the west end of the Scugog Bridge, by Stephen Doty, which afterwards became the property of Joseph Bigelow. By the early 1870s the mill was known as the Bigelow & Trounce saw mill with W.J. Trounce as partner in the firm. The mill operated until 1881 when the partnership was dissolved with Mr. Bigelow continuing business in the south mill and Mr. Trounce in the north mills. Trounce bought out the Bigelow saw mill in 1887 and a year later the business failed as the pine forests around Scugog Lake became exhausted.



This picture shows a section of Port Perry's lakefront lined with lumber, saw and grist mills, and other industrial enterprises during the 1880s.

Ice Harvesting

The harvesting of ice blocks from Lake Scugog, for both personal and commercial use, began in earnest during the 1870s and continued for more than 50 years.

Locally, in 1879 John Watkis erected a large ice house capable of housing 200 tons of pure ice, which was also occasionally referred to as 'cold gold'.

The harvesting of ice was cold and dangerous job, with horses and men often falling into the cold water during operations.

On Lake Scugog, ice harvesting didn't begin until the ice was at least 12' thick, strong enough to support horses, equipment, and people.

The process began by scraping snow from the top of the ice, often using a crude plough pulled behind a team of horses. When cleared, the sheet of ice surface would sometimes be planed. Next, the ice was scored halfway through in long parallel lines using a cutting device similar to field plough, but with sharp blades.

After scoring the surface, workers chopped holes in the ice, then lowered long single handled saws

to cut the blocks free. Other harvesters used pike poles to guide floating blocks of ice along the channels to be removed. In later years power saws were used to cut the ice into blocks about 22"x32" in size.

As the blocks were cut, large ice tongs were used to load the ice onto horse-drawn sleighs or wagons. The blocks were then hauled to shore where they were readied for shipment to rail centres such as Whitby, Oshawa and

Toronto. Local merchants, and residents hauled their ice to area ice-houses where it was covered deep with sawdust to keep it from melting. During the summer the ice would be used to preserve the freshness of their foods by using the ice they stored over the winter.

On Lake Scugog, by Feb. 1890, not only were the local merchants cutting ice from the lake, but larger companies like the Spring Water Ice Company of Toronto commenced operations with the intent of removing fifteen rail-car loads of ice a day over the winter. The same month, two more ice companies set up operations on the lake, with more than 1,000 tons of ice being transported by rail to Toronto daily.

The local newspaper often reported on the Lake Scugog ice harvest and during the winter of 1915 noted there was a good supply of quality ice, being a full 18 inches thick and completely clear.

In 1924 the *Port Perry Star* announced approximately 3,000 cakes of cut ice had been stored in the Farmer's Union Milling Co. ice sheds near the lakefront for distribution the following summer.

The Sam Griffen Lumber Co. was reported to have stored more than 1,000,000 lbs. of ice in 1932, but by 1940, they tore down their ice storage building, ending the era of ice harvesting on Lake Scugog.



DID YOU KNOW?

1000s OF TONS OF ICE BLOCKS WERE CUT FROM LAKE SCUGOG AND SHIPPED BY RAIL TO TORONTO DURING THE 1890s



Men prepare to cut ice using this motor powered ice cutting machine on Lake Scugog about 1914.

Ice Activities

Incidents on the ice of Lake Scugog

Jan. 1877 - Temperatures of 60° F below zero and clouds of snow were a little too much for flesh and blood and the annual ice races on Lake Scugog had to be postponed.

Jan. 1880 - Six spontaneous liquor dealers, who started a wholesale liquor business on the lake during the horse races on ice, were hauled to a reception at the office of the magistrate and fined \$25 for selling without a license.

Feb. 1890 - A fine team of horses, the property of Mr. Oliver Raimes, Scugog, were drowned in Lake Scugog while drawing ice for the Fairhead Company.

Nov. 1906 - An early freezing of Lake Scugog caught frogs off guard. For miles near the shore the ice was covered with frogs which were slipping around lively.

April 1912 - Dead fish lined the shores of Lake Scugog following the ice going out, causing a menace to public health.

April 1952 - Don Crozier and Everett Prentice rescued two boys caught on an ice flow from Lake Scugog for six hours, by breaking through 150 yards of ice to reach the boat and tow it to shore.

Jan. 1954 - Anson Gerrow and Hugh Hiltz crawled out on thin ice to put ropes over the heads of 10 cattle which had fallen through the ice near the causeway.

Lake Scugog provides an abundance of opportunities for both business and pleasure and has been a popular place for ice skating for well over a century.

But along with the pleasure of ice skating also comes a danger of falling through the ice if the season is rushed. There have been many incidents recorded of people plunging to their deaths or narrowly escaping the clutches of the cold water over the past 125 years. Some of these are recorded elsewhere in this book.

In addition to skating, during the early years of the 20th century the lake was often used for ice sailing, fishing and occasionally boating. On one occasion in 1896, after the ice frozen to about 10 inches, an unexpected warm spell melted the ice and several persons were seen out boating.

The frozen lake was frequently used as a short-cut or roadway during the winter months, sometimes with serious consequences.

On more than one occasion teams of horses and their drivers were drowned in Lake Scugog while transporting lumber, grain or other products to and from market.



One of the most popular activities which took place on Lake Scugog during the long winter months was horse racing. The first event took place on February 10, 1870, when large numbers of people braved the piercing cold and wind to witness the horse races on the frozen surface of the lake. Little did they know the annual tradition would continue for more than 40 years.

The annual horse races attracted large crowds every winter and in January 1908 the *Toronto Globe* reported the Port Perry Ice Races as being one of the greatest events to take place in Canada. That year Lady May and John McEwen paced a dead heat with their time equalling the world's ice record.

The horse racing continued for a few more years on the lake before coming to an end about 1912.



Hotels

Early Hotels of Scugog

Hotels were once one of the most common buildings in the hamlets and villages of what is now the municipality of Scugog Township. Some of the old hotel buildings remain, but the names of the hotels and their owners have faded into obscurity.

Williamsburg, now Blackstock had several impressive hotels including the Royal, sometimes called the Royal Exchange, at the northwest corner of the main intersection and the Commercial at the southwest where the cenotaph now stands.

Manchester was originally named Fitchett's Corners since a man named Fitchett had a hotel at the southwest corner of Highway 12 and Highway 7A. Another hotel at Manchester was the Revere House run by B. Plank during the 1860's. He was succeeded by George Houck in the 1870's.

R. A. Murta was the proprietor of the the Cottage Hotel in Greenbank in the 1860's. Jacob Dafoe had his Dafoe Hotel in Utica for almost thirty years beginning in 1860. Prince Albert had three hotels but the largest was the ten bed-roomed Anglo American Hotel. Even tiny Borelia, now the western section of Port Perry had three hotels.

Port Perry had numerous hotels. Near the waterfront, at the corner of Queen and Water Streets two substantial hotels were already thriving; the Sebert House, (*also called the Port Perry House and the Oriental*), and the St. Charles Hotel. Other hotels included the Walker House on the north side of Queen St and the Sinclair Hotel where the Post Office now stands.

Along Water Street, between Mary and Queen streets, was James Dewart's Railroad House Hotel on the southern edge of the property. The hotel was a two story structure with an east facing verandah to each floor.

Daniel Ireland operated the Queen's Hotel near the corner of Queen and Simcoe St., but leased it out to Dewart in the late 1860s. Mr. Dewart left the Queen's Hotel in 1871 and established the Commercial Hotel in Williamsburg (*now Blackstock*) in 1871.

Dewart sold his interests in the Railroad House Hotel to Robert Vansickler, just before the turn of the century and the building was torn down in 1909.

Photos from top:

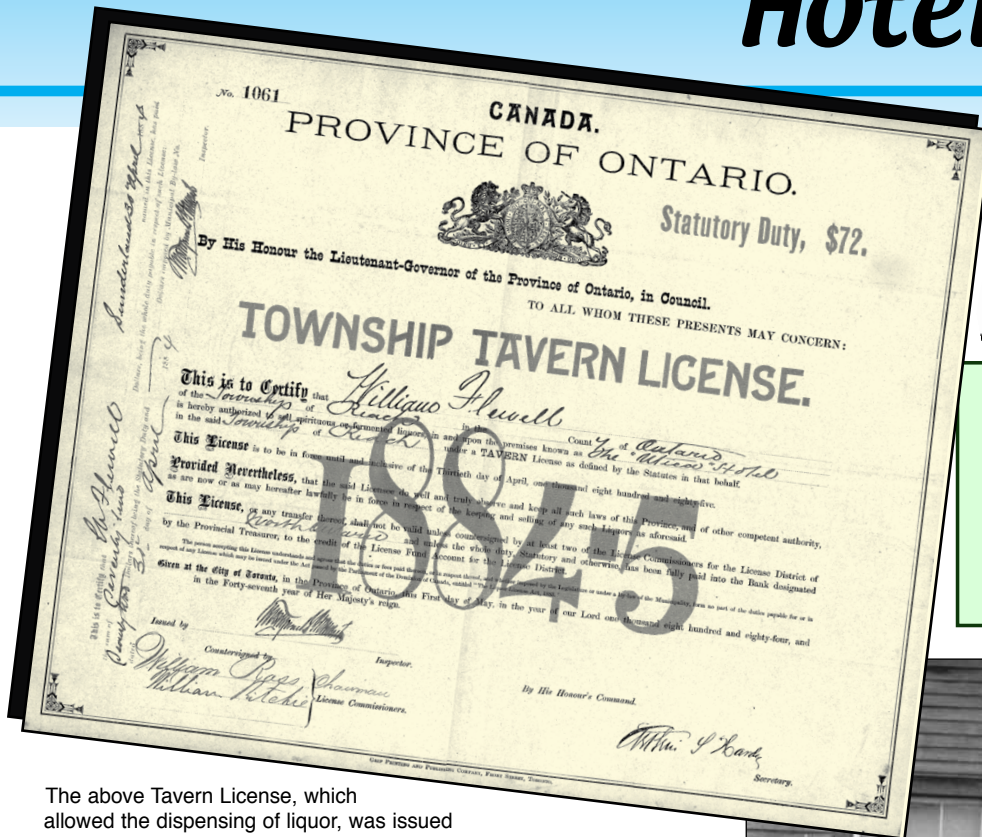
1. The Royal Hotel in Williamsburg at the northwest corner. 2. Dewart's Hotel in Williamsburg (*now Blackstock*) at the southwest corner of the main intersection. 3. The Railroad House Hotel with Mr. Dewart in front. 4. The Port Perry House Hotel, destroyed by fire. 5. The St. Charles Hotel, built after the fire of 1885.

Hotel offers lakefront rooms with a view!

The view from the verandas of Dewart's Railroad House Hotel in the late 1880s, looked out onto railroad buildings covered with the smoke and soot from the wood and coal burning locomotives.

Beyond them the waterfront, with lumber and other goods stacked around warehouses, and the steamboats which carried people and goods around the lake.

Hotels & Spirits



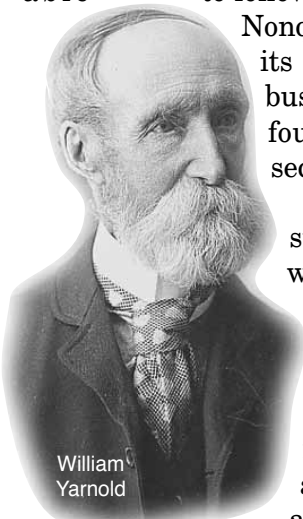
1885 WHISKY PRICES
 Wholesale price 10¢ gallon
 Commercial price 15¢ gallon
 Retail price 25¢ gallon

The above Tavern License, which allowed the dispensing of liquor, was issued to William Flewell who operated the Utica Hotel (Dafoe House) at this time. Cost of the permit for one year was \$72. At right the Dafoe House with an unidentified group of people.



Secret stills and homemade liquor

There was a certain amount of secrecy about the manufacture of the liquor, but had you been able to follow the winding course of the Nonquon River as it twisted its way through swamp and bush, you would likely have found some evidences of secret stills.



William Yarnold

Such was the case of surveyor William Yarnold who was surveying some of the bush along the Centre Road in the 1880s when he came upon a secret still, with its small furnace, troughs and other appliances. This was not an unusual occurrence.

It is said, in those days, three men were seldom known to make whisky on the sly, for it was found that three men could not keep a secret still long. Two men were enough.

The enforcement of the liquor law was not easy. Sheriffs were scarce. Long before one could arrive on the scene, news of his coming preceded him. Naturally the men who made the whisky had more friends than the sheriff.

Rural Hotels Abound

Between the 1840s and 1900 there were more than twenty-four places where you could buy liquor in the Township of Reach, and most of them, until near the turn of the century.

Some of the hotels operating outside of the main centres included one between Manchester and Utica, another at Greenbank, where the United Church now stands, and yet another at Saintfield.

There were two hotels north of Port Perry, one just south of Honey's Corners run by Solomon Orser and

another between that hotel and Seagrave.

In Seagrave the weary traveller had his choice of two hotels.

South of town, at the top of the Ridges was Covey's Hotel, and south of Manchester, Payne's Hotel.

It is estimated that there were twenty-five hotels on the road between Manilla and Oshawa, not including hotels located within the boundaries of the town.

By 1910 it was reported that there were only three hotels in Reach Twp. still in business.

Strange, But True

One of the strangest events ever to be reported in the early press took place in September 1877 when a gruesome discovery was made on the newly acquired Property of William Byam, near Greenbank.

The Byams had been clearing their land of stumps in preparation for the planting of crops, when one large stump attracted his attention. The stump had been inverted and stood out somewhat notably from all the others.

Mr. Byams, being a superstitious man, became overwhelmed with fear and he could not face the prospects of handling the stump alone. So, he summoned his 15-year-old son John, and Edward Burton, a young lay preacher at the Manchester Methodist Church to take over the task.

By the time the two fearful souls made their way to the field, twilight was rapidly approaching, but they continued on their eerie trek and found their way to the mysterious stump as darkness gathered.

When they began to investigate the stump, in order to find a spot to apply leverage to move it, they discovered a glimpse of a human bone. With a little further investigation, it appeared that the bones were part of a whole corpse. The poor victim appeared to be a red-headed young man.

They quickly covered up their grisly discovery and rapidly made their way to Manchester to gather all the appropriate authorities and bring them to the site.

Along the way they stopped at various homestead to inform them of the ghastly find. By the time they arrived in Manchester, a large crowd had gathered. Like a shock of electricity the alarm spread over the entire village.

The local undertaker was summoned and he immediately suggested that they all



return to the site of the poor victim. Even though it was almost 10 o'clock in the evening, some 25 souls joined in the expedition back to the Byam's property.

With the aid of lanterns and firebrand, they made their way through the field in silence, and arrived at the stump. No one had the courage to expose

the corpse, but finally after a lengthy debate, a volunteer was found and given instructions about how to remove the soil gently so that the corpse would not be further disfigured.

While the crowd circled the stump, the volunteer with his spade gently and carefully removed one small clump of soil at a time.

A deathly hush pervaded the scene until hair and skin began to appear. A gasp! An exclamation of horror and disgust! A few more shovel fulls and there stretched before them, in all its serenity lay the remains of a used up horse, grinning back at them and seemingly somewhat annoyed at being disturbed.

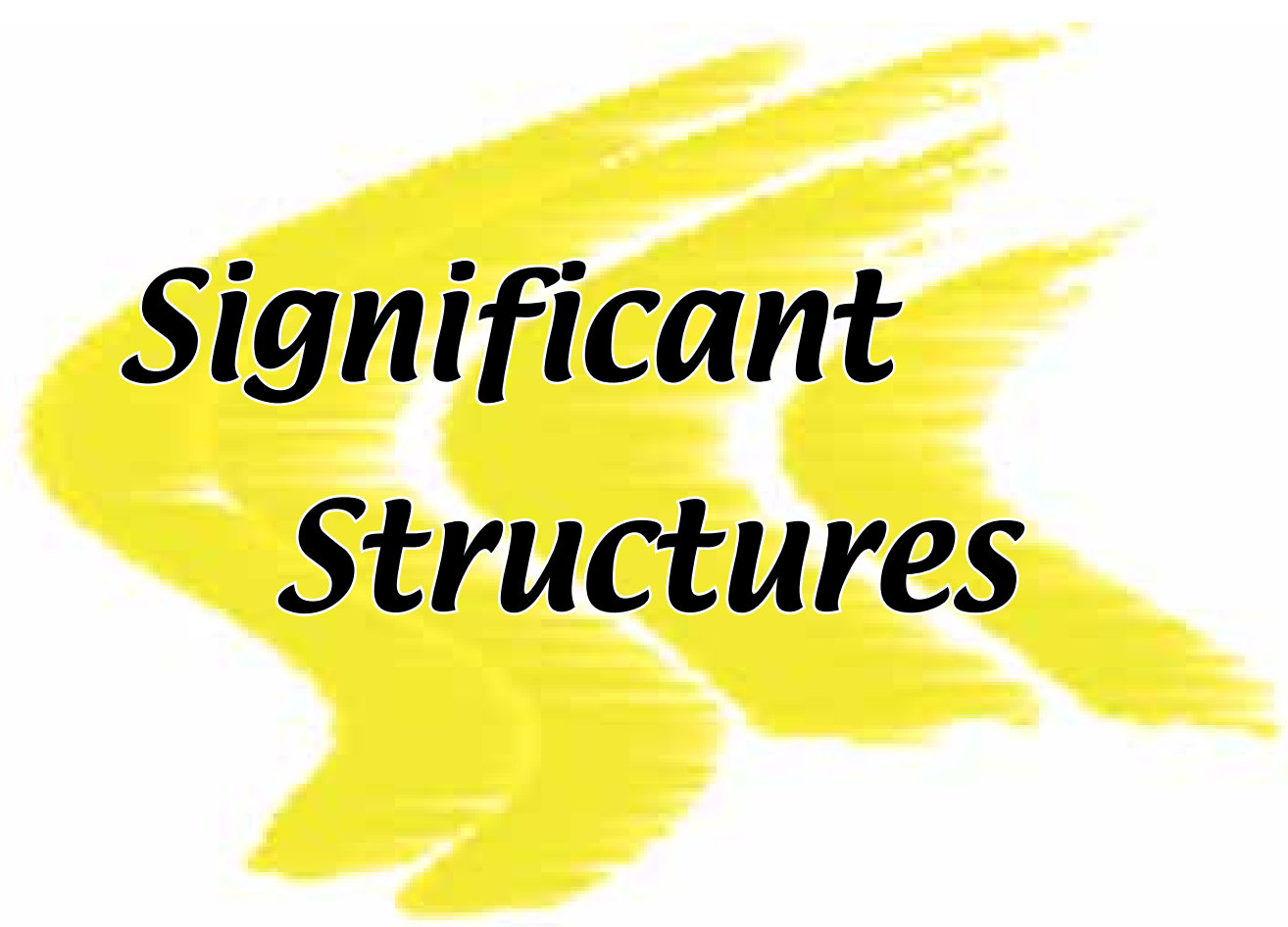
At that point the entire crowd, sensing the embarrassment and the potential for ridicule at their gullibility, quickly disappeared. When the reporter from *The Observer* tried to interview citizens of Manchester the following Monday, everyone had an alibi for their absence from the morbid scene.

Everyone, that is, except poor William Byam and the young preacher Edward Burton.

Fact or Fiction?

During the tornado of 1850, it was reported that near Greenbank, a broken tree was ripped out of the ground by its roots and turned upside down so that the top of the stump was driven into the ground and the roots were left sticking up in the air.

Is it possible this is the same tree that was found years later on the Byams' farm, with the skeleton of a horse under it?



Significant Structures

Town Hall 1873



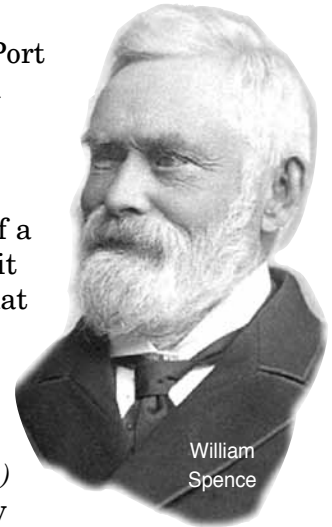
More than 130 years after Port Perry's Town Hall opened for use, it remains one of the most important and imposing historical structures in the town.

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

Port Perry council passed a by-law about Sept. 1872 to build the town hall on the south-west corner of Queen and Lilla (*Simcoe*) St. and construction got underway during the summer of the following year.

Most of the exterior work was completed during 1873, with work on the inside taking place throughout the winter.

In March, the editor of the *Observer* filed the following progress report: "We had the pleasure the other day of visiting our new Town



William Spence

Hall. The mason work is being done in a manner which would do credit to any of our cities and fairly establishes the reputation of Mr. Wm. Spence, as one of our most skillful contractors.

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

Although uncompleted, the building began to be used for a number of events over the next few months, including a concert, church services and an election meeting for Reeve Joseph Bigelow. At this time the hall was described being "naked of bricks on its lofty walls and in a general uncompleted state."

It's curious that such an important building never did have an official opening, but that may have been because it took so long to finish, and it was being used for months before it was completed.

The hall came under the scrutiny of the *Observer* editor once again in the Spring of 1875, when he complained of the inadequate lighting in the building.

"Some six pieces of rusty crooked iron with four rush lights sticking on the ends of them are dignified with the title of chandeliers," he commented.

The Town Hall building has served as the gathering place for numerous events and hosted many dignitaries over the past century.

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



CLOCK & BELL TOWER

Plans for the Town Hall tower originally included a clock, but due to lack of funds, a clock was never installed.

The editor of the local newspaper commented about the lack of a clock by saying "one looks up for a clock and finds the bottom of a flour barrel meeting his gaze."

Although a bell and clock were discussed, a decision was not made at this time.

The Town Hall

has served in various capacities over its more than century existence.

- Some of these include...
- A MUNICIPAL OFFICE
- FIRE DEPARTMENT
- ROLLER SKATING FACILITY
- LINGERIE FACTORY
- ARTS & MUSIC CENTRE

Recollections

THE TOWN HALL BELL had little character in itself. Its tone was flat and unmusical. But it was big enough to be heard all over the village and beyond it, and that was its purpose. It had two tunes - to ring solemnly to mark the intervals of the ten-hour working day at 7 a.m., 12 noon, 1 p.m. and 6 p.m. And it ran an exciting staccato, usually at night, to announce a fire and summon the volunteer fire brigade. It was rung also to celebrate great occasions. One of my earliest memories is hearing the town hall bell dominating the chorus of church bells to celebrate the victory of 1918.

The bell hung in the tower of the old town hall and was rung by a rope which dangled down into the entrance vestibule of the hall. Since the hall was open much of the time, the temptation for young boys was irresistible. One good tug on the rope and the soul-satisfying boom from above was well worth the risk of being caught. And if the risk seemed too great, one could climb up into the tower and ring the bell there, escaping over the roof and down the "fire-tower" at the other end of the hall.

The bell was a target for many Halloween pranks. For years the tower was scaled by one route or the other and the clapper muffled, tied or removed so that the bell could not be rung on the day after Halloween. The authorities countered this routine in time by ringing the bell in what was then the Methodist Church just across the road.

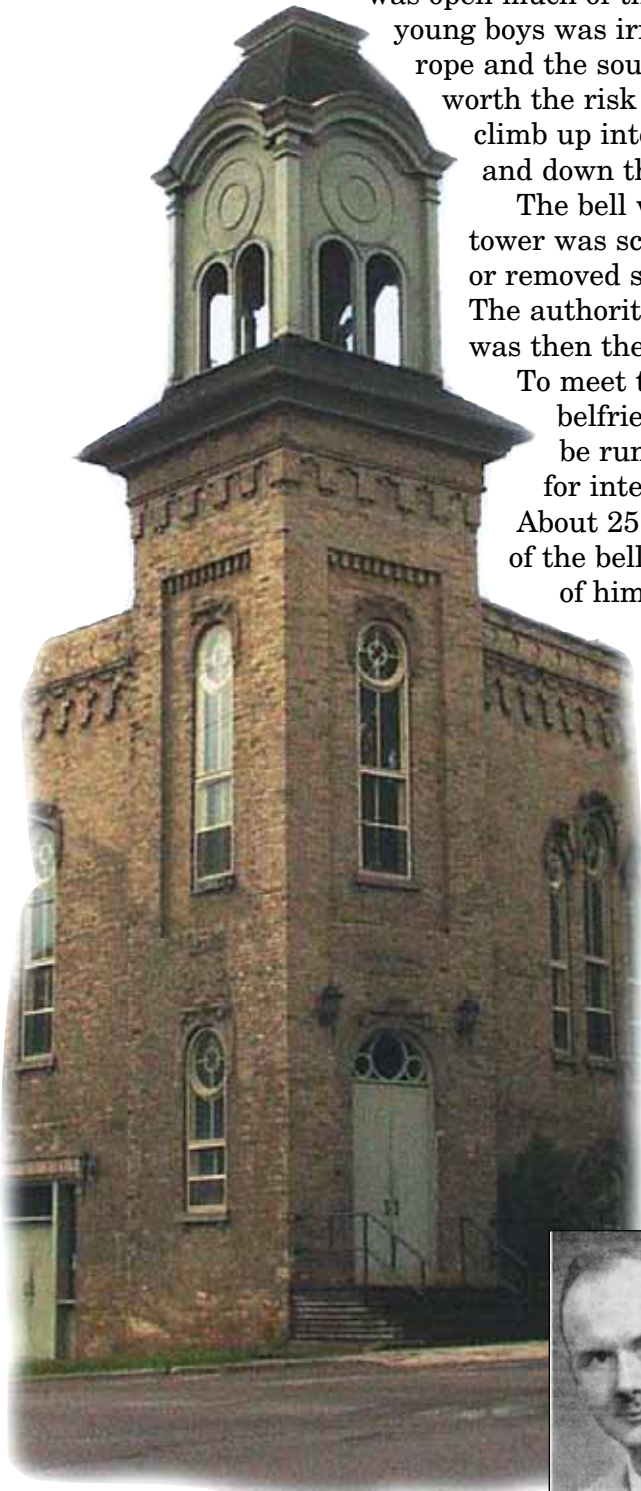
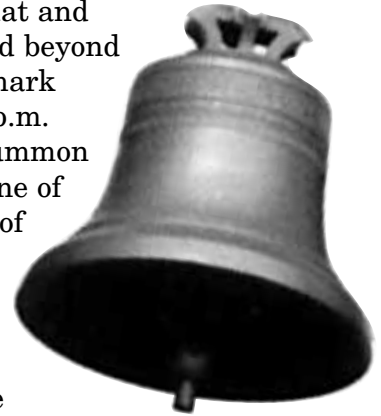
To meet this challenge, the boys rigged a wire between the two belfries, tying the two clappers together so that neither bell could be rung. The thing ended badly for the boys were caught and fined for interfering with the fire alarm system.

About 25 years ago (1925) the town decided to stop the daily ringing of the bell. Mr. Nesbitt, chief of the police force which consisted only of himself, was instructed accordingly, and after so many years the bell remained silent. About this time Ivan Wallace and I, returning from college for the summer vacation, decided that this old tradition should not be allowed to die without a protest. For two days the old bell was mysteriously rung at the accustomed times. The first day was easy but on the second day we had to use all our knowledge of the hall and belfry to ring the bell and avoid Chief Nesbitt who had now been posted to apprehend us. We learned that most of the citizenry was amused but that the council took a dim view of this flouting of authority. The latter opinion was made amply clear to us the next day, when, preparing to ring out the noon summons to dinner, we were ambushed by no less a personage than the reeve himself, Mr. Harold Archer.

*Beverley N. Smallman
Sept. 1957*

The above story was written by Beverley Smallman on the occasion of the 50th anniversary of the Port Perry Star in the ownership of the Samuel Farmer family.

Mr. Smallman was born and raised in Port Perry and used the occasion to reminisce about his boyhood in Port Perry and in particular his memories and experiences surrounding the old Town Hall bell.



Postal Service

A system of letter carrying through Reach Township began at intervals as early as 1827, with mail being carried from the 'Front' (*Whitby*) by travellers on foot.

Capt. George Leach, the first storekeeper in Reach, also became the first postmaster, opening a post office in Prince Albert in 1840. By 1848 the first mail-stage was put into operation, dropping off mail twice a week at the Reach post office. This was increased to three-times weekly in 1948.

Port Perry opened its first post office in 1852, with local businessman Joseph Bigelow being appointed its postmaster, a position he held for 17 years.

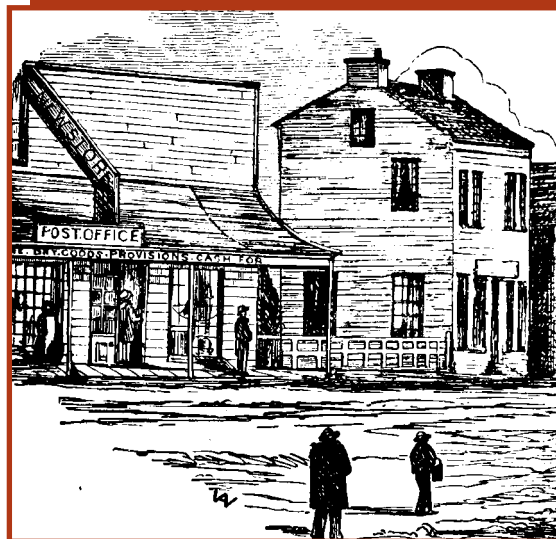
The same year, Manchester and Epsom opened post offices and daily mail began to arrive by way of a daily mail-stage.

The first Greenbank post office was located on the 12th conc., near the corner of old Brock Rd. (*Hwy. 12*).

It was operated out of a general store kept by George Horne. Scugog Island established its first post office about 1860.

FIRST POSTMASTER

Capt. George Leach was Prince Albert's first storekeeper and grain buyer, and also became Reach Township's first Postmaster in 1840.



THE FIRST POST OFFICE

Located in downtown Port Perry, the post office was opened in 1852 in Joseph Bigelow's building (far left).

Port Perry Post Office

In August 1871 work commenced on a new two-storey brick post office in Port Perry near the north-west corner of Queen and John St. It operated here until the early 1900s, when it was moved to a temporary location at Rose & Co. in the Leonard Block at corner of Queen and Perry St. It also moved into a storefront in the Willard Block (*Royal Bank building*) for a short time.

The current post office was officially opened in Jan. 1914 and has since become a landmark in downtown Port Perry. At one point in 1972 it appeared the building might be torn down and replaced by a modern new structure, but fortunately a group of local concerned citizens convinced the government of its historic value, saving it from demolition.

Postmasters

Joseph Bigelow became the the first postmaster in 1852, holding the post for 17 years.

At least two others held the position during the ensuing years, Henry Gordon and a Mr. Hurst, who was succeeded in 1883 by John Warren Burnham.

Mr. Burnham held the position of postmaster in Port Perry until his death in 1928, a total of 45 years, at which time his daughter Mrs. Marion Orde took over the duties until Feb. 1930.

Next to become postmaster was Mr. George Hull, a position he held until 1958 when his son Bruce assumed the roll. Bruce Hull held the position for 24 years of the 37 he spent working at the local post office.

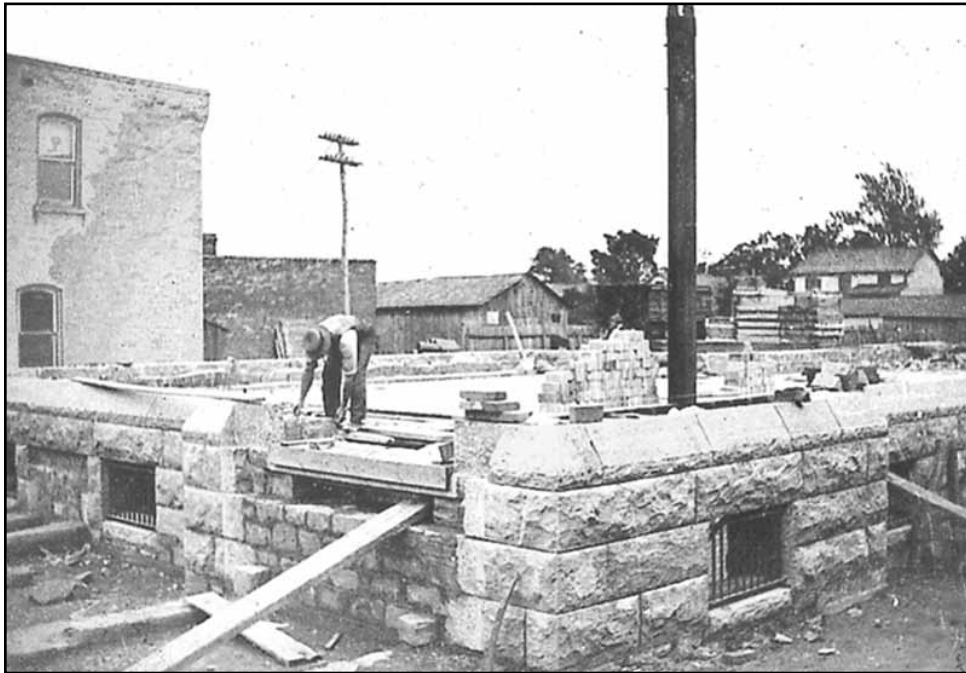
In 1982, Mr. Hull retired and Robert Walker assumed the position of postmaster for Port Perry, a position held for 20 years before he retired.



PORT PERRY POST OFFICE CIRCA 1900

The Post Office was located on the NW corner of Queen and John St. during the late 1800s. It was vacated in the early 1900s and the library was moved into the ground floor in 1916. The building was later torn down to make room for the new War Memorial Library, which opened in May 1935.

New Post Office



POST OFFICE CONSTRUCTION

Foundation: Walls two feet thick of white dressed stone.

Basement: Ten feet high under entire building.

Tower Height: - 61 feet from ground to top of the pinnacle.

Clock: Located 26 ft from ground

First Floor: 14' high walls with 14 large windows.

Second Floor: 11.6' high walls, and equipped with laboratories.

Exterior Walls: 17" thick on ground floor, 13" thick for second floor and tower. Used 300,000 red bricks.

Plans to construct a new post office in Port Perry began in 1909 when a property on the south side of Queen St. was purchased.

It was almost three years later that work got underway, and an official ceremony was finally held in July 1912 at which time a stone with a simple maple leaf was laid at the northwest corner under the tower.

Construction was slow and ongoing delays made it necessary to open the post office in the Armories Hall at the rear of the building in the fall of 1913.

The clock, which was brought from England, was installed in April 1914 and began operation shortly after, although there were many problems with

keeping it running. Samuel Farmer reported, "the clock has scarcely formed the habit of running regularly yet. Sometimes it 'strikes' and sometimes it goes 'on strike' and then of course, it neither goes nor strikes."

The clock was wound manually once a week and underwent maintenance every couple of weeks to keep it in good working order.

John Warren Burnham was the first postmaster in the new Post Office, and served in that capacity until his death in 1928.



John Warren
Burnham

USE OF INTERIOR SPACE

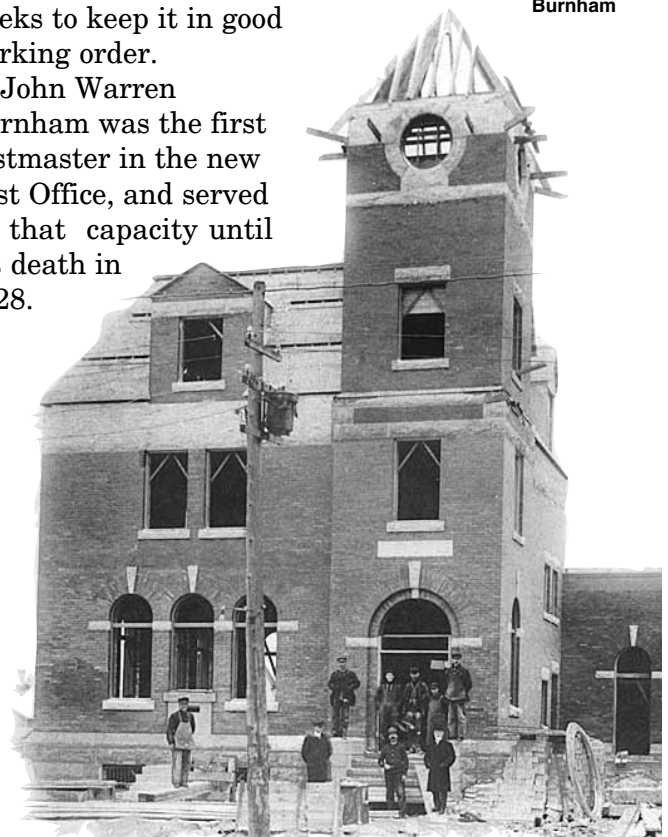
GROUND FLOOR of post office was divided into three main sections:

1. The working space – 23' 5" x 17' 3"
2. The public lobby – 8' 3" deep x 23' 5" long.
3. A hallway 8' 8" ran the full length of the back of the building to the mail entrance on the west side.

SECOND FLOOR provided a special office for the Inland Revenue and three other large offices.

ATTIC FLOOR will contain complete apartments for the caretaker.

THE ARMORY at the back of the post office was one-storey without a basement. It was divided into an Armory Room 20' x 26', Commissioned Officers rooms, and lavatories. The main entrance was from the alley running along the west side of the building.



Union School

Controversy began to surround the construction of a new combination High/Public School, or Union School, in Port Perry throughout the later part of 1872.

Questions surrounded the willingness of ratepayers to dig deep into their pockets to pay for the erection of a “palace” in which to educate their children, and the huge and ongoing expenses involved in equipping and maintaining the building.

In February 1873, the Ontario legislature was flooded with petitions from High and Union School boards, looking for a slice of the public school’s budgets. Residents living in the hamlets and villages surrounding Port Perry argued

against the cutting of public school budgets and the fact their education taxes would be used for construction of a High School in Port Perry.

Despite the pleas of ratepayers, construction began on the new Port Perry Union School during the summer of 1873, which would combine the high and public school in the same building.

An article published in the *Ontario Observer*, in September that year indicated the building was finally underway.

About a month later, the *Observer* noted that the proportions of the magnificent new educational building (*Union School*) were rapidly moving

along and that it promised to rank among the finest school buildings in the Province.

Later that month, in preparation for the school’s opening, council called for repairs to the sidewalks between the new Town Hall and the School House.

Construction on the building continued throughout the

winter and finally on March 6, 1874 the school was opened. The *Observer* reported the new and magnificent school

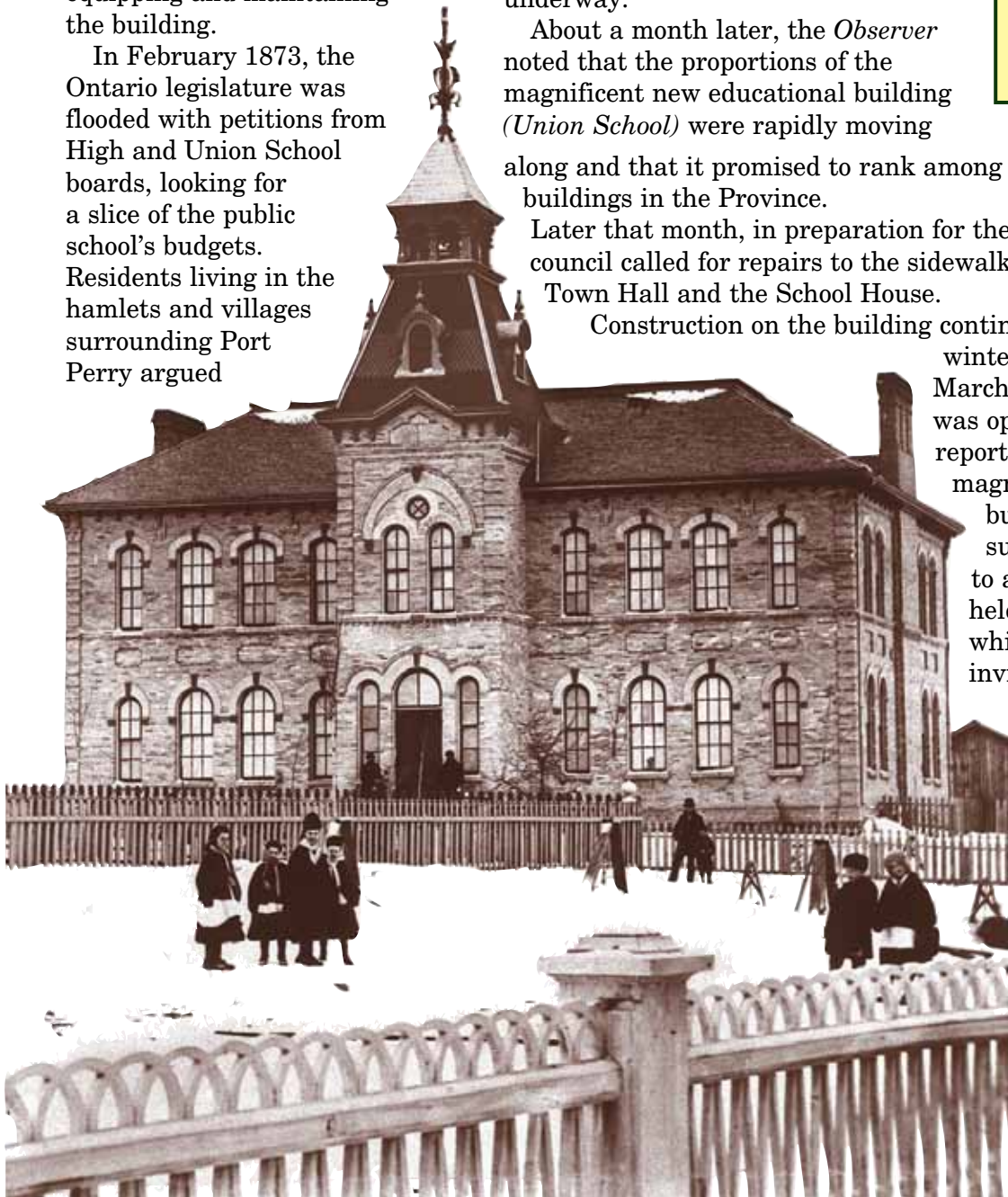
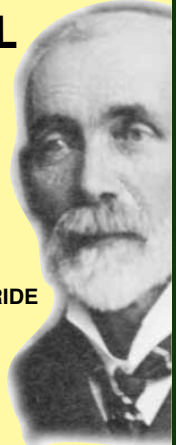
building, having been sufficiently advanced to admit the pupils, held a celebration to which the public were invited. So successful

was the celebration that twice as many attended as could be accommodated in the large room in which the program of entertainment by the students took place.

The school served the community for over 50 years, before being destroyed by fire on April 7, 1926.

NEW UNION SCHOOL OPENS IN MARCH 1874

DUGALD McBRIDE was the first principal of the the new high school. He served as principal at Port Perry High School for almost 40 years from 1871 to 1910.



Union School Fire



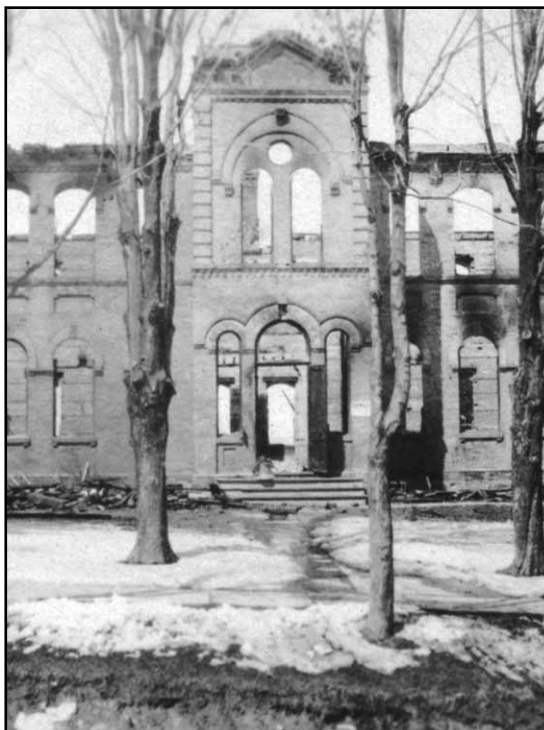
These photographs illustrate the charred remains of the Port Perry Union School after the fire devoured the building in April 1926.



After serving the community for more than 50 years, Port Perry Union School went up in a blaze of glory.

Fire ripped through the magnificent structure on the evening of Wed., April 7, 1926, devouring the building and all its contents.

The fire was discovered by the caretaker, Mr. A.W. Allin, who went to open the school for a meeting of the Board of Education. He had put on a fire in one of the furnaces to heat the boardroom, then went home.



FIRE TAKES LIFE OF PRINCIPAL

Ironically Thomas H. Follick, who was principal at the time of the Union School fire, died tragically at his sister's home in Niagara Falls, after the house became totally engulfed in fire during the night in Jan. 1929. He had served as principal at Port Perry High School for 15 years.



Fire Facts

Nobody was seriously hurt although a few firemen did have a narrow escape when the tower fell in.

The Fire lasted three hours and damages were estimated at \$65,000.

Following the fire, students attended classes in the basements of area churches and the town hall.

Mr. Orchard's house, right next to the school was saved. His windows were also saved by hanging wet blankets over them.

Principals: Thomas Follick was principal of the high school and Marshal Rae principal of the public school at the time of the fire.

The alarm was given, and the fire brigade was soon on hand, and while every effort was made to save the property, the fire had too big a start, and the firemen were powerless to save anything.

The newspaper reported: "It was a wonderful spectacle. That roaring furnace of flame, situated as it was at almost the highest point in town, lit up the whole countryside. The walls had been splendidly built, and retained the fire like the sides of a huge furnace. The flames would leap high above the walls, where the wind would at times catch them, and whirl them forward in quest of new fuel."

Fair Days

Agricultural fairs have been an integral part of the social life of small communities since they began more than a century ago. Both spring and fall fairs were popular gathering spots for local residents to visit, compete in a variety of competitions and view new products from many of the townspeople and manufacturers.

Exactly when the first fair was held in the area, is unknown, although it's believed to have occurred during 1858. An article in the *Ontario Observer*, dated Oct. 9, 1862, reported that the North Ontario Agricultural Society was holding its 5th annual exhibition at the show grounds in Prince Albert.

Other Agricultural Societies were quite likely established in neighbouring electoral districts about the same time, although the earliest mention of the Reach and Scugog Agricultural Society was Sept. 5, 1861 when their annual Seed Fair was held in Utica. (*The word annual suggests this probably wasn't the first*).

The first mention of the Cartwright Agricultural Society's Fall Show was on Friday, Oct. 13th, 1871 on the Show Grounds, Williamsburg (*Blackstock*).

In September 1876 the North Ontario Fall Show was held in Port Perry. At this time the fairground was located south of Scugog St. (7A Hwy.) in the vicinity of Carnegie St.

After the Port Perry fire of 1884 when most of the main street was destroyed, a decision was made to move the fairgrounds away from the downtown. Two years later, the present property was bought from C.C. Kellett, a nurseryman, and the Central Ontario Fair came into being.

The new fairgrounds contained 23 acres which

featured the finest fair buildings outside of the city of Toronto. They comprised of a main building, called the Crystal Palace, horse stables, cattle sheds, grandstand and a \$3,000 race track, which is still in use today.

The first fair, at this location, was held on October 5, 6, 7 and 8, 1887, offering \$5,000 in prizes. His Honour Sir Alexander Campbell, the Lieutenant-Governor of Ontario, officially opened the exhibition on Oct. 6, 1887.

In subsequent years, the fairgrounds became known as the Ontario Central Fairgrounds.

Throughout the later parts of the 1800s and early 1900s, local fairs were held by the Reach, Port Perry and Scugog Agriculture Society at the fairgrounds in Manchester and in Port Perry, often changing locations to hold their Spring and Fall shows.

In April 1891 Reach, Port Perry and Scugog Agricultural Spring Show was moved to Port Perry, with the editor of *The Ontario Observer* writing; "no one we think will question the wisdom of the change. The selecting of Port Perry for holding the

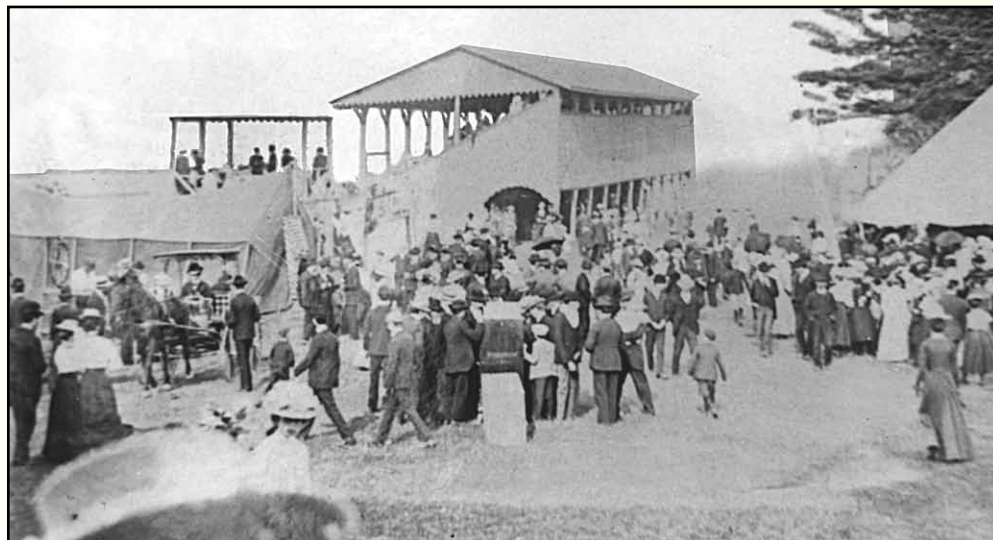
show was highly commendable in every particular, with increased accommodations for stock and extensive hotel accommodations."

The Ontario Central Fairgrounds was not only used by the Agricultural Societies. Often it was the gathering place for community celebrations such as Dominion Day.

On another occasion in July 1893, the Railway Conductors and Brotherhood of Railway Trainmen held an excursion and games at the Ontario

DIFFICULT TIME FOR EARLY FAIRS

It's believed the first fair was held in Port Perry around 1858. Over the years it has had many difficulties. A tale is told by the oldtimers, about one year the fair only had two exhibits, a cow and a pumpkin. The cow found the pumpkin, ate it, and the fair was over!



View of the Ontario Central Fair and grandstand, Port Perry, during the 1890s.

Fair Days



Horses race across the finish line in this 1910 photo of the Port Perry Fair.

Central Fair Grounds, Port Perry.

Due to financial difficulties the fair was dropped and the beautiful property became neglected. In 1894 the Ontario Central Fairgrounds was leased out to local hotel owner, Louis Sebert who in turn rented it out to anyone wishing to use the facilities for large gatherings and celebrations.

One of the first groups to take advantage of Mr. Sebert's facilities was the Loyal True Blues who secured the Ontario Central Fair Grounds to hold their grand celebration of the "Opening of the Gates of Derry" in Aug. 1894.

Next to use the facility was the Scugog Agricultural Society, who announced they would hold their Fall Show for 1894 at Central Fair Grounds, Port Perry on Sept. 20, 21, 22.

In May 1900 a group of local businessmen banded together for the purpose of forming the Great Syndicate Fair.

The fair was held at the Central Exhibition Grounds in September the same year. But once again financial difficulties arose and the fair was dropped, leaving the Ontario Central Fairgrounds and its buildings sitting empty.

With no further interest in the fair, the property was sold to the Regal Packaging

Company in 1903. They immediately tore down the stables and used the lumber to enlarge the exhibition building.

Regal began the evaporating of apples within a month, in what was described as one of the largest and most complete operations in Canada. It was capable of peeling and evaporating 2,500 bushels per day and projected they would employ up to 120 men during the season.

Unfortunately the excitement of this large new industry for the community didn't last long. Before

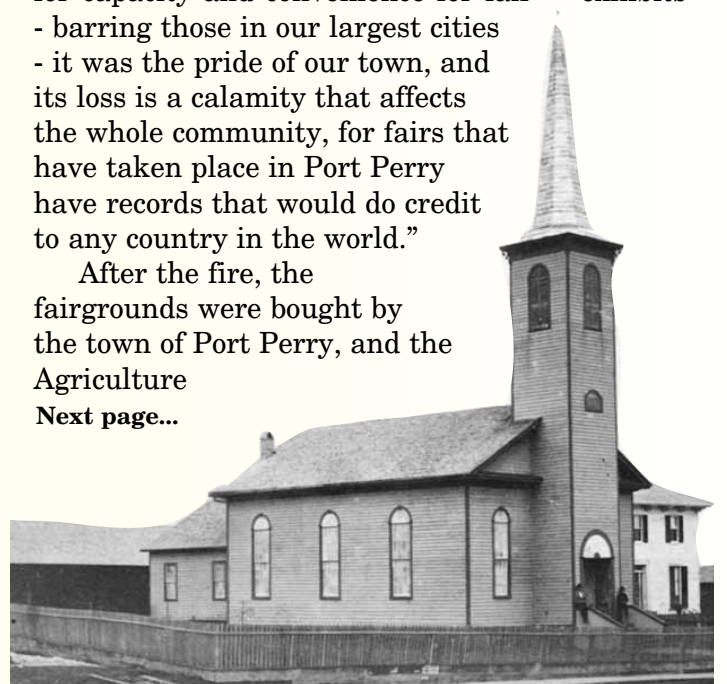
the end of the year the Regal Packaging Company went bankrupt and folded.

For the next year the buildings sat idle, but on Sunday, Nov. 6, 1904 vandals struck the vacant 'Crystal Palace' building, setting it on fire.

The Ontario Observer reported, "about 11 o'clock, the largest, most imposing, most costly and most important building in Port Perry - the Fair building - was discovered to be on fire; distance militated against utilizing our water system, the magnificent building and contents were in a few minutes reduced to ashes.

The building was without peer in the Dominion for capacity and convenience for fair exhibits - barring those in our largest cities - it was the pride of our town, and its loss is a calamity that affects the whole community, for fairs that have taken place in Port Perry have records that would do credit to any country in the world."

After the fire, the fairgrounds were bought by the town of Port Perry, and the Agriculture
Next page...



The Port Perry Baptist Church was moved from its original location at the corner of Queen and Rosa St., to the fairgrounds in 1930.

ELECTRICITY AND THE FAIR

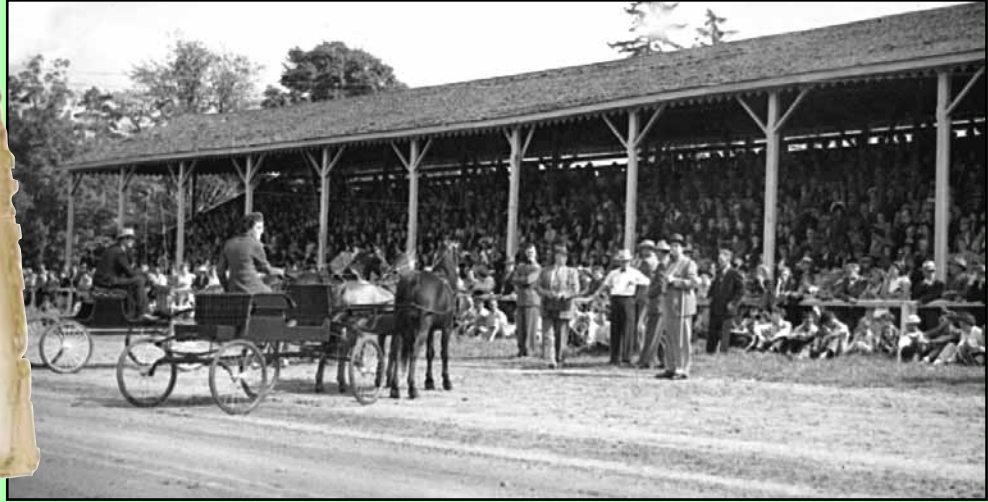
In the 1880s many of the events took place at night, because part of the track was lighted by electricity, generated by traction engine power in a plant on the grounds.

The fair attracted crowds as high as four or five thousand some years.

Fairs & Fires

NAME CHANGES

In 1899 the name of the society was known as the Port Perry, Reach and Scugog Agricultural Society. It remained with this name until 1966 when it became the Port Perry Agricultural Society.



The old grandstand is packed for a horse show about 1950. The large structure was destroyed by fire in 1964.



Society was allowed the use of it for a nominal rent. This arrangement still stands, and the fair has shown steady growth over the years.

In 1930 the former Baptist Church building was moved to the fairgrounds and is used to display the work of the ladies section. The past few years have seen many new ideas tried in the women's displays with good results.

The first Black & White (*Holstein*) Show in Canada was held at Port Perry Fair in 1937.

Horse shows take place on the track as well as in a centre field ring to accommodate the number of entries.

The horse barn, with 19 stalls, was rented year-round by local horsemen who used the track for training. Although the horse barns were torn down a number of years ago, harness racing is still one of the main attractions of the Labour Day Fair.

The old Port Perry grandstand was destroyed by fire in 1964. A new concrete stand was built, complete with a judges stand at the top, new washrooms underneath and a number of open stalls, facing the midway, for the use of concessioners.

The grandstand at the Blackstock Fair was destroyed by fire in 1996.



The old grandstand at the Blackstock Fair was filled to watch the horse competitions during the fair in this 1965 picture (top). Unfortunately, this grandstand, which was very similar to the one in Port Perry, was destroyed by a fire started by vandals in 1996. The bottom picture shows the fire at the height of the blaze.

Memory Hall

Utica's community hall of today pales in comparison to its counterpart, which was designed and built by Thomas W. Horn, a former village resident.

Mr. Horn built the hall as a gift to the community in remembrance of his old home and his youthful days in the village.

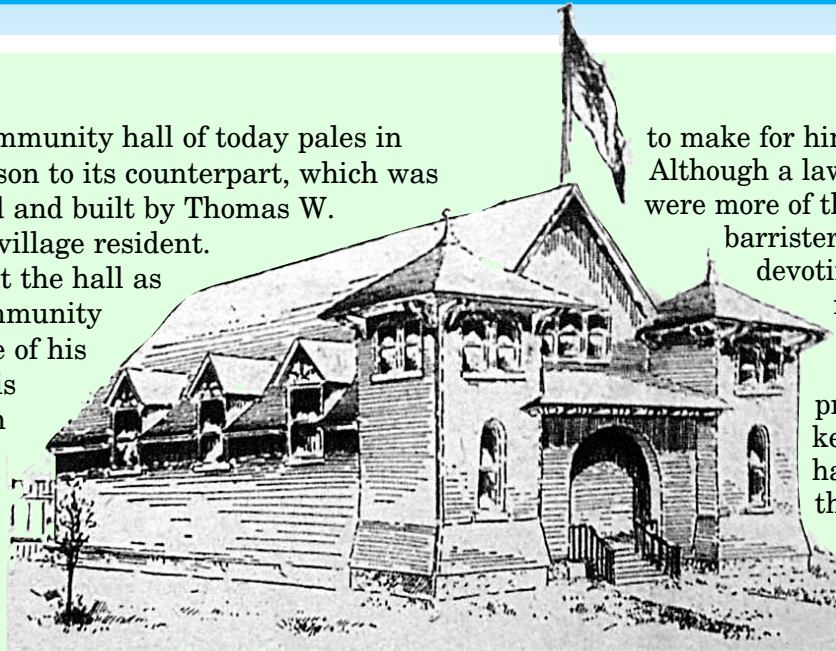
The opening of the Utica Memory Hall took place on Friday, Dec. 1, 1899.

Following is a report of the opening of the hall in December 1899.

"Utica, a small village in this county situated five miles from the town of Port Perry, marked an important, and long to be remembered epoch in its history last week, with the opening of the commodious "Memory Hall", on Friday, Dec. 1, 1899.

Friends from near and far took part in the opening ceremonies, and to show the appreciation which they, in common with the people of the neighbourhood, feel for an "old Utica boy", Thomas W. Horn, who in the days of his success in the commercial centre of the province, has remembered with substantial kindness, the home of his youth.

As a Reach boy of the Utica neighbourhood, he went forth in early years



to make for himself a name and a place. Although a lawyer by profession, his tastes were more of the financier, than of the barrister, and we soon found him devoting his talents in financial, rather than legal lines.

Mr. H.J. Gould, ex-Warden of the county presided as chairman, and the keys of the hall were formally handed over by Mr. Horn to the following board of trustees: Enoch Kendall, Arthur Crosier, Wm. Brooks, D. Horn, John Horn, Wm. Ward, John McKercher.

Also on stage were a number of Mr. Horn's Toronto friends, Rev. Hugh Crosier; Mr. Charles Calder; Mr. Leonard Burnett, M.P, for the riding; Mr. J.W. Siddall, architect; F.H. Herbert, architect; Mr. Peter Christie, ex-Warden; and Mr. W.H. Keller, publisher of the Uxbridge Journal.

In handing over the keys, Mr. Horn said he did so with the wish and expectation that the hall be used for the benefit of the community. He attached the single condition that the churches and school should have the use of it free.

In naming the hall, the Hon. John Dryden suggested that more appropriate than Horn's Hall, or Public Hall, would be the name "Memory Hall," and he offered that name for consideration. The audience expressed their approval by a show of hands.

The hall was 38x65, has a seating capacity of nearly 400 and is designed in the Spanish renaissance style of architecture, with two towers.

It was always Mr. Horn's ambition to succeed, but he was always proud to be remembered as a boy of Utica. He believed that association of people with each other broadened, brightened and improved the mind, and it was his hope that the hall might serve such a purpose.

Following the opening, Mr. Horn entertained a few friends at a supper prepared in elaborate style by the host and hostess of the Dafoe House.

Fire Destroys Memory Hall

On Saturday afternoon, April 9, 1955 Utica's Memory Hall was destroyed by fire.

The fire is believed to have started by a spark of a nearby grass fire, and within a very short time the entire building was laid to ashes.

Volunteers and fire fighters managed to save a few chairs and the piano from the hall. A large portrait of the late Walter Horn, the man who built Memory Hall and donated it to the community, was not saved.

Frank McGregor and Charles Lakey, proprietors of the general store, across from the hall said the community hall burned right to the ground in less than a half-hour. "Five minutes after the fire started, you couldn't get inside the building. it burned like a match-box", said Mr. McGregor.

The building was insured for \$3,000.

New Hall Officially Opened

About 2 1/2 years after the historic Memory Hall in Utica was destroyed by fire, a new hall was officially opened.

A capacity crowd came out on Oct. 25, 1957 to attend the opening of the new building, which stands to this day on the southwest corner of the village.

Public Libraries

In 1856-58, in a brand new building erected for the dual purpose of a Library Community Hall, the Port Perry Mechanic's Institute was formed. For many concerts, plays, suppers and entertainments of all kinds were held there for up-keep of the library and other public interests.

It is not known how many books this library contained no records have been found. We do not know how long library continued in this building, but we do know that by 1875 it had been relocated to the McCaw business block, and original Mechanics' building had been sold to the Baptist Church. (*this building is now serving as a women's building at the fairgrounds*).

About 1890 the library was discontinued and the books sold by the wheelbarrow load. Only a few years later, in 1894 the Women's Christian Temperance Union, feeling the need of

keeping the boys off

the street, opened a reading room. The room was lighted, heated and furnished with chairs and periodicals. A few years later, by house to house canvas and other means, a fund was raised and an Associate Library formed. For the next 30 years the community struggled to finance this library.

The first talk of building a new library building came about 1916 when a delegation to council suggested purchasing the former Post Office site to build a public library. In December the same year, the library moved into the ground floor of the building and held an open house in January 1917.

Five years later, in June 1922 council approved a proposal to purchase the old post office site, tear down the building and construct a War Memorial Library. The property at this time was owned by a dozen townsmen who had bought the site to safeguard and they were willing to sell it for \$1,000.

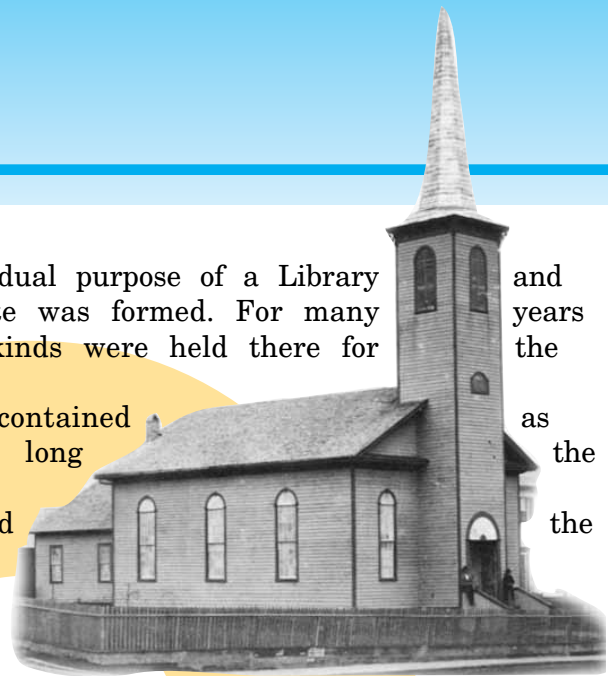
Through the efforts of Dr. Mellow and Reeve Figary in Feb. 1924 the Associate Library became the Public Free Library. The new Library Board set about raising the money to purchase the property. In the meantime the War Memorial Committee and the Scugog Chapter IODE set about raising funds.

The loss of the Port Perry Union School in 1926 set the library project back for a time, as the people felt that a new school was more important and must come first.

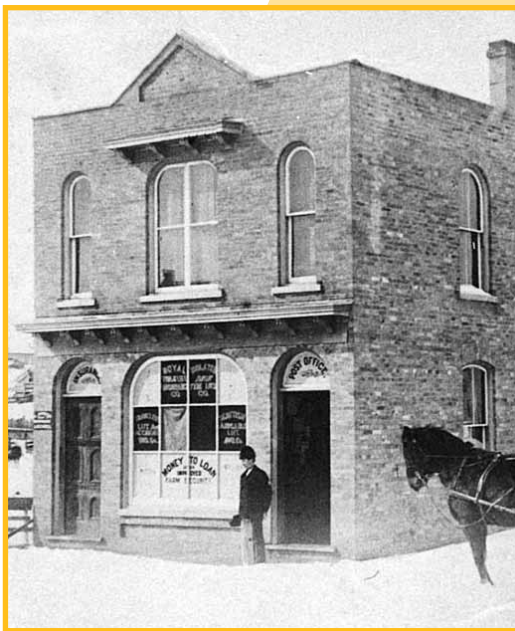
Finally, on Oct. 15, 1934, the cornerstone for the new War Memorial Library was laid by Mrs. W.H. Harris, and seven months later the new building officially opened by The Honourable Herbert A Bruce, Lieut. Governor, assisted by General James A. MacBrien (*both former Port Perry boys*).

The War Memorial Library was opened as a memorial to the boys of World Wars I and II and featured a Book of Remembrance which is kept in a lighted niche above the fireplace.

This library served the residents of Port Perry and area until 1982 when the library was moved to its present location on Water St., along Port Perry waterfront.



The Mechanic's Institute building, at the corner of Queen and Rosa St., after it was sold to the Baptist Church about 1875.



Port Perry's old Post Office became home to the Public Library in 1916.



Port Perry's present library located on Water St. along the lakefront.

Library Opens

An exceptionally pleasing program marked the ceremonies at the opening of Port Perry's War Memorial Library by the Lieut.-Governor of Ontario, the Honourable Dr. Herbert A. Bruce.

A happy prelude to the opening ceremonies was the arrival of Major-General James H. MacBrien, who flew from Ottawa, and landed at our front door, on Lake Scugog. Immediately there collected an eager and happy crowd to greet "Jim" MacBrien who clasped the hand of many an old friend as he moved through the crowd. The small boys were envious of Harold Archer as he drove away to take the Major-General to the homestead at Prince Albert.

That was the friendly spirit that prevailed throughout the entire proceedings.

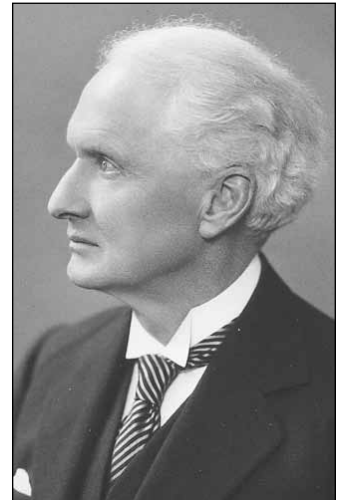
When the Lieutenant-Governor arrived the happy greetings of the morning were repeated, for the famous Major-General and the popular Lieut-Governor found themselves among the friends of their boyhood.

With the arrival of the 34th Regimental Band and the Guard of Honour, the various bodies concerned took their places, the local Veterans marched into position, the school children paraded to the front of the Library, the relatives of deceased soldiers took the place of honour, and the Lieut-Governor arrived for the inspection of the Guard of Honour and the Veterans.

Dr. Bruce, Mrs. Bruce, and their son Maxwell, together with Major-General MacBrien, were received by Reeve W.H. Letcher and his wife, Mr and Mrs. W. H. Harris and Mr. H.G. Hutcheson.

Dignitaries present to open library

- **Major General James H. MacBrien**
James MacBrien was raised and educated in Port Perry.
- **Lieutenant-Governor Herbert A. Bruce**
Herbert Bruce was raised and educated in Port Perry.
- **Reeve W.H. Letcher**
Served as Reeve of Port Perry for 15 years.
- **34th Ont. Regimental Band & Guard of Honour**



DR. HERBERT A. BRUCE
Lieutenant Governor of Ontario

In a most appropriate address Reeve Letcher welcomed the distinguished guests and expressed pleasure in seeing the happy school children present.

At the conclusion of the address by Dr. Bruce, the "Book of Remembrance" was taken from the pedestal where it had been resting under the Union Jack, and presented by Samuel Farmer to Rev. T.A. Nind for dedication. Rev. Nind then handed the Book to Dr. Bruce who in turn handed to to Major General MacBrien, who unveiled the Memorial niche and placed the Book therein.

At the conclusion of the address of welcome, Mrs. Bruce untied the ribbon barrier at the front of the Library, the doors were opened wide, and the Library was declared open to the public.



*Article from
The Port Perry Star
May 24, 1939*



MAJOR GEN. JAMES MACBRIEN

Ice Rinks & Arenas

Skating and curling arenas were one of the main centres of winter activities throughout the past century, providing a gathering place for carnivals, skating, hockey and curling.

Since the early 1900s, Port Perry has had three indoor arenas, and at least one outdoor facility. And curling, has been held in at least the same number of locations.

The first covered skating rink, was located on the northwest corner of Simcoe and MacDonald St, and was operating in the early 1900s. This rink became known as the Olympia Skating Rink under the ownership of Dorman Corbman.

By the fall of 1913, the old Olympia Skating rink was considered unsafe, and because the curling rink was too small for pleasure skating, an open air skating rink called the Central Skating Rink, was opened behind the present day Post Office.

In the fall of 1919 a public meeting was held to discuss the building of a new rink. Work finally got underway in Oct. 1921 on the new Port Perry Skating Rink, which cost of \$8,350 to



construct.

The rink building was 105 x 180' with metal roof. It had a skating/hockey surface of 60' x 160' and two curling slabs of regulation size on either side of the main building. George Jackson officially opened the new arena

on Jan. 2, 1922 and it was described as one of the finest outside the big cities with its large ice pad, seating for 400, dressing rooms with a gallery above. By 1933 work began on extensive repairs and remodeling of the aging rink, extending its life, but in the fall of 1947 it was condemned and closed.

Work on the next arena, on Water Street, got underway in July 1950 under the leadership of building chairman Ted Jackson. The new \$75,000 facility was officially opened Jan. 12, 1951 by Premier Leslie Frost, and after 28 years service was torn down in 1979.

Scugog Township council approved the building of a new single-pad arena on Durham Rd. 8, at the north end of town with construction getting underway in the spring of 1976. This despite appeals from local groups for a twin-pad arena. The new \$750,000 Scugog Arena was official opened on Jan. 16, 1977 by chairman Howard Hall and other dignitaries.

COST OF BUILDING

Port Perry financed and built three arenas during the 1900s. The first in 1921 cost \$8,350; the second in 1951 cost \$75,000 and the third in 1974 for \$750,000.

The cost of the second ice pad at the present Scugog Arena cost more than \$5 million dollars. Six times the amount of all the other arenas combined.



Port Perry's second arena built in 1921 was officially opened in Jan. 1922. Picture above shows the elaborate decorations in the arena for the opening.

Left: An outdoor arena near the high school during the 1940s and 1950s.

Family Affair Strange, but True!

Three members of one family acted as building chairman for all three of the arenas built during the 1900s.

- George Jackson - 1921
- Ted Jackson - 1950
- Howard Hall 1976

Ted Jackson was the son of George Jackson and Howard Hall was the son-in-law of Ted Jackson.



Construction nears completion on the new Port Perry Memorial Arena and Recreation Centre in the fall of 1950.

Curling Arenas

Curling has played an important part in Port Perry recreational activities since the early 1900s. The first known indoor rink was located on Casimir Street, although the exact location has not been determined.

In Dec. 1914 Percy Graham was reported to have purchased the old curling rink. He moved it to 241 Queen St., beside the old Port



Top: Curling in Port Perry's curling rink, located on Casimir Street, circa 1900.
Left: Curlers using wooden curling stones during the heydays of the 1890s.

Popular Sport

So great was the enthusiasm for curling in Canada that as early as 1870 a challenge was sent to Scotland inviting her to test the skill of her players against the curlers of the new world.

Curling enjoyed a heyday during the 1880s and 1890s. Hamlets, towns, and cities participated in the game, and many arranged bonspiels with attractive trophies and prizes which were avidly competed for.

Perry Star office, where the old building was used over the years as Graham's Garage, Sweetman's Garage, Ted Jackson Appliances and House of Howard. Following the demolition of the old curling club, it's unclear where curlers played their sport until a new arena was constructed eight years later.

When the new skating arena opened in Jan. 1922, it had two ice pads for curling, one on each side of the skating pad. This was home for curlers until about 1946 when it was torn down. A second new arena opened in Jan. 1951 and curlers used the new Water St. facility until the present curling rink located on Bay St. was opened in Dec. 1959. This curling club is still in use today.



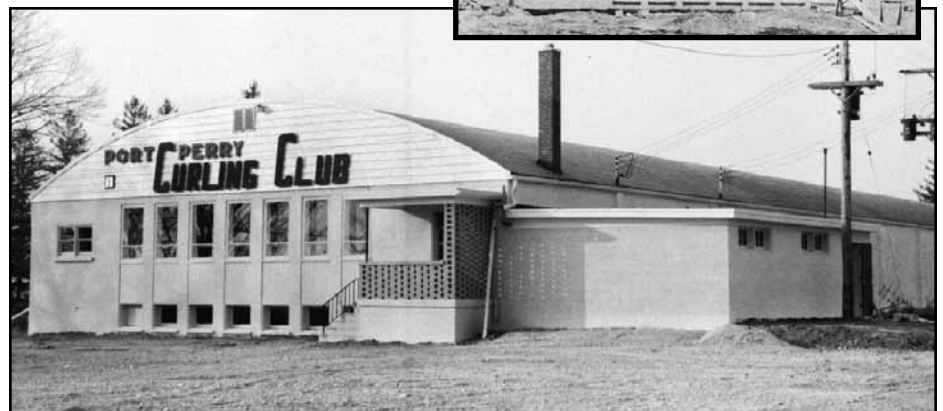
Wooden Curling Stone

Scottish settlers brought the sport of curling to Canada. They made curling "rocks" from wooden blocks, and later shaped them from stones.

A mid-nineteenth century 'stone' of smoothed burl wood was 26cm in diameter x 11.9cm high. A metal and wooden handle (12cm long) is attached to the top of the stone. Metal plugs were inserted in the wood to provide weight.



Left: Partial side view of the 1922 arena which featured a curling rink on both sides. Below, New curling rink under construction in 1959 and when completed.



Lawn Bowling



Throughout the 1870-80s, cricket was the game of choice in many communities throughout Ontario County. Prince Albert had a team as early as 1870 and they competed heavily against neighbouring towns like Uxbridge and Whitby.

It wasn't until the early 1900s that lawn bowling became popular locally and in July 1908 a lawn bowling club was established with George Gerrow, the first president of the 20 member club.

A little more than a year after forming, the club purchased a piece of land on Queen St. in preparation for a new lawn bowling facility. A cement wall was constructed along the street in 1910 and the following year the club installed electric lights so they could bowl in the evenings.

Exactly when the club house was built has not been determined, although in June 1937 the Port Perry Lawn Bowling Club announced a remodeling and expansion of the facility.

An old concrete retaining wall was re-built in 1941 after being damaged by a heavy rainfall earlier in the year.

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

Plans began in late 1979 to move the club to larger quarters, but it was another five years before the club received a \$25,000 Wintario grant which would make it possible.

Scugog Township acquired a two-acre site on Old Simcoe Rd. in 1984 and work began on the new facility. The official opening of the new Port Perry Lawn Bowling Club took place in August 1986.

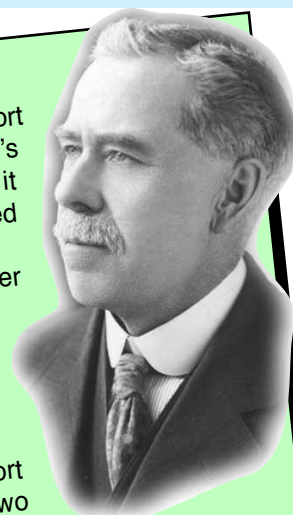
George Gerrow

George Gerrow was Port Perry Lawn bowling Club's first president when it formed in 1908, and served a second term in 1918.

Mr. Gerrow was a builder by trade, but entered into political life in 1907 when he was elected a councillor on Scugog Island.

After moving to Port Perry he served two terms on the local council before being elected reeve. He held this position for the next seven years (1911-1917), becoming the longest serving reeve of the town at this time.

One of his crowning achievements was overseeing the construction of a new road around Ham's Hill, on the south end of Scugog Island, eliminating the large hill leading to the Cartwright causeway.



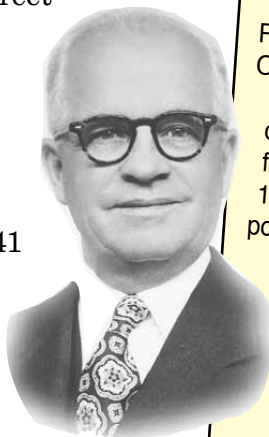
Merlin W. Letcher

Merlin Letcher was one of Port Perry most respected and admired residents during the mid-1900s.

In 1953 he served as President of the Provincial Lawn Bowling Association of Ontario.

He was an active member of the community and served the town's Reeve for 13 consecutive years, from 1933 to 1945. He considered the high point of his political career was being elected Warden of Ontario County in 1937.

Another of the highlights of his public life was receiving a medal from Buckingham Palace to be worn in commemoration of the Coronation of King George VI and Queen Elizabeth on May 12, 1937.



Hospitals

The earliest 'private' hospital is believed to be a private hospital established by Dr. David and Robert Archer to care for the patients. It was established in the 'Colburn' house, a large brick house located on Rosa St., close to where Port Perry High School is located today. This 'hospital' reverted to a private home in 1927, after the death of Dr. Robt. Archer.

The next private hospital was started about 1920 by a graduate nurse, Grace Cormack, at 235 Queen St. She rented the rooms above the Port Perry Star office from Samuel Farmer, using the large airy front room for the operating room and the remainder was divided into two bedrooms. Access was up a long staircase located on the west side of the building.



Port Perry's second hospital was located above the Port Perry Star office at 235 Queen St. in 1920

Grace Cormack married James Swan in 1926 and they purchased the large brick home of Robert Somerville at 96 John St., and converted it into a larger hospital containing 11 beds. Mrs. Swan operated the hospital until 1930 when she retired and sold it to two cousins, Nellie Whitmore and Margaret Fisher. By 1933 Mrs. Whitmore, had purchased the hospital outright and she remained in charge of the facility, the only one in the community, until 1946.

The hospital consisted of a large front room, for the most important patients and on the second floor were three more patients' rooms, with two beds to each room. The second floor also had a nursery, bathroom and rooms for staff and Mrs. Whitmore's office.

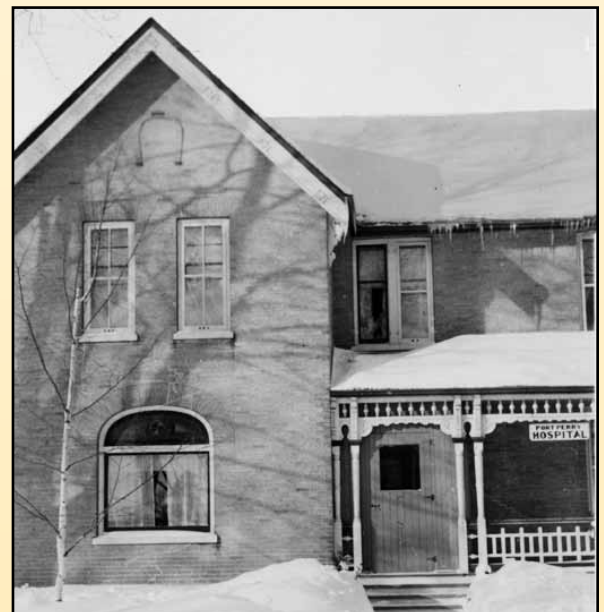
Mrs. Whitmore sold the hospital to the community

after she retired, and plans for a new hospital got underway with the application for a charter and the start of fundraising. By 1948 the Port Perry Hospital was forced to close its doors, since it was not deemed reasonable to spend a lot of money on the aging structure. For the first time in 30 years the town was without a hospital.

In 1949 a residence for munitions workers in Ajax was purchased, cut into sections and moved by truck to Port Perry. Here it was reassembled and furnished by government grant and local subscription as a modern up-to-date 32 bed hospital.

The new, long waited for, Community Memorial Hospital was officially opened while hundreds of citizens looked on in pride on Jan. 7, 1953, and served the needs of the community for the next 16 years.

Port Perry's next hospital opened on Nov. 26, 1969 when local doctor and Minister of Health for the Province of Ontario, Matthew B. Dymond laid the cornerstone for the new Community Memorial Hospital on Paxton St. This facility has undergone three expansions and numerous renovations, and continues to serve the growing populations of Port Perry and Scugog Township to this day.



Hospital on John St., operated by Grace Swan



Moving buildings to Port Perry from Ajax



Community Memorial Hospital, Port Perry opened in 1953

Early Churches

The Methodist Episcopal Church had the honour of being the first church to form in Port Perry. It was organized about 1850 with the Rev. Geo. Jones believed to have been the first pastor. In 1856 they built their first church, which was later replaced by a larger building in 1873 at the corner of Caleb and Queen St. This church was taken over by the Salvation Army in 1869, and later torn down.

Rev. C. Taylor was the pastor during this period.

The Prince Albert Wesleyan Church attempted to open a church in Port Perry in 1858, but it was 1873 before they were able to establish a permanent church. This later became the Methodist Church, and is now the United Church of Canada.

The Presbyterian Church was organized in Prince Albert with the Rev. R. Montieth as minister in 1856, and in Port Perry in 1870 with the Rev. Geo. Jamieson, minister.

The Roman Catholics began to hold services about 1866 in a building purchased from one of the Methodist groups. Rev. Father Allain was incumbent.

The Church of England held services for many years in different locations until 1866 when work began on the erection of the Church of Ascension. The building, located at the corner of John St. and North St., was partially wrecked by a storm during construction. It was finally consecrated as a church in 1886.

The Baptist congregation purchased a building which had originally housed the Mechanics Institute in 1863. They added a church steeple, vestry and baptistry. Rev. Joseph King was pastor. This building was eventually sold after standing idle for many years.

During this time it was used as a

gymnasium and domestic science room for Port Perry High School. Later it was moved to the fairgrounds where it is still used today to display many of the women's exhibits. A new building was erected on the same site at Rosa and Queen Street.

Tall Steeple

The Baptist Church was erected as the Mechanic Institute (*Public Library*) in 1858. About 1866 the Baptist congregation took the building and a very tall tower was built. When the tower was in place, Lake Ontario could be seen from its peak. The tower was removed from the church in 1925.

Church Timeline

Jan. 1867 - The dedication service in connection with the opening of the Primitive Methodist Church at Greenbank took place on the 27th instance.

Sept. 1868 - The Church of St. Agnes at Greenbank was officially opened and held its first service on Sun., Sept. 27.

Jan. 1869 - The Port Perry Presbyterian Church was packed for the divine service on the Sabbath, 3rd instance.

Jan. 1869 - The handsome little Church of Ascension - English Church, Port Perry opened for Divine Service on Sabbath, 28th inst. The interior of the building can seat about 200 people, the style is of the Gothic order and the windows are excellent taste.

Sept. 1869 - The Wesleyan Church at the Indian Village, Scugog, dedicated on Sunday, 26th inst. A grand festival will be held with a choir of 100 Indians.

Oct. 1871 - An imposing ceremony was performed for the laying of the foundation stone for the new brick Port Perry Methodist Episcopal Church on Tuesday, Oct. 10.

July 1872 - The dedication of the new brick and stone Wesleyan Methodist Church at Utica took place on Sabbath, July 7th.

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

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

Oct. 1874 - The opening and dedication of the new Methodist Church, Port Perry, took place on Sabbath, 18th instance.

July 1876 - The Church of England, Williamsburg, Cartwright, dedicated their handsome new brick church on Sabbath 23rd instance.

Nov. 1878 - The new Greenbank Presbyterian Church held its Dedication Day on Sunday with many hundreds of people assembled.

Jan. 1886 - The Methodist Church of Port Perry was opened for divine service on Jan. 24, 1886.

April 1893 - The old Presbyterian Church, Prince Albert, was torn down.



The Fire Fiend

The Fire Fiend

FIRE TIMELINE

June 1852 - Steamboat *Woodman* was badly damaged by fire.

May 1863 - A firecracker thrown by young boys caused a fire at the Anglo-American Hotel, Prince Albert.

Aug. 1867 - Jacob Purdy, of the 8th conc. farm lost his barn and \$400 worth of grain and wagons to fire.

Dec. 1867 - The two-storey frame building owned by Mr. Davis, Port Perry, was completely destroyed by fire. Cause said to be careless handling of ashes.

May 1869 - The drying kiln at Lazier's Factory, 7th con. Reach, was consumed by fire. A large quantity of cradle fingers and other wood work, valued at \$600 was lost.

April 1870 - Carriage and workshops of Mrs. Morton, Epsom, was completely destroyed by fire.

June 1870 - An extensive planing and fanning mill factory in Port Perry was destroyed by fire. Loss \$2,000.

June 1870 - Weir's Steam Saw Mill, 7th conc. of Reach destroyed by fire. Losses totalling \$1000.

Sept. 1870 - The sound of fire! fire! James Lazier's Factory, the wool kiln, implements and wagons were all consumed by the fire.

Sept. 1872 - Port Perry Carriage Factory, was destroyed by fire caused by sparks from the forge chimney. Loss estimated at \$6,000.

July 1878 - The elevator building and grain of Mrs. Gordon, opposite the railway station was totally destroyed by fire. Loss estimated at \$16,000.

Dec. 1878 - The barn, stable, horses, implements and feed of Mr. Donald Christie, south of Utica were destroyed by fire.

June 1881 - Fire in downtown Port Perry destroying Mr. Charles grocery and liquor store, Mr. Sutherland's grocery store, Messrs. Johnston's implement warehouse and Mrs. Smith's residence at the rear of the stores.

July 1881 - The grain warehouse and store houses at Seagrave Station of the W.P.P. & L Railway, were destroyed by fire.



FIRE! That one word instilled more fear into the hearts of early settlers than any other. And fire was a constant companion at that time, most often occurring during the cold winter months when homes and businesses were being heated by wood and coal oil.

Even Reuben Crandell, Reach Twp's first settler, could not escape the wrath of the "fire fiend," as it was often called. In 1843, his Queen St. home, which was also used as a hotel, was completely destroyed by fire.

The enterprising residents of Prince Albert were often alerted by the fire bell announcing the intrusion of fire into the village. One incident occurred during the night in Feb. 1868 when the carriage factory of George White, and two adjoining houses were engulfed and destroyed by fire.

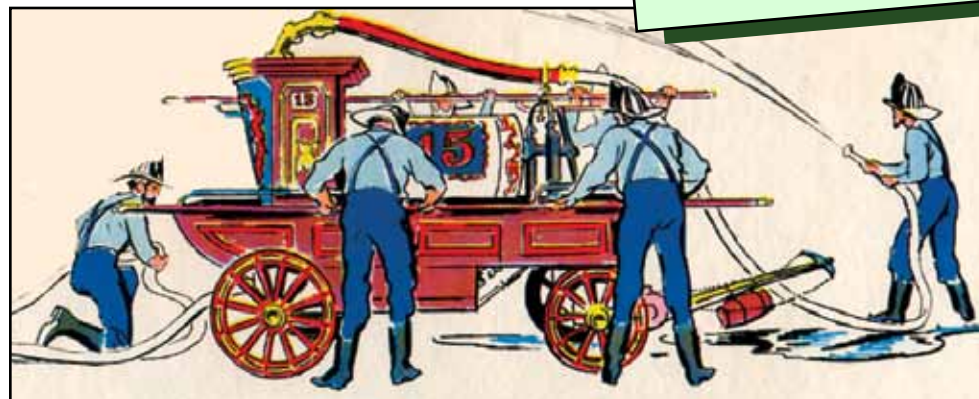
But by far the worst fire in the early history of Prince Albert occurred on April 1, 1873 when a fire broke out at 11 p.m. and within three hours it had laid in ashes a full block of businesses on the north-east corner of Simcoe and King St.

Totally consumed by the 'fire fiend' were Wright's Boot and Shoe establishment, Willcox Drug & Grocery store, Wightman's extensive general goods store and the Masonic Temple. Total loss was estimated at over \$15,000 in property and stock.

As feared as fires were, no one could have imagined the terror and destruction it was capable of until the great Port Perry fires of 1883 and 1884, which destroyed the entire business district of the town.

Too late!

In Aug. 1870 the village of Port Perry purchased an 'excellent fire engine' for the use of that village. The engine made its debut the following month to a fire on the property of Mr. R. Boynton, but by the time the fire brigade arrived the fire had destroyed the barn.



Fire of 1883

Residents were awakened from their sleep about midnight Sunday Nov. 26, 1883 by the sounds of panic and shouting coming from the street, and a bright, red glow streaming through their windows.

Downtown Port Perry was being consumed by a mountain of flame and when it ended it had destroyed property with an estimated value of \$150,000.

The 'fire fiend' started somewhere near the rear of the Port Perry House, at the corner of Queen and Water St., and fanned by a powerful blast from the south-east, succeeded within three hours in wiping out at least one-third of the businesses on the north side of the street.

Residents ran to help the fire brigade, but it was too late and they were unable to be of much help. The morning after the devastation a large number of the finest structures in town had been reduced to heaps of ashes and piles of broken brick.

Undeterred with their losses, the property owners moved into temporary quarters and immediately began the huge chore of removing charred debris and brick from their lots in preparation for re-building.

Within three months tenders for new buildings were let for contractors and materials and by mid-June the re-building of downtown Port Perry was well underway.

The future was beginning to look bright for downtown Port Perry. Devastated by fire just seven months earlier, new life was being breathed into Queen St. as dozens of contractors began construction of attractive, new brick buildings along the north side of the street... and then the unthinkable happened!



Businesses Destroyed

BRUNSWICK HOTEL
Owned and operated by
Jonathan Blong

WALKER HOUSE BLOCK
Hotel operated by
W.B. McCaw

LAING & MEHARRY
Hardware store operated by
J.B. Laing & John Meharry

DAVIS DRUG STORE
Operated by A.J. Davis

DIESFIELD BLOCK
Jewellery store operated by
John Diesfield

PORT PERRY HOUSE
Hotel operated by
Mr. John Ruddy

Upper right - Photo illustration of the Port Perry House as it may have looked at the time of the fire.

Left: North side of Queen St. about five years before the 1883 fire destroyed a large section of these buildings.

Fire of 1884

Town destroyed in less than three hours

During the later part of June 1884, a heatwave hit the area and as the sun set, on the evening of Thursday, July 3 a breeze drifted in from the southeast. Most of the windows of the homes of Port Perry's residents would have been flung open in an attempt to catch the refreshing movement of air.

A few minutes before midnight, the townspeople were rudely awakened by the persistent ringing of the Town Hall bell... the warning for FIRE!

A fire started in the stables behind the Mansion House Hotel (site of present Post Office). Aided by the strong wind from the south east, it spread rapidly, first in a westerly direction, then across the road and finally, to the east. Wooden buildings virtually exploded when sparks settled on them.

Firemen battled courageously, but their equipment was totally inadequate to handle an inferno of this proportion. Flames reached upwards of 40 feet into the air and could be seen as far away as Greenbank, Oshawa, Whitby and Port Hope. Attempts to save buildings were futile.

Panic stricken merchants, most of them uninsured, or at best under-insured, smashed down the rear doors of their stores, desperate to save merchandise. Some merchandise was rescued and piled on Perry St., but the heat of the conflagration drove people away and the rescued merchandise itself caught fire, consumed as the fire spread to Perry Street.

In less than an hour, the entire business section of downtown Port Perry was an inferno. From the north side of Mary Street to the south side of North Street, from Water Street to Perry St. and on Queen Street all the way to John Street, the fire consumed every building; house, store, shed and stable with the exception of three buildings.

Tummond's store at southeast corner of John and Queen Streets; A. Ross & Sons Elevator at the waterfront, and the almost completed Hiscox Block were the only buildings to survive.

As daylight came, a scene of utter desolation confronted the townsfolk. Cries of disbelief and despair would no doubt be heard for miles around. This was a time when few places of business had adequate insurance, the majority would have had none at all.

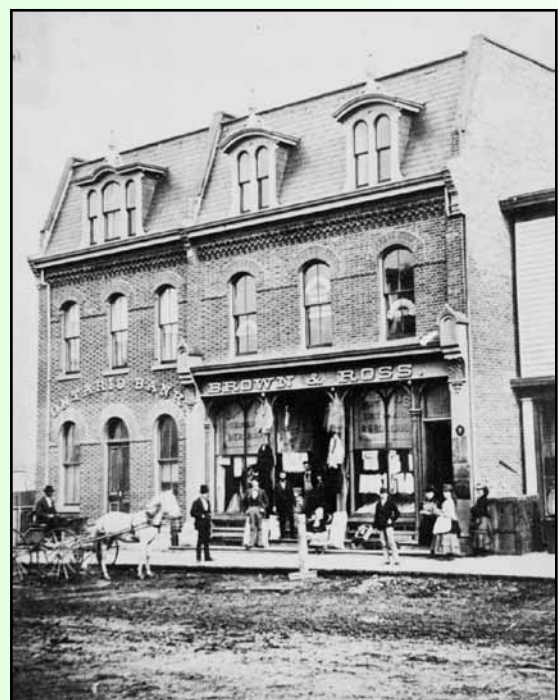
Thirty-three commercial buildings housing almost 50 businesses, as well as factories, warehouses, stables, six lodges and a dozen homes were nothing more than ashes and embers.



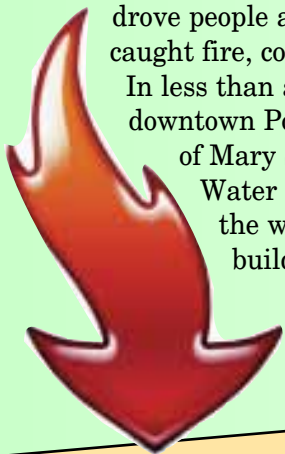
The block of Thomas Courtice before the 1884 fire.



George Currie and W.T. Parrish blocks before the fire.



The attractive Ontario Bank building and stores of Brown and Ross were among the buildings destroyed.



Fire Fact

An army of workers converged on the town and in only four months the entire commercial sector, 17 large brick buildings, had been rebuilt and business was back to normal.

Fire of 1884



Artistic rendering of the fire by Peter Moore for the cover of Out Of The Ashes

The devastation was so sudden and overwhelming, that comparatively little was saved. Laid to ashes were: the Ontario Bank; 3 Law Offices; 3 Doctor's Offices; 1 Broker's Office; 2 Printing Offices; a Dentist Office; 2 Photograph Galleries; a Grist Mill; 3 Cabinet Factories; a Carriage Factory; 2 Blacksmithing Establishments; 2 Drug Stores; 3 Harness Shops; 2 Boot and Shoe Shops; a Marble Works, the Livery Stable; Masonic Lodge; Orange Lodge; Oddfellows Lodge; Sons of England Lodge; United Workmen's Lodge; Royal Templars Lodge and the contents; a Bakery; 2 Tinsmith Shops; 2 Hotels, 22 Stores and 12 residential dwellings. The entire loss amounted to more than \$300,000 of which only one-half was covered by insurance.



Actual photograph taken in the days following the July 1884 fire which leveled the town.

Fire Fiend Returns

Notable fire incidents

- Luckily, no human lives were lost.
- The foundry was on fire several times from flying debris, but Thomas Courtice saved some of his stock of leather by cramming it into a nearby water well.
- In less than three hours \$350,000 worth of property was reduced to ashes.
- Not a solitary paper belonging to the Corporation of Port Perry was saved, including the assessment rolls and more than 150 by-laws.
- The country for miles to the northwest, was on fire in many places, caused by flying cinders from the inferno. One piece of paper from Davenport, Jones and Company was found on Beare's farm, near Greenbank.
- Messrs. George Harrington and Seymour lost a \$300 horse in the Mansion House stable. Three other horses and a cow also perished in the blaze.
- To give some idea of the brilliance of the flames, resident along the shore of Lake Ontario, near Oshawa and Whitby, reported it was bright enough to read a newspaper.
- It would be impossible to understand the wildness and excitement which prevailed during the progress of the fire, but one woman entrusted her baby to the care of a friend, while she went to rescue others and later forgot to whom she had given her child.
- Young Wm. L. Parrish entered his father's hardware store to warn his parents and became partially suffocated by the smoke. He lost his way in the building and would have perished had he not fallen down a staircase into the basement.
- James McArthur became trapped by fire and had to rush through the flames to save his life. He was badly burned but survived.
- T.H. Dancaster lost his stallion 'Silver Dust' which he had been offered \$2,000 cash for only a few days before the fire, but had unfortunately declined.
- A safe owned by W.T. Parrish fell into a well of coal oil where it burned for two days following the fire. Miraculously, there was no damage to the contents.
- Twenty six safes withstood the intense heat of the fire, protecting most of contents held within them.



Composite picture of industrial building along Perry St., shows how flames may have looked as the fire progressed along Queen St. and later destroying these buildings.

Residents fear the worst as 'fire fiend' returns

Thankfully Port Perry never experienced another fire of the same magnitude 1884 fire, but the town's new buildings were subjected to a number of other threats by that fearful 'fire fiend' that had destroyed so much of the town.

Less than five years after magnificent new stores had been re-built, the dreaded ring of the fire bell was heard throughout the town once again, sending sickening thoughts through the minds of all who had witnessed the destruction of a few years earlier.

This time the fire broke out just before midnight on Dec. 18, 1890 at the west end of town in an area where the buildings were old and primarily constructed of wood.

By the time the fire was discovered and the alarm had been sounded, Ferguson's Bakery, located near the north-east corner of Queen & Lilla (*Simcoe*) Street, was entirely engulfed by fire and it was reduced to a pile of ashes within a couple of hours.

Along with the bakery, six other buildings were destroyed as the flames rapidly spread from building to building. There was the Queen's Hotel owned by R. Hodgson; S. C. Philip, frame store; Mrs. Sharp, vacant store, Warriner estate, double house; Western Canada Loan & Savings Co., frame building; A. Campbell stable. John Nott's Furniture Store received minor damage to the building. The total loss was estimated at near \$7,000.

FIREMAN INJURED

Burning timbers from the Queen's Hotel fell on some firemen and pinned down Joseph DeShane burning out one eye and half his face.

Later fires

On Oct. 22, 1891, residents of the town were awakened in the night by the dreadful clatter of the fire bell when a huge blaze was discovered underway in the heart of downtown.

The flames had already made themselves visible through the roof at the rear of the Laing & Meharry. All the buildings were new brick structures, which had fortunately been built with fire walls, and the fire was brought under control by 4 a.m. due to the extraordinary efforts of the local fire company and its excellent fire engine, which poured tons of water onto the blaze.

Laing & Meharry's building was completely gutted and their entire stock destroyed.

Mr. Allison's Block west of the burned building was damaged to quite an extent.

Aaron Ross & Sons costly and handsome new block was threatened, but had little damage.

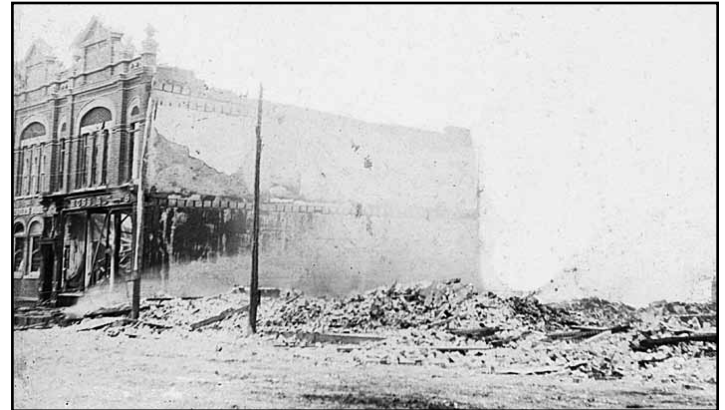
The Blaze of 1893

The final blaze of the 1800s occurred on April 27, 1893 when the dry goods store of Jones & Co. was found on fire. By the time the alarm had been sounded the fire had fully engulfed the building and despite valiant attempts to extinguish it, it was in vain. Firemen instead directed their efforts to saving adjoining properties which otherwise would have fallen a victim to the flames.

The large brick block containing both Jones & Co. Dry Goods and Phillip & Meharry's Grocery was burned to the ground along with the contents. Estimated cost of damage \$30,000.

Fire Strikes Again in 1901

It was 17 years before the next major fire struck the heart of the business section. This one arrived on the night of Sept. 18, 1901.



A. Ross & Sons store, partially burned, still stands after the 1901 fire.

A.J. Sproule's bakery shop was discovered in flames and within moments, aided by a strong wind, the fire had spread to the adjoining stores.

Businesses destroyed as a result of the fire, from east to west were: The Western Bank; A. Ross and Sons, general merchants; A.J. Sproule, baker; S.T. Cawker & Sons, Butcher Shop; E.H. Purdy produce merchant and grocer; R. Dawson, barber; C.H. Allison, druggist.

The following businesses located in the second floors of these buildings and were also destroyed: W.H. Harris, barrister; David J. Adams, land and money broker; S.M. Newton, publisher (*Port Perry Standard*); G.A. Powers, tailor; J.A. Murray, dentist; Miss Harrison, dressmaker; Wm. Tremere, dwelling; Misses McKnight and Crooks, dress makers; H.B. Clemes and R.G. Baird.

The 1901 fire was the last major fire to deface the stores of downtown Port Perry, although other potentially dangerous fires in the downtown area occurred on occasion.



Significant fires of the 20th Century

JUNE 1902 - Carnegie Flouring and Planing Mills destroyed.

APRIL 1926 - The Port Perry Union School was totally destroyed by fire. Building was valued at \$65,000.

NOV. 1930 - The fine brick home of the Joshua Curts family at the corner of Scugog St., destroyed by fire.

FEB. 1936 - Fire in downtown Port Perry to Carnegie Hardware. Fire destroyed upper story when roof fell in. Damage estimate \$15,000.

MAY 1951 - Lakeshore Knitting Mill and Morrow Farm Equipment destroyed by fire. Estimated damage about \$125,000.

OCT. 1951 - The James Goodall Mill (pictured) at the lakefront was totally destroyed and damaged a



Lake Scugog Lumber building, causing damage to building and contents estimated at \$95,000.

FEB. 1959 - Fire at the Master Feeds elevator caused \$35,000 damage to the building.

APRIL 1974 - A devastating fire on April 1, at the Cy Wilson Ford dealership in Manchester destroyed 20 cars and caused \$300,000 damage.

MARCH 1982 - Fire ravaged the warehouse and offices of Jerry's Produce causing \$1.5 million in damage.

MAY 1998 - Immaculate Conception Catholic Church and its adjoining hall were completely destroyed in spectacular morning fire. Damage was estimated at more than \$2 million.

Later Fires



Fire has always been one of the most feared disasters for any community and the Port Perry area has had its share of major blazes over the past 150 years.

Pictured here are four of the more recent fires in the town's history:

From top;

- Cy Wilson Ford, Manchester, 1974
- San Man Motel, Manchester, 1968
- Master Feeds Elevator fire, 1959
- Immaculate Conception Catholic Church, 1998.





*Professional
&
Commercial
Enterprises*

The 'Talking Box'



Invention of the telephone creates interest in Port Perry

Port Perry's interest in the telephone developed shortly after Alexander Graham Bell had invented his "talking box", as it was often called in its infancy.

The first working mode of the telephone was produced in 1876 and records indicate that the next year, a Port Perry resident, P.S. Jenkins, applied for the local agency. However it had already been granted to a Bowmanville man, W. McSpadden, for the entire county.

Another Port Perry man, J.S. Hoitt, seems to have been intrigued by the early telephone and he too applied for the job of handling the leasing of telephones in this district.

Despite the early interest shown, it apparently was not until 1884 that telephone service was started here. That year, long distance lines were built from Port Perry to Toronto and from Port Perry to Whitby through Uxbridge, Goodwood, Stouffville, Markham and Brooklin.

S.E. Allison was the telephone agent in Port Perry at this time and he set up the only Port Perry telephone in his drug store on Queen St. It was more than a year before other telephones were installed and a switchboard was put in to provide for the inter-connection of these sets.

By the end of 1885, residents of Port Perry who less than two years before didn't even have a telephone in the community, could talk via the telephone to people as far west as Windsor and as far east as Quebec City. By this time, nine people had telephones in their homes or offices.

Two years later, another long distance line was constructed linking Uxbridge with Lindsay and giving Port Perry a more direct route to Lindsay, Peterborough, Belleville and other points.

The first telephone directory including Port Perry subscribers was published in 1885 and showed the following listings:

- Allison, S.E. Druggist, Queen St.
- Ontario Bank, Queen St.
- Ross, A. & Sons, General Store
- Trounce, W.J., & Co., Flour Mills

Another interesting aspect of early telephone service in Port Perry was that the first subscribers could only use their telephones when the exchange was open with an operator on duty to complete their calls. Following are the hours of the Port Perry exchange in 1887:

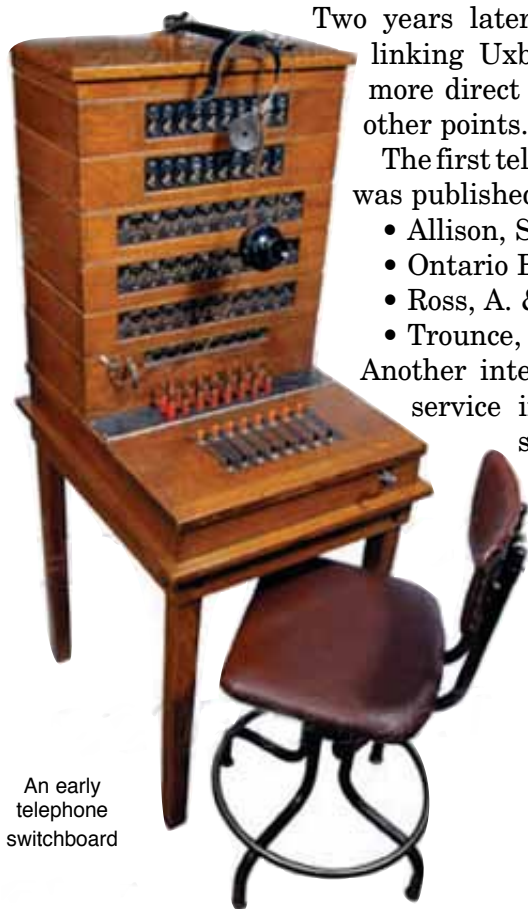
Office Hours

Weekdays 8 a.m. to 8 p.m.
Sunday 2 p.m. to 4 p.m.
Holidays 10 a.m. to 12 noon
and 2 p.m. to 4 p.m.



Operators were boys

The first operators employed by the telephone companies were boys. However, it didn't take very long to discover that their general rudeness and complete lack of tact and patience virtually ruled out their suitability as operators. Subsequently the job became one for girls.



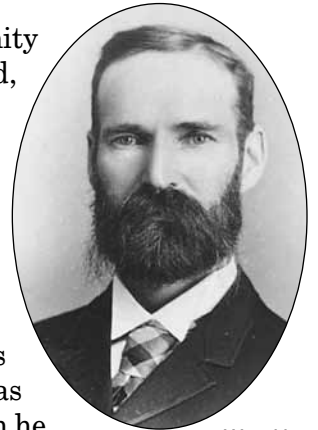
An early telephone switchboard

Telephone service

By the year 1891, Port Perry's population had reached 2,000 and the entire community was being served by only 13 telephones. The directory for 1897, for the first time showed, that local telephone customers had numbers assigned to them. Until that time, the operator completed calls by using names, rather than numbers.

Five years after the turn of the century, the Bell Telephone Co. purchased some 87 miles of line and 54 telephones from three local doctors; David Archer, Edgar L. Proctor and Samuel J. Mellow, who each owned a small telephone business. The purchases increased substantially the the company's presence in the community and the number of Bell subscribers in Port Perry increased to 72.

Telephone expansion continued in the area and by 1911, new and larger quarters were needed to house the switchboards and telephone offices. Accommodation was supplied by Wm. H. McCaw who had been Port Perry's telephone agent since 1887 when he



Wm. H.
McCaw

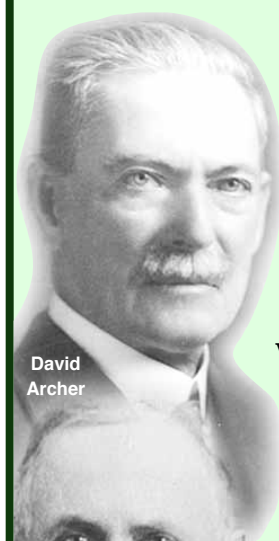
succeeded Mr. Allison. In the next few years, the increase in the number of telephones in Port Perry was nothing short of phenomenal - leaping ahead by about 100 sets per year. In 1910, there were 113 phones. By 1916 this number had reach 637.

Expansion slowed following these years of rapid grow and by 1929 the number of sets stood at 856. The depression made its presence felt on the telephone business here and by 1933 the number of telephones in service in Port Perry had fallen to 592.

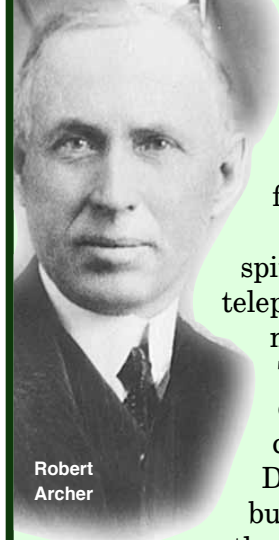
The long awaited announcement of the coming dial service was made in 1957 and the necessary construct-ion and installation work to prepare for the cut-over was carried out in the community by Northern Electric and Bell Telephone crews.



Archers build independent phone system



David
Archer



Robert
Archer

Drs. David and Robert Archer, two well-respected Port Perry physicians were instrumental in having the first telephone system installed in the village and district.

Telephone service through Bell Telephone was not readily available in the village until about 1896, and during the first few years there were few subscribers.

It was at this time, the public-spirited Drs. Archer installed their own telephone system so they could be reached more quickly for medical emergencies.

The wires were strung on small poles, on fences and in trees, and were in constant need of repair. As a teenager, Dr. Robt. Archer's son, Harold, was the busy linesman. The switchboard was in the doctors' clinic, and relay stations were,

for the most part located in the general stores of the communities the telephone serviced. One telephone line went from Port Perry to the Scugog Island store and back. Another went to Seagrave, then on to Saintfield, Greenbank, Epsom, Utica, Ashburn, Myrtle, Raglan, Purple Hill, Cadmus, Blackstock and back to Port Perry.

For several years, this private telephone system provided a great service in the township, not only for medical emergencies, but also for the quick transmission of important family messages. (*Stitches In Time*, page. 22)

Telephone Timeline

Telephone Timeline...

Jan. 1902 - Messrs J. Baird and P. Christie came before Reach Council to request removal of telegraph and telephone poles from the south side of the road leading from Prince Albert to Manchester to the north side, to facilitate travel during the winter months.

May 1905 - A representative of Bell Telephone was in town arranging to secure contracts for new solid back transmitter and by-polar telephones. All present phones will be removed and the new style installed.

June 1905 - More than one hundred residents and businesses subscribed for new or additional telephones and will soon be ready to do business direct from their homes at a moment's notice.

Feb. 1906 - Through a line which has been erected by the Bell Telephone company from Port Perry, residents can now reach the villages of Cadmus, Blackstock and Nestleton.

April 1908 - The Scugog Bridge (causeway) received a severe pounding by moving spring ice. Railings and telephone poles were snapped by heavy ice flows being pushed up over the roadway during the spring breakup.

Nov. 1909 - A severe ice storm cut off telephone and telegraph connections, destroyed telephone poles, trees and put electric lights out of operation.

Aug. 1911 - The Bell Telephone office was completed. It consists of a waiting room, two public call cabinets and a general office. There are four operators taking six hour shifts.

Nov. 1911 - Independent Telephone Co. are installing poles for a line running from Brooklin to Port Perry.

Dec. 1911 - There are currently 190 telephones on the Port Perry switchboard and 100 more to be added.

Feb. 1912 - The switchboard of the Independent Telephone Co. was installed at Flint's Drugstore, Port Perry.

March 1912 - The Bell Telephone Co. have bought Drs. Bascom and McClintock private line. Mr. E.D. Wallace of Port Hope is taking charge of the local Bell Telephone office.

April 1913 - Bell Telephone says there are now 392 phones in operation in the Port Perry branch.

June 1913 - The Independent Telephone Co. erected a new line from Port Perry to Greenbank

April 1914 - The local Bell Telephone office was granted \$6,500 for telephone extension in the district.

July 1914 - Bell Telephone erected 70 more miles of wire and the Port Perry Exchange will have 600 subscribers when completed.

Jan. 1917 - Mr. H. W. McCaw becomes manager of the local Bell Telephone office. Port Perry now has 650 subscribers..

March 1918 - Two more sections were added to the Bell Telephone switchboard to accommodate the growing number of subscribers.

May 1920 - A long distance telephone circuit is being built between Port Perry and Toronto at a cost of \$20,000.

March 1921 - Bell Telephone asks subscribers to consider two-party lines as a means of reducing the cost to the user.

Sept. 1923 - Bell Telephone installs a public telephone at the fairgrounds for use during Fair day at 5¢ a call.

July 1938 - Mrs. Nellie MacGregor was honoured for her 25 years of service to the Bell Telephone Co.

Aug. 1941 - Bell Telephone is laying submerged cable for extended long distance service, starting at the bowling green.

May 1951 - A fourth operator's station on the switchboard at the Bell Telephone office is added. Number of phones connected to the exchange is 1238.

Dec. 1952 - New telephone exchange serving Cartwright opened Dec. 10 at Blackstock with 350 subscribers.

Feb. 1955 - Bell Telephone reports 60 phones added in '54, bringing the total in the local exchange to 1175.

June 1956 - Bell Telephone announces Port Perry will have dial telephones installed during 1958.

July 1956 - Hazel M. Wallace celebrated her 30th year with Bell Telephone in Port Perry.

Feb. 1957 - Council endorses telephone answering locations for fire calls in the homes of Chief W.G. Raines, Harry DeShane, Mervin DeNure, Geo. Parry, Keith Mark, Charles Lown and the fire hall.

May 1957 - Miss Nellie McGregor

was honoured at a retirement dinner after serving 42 years with the Bell Telephone Co. in Port Perry.

July 1957 - Local calls from public telephones in Port Perry set at 10¢ per call.

March 1958 - W. H. Peel's Hardware become Bell Telephone's agency in town for accounts and service matters, starting March 31.

April 1958 - Bell Telephone employees begin visiting homes and business to install new dial telephones to use when the exchange is converted to dial operation.

July 1958 - Dial telephones go into service at 3:01, Sunday, July 6th. All telephone numbers change beginning with YUKON 5. Reeve J.J. Gibson makes first call on dial telephone, speaking with Ivan Kerry in Charlottetown, PEI.

July 1958 - Mrs. Hazel Wallace retires after 32 years with Bell Telephone. Receives silver tea service from D. W. McIntosh.



Reeve J.J. Gibson makes the first phone call on the new dial telephones in July 1958.



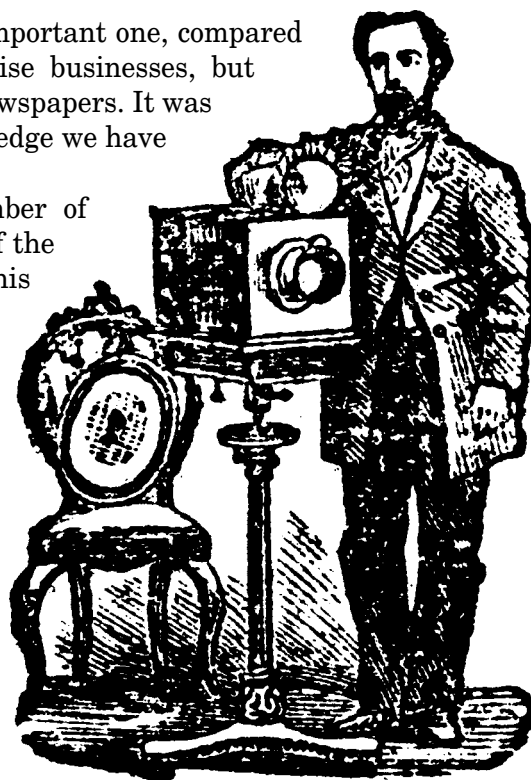
Operators at work at the switchboard in 1958, before the new dial telephone system began operation.

Picture This

The business of photography many not have seemed like an important one, compared to that of mill operators, builders, and general merchandise businesses, but historically, it is probably second only in importance to the newspapers. It was these two businesses that have provided us with much of the knowledge we have today about our important past.

Port Perry and Prince Albert were fortunate to have a number of photographers ply their trades during their formative years. One of the first to set up shop in Reach Twp. was B.F. Bradley, who began his practice from a mobile studio in Prince Albert.

Known as Ambrotype & Photography Gallery, Mr. Bradley guaranteed his clients a perfect likeness, or they did not have to pay. Cost of a portrait ranged from 50¢ and up. In May 1861, he announced he had moved into a large studio with a spacious skylight on the second floor of a building at the corner of King and Simcoe St., Prince Albert.



H. McKenzie,
 WOULD inform the people of this and neighboring vicinity that he has
Opened a Picture Gallery
IN PORT PERRY!
 in the building opposite the Royal Canadian Hotel, on the first floor
Above the Medical Hall!
 As he has spared no expense and taken the greatest pains in fitting up the gallery, he feels himself competent to give entire satisfaction to all who may favour him with their patronage.
 Pictures of all kinds and sizes finished in Oil, Water Colors, or India Ink.
PHOTOGRAPHS, \$2.00 PER DOZ.,
LETTERGRAPHS, 25 CTS, EACH
 Call and examine specimens.
H. MCKENZIE,
Artist.
 Port Perry, Feb. 5th 1868. 26

While not wanting to undermine the work of the numerous photographers that set up practice in the area, there is no doubt that James Leonard was Port Perry's most well known photographer for more than 30 years. He started his business in the late 1850s and in September 1874 he erected a new building for his studio on Perry St, near the corner of Queen St. Here he practiced his trade for the remainder of his life.

William Leonard, who learned his trade from his father, assumed the business in 1884 operating out of a new building known as the Leonard Block. It was the Leonards who are responsible for many of the pictures of personalities, families and town scenes from the early part of the century which can be found archived in the local museum.

Pioneer Photographers

J. E. HOITT - This young man was described as a first class artist, who joined with Mr. G. Massey at the Prince Albert Photography Gallery in March 1867.

HENRY MCKENZIE - Opened in Port Perry in Jan. 1867. He was later joined by a Mr. Scott and they operated as McKenzie & Scott's Photographic Gallery. McKenzie's son Frank closed McKenzie Gallery in Dec. 1895 to go on the road taking pictures.

FRANK N. POOLE - Began his business in partnership with C.F. Pound in 1885.

HENRY J. BYERS - Purchased the photographic business of F.N. Poole in 1890.

J.W. HAMBLY, C.F POUND, WILLIAM PEPPER - These men provided photographic services in the area for short periods of time.

R.M. JEWELL - Opened his photographic business on the south-east corner of Queen & Perry St in July 1909 and operated for only one year.

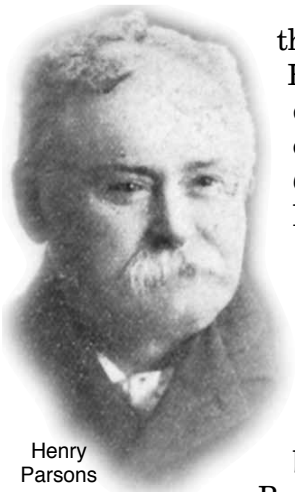
B. F. BRADLEY,
 SUNBEAM
PHOTOGRAPHER,
 PRINCE ALBERT, C. W.
 Likenesses twice as Natural
 as Life!!

Newspapers

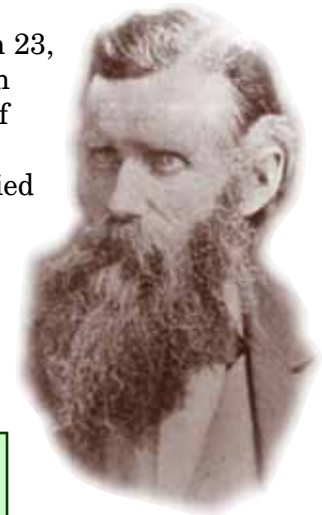
Although the first newspaper to be published in Canada took place on March 23, 1752 from a small print shop in Halifax, Nova Scotia, it would be more than 100 years before the written word reached into the northern communities of Ontario County, with the publications of a newspaper in Reach Township.

It was a Whitby businessman, James Holden, who identified that the rapid progress and development of Prince Albert, Borelia, Port Perry indicated a need for a first-class journal devoted to the interest of this neighbourhood, and so it was on Saturday, Dec. 12, 1857 the first issue of the *Ontario Observer*, a four-page newspaper was pulled off the press at his shop in Prince Albert.

The first issue of the Ontario Publisher was supposed to have been printed on Dec. 10, 1857, but was delayed two days due to the late arrival of material for the paper.



Henry Parsons



James Holden

During the first few years, there were many changes in ownership and editors, but the *Ontario Observer* gained some much needed stability in 1866 when James Baird and Henry Parsons began an 18 year partnership.

With the shift of business to Port Perry after the arrival of the railway in the early 1870s, Baird and Parsons announced they would be moving the *Observer* to Port Perry to continue publishing, and on Sept. 11, 1873 the first edition of the newly named *North Ontario Observer* was published from its new home.

The partnership of Parsons and Baird was dissolved in 1884 and the paper operated successfully until 1920 when it ceased publication.

In 1866, while the *North Ontario Observer* was still being published in Prince Albert, a rival newspaper opened its doors in Port Perry. It was the *Port Perry Standard*, and began publishing on August 16, 1866 from the second floor of the new Paxton and Bigelow building above the Post Office on Queen Street.

The *Standard* was started by Edward J. Mundy who had published the *Ontario Advocate* in Uxbridge for about five years before closing it down and moving to Port Perry.

The owners of the *Observer* and the *Standard* became arch rivals during this time, often writing long, libelous articles and creating scandals to discredit each other. But both newspaper appeared to flourish, and after operating the *Standard* successfully for almost a quarter of a century, Mundy sold the paper in 1892 and continued his newspaper career in Oshawa where he had purchased the *Reformer* a year earlier.

The *Port Perry Standard* had a number of owners/editors leading up to 1907 when the paper was purchased by Samuel Farmer. It was at this time the name of the paper was changed to the *Port Perry Star*.

Mr. Farmer, was a well respected community leader and educator, and operated the paper successfully until his untimely death in 1948.

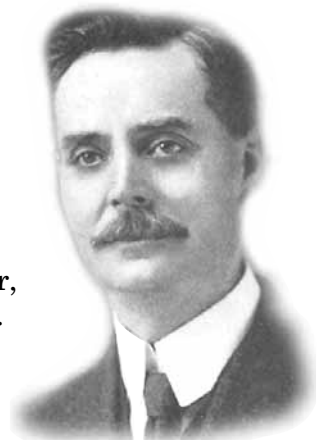
Members of his family continued the publishing tradition until 1963 when it was purchased by Per and Leila Hvidsten. It was subsequently sold to their son Peter Hvidsten in 1976, who operated it until he retired in 2001 and sold the newspaper to Don MacLeod. Three years later it was once again sold, this time to Metroland, a large publisher of multi-publications.

The Review

A local newspaper called "The Review," made a brief, but unsuccessful attempt at competing against the "Ontario Observer" in 1858. It was also published from Prince Albert but when it failed, its owner, Mr. Oliver, went into partnership with Mr. Holden.



Edward J. Mundy



Samuel Farmer

A large, abstract yellow brushstroke graphic that serves as a background for the chapter title. It has a textured, painterly appearance with varying shades of yellow and some darker spots.

Landmarks Lost & Forgotten

Birdseye Centre



Photos of some of the nine Birdseye Centre Park cabins as they looked from the lake and within the park.

Eddie and Hilda Michell moved to Port Perry during 1939, and shortly after arriving purchased a rough piece of property at the north end of Water St. The following year they worked hard clearing and levelling the land, with plans to build a tourist park on the land overlooking Lake Scugog.

Work began on a 30'x80' swimming pool on the property in August 1939. The following summer the pool was opened and construction began on the first of nine efficiency cabins along the lakeshore.

In May 1940, following negotiation with the Toronto Star, Mr. Michell received exclusive permission to call the park, Birdseye Centre Cabin Park, after the popular cartoon series. The cartoon series was created by former local resident Jimmy Frise, along with his friend Greg Clarke, and was featured weekly in the Star.

Over the next 30 years, the park became a popular spot for tourists, many making long treks to stay in the beautiful park with picturesque cabins overlooking Lake Scugog.

After operating Birdseye Centre Cabin Parks for more than three decades, the park was sold to Scugog Township in 1969. A few years later the cabins were removed and the land was returned to its present condition.

Although it underwent a number of repairs over the years, the outdoor pool built by the Michells in Birdseye Park served the community from for 60 years. In 1999, facing costly repairs the pool was removed. The municipality constructed a new outdoor pool at the site two years later.



The entrance to Birdseye Centre Park, was at the north end of Water Street, beside the Michell's house and refreshment booth.



Hilda and Eddie Michell, relaxing at their Birdseye Centre Park.



A view of the busy swimming pool during a hot summer day about 1955.

The Dockhouse

For more than 40 years, the old dockhouse, located at the end of the government wharf at the foot of Queen St., was the gathering place for water activities by the townsfolk.

Charles L. Vickery, began construction on the government pier in June 1914 and the structure was completed in September the following year. The 210' long pier required 4,405 bags of cement, 381 loads of gravel and 958 loads of stone to build and when completed, a change house for bathers was constructed just off the north side.

The lakefront was a very popular spot for swimming during the 1920s and 1930s and council installed a springboard near the end of the pier for the pleasure of bathers in 1924. In July 1938, the newly formed Port Perry Lions Club replaced the old diving platform on the pier.



Over the years, the changehouse became known as the 'dockhouse'. The inside was divided into two sections, one for boys and the other for girls.

Since the dockhouse was not built directly on the cement pier, but on wooden piles alongside the dock on the north side, it required constant maintenance due to rot and ice damage.

In the spring of 1958, heavy ice crushed the decaying pillars causing severe damage and the building began to tip into the lake, spelling the doom of the unique little house on the pier.

The following year, the local council decided to remove the aging 'dockhouse' and offered it for sale by tender. It was removed from the end of the pier in March 1959, after serving the community for 44 years.

The Old Peep Hole

The interior of the old 'dockhouse' had a dividing wall which provided a girls change room on one side, and a boys change room on the other side. This wall allowed an opportunity for many mischievous young lads to cut through a knot hole with a pen knife to give them a secret view of the girls getting changed. When discovered the hole was plugged up, but a new one appeared shortly afterwards.

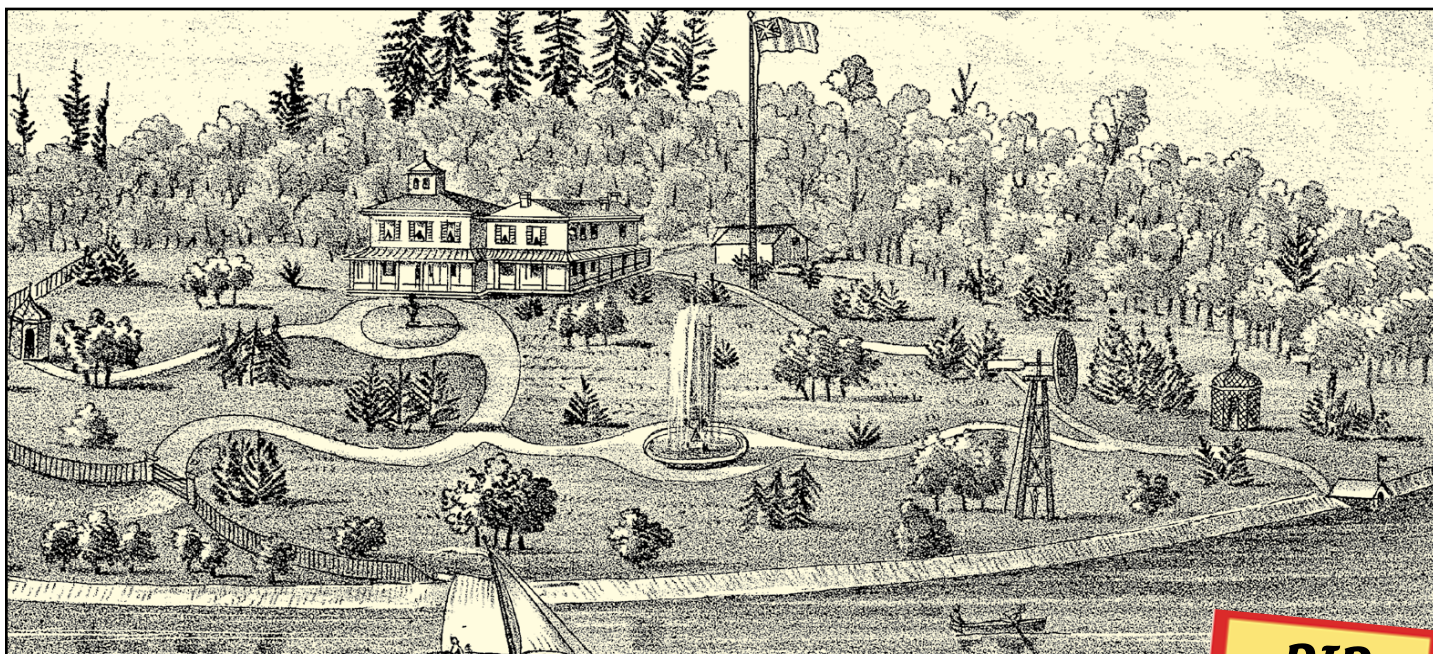
There are still many from the community who fondly remember the good times they had at 'dockhouse' and old swimming hole during their youthful days.



Above: Photo taken by George Emmerson from on top of a pile driver at the lakefront in 1940. Below: view of the dockhouse from Palmer Park. Bottom: damaged dockhouse as it began to sag in 1958. At left, kids enjoy swimming near the diving board on the dock.



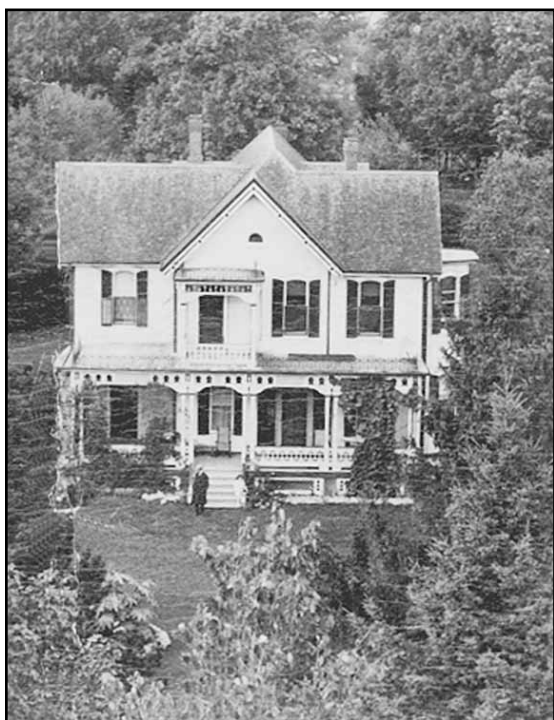
Beechcroft



Property known as Beechenhurst, the residence of Dr. J.H. Sangster in 1877, later was taken over by Frederick Kent.

Hidden away in the northeast corner of Port Perry, far away from the hustle and bustle of the active and industrious town, was one of the area's most desirable properties. Located on the west side of the lake on a large hill, it provided a panoramic view of Lake Scugog, and the busy docks and mills which crowded the Port Perry lakefront.

Historical documents for the property that later become known as Beechcroft or Kent Estates, date back to the early 1800s. There have been dozens of owners of the land over the years, but the man most responsible for developing Beechcroft as the showplace it became through the 1920s and 1930s was Frederick A. Kent.



Frederick A. Kent's home in Port Perry as it looked not long after he took possession.

Frederick Kent arrived by car in Port Perry in May 1911 looking for a suitable location for a summer home and ended up purchasing eight acres of land from Mr. William Gimby for the sum of \$5,500.

In May of 1912, Mr. Kent was reported to have started extensive improvements to the property, installing new waterworks, reshaping and levelling the lawns, building a bowling green and a house for the caretaker and his family; and building a new driveway.

Over the next nine years, Mr. Kent developed the property, putting in terraced gardens and lawns, reflecting pool, fountains, urns and planting thousands of flowers.

Almost ten years after purchasing the property, in June

**DID
YOU
KNOW?**

Lucy Maude Montgomery was a frequent visitor to the Kent Estates gardens

On September 5, 1925, Lucy Maude Montgomery wrote in her journal:

"Today we went down to see 'the gardens' at Port Perry. A wealthy Toronto man is making a hobby of his gardens there. It is a wonderful spot, especially the 'Italian garden' and as I roamed about in it and drank my fill of beauty, life seemed a different thing and childhood not so very far off. One felt safe from the hungry world in that garden. I came home with a fresh stock of courage and endurance."



Lucy Maude Montgomery

Kent Estates

1921, Mr. Kent graciously announced that he would be opening the gardens of his Beechcroft home to the public everyday during the season.

After touring the facility in August 1924, Port Perry Star editor Samuel Farmer described the property as follows:

"For many years Beechcroft, the home of Mr. and Mrs. Fred A. Kent, has been a noted place in Port Perry; but never so noted or so beautiful as it is today.

Your first impression will be one of wonder that the richness such as lies before you could be hidden away on the lake shore. The trimness and cleanness of it all are emphasized by the mirror pool with its arched sprays playing in the sunlight. White urns containing boxwood trees stand sentry at each of the short flights of white steps that lead from the higher to the lower terraces. A sundial is placed here, and a great mirrored globe there, each in the place where it belongs, while at convenient viewpoints garden seats and tables in white are placed. Best of all in this white ornamentation are the summer houses in which you can sit and through a vista of trees look out over Lakes Scugog."

Over the next decade Mr. Kent welcomed visitors from all over Ontario to his magnificent property.

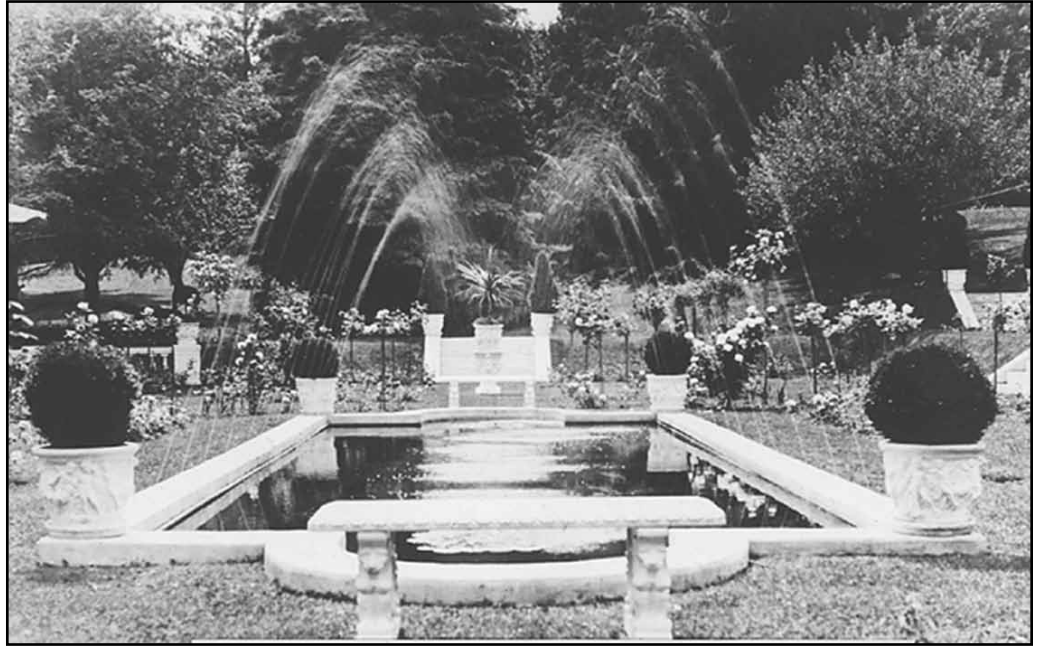
On one occasion in July 1924 it was reported that over 2,000 people visited the grounds to view the Rose Gardens. More than 400 automobiles were estimated to be lined along both sides of the road from the railway to Kent Estates.

Following the death of his wife, Ethel Henrietta, in January 1930, Mr. Kent announced he would not be opening his gardens at Beechcroft that summer.

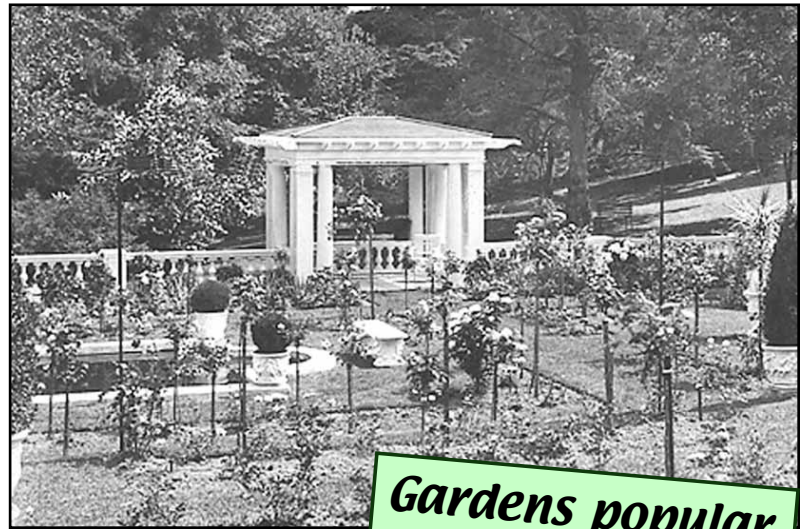
The entire town mourned the death of Mrs. Kent, who had formed many friends during the years she had lived in Port Perry.

Frederick Kent donated a large piece of his property, 300' x 370' fronting on Lilla St. (*Simcoe*), to Community Memorial Hospital on Dec. 21, 1951.

Mr. Kent lived on the property until April 1955, when he passed away at Port Perry's Community Memorial Hospital. He was buried in the family plot at Mount Pleasant Cemetery in Toronto.



The magnificent reflecting pool, fountain and gardens located on the estate of Fred and Ethel Kent about 1925. Below: Another section of the famous gardens.



Gardens popular with tourists

The Kent Gardens became a major provincial tourist attraction and in 1922 the *Toronto Telegram* declared they were among the most beautiful in the province.

Its popularity became obvious when on Sunday, Sept., 17, 1923, over 1,000 visitors came to see the dahlias in bloom in the Kent Gardens.

On another occasion, Sunday, July 7, 1924, it was reported that over 400 automobiles and 2,000 people visited the Kent Gardens to see the roses in bloom.

Seven Mile Island

One of the most magnificent properties to have ever been developed in Scugog Township over the past century is Seven Mile Island. This once isolated piece of land, found attached to Scugog Island by a narrow causeway has been home to a number of wealthy residents over the past 100 years.

Seven Mile Island (*originally known as Nonquon Island*) has had several owners since the mid-1800s, but it was Thomas Stinzel, who owned the property from 1912-1919, who built Delmont Cottage, the first large house on the property.

Mr. Stinzel sold his island hideaway on May 2, 1919, to Alex Ross Wilson and his wife Mary. It was during the Wilson's ownership that this relatively undeveloped piece of land, was turned into an estate showplace, second to none in southern Ontario.

Mr. Wilson amassed his wealth as owner of his father's company called Andrew Wilson & Co., of Toronto, which manufactured the very popular "Bachelor" brand cigars.

Over the next few years, the Wilson's enlarged Delmont Cottage, added a number of buildings to the property, built numerous floral gardens, a swimming pool, tea house, reflecting pool and an elaborate boathouse with a dance hall on top. The property boasted beautifully manicured lawns, rose gardens, bridges, ponds and an elaborate pergola leading to the magnificent 26 room mansion.

Mr. Wilson was reported to have hired talented Scottish stonemasons to erect huge stone pillars, the shape of cigars, at the entrance to the property and also construct walkways throughout the property lined with stones and dozens of statues. These same men had constructed Casa Loma, in Toronto, before coming to the island.

The Wilson's sold Seven Mile Island to Harry S. Ely and his wife Freda on Sept. 4, 1943 for the sum of \$18,000. Mr. Ely was the owner of "VanKirk Chocolate Corporation," a chocolate manufacturing company



The beautiful home of Alex and Mary Wilson, during the 1920s and 1930s.



A view of the spacious gardens and manicured lawn at the summer home of Mr. and Mrs. Alex R. Wilson, of Seven Mile Island about 1930.

Seven Mile Island

located at 301 King St., Toronto. The company made chocolates and chocolate bars for a variety of stores, including Loblaws, Dominion and Eatons.

Harry Ely passed away in 1950, when he was only 41-years old, but Mrs. Ely kept the property for another eight years before selling.

Finally, in June 1958, she sold Seven Mile Island paradise to Harrison Holdings, a company owned by Patrick Harrison and his wife Lucette, for about \$50,000. Mr. Harrison initially used the property as a summer retreat, but eventually took up permanent residence at Seven Mile Island.

Mr. Harrison continued to live on the property for some time following the death his wife, but in 1981 at the age of 80 years, he put the estate up for sale. In July 1983, the property was sold to a registered Ontario corporation owned by the Ching Chung Taoist Society of Canada.

The new owners began work converting the main house into a hotel, a second residence into a restaurant and dividing the remaining houses into rental units. In 1984 Seven Mile Island was opened to the public and many people from the Scugog area enjoyed lunches and dinners in the restaurant as well as leisurely strolls throughout this unique property.

Unfortunately this venture did not succeed and next it was leased to a group who opened "Harmony Island Estate" a school for troubled boys. The school opened in October 1992 but this venture also failed.

Neglect and vandalism has attributed to the general deterioration of the property since that time.

In June 2002, a group of enthusiastic investors,

'Camp Ely' 7 Mile Island

- Seven Mile Island operated a summer camp called "Camp Ely" for children of relatives and friends of the Elys.
- Frank Shuster, of the comedy team Wayne & Shuster, was a frequent guest at Seven Mile Island.
- The Wilson's entertained on the upper deck of the two-storey boathouse, which was equipped with a dance floor and bar.

many from the artistic community, purchased the property with the idea of establishing a school for the study of art. The group began work immediately on stabilizing the buildings and damaged structures, as well as cleaning and clearing the property of overgrowth created by decades of neglect.

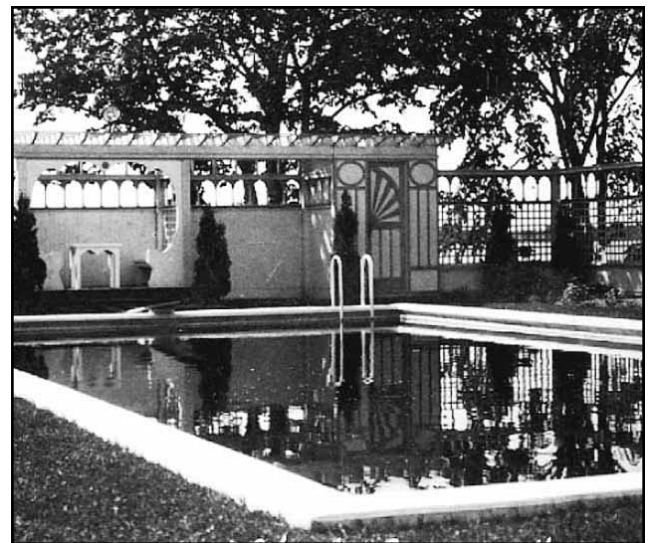
Once again the future looks bright for this magnificent and historical property, simply known as Seven Mile Island.



The elaborate white lattice arbour, surrounded by flowers and bushes led to a large fountain and the 28 room main residence, seen below, beside the large swimming pool.

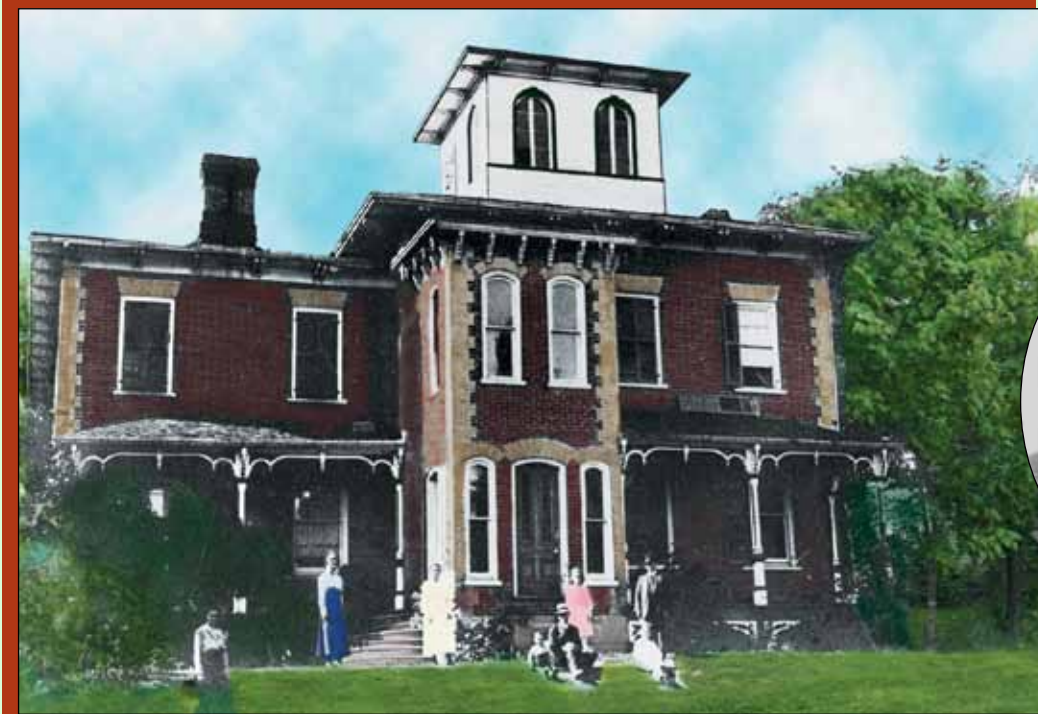


Reflecting pool at the Wilson summer home, about 1939. The 62'x14' pool with a fountain in the middle is also the site of a stone tea-house, walkways, and statues.



The large swimming pool with ornate change rooms, overlooked Lake Scugog and the manicured lawns of the estate.

Beuna Vista



Thomas C.
Paxton

This majestic home was one of the largest and most elegant in town when it was built at the north end of Port Perry in the mid-1870s. The full two-storey home, including a tower and covered entry, was constructed of red brick with yellow quoining. It had a large front porch with ornate trim and was located on a scenic 14 acre lot. The property fronted on both Lilla Street (now Simcoe St.) and Beech Street, with the entrance to the property, which became known as Beuna Vista, from Beech Street.

The impressive home was built by Thomas C. Paxton, an important Port Perry industrialist and businessman who had moved to the area from Whitby in 1821 as a young man. In 1846 Thomas and his brother George built a sawmill near Lake Scugog, and later partnered with Joseph Bigelow in a flouring mill. He was also a partner in the Paxton, Tate Foundry located on Perry Street.

The next notable person to own the large estate home was William McGill. He purchased the house from Paxton about 1885 with the intention of making it his permanent family residence. He had plans to build extensive gardens, no doubt encouraged by Beuna Vista's proximity to the magnificent Beechenhurst property of Dr. John H. Sangster, which abutted the property east to the shoreline of Lake Scugog. The exact date Mr. McGill and his family moved into Buena Vista is not known but due to financial problems he never did develop the attractive gardens he had planned.

Shortly after moving onto his suburban property he began to encounter investment problems and moved to California, where he died at 55 years of age. There is some speculation that he may have taken his own life due to his financial woes.

Silas E. VanCamp was the next owner of this property and it is believed he rented it out to a number of tenants while in his ownership. VanCamp sold the 14 acre property in June 1915 to his neighbour Frederick Kent, who had recently purchased the Sangster property. It is reported Mr. Kent purchased the 14 acre property and house for \$6,650.

Mr. Kent went on to build beautiful flowered gardens on the Sangster property, but the Beuna Vista property was never developed to its potential and the once stately estate home began to deteriorate. Some reports suggest the Kent family began using what was left of it for keeping chickens and other small livestock. Over the years the house continued to deteriorate until it became unsafe and was finally torn down about 1960.



William
McGill

A large, abstract pink brushstroke graphic that serves as a background for the chapter title. The stroke is thick and expressive, with a white outline that follows its general shape, creating a sense of movement and energy.

Profiles & Personalities

Sir James H. MacBrien

Sir James MacBrien was the son of the late inspector James and Julia MacBrien. He was born at the farm between Myrtle and Raglan, and later the family moved to Prince Albert. He received his public and High School education in Port Perry, spending his boyhood and young manhood in the town.

Before entering the army, James MacBrien received some practical training in business life for a few years after joining the Western Bank, when Mr. H.G. Hutcheson was manager.

His next move was to Western Canada, where he joined the Northwest Mounted Police. A year later he resigned and came back east to join the 34th Ontario Regiment. After returning from serving in the Boer War in Africa, he was commissioned to the Royal Canadian Dragoons, followed by a move to England to attend the Staff College.

During World War I, he was promoted to the rank of Major, and further promotions came quickly during this period as a result of courageous and intelligent service. In 1920, he was appointed the post of Chief of the General Staff of the Canadian Militia.

He married Nellie Louise Ross in 1907, and following her death in 1921, he remarried seven years later Ms Emily Harbridge of New York. In 1927, after an illustrious career, Mr. MacBrien resigned as Canada's military chief and returned home to retire on his mother's farm near Port Perry.

In 1931 he accepted a Government appointment to take over as Commissioner of the Royal Canadian Mounted Police. In recognition of his efforts in organizing and modernizing the R.C.M.P., King George V made him a Knight Commander of the Order Of The Bath, in 1935.

Sir James MacBrien's death came on March 5, 1938 and the funeral service at St. Paul's Church, Toronto, was one of the largest the city had witnessed in many years. Mourners came from far and wide, from military, political and private life.

His flag-draped coffin, on which lay the sword of the soldier and the cap of the RCMP was carried on a gun carriage, drawn by three sleek black steeds, from the St. Paul's to the Union Station, accompanied by dignitaries including the Lieutenant-Governor of Ontario, Mayor Ralph Day of Toronto and representatives of the government, military and National Defense.

As his coffin was lifted from the gun carriage to the train, the leading detachment fired three volleys, fixed bayonets and presented arms. The 'Last Post' and 'Reveille' sounded as the casket was lifted onto the train, to be transported to Ottawa for burial with full military honours.



Patrol Vessel "MacBrien"

This 155' steel cruiser was originally a WWII mine sweeper named HMCS Trois-Rivières. It was assigned to the RCMP in 1945 and renamed "MacBrien" in honour of Sir James Howden MacBrien. The ship weighed 581 tonnes, had a twin screw diesel engine, 2000 BHP, speed capacity 16 knots.

Mount Sir James MacBrien

Mount Sir James MacBrien, is one of the highest peaks in the Northwest Territories and was named after James MacBrien (1878-1938), a native of Port Perry, Ontario, who was a distinguished soldier and commissioner of the Royal Canadian Mounted Police from 1931 to 1938.

Mount Sir James MacBrien

Height: 2,759 m (9,052 ft)
Northwest Territories

Achievements

- Promoted to rank of Major during World War I
- Chief of General Staff of the Canadian Militia, 1920-1927
- Commissioner of the Royal Canadian Mounted Police 1931-1938
- Knighted Commander of the Order of the Bath, 1935, by King George V

Hon. Herbert A. Bruce

One of Scugog's most notable citizens was Herbert Alexander Bruce. He was born in Sept. 1868 on the family farm near Blackstock, one of five children of Stewart and Isabella Bruce.

In 1873, when Herbert was five years old, his parents moved to a farm which they had bought east of Prince Albert so that their children would have access to the only high school in the area; Port Perry High School, which had opened its doors for the first time in 1868.



STEWART BRUCE
Father of Herbert A. Bruce.

The young Bruce graduated from Port Perry High School in May 1884 at the age of 15, and since he was too young to enter medical school, he became an apprentice to S. E. Allison, a Port Perry druggist.

In 1892, Herbert Bruce graduated from the Toronto School of Medicine which later became the Medical School of the University of Toronto. He furthered his education in Paris, Berlin and Vienna, before beginning practice in Toronto.

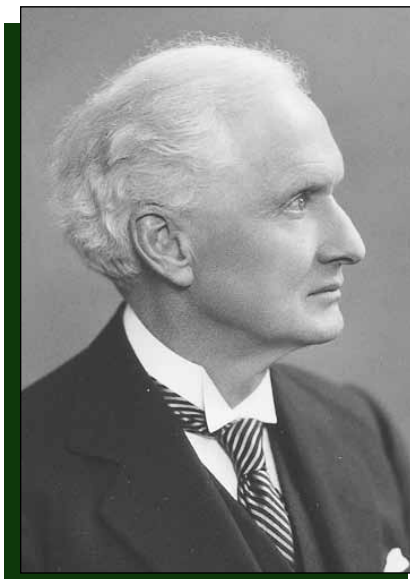
In 1910 he purchased the home of Fred Nichols and an accompanying four acres on Homewood Avenue in Toronto. He had the building remodeled and named it Wellesley Hospital after the street on which it was located. The Hospital was officially opened by the Prime Minister, Sir

Wilfrid Laurier.

During World War 1, Dr. Bruce became the Inspector General of the Canadian Medical Forces and was appointed the Consulting Surgeon to the British Armies in France. He was relieved of his post in 1916 after submitting a controversial report.

In 1919, he married an English girl, Angella Hall whom he had met when she was a nurse's aid in France during the war. The Bruces had only one child, a son, Herbert Maxwell born in February, 1920.

After the war, Dr. Bruce resumed his duties as head of his Wellesley Hospital and in October 1932 was appointed Lieutenant Governor of the Province of Ontario. He served in this position until 1937. Dr. Bruce maintained controlling interest in the Wellesley Hospital until 1948 when it was taken over by the Toronto General Hospital.



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

Dr. Bruce made frequent visits to his birthplace in Blackstock and to his childhood home of Port Perry. Two notable visits were the Centenary Celebrations of Cartwright in 1934 and the dedication of the new Memorial Library in Port Perry in 1937.

Dr. H. A. Bruce died in Toronto in 1963 at the grand old age of 94.



The Honourable Herbert A. Bruce
Ontario Lieutenant Governor
Courtesy the Archives of Ontario

Achievements

- Graduated from Port Perry High School at 15 years of age
- Graduated from Toronto School of Medicine in 1892
- Founder of Wellesley Hospital, Toronto
- Inspector General of Canadian Medical Forces - WWI
- Consulting Surgeon to British Army
- Lieutenant Governor of Ontario
- Member of Parliament in the government of MacKenzie King

Profile

Daniel David Palmer

Daniel David Palmer, was born on March 7, 1845, east of Toronto and moved to Port Perry with his family at a young age. Although his childhood was unremarkable, David demonstrated great intelligence by completing the equivalent of eighth grade by age 11 years.

The boys' parents, Thomas and Catherine were forced to leave Canada in 1856 after the failure of Thomas' grocery business. So, taking their four other children, the Palmers returned to the States and left David and Thomas J. in Port Perry.

This put an end to the boys' education and the two children went to work in Charles Frederick's match factory. It is unclear whether the boys lived on their

own at this time or with their grandparents, but either way, it was a difficult life for them.

In April 1865, the brothers decided to rejoin their family, who had settled in Iowa, USA. They had little money but managed to pay their way by working at a number of odd jobs. D.D. took a teaching position upon reaching Iowa and soon married for the first of five times. In the 1880s, D.D. became interested in spirituality and the works of Paul Caster, a magnetic healer.

Theory behind magnetic healing proposed that a magnetic field surrounded the human body and minor illnesses could be cured by influencing this force. D.D. moved to Davenport, Iowa in the late 1880s. By 1887, he was known as a vital healer and soon became popular enough to open a 14 room infirmary.

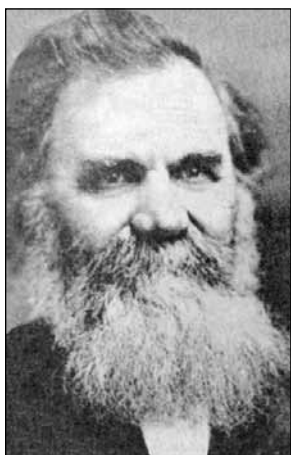
On Sept. 18, 1895 D.D. Palmer treated Harvey Lillard who had lost his hearing years earlier. Following the treatment Mr. Lillard was astounded to hear noises from the street below. Palmer decided that he would call his method of care Chiropractic from the Greek 'cheir' meaning hand, and 'praktos' meaning doer.

With his new healing art, Palmer became very popular and his office was filled with the discarded crutches and canes of his patients.

There is still some debate to this day whether Daniel David Palmer was born in Port Perry, although recent research suggest he was not. But no one disputes D.D. Palmer did live and attend school here before leaving for the U.S.A.



Daniel David Palmer working on a patient in his Davenport office.



Statue of Daniel David Palmer in Palmer Park, Port Perry

The first chiropractic treatment

Harvey Lillard, a janitor, in the Ryan Block, where I had my office, had been so deaf for 17 years that he could not hear the racket of a wagon on the street or the ticking of a watch. I made inquiry as to the cause of his deafness and was informed that when he was exerting himself in a cramped, stooping position, he felt something give way in his back and immediately became deaf.

An examination showed a vertebra racked from its normal position. I reasoned that if that vertebra was replaced, the man's

hearing should be restored. With this object in view, a half-hour's talk persuaded Mr. Lillard to allow me to replace it. I racked it into position by using the spinous process as a lever and soon the man could hear as before.

There was nothing "accidental" about this, as it was accomplished with an object in view, and the result expected was obtained. There was nothing "crude" about this adjustment; it was specific, so much so that no Chiropractor has equaled it.

Daniel David Palmer, Sept. 18, 1895

Joseph Bigelow

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

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

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

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

In 1872, Joseph Bigelow became the first Reeve of the newly incorporated village of Port Perry. He held the office for three

terms and during this time the village thrived under his leadership and drive. It was during his term as Reeve, that two of the town's most important structures were built, the new Town Hall and the Union Public and High School.

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

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

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

In 1890, one of his most important projects was completed, in the building of the causeway, or connecting bridge between Cartwright, Scugog Island and Port Perry.

Joseph Bigelow was a dominating force in the growth of Port Perry and the commercial growth of this entire region, providing employment and opportunities for many spin-off businesses.

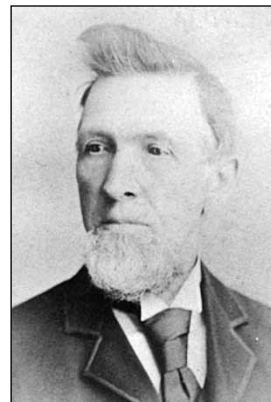
He was indeed, the most influential and important man during Port Perry's formative years.



Achievements



- Port Perry's first Post Master, 1852-1869
- Manager of the town's first bank, the Royal Canadian in 1862
- Instrumental in bringing railway from Whitby to Port Perry
- Elected Port Perry's first Reeve, after incorporation in 1872
- Key player & investor in construction of the Cartwright causeway
- Port Perry's most influential employer and entrepreneur
- A major landowner, developer, retailer and industrialist.



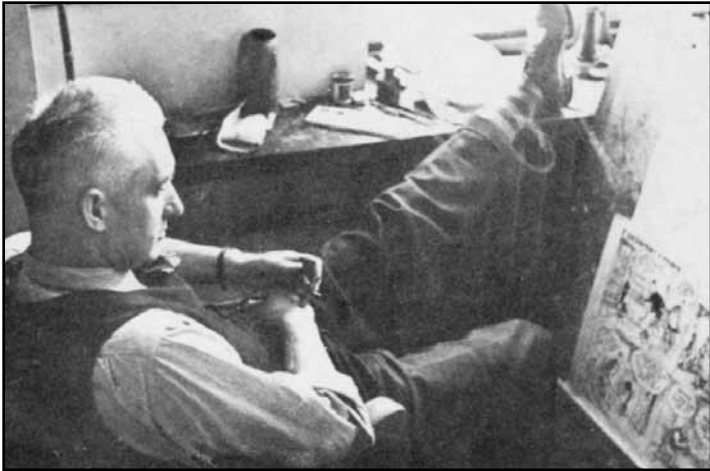
JOSEPH BIGELOW
in his elder years.



ELIZABETH BIGELOW
wife of Joseph

Jimmy Frise

In many ways, one of the most unlikely residents of Scugog to become famous was James Lewellyn Frise, a farmboy from Scugog Island. But this unassuming young man went on to become one of Canada's most famous characters during the



Jimmy Frise is seen here relaxing in his small studio at the Toronto Star. Right, one of Frise's cartoon which ran under the heading Birdseye Centre.



Frise was the artist and creator of the popular Birdseye Centre cartoons

early part of this century. Jimmy Frise, as he was best known, became a household name with his "Birdseye Centre" cartoons in the Toronto Star Weekly during the 1920s and 30s. A feat he accomplished without one

lesson of instruction in the world of art.

Jimmy was born on a small farm on Scugog Island overlooking Lake Scugog and Port Perry in 1891, the only child of John and Hannah Frise. He grew up in the villages of Seagrave and attended school in Port Perry.

His artistic talents became evident at an early age, as his schoolbooks were covered in sketches, many which were the early etching of "old Archie" and "Pigskin Pete", two characters from Birdseye Centre which became folklore across Canada.

In 1910 at the age of 19 year, Jimmy headed off to Toronto to search for a job that would lead him to his love of art.

But it wasn't until 1921 when he created his first half-page cartoon for the Star Weekly called "Life's Little Comedies." Within months the cartoon's name was changed to "Birdseye Centre", and Jimmy's career was launched, a career which spanned more than 25 years.

He was often asked the the location of the town he was portraying in his cartoons, and he answered "any Canadian village with a hotel, gasoline station, barber shop and a town pump."

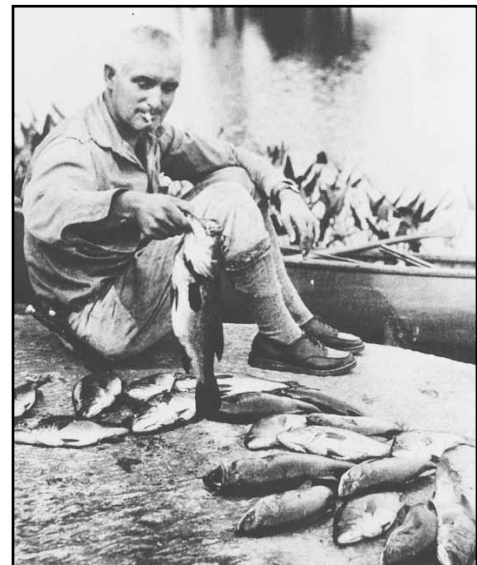
This despite many people from the Scugog area who felt some of the characters and situations were taken from locations around Port Perry.

When working in his studio, Frise was said to be seldom found alone. His office was gathering place for characters who stood around talking and watching from morning until late at night.

Even at the top of his career Jimmy never forgot his roots back along the shores of Lake Scugog. He returned often to spend time with old friends and family and spoke to local groups about his career as a cartoonist.

He was a lover of the outdoors and spent a great deal of time fishing and hunting. He had an extraordinary love for dogs especially "Rusty" his water-fearing spaniel, who was featured many times in his cartoons.

Jimmy Frise died at is home in Toronto on June 13, 1948 at 57 years of age.



Jimmy Frise seen here during the 1940s with his canoe and a catch of fish after a day fishing on Lake Scugog.

Best friend Greg Clark pays tribute to Frise
His long-time friend and colleague Gregory Clark referred to Jimmy as a living cartoon. "He was an original, unbendable, bemused, rapt, lovable guy in love with the gentleness and decency of life amid all the storm and rage. Doing what comes naturally was all he ever did, and it gave a whole generation of thirty years smiles and laughter and never a soul hurt in all that time".

John Ross Roach

According to the Hockey Hall of Fame, John Ross Roach was one of the smallest and most exciting goaltenders ever to backstop in the NHL. Young John attended Port Perry High School during the years of the first World War, 1914-1918. Upon finishing high school his skill as a goalie in local hockey circles was already legendary.

In 1919 he played junior hockey for the Toronto Aura Lee team and quickly rose through the ranks. The following season he played in the senior league with the Toronto Granites and the next season he was chosen to fill the nets for the Toronto Pats. The Pats were renamed the Toronto Maple Leafs in 1926.

In his first season with the Pats, 1921-22, he led the team to defeat the Vancouver Millionaires for the Stanley Cup. He stayed with the Pats through their name change and stayed with the Leafs until 1928 when he was traded to the New York Rangers.



He led the Rangers to the Stanley Cup

final in 1932 against his old team the Toronto Maple Leafs. Unfortunately, his skills had deteriorated and he allowed six goals in each of his three appearances in the net. As a result of his lackluster performance, he was traded to the Detroit Red Wings.

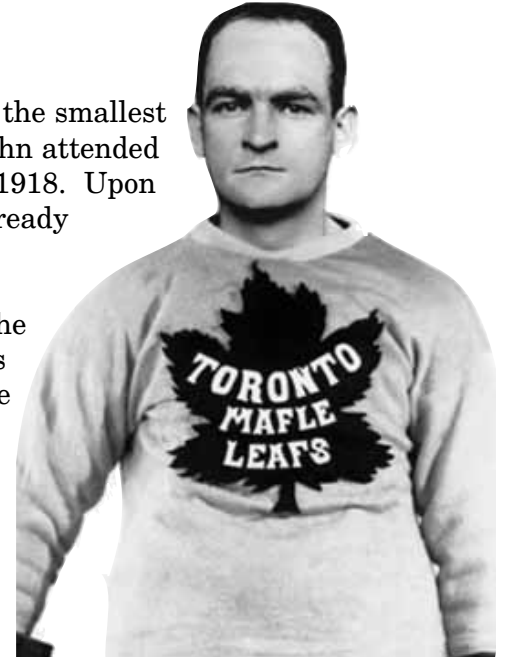
He briefly redeemed himself in Detroit and was chosen to the NHL All-Star Team. After one more season, 1933-34, he was demoted and spent one season in the

minors before retiring from competitive hockey.

He played in the NHL for 14 seasons and for most of those he was the leading goaltender.



Detroit Red Wings vs New York Rangers. Left to right, John Ross Roach, goalie, Frank Boucher and Reg Noble



Personal & Career Stats

BORN: Port Perry, Ontario, June 23, 1900.

DIED: June 9, 1973.

HEIGHT: 5'5" **WEIGHT:** 130 lbs.

NICKNAME: "Little Napoleon"

ACCOLADES:

- Captain of Toronto St. Patricks, 1924-25.
- Member Stanley Cup-winning Toronto St. Pats, 1922.
- Named to National Hockey League All-Star First Team, 1932-33.

DID YOU KNOW?

- John's 13 shutouts in the 1928-29 season ranks him in the top goaltenders in the history of the game.
- In Game One of the 1930 Stanley Cup Semifinals between Roach's Rangers and the Montreal Canadiens, Roach was finally beaten by Gus Rivers near the end of the fourth overtime, ending one of the longest games in Stanley Cup history.

CAREER: 14 NHL Seasons

TRANSACTIONS:

- Signed as free agent by Toronto St. Pats, Dec. 5, 1921.
- Traded from Toronto (with Butch Keeling) to New York Rangers for G Lorne Chabot, Alex Gray and \$10,000, October 18, 1928.
- Traded from Rangers to Detroit Red Wings for \$11,000, October 25, 1932.

SEASON'S BEST:

- Led the OHA Sr. in wins (8), 1920-21
- Led the OHA Sr. in GAA (1.27), 1920-21
- Led the NHL in games played, 1922-23 (24), 1925-26 (30), 1925-26 (36)
- Led the NHL in wins (19), 1924-25
- Led the NHL in playoff games played (7), 1921-22
- Led the NHL in playoff wins (4), 1921-22
- Led the NHL in playoff minutes played (425), 1921-22
- Led the NHL in playoff shutouts (2), 1921-22

Frederick John Whitcroft



Fred Whitcroft was born in 1882 in Port Perry, Ont. and moved to Peterborough with his family when nine years of age.

At 17 years of age, he began to play junior hockey with the OHA *Peterborough Colts* and was a member of the *Colts* when they won OHA junior championship in 1901. Four years later, as captain of the *Intermediate Colts*, he led them to another OHA championship.

Whitcroft began the season with the *Peterborough Colts* in 1906, scoring 13 goals in five games. By now his solid reputation was well known and he was called by the *Kenora Thistles*, the 1906-06 Stanley Cup Champions. The *Thistles* were plagued with injury problems and were about to be challenged for the Stanley Cup by the *Montreal Wanderers*. They wasted no time in signing Whitcroft to a short contract that would see him finish out the *Thistles'* season for the substantial sum of \$700.

Whitcroft played four regular season games with the *Kenora Thistles*, scoring only three goals, but found his scoring touch in the following series against the *Brandon Wheat Kings*. He scored five goals in two games, winning the series and setting the stage for a *Thistles-Wanderers* re-match. The *Thistles* lost the two-game total points series 12-8 and the *Montreal Wanderers* reclaimed the Stanley Cup.

The following year, Whitcroft signed a contract with the *Edmonton Eskimos* of the Alberta Professional Hockey League (APHL). As soon as he set foot on ice, he dominated the league, scoring an impressive 35 goals in only 10 games. Whitcroft's team posted a 7-2-1 record in the three-team league, going on to win a series of playoff games that saw them declared champions of the west. In those eight playoff games, Fred scored an incredible 24 goals.

At the beginning of the 1908-09 season, *Edmonton Eskimos* challenged the *Montreal Wanderers* for the Stanley Cup and on Dec. 28th, 1908 Edmonton and Montreal split the two-game series. Once again Whitmore lost his chance at a Stanley Cup with Edmonton being outscored 14-9.

During Edmonton's 1908-09 campaign, Whitcroft continued to score goals in bushels, racking up 27 goals in 10 regular season games, and another 21 goals in 9 playoff games. In January 1910 the *Eskimos* played the *Ottawa Senators* for the Stanley Cup, but *Ottawa* won both games decisively and Whitcroft went away empty-handed again.

After the conclusion of the Stanley Cup playoffs, Whitcroft was offered \$2,000 to play for the *Renfrew Creamery Kings*, a club that some were beginning to call the "*Millionaires*". Whitcroft never quite got his game on track with the *Creamery Kings* and once again finished out of the Stanley Cup hunt.

After that fourth and last attempt at winning Lord Stanley's cup, Whitcroft retired as a player, and moved back to Edmonton where he coached the *Eskimos* for the following two seasons. He later moved on to Vancouver and served as president of the Vancouver Amateur Hockey Association during the 1920s.

Whitcroft died at McKee Creek, near Atlin, British Columbia on August 9, 1931.

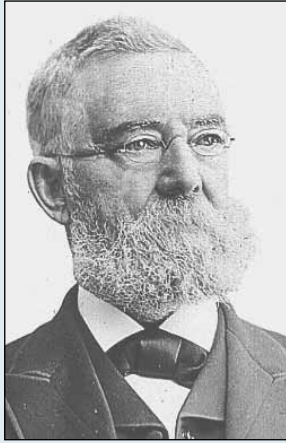
Fred Whitcroft was named to the Hockey Hall of Fame in 1962.



Stanley Cup 1907



Stanley Cup Champion Kenora Thistles, 1907. Seated left, Si Griffis, Eddie Giroux and Art Ross. Centre left, Roxy Deaudro, Tom Hooper, Tommy Phillips, Billy McGimsie and Joe Hall. Standing left, Russell Phillips, Fred Whitcroft, team trainer J.A. Link and an unidentified man. Whitcroft was not a team member when Kenora won the cup, but played for the team while defending the championship.



Dr. John Herbert Sangster

Dr. J.H. Sangster, was a notable figure in the Canadian medical and education world, before arriving in Port Perry to practice medicine.

Dr. Sangster was born in London, England on March 26, 1829 and came to Canada with his parents. He received his early education at Upper Canada College. He worked in the education field until 1871 filling the positions of head master at a number of schools in Toronto and Hamilton.

While teaching as a professor of chemistry and botany at Rolph's Medical School, he began the study of medicine and earned his degree of M.D. After retiring from educational work in 1871, he travelled to Chicago, but returned to Canada within a few years.

Dr. Sangster was a man of exceptional ability and commanded the respect and admiration of all those who knew him. He served as a member of the Ontario Medical Council, published a number of school text books, and was often called on to be a guest speaker.

In November 1874 he moved to Port Perry and set up a medical practice, and constructed a new brick home at the north end of the town on a property which became known as Beechenhurst.

Seven years later his beautiful home was destroyed by fire, so he built an even larger and more commodious residence at his Beechenhurst property. The new palatial yellow brick house, described as one of the best in the province, was destroyed by fire in February 1893.

Dr. Sangster was twice married, in 1851 to Miss Mary Price of Toronto and in 1871 to Miss Caroline Elizabeth McCausland, of Toronto.

At the time of his death, on Jan. 27, 1904, he left his widow, Caroline, three sons Dr. W.A., Selwyn and Beverly, and one daughter Mrs. S.C. Corbett. He was a member of the Church of England, and was buried at Pine Grove Cemetery, Prince Albert. Caroline Sangster passed away on April 1, 1916, at 86 years of age.



John Warren Burnham

John Burnham was born in Whitby in 1849, the eldest son of Judge Zacheus Burnham. He was educated at Upper Canada College and Trinity College, where he received his degree. At the time of the Fenian Raids, he was a member of the Upper Canada Rifles.

He was Clerk of the Division Court when he moved to Port Perry at 22 years of age, and he held this office until the time of his death, a period of 58 years.

About ten years after his arrival, in January 1881, he was appointed postmaster for the village of Port Perry, following the resignation of Henry Gordon. Mr. Burnham served in his position of postmaster for a total of 45 years. In all that time he never missed a day from duty through illness, and was rarely away from business for any other reason.

Mr. Burnham was one of the most highly respected citizens of Port Perry. In his two important offices he learned to know the people of the neighbourhood thoroughly, and his long tenure of office showed how much his ability and integrity were appreciated. He was a man of simple and regular habits, fond of his daily walk, and his interests centred around his home and family.

Mr. Burnham was married to Marion Hart in 1875, and the couple raised six children at their palatial John St. home.

J.W. Burnham passed away in Port Perry on Sunday, Sept. 23, 1928 in his 80th year. His wife Marion died on Sunday, March 3, 1940, at 90 years of age.



Peter Christie, Jr.

Peter Christie was the son of John and Jean (*McLaren*) Christie, who came to Canada in 1845 and settled on the 6th concession of Reach. He was born Oct. 30, 1846 in a log cabin on the 7th conc. Later the family moved to a farm west of Epsom, where at the local school he received his early education.

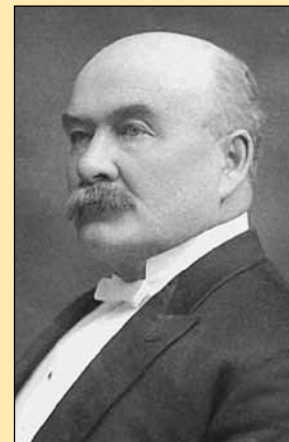
A well-to-do farmer, Mr. Christie owned several farms, but resided in his residence on Dundreenan Farm, south of the village of Manchester.

Mr. Christie's public service was varied, covered many years and was much appreciated because of his good judgement and unflinching kindness. In 1876 he entered Reach Council and was identified with public affairs for 30 years, holding every public office. As a young man he entered the municipal council, where he served as reeve for eight years, from 1879-1883 and again from 1897-1899, and was elected to the office of Warden in 1881. In 1904 he became the federal Conservative Member of Parliament for South Ontario and represented the riding for four years.

He was a director of the Maple Leaf Insurance Co. from 1895 to 1931. Two prominent Agricultural Assoc. honoured him by electing him as their President; The Guelph Winter Fair and the Clydesdale Breeders' Assoc. He was also a member of the Stallion Enrollment Board. It was in the field of agriculture that Mr. Christie's most effective service was rendered. His knowledge of farming and livestock was recognized in many ways, and his farm became noted as the home of thoroughbred stock.

In 1879 Mr. Christie married Mary Honor (Graham), who predeceased him on Sat., Jan. 12, 1924. He is survived by three sons, Grant and Fred at home, and Prof. Graham Christie of the Agricultural Dept. of John Hopkins University, Baltimore.

Peter Christie passed away at his home on Dundreenan Farm, Manchester, on Tuesday, Dec. 12, 1933, in his 88th year.



Capt. George Crandell



George Crandell was born in Reach Twp. in 1828, the second son of Reuben and Catherine Crandell, the first white family to settle in the township.

By the time he was 18 years old, he began showing interest in boats, and in 1845 helped his father build the *Firefly*, a crude packet which was propelled by oars and sails. This experience whet his appetite for shipping and when he heard of plans to build a large steamship, the *Woodman*, at Port Perry, he was hired to help in its construction, and later became a member of its crew when it was launched in 1850. He built and launched his first boat, the *Lady Ida* in 1861.

In 1866 he moved his family to Lindsay, which had become a more strategic centre for shipping than Port Perry.

By 1869 the ambitious young Crandell had built four steamships and was owner of the largest and busiest fleet of ships in the Central Lakes. His crowning achievement came in 1891 with the launching of the *Crandella*, the largest

passenger carrying steamship in the Kawarthas.

Capt. Crandell was described as one of the most rugged and active persons the area had ever known. His passion was steamboating, and he indulged in it with so much enthusiasm, he was credited for much of the development of navigation in the area.

He was considered one of the most forceful, persistent and picturesque figures in Lindsay's municipal history, serving over 30 years on the local council. He loved his adopted town and each winter, when not busy with his steamships, he constructed homes. During his lifetime in the town, he built close to 100 houses.

Towards the close of 1901, Capt. George Crandell retired, almost 50 years after the his maiden voyage on the *Woodman*. Including his early days aboard sail and oar powered vessels, he had spent 57 years of service on Lake Scugog and the Kawarthas.

George Crandell died on Friday, Jan. 21, 1904, at 76 years of age.

Dugald McBride

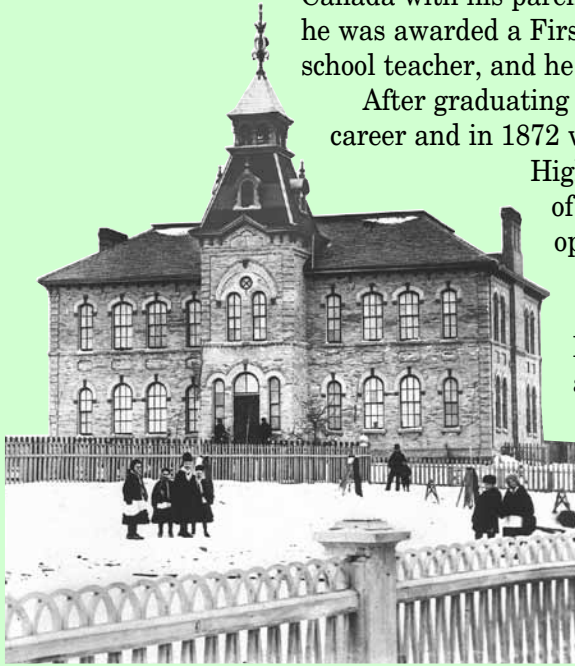
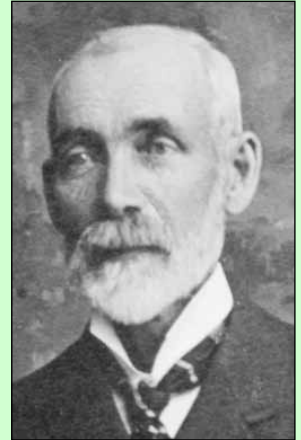
No former citizen of Port Perry has a more honoured place in the town's history than that of Dugald McBride.

Mr. McBride was born in Scotland in 1839 and as a young man travelled to Canada with his parents. In 1859, at only 21 years of age, he was awarded a First Class Grade A certificate as a public school teacher, and he received his B.A. in 1871.

After graduating from school he began his teaching career and in 1872 was appointed principle of Port Perry High School. He was known as a man of wide learning, fixed principals, and open mind and was one of the most respected men in the town. After 37 years as the headmaster of Port Perry High School, he retired in Sept. 1910, which was regretfully accepted by the school board.

In addition to his teaching duties, he was also appointed a County Inspector for Public Schools in 1879, a position he held for a number of years.

He and his wife, Nancy (*Horton*), had two children Samuel Edwin and Sara Mabel. Mr. McBride was interred at Pine Grove Cemetery in 1927.



William Ross

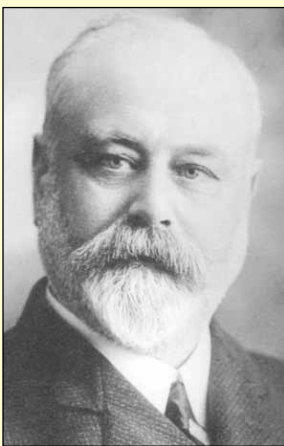
William Ross was born in Prince Albert in 1856 and received his education in Port Perry's public and high schools, before receiving a degree in the B.A.B. College, Toronto.

Mr. Ross became a partner with his father, Aaron Ross, in the general store business, under the name of A. Ross & Son. After the death of the his father in 1896, William purchased the grain elevator and added the business of grain merchant to his activities.

Wm. Ross served on the town council and was Reeve for several terms in the 1890s, and introduced Port Perry to the amortization system of retiring debenture debt by equalized annual payments. He was the Liberal member of the House of Commons from 1900 to 1904; and was

president of the South Ontario Liberal Assoc. and president of the Ontario Ladies' College in Whitby.

In 1911 Mr. Ross retired and moved to Toronto, where he and his wife became prominent workers in Eaton Memorial Church and well known in business circles. Not only was Mr. Ross well-known as a business and public man, but as a private citizen, no one stood higher in the estimation of the people. He passed away on January 21, 1937 at his home in Toronto, leaving his wife, Clarissa (*Bingham*), a son Walter, three daughters and five brothers to mourn his loss.





Professor Alexander G. Christie

Alexander Graham Christie was born near Manchester, Ont. in 1880, the son of Peter & Mary Christie. He attended both Manchester Public School and Port Perry High School, before completing his education at the University of Toronto.

After his association with the University of Toronto, Cornell University, and the University of Wisconsin, A.G. Christie joined the staff of the new Mechanical Engineering Department of Johns Hopkins University, Baltimore, as Associate Professor in 1914. He was promoted to Professor in 1920, and appointed Chairman of the Mechanical Engineering Department in 1921.

Professor Christie officially retired in 1948 but continued teaching until 1956. During his association with the Johns Hopkins University, Professor Christie was involved in many outside professional activities.

He was a member of the American Society of Mechanical Engineers for over fifty years and its president in 1939. He held honorary memberships in the Institute of Mechanical Engineers of Great Britain and the Japan Society of Mechanical Engineers. He was an internationally recognized expert on steam power plants.

Professor Christie was awarded honorary degrees by the Stevens Institute of Technology and Johns Hopkins University. He received the George Westinghouse Gold Medal from the American Society of Mechanical Engineers and the Lamme Medal from the American Society for Engineering Education.

"Executive positions and good salaries go to those who do well the jobs they like least" is a quote Professor Christie liked to recall.

Prof. A. G. Christie was in his 84th year when he passed away at Community Hospital, Port Perry on Saturday, Oct. 24, 1964. He was interred in Pine Grove Cemetery, Prince Albert.

William S. Sexton

W. S. Sexton was one of the area's earliest and most esteemed businessmen during the developing years of Reach and Scugog Townships. Later in life he moved to Port Perry and became one of the town's most loved and respected residents.

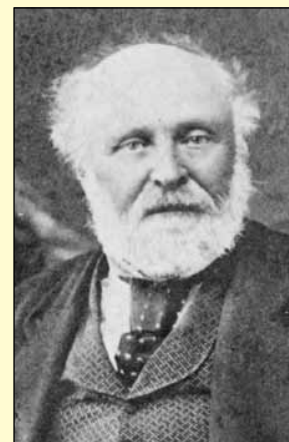
Mr. Sexton purchased the sawmill of Thomas and George Paxton in the early 1850s, located just south of the village dock on the waterfront, which became known as Sexton's Wharf. He carried on the lumbering business until the pine forests around Scugog Lake became exhausted.

In public life, Mr. Sexton served as a member of Scugog Township council for many years before being elected as Reeve for seven consecutive years, from 1867 to 1873. The highlight of his political career was his election as Warden of Ontario County, on the first ballot. He also served as a school trustee for the Port Perry Grammar and Common School during 1860s and 70s, and was a moving force behind the building of the Port Whitby and Port Perry Railway.

It was Reeve Sexton who, at County Council in June 1871, introduced a by-law to incorporate the Village of Port Perry. He entered the election to become the first Reeve of the newly incorporated village, but lost in his bid to Joseph Bigelow.

In Nov. 1874 he sold 800 acres of his Springwater Farm on Scugog Island and moved to Port Perry. Just a few years later, in 1877, he sold his lakefront saw mill property to Joshua Wright.

Mr. Sexton lived in a beautiful home just north of Queen St., on Water St., which was destroyed by a fire in July 1883. It wasn't long after this tragedy that he moved to Brooklyn, N.Y. He passed away 10 years later in New York on Sept. 3, 1893. His body was returned by train to Port Perry, and was laid to rest in Pine Grove Cemetery.



Samuel Stoutt



There are a few early accounts of escaped slaves making their way into Reach Township, however, none took up permanent residence here until 1866 when an escaped slave named Samuel Stoutt arrived and decided to make Port Perry his home.

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

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

Shortly after his arrival in Port Perry, Harris Burnham, clerk of the division court, gave Stoutt permission to build a modest dwelling, at the rear of his property where he remained until 1876. That year he married Elizabeth Organ.

The Stoutts moved into rented accommodation on Lilla Street (*now Simcoe Street*) and they raised five children - Joseph, Samuel John (*who died in infancy*), a second Samuel John, (*who died when 23 years old*), Alice, and William.

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

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

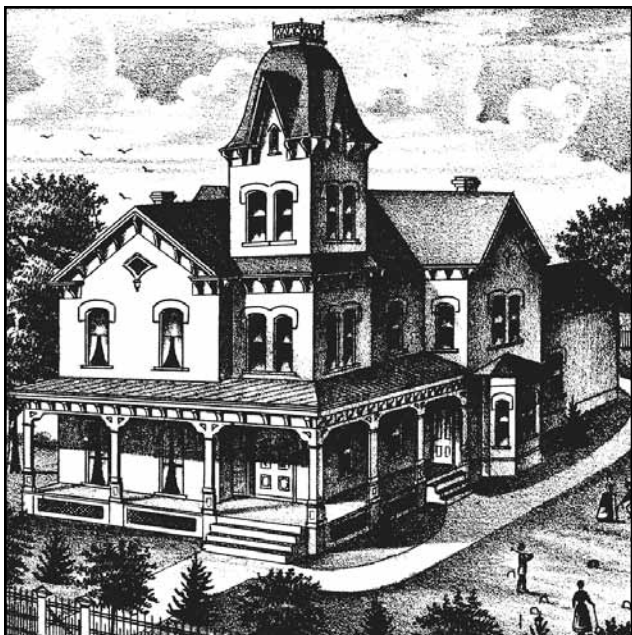


Samuel Stoutt, leads the Port Perry Band along Queen St. during this parade.



Samuel Stoutt and some of his local friends, from left, ???, Madison Williams, ???

Men of Medicine



Dr. John Montgomery's 'Medical Hall' in Blackstock.



Typical of a small operating room of the late 1890s.

Early Cartwright Twp. men of medicine

Dr. Francis W. Howe

The first doctor to practice in Cartwright starting in 1852 from his small frame home on Church St. He also served as Reeve from 1855-1888.

Dr. Gordon J. Emery

Practiced with Dr. Howe and took over his practice when he died in 1859. He remained in Williamsburgh until about 1866.

Dr. John Montgomery

Began practice in Williamsburg in 1868. Built a large brick home which became known as the 'Medical Hall' and from here operated the first hospital in Cartwright Twp. He practiced in the village until 1882.

Dr. John W. Gray

Opened his practice of medicine in Williamsburg in 1873 and after six years in the community sold it to Dr. Moore.

Dr. Aaron J. Campbell

Purchased the Medical Hall from Dr. Montgomery in 1882 and practiced medicine in the community until 1888 when he sold his practice and the Medical Hall to Dr. Fish.

Dr. William A. Fish

Dr. Fish arrived in Williamsburg in 1888 and purchased the Medical Hall. He operated his medical practice from there until 1901 when he sold and moved to England for post graduate studies.

Dr. John McCulloch

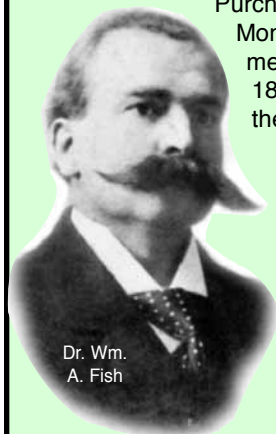
Purchased the Medical Hall from Dr. Fish and practiced medicine in Blackstock until 1906. He also served as medical Officer of Health from 1903 to 1904.



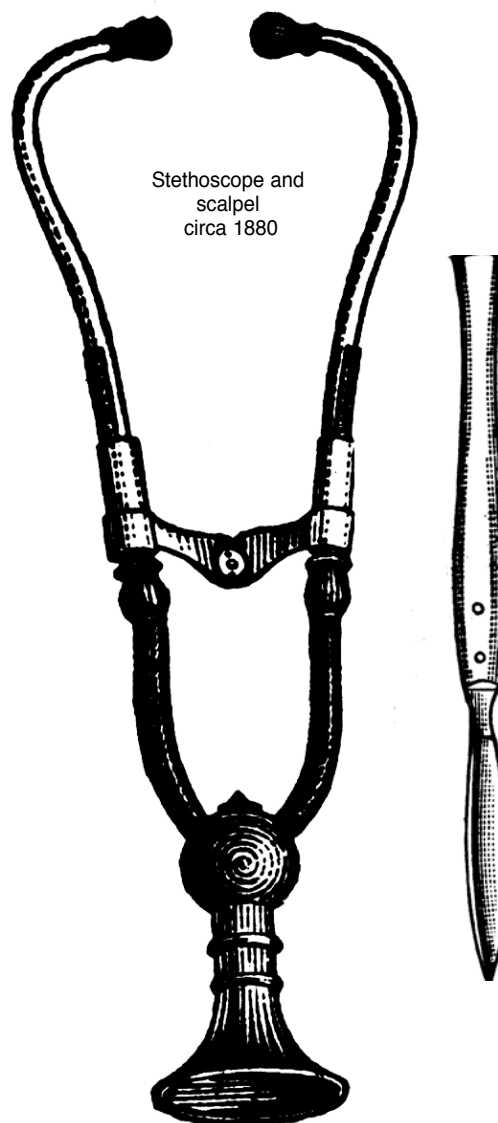
Dr. John Montgomery



Dr. John W. Gray



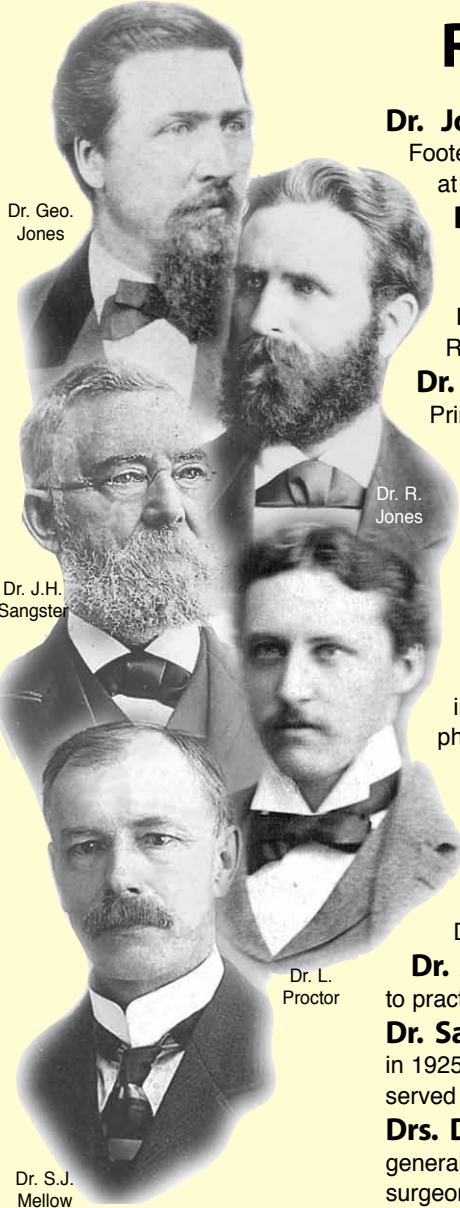
Dr. Wm. A. Fish



Stethoscope and scalpel circa 1880

Men of Medicine

Reach Township's Early Physicians



Dr. Geo. Jones

Dr. Jonathan Foote - The first medical man to arrive in Reach Township was Dr. Jonathan Foote, who settled in Prince Albert in 1846 to treat the many settlers who had acquired a fever at this time.

Dr. N. Agnew - One of the early physicians, Dr. Agnew had an office and residence in Boynton Hotel as early as 1858 and practiced in the village until 1865.

Dr. George Jones - A Prince Albert physician who had an office on Simcoe St., joined Dr. Agnew about 1863 for a short time before forming a partnership with his brother Richard in Port Perry.

Dr. F.H. Brathwaite - Took over the practice of Dr. Agnew and plied his profession in Prince Albert until the mid 1870s, when he moved his office to Port Perry, across from the Town Hall.

Dr. J.E. Ware - A physician, surgeon, Dr. Ware practiced medicine in the village of Prince Albert from the mid 1860s until 1884 when he moved to Pickering. His departure left the village without a physician for the first time since 1846.

Dr. Richard Jones - Dr. Jones practiced medicine in Port Perry from 1867 to 1887. He was a coroner, physician and surgeon and even held the office of Reeve of the village in 1882.

Dr. J.H. Sangster - Dr. Sangster began his second career, medicine, in Port Perry in 1874 after completing an illustrious career as an educator in Toronto. The respected physicians practiced medicine in the town until 1904 when he passed away.

Dr. G.H. Clemens - Dr. Clemens practiced medicine from his beautiful home at the corner of Queen and (Lilla) Simcoe St from 1885 to 1896. His home was destroyed by fire in 1895, after which Dr. Clemens moved to Whitby to continue his practice.

Dr. L. Proctor - Dr. Proctor purchased Dr. Clemens property and built a new office and home in 1897. He practiced medicine from his location until 1907 when he sold to Dr. J.D. Berry.

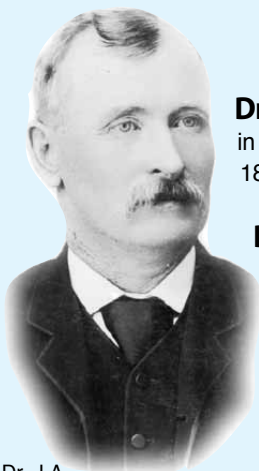
Dr. John D. Berry - Dr. Berry took over the practice of Dr. Proctor and was the last doctor to practice medicine from this location. He practiced at this location from 1908-1918.

Dr. Samuel J. Mellow - Arrived in Port Perry in 1898 and practiced medicine until his death in 1925. The well respected doctor built a new office and residence at 249 Queen St. in 1903. He served as Reeve of Port Perry from 1901-1902

Drs. David & Robt. Archer - Dr. David Archer set up practice in Port Perry in 1891 as a general practitioner. Dr. Robert Archer joined his brother in 1897, and was an accomplished surgeon. The brothers built a medical clinic on the south side of Queen St. and were two of the most respected doctors to have ever practiced in the town.

Dr. S.J. Mellow

Doctors of Dentistry



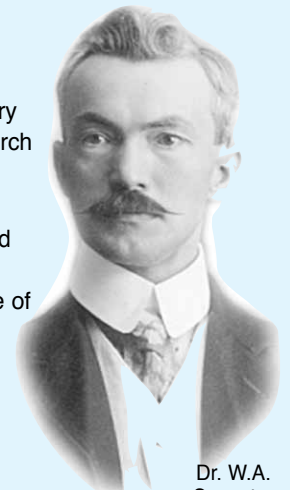
Dr. J.A. Murray

Dr. John A. Murray - Dr. Murray came to Port Perry to start his practice in dentistry in 1863. He took over the practice of Paterson and Fenton, as a surgeon dentist in March 1877. Dr. Murray served the residents of the community for 63 years before retiring.

Dr. William A. Sangster - Dr. Sangster was born in Toronto in 1872, and moved to Port Perry with his family when he was 3 years old. He was educated at Port Perry public and high schools and graduated with honours from the Royal College of Dental Surgeons. In 1894 he moved back to Port Perry.

Some of the other early dentists to set up practice in Port Perry included:

Dr. McGratton, 1902; Dr. R. L. Graham, 1913;
Dr. J. Beldon Lundy, 1915; Dr. R. G. McNab, 1955.



Dr. W.A. Sangster

Accidental deaths

Many deaths and injuries from wagon, buggy accidents

Oct. 1870 - William Stonehouse, 19, was killed during construction of the Primitive Methodist Church in Reach. The young man slipped and fell under the wheels of the wagon hauling sand.

Nov. 1870 - David Hooey, Esq., Deputy Reeve of Cartwright, a highly esteemed member of the community, died instantly after being kicked by a colt.

May 1874 - James Smith, a 23 year old worker at Sexton's Saw Mill was killed when he got caught in the main driving belt and carried round the drum.

May 1880 - Mrs. Robt. Henry was killed when she fell off the wagon her husband was driving, while bringing a load of grain to the market in Port Perry. She fell

between the wheels, with the back wheel passing over her body.

Nov. 1889 - A visitor to town, A.J.D. Mingeaud, died at the St. Charles Hotel, after becoming intoxicated and made the victim of a practical joke. He was placed in his bed and cold water thrown on him, then left, with the windows open. By morning he was in a state of collapse, from which he died.

July 1890 - Norman Davidson, working on the farm of Joseph Watson, Greenbank, was killed when lightning struck the barn. His brother was also struck and was paralyzed.



January 1891 - Rev. Dr. Carry, well known and respected minister of the Catholic faith, fell on the street and was dead within ten minutes.

March 1898 - Young Maggie Lebar, a pretty 19 year old, who went from Port Perry a few months ago, was found dead, having accidentally taken a quantity of morphine, thinking it was quinine.

Aug. 1906 - Mr. Watson Hodgson, 79, one of Port Perry's most estimable citizens, was killed when his buggy was struck by a train at the Perry St. railway crossing.

Nov. 1906 - Mr. John White of Cartwright was returning home from Oshawa with a load of potatoes when he was struck and killed by a train at a crossing just north of Raglan.

The sad and sudden death of Milton McDermott

On Saturday morning (*April 20, 1912*) the people of Port Perry were shocked to hear of the sudden and tragic death of Milton McDermott, a young man well known in the village.

Mr. McDermott had been employed at Forman's store and left home to open the store at the usual hour, feeling well except for a sore throat. At about 8 o'clock he walked across the street to Edward B. Flint's Drug Store intending to get something to relieve his throat of the hoarseness.

Finding Mr. Flint had not yet arrived and no one was there except the telephone boy, he helped himself to what he supposed was a swallow of whisky.

On Mr. Flint's arrival he discovered that the drink had been taken from a bottle of Tincture of Aconite and at once had the young man rushed to Dr. Archer's medical office.

The symptoms at this time were slight, but in spite of Dr. Collwill's active treatment he rapidly grew worse and became unconscious.

Dr. S.J. Mellow was called in

and shortly after Dr. David Archer arrived, but in spite of all that could be done, the young man passed away about 11 am, three hours after taking the poison.

The same afternoon Dr. S.J. Mellow, who is the local coroner, empaneled a jury and an inquest was held on Monday 22nd, when the foregoing facts were brought out. Col. J.E. Farewell represented the Crown and W.H. Harris, was present on behalf of E.B. Flint.

The verdict was to the effect that Milton McDermott came to his death by taking Tincture of Aconite in mistake for whiskey, and recommended that in future Mr. Flint keep a competent druggist in the store in his absence.

The inquest jury composed of: James Wadell, Edward Burton, Samuel Graham, George Rose, John Taylor, James Bongard and Henry Doubt.

Milton McDermott was in his 25th year at the time of his tragic death.



E.B. Flint



*Ontario Observer
April 25, 1912*



***Legends,
Scandals,
Murder***

Legends & Facts

The legend of the Lake Scugog sea-monster may have been conceived from the consumption of too much home-brewed whisky, but it was given prominent coverage during the summer of 1881.

The story goes as follows: Three Port Perry men, Daniel Ireland, Wm. Harper and P. Brown were out shooting at Beaver Meadow Creek, along the shores of Lake Scugog one afternoon in May 1881, when they suddenly heard a loud splashing of the water.

Curiosity overcame them and they headed off to find what was making all the noise. Within a few minutes, to their horror, they were confronted by a sea-monster of gigantic dimensions.

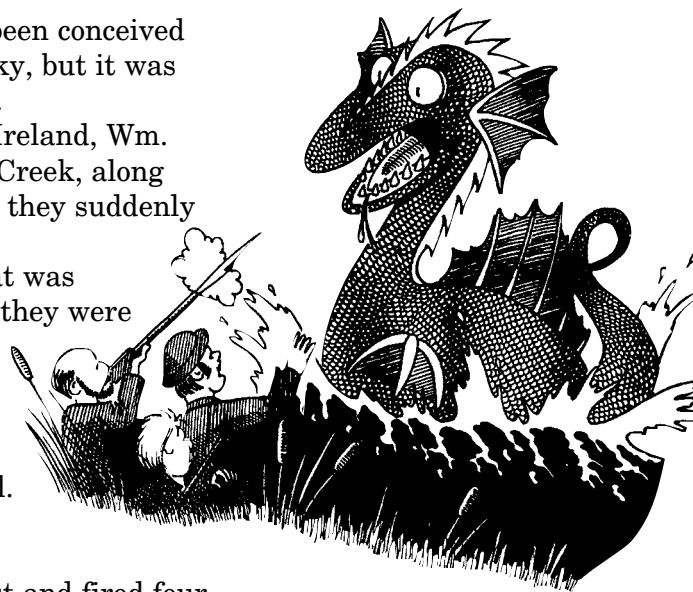
They estimated the strange creature to be about 20' long with large head and eyes as big as saucers. It had legs as large around as a man's thigh about two feet long, and the body was described as being as big around as a flower barrel.

The men estimated the strange creature would have weighed over 500 lbs.

Mr. Ireland is reported to have aimed his gun at the beast and fired four shots, but the shells had no effect and the monster submerged in the water and disappeared.

There were many skeptics and the men were questioned as to how the monster made its way into Lake Scugog. The editor of the local newspaper, as well as many of residents who heard the story felt that the trio had tipped the "bottle" a little too often while out in the Scugog swamps.

Mr. Ireland, determined to keep his reputation returned to hunt for the beast, but no trace of the sea-monster could be found and it was never seen again.

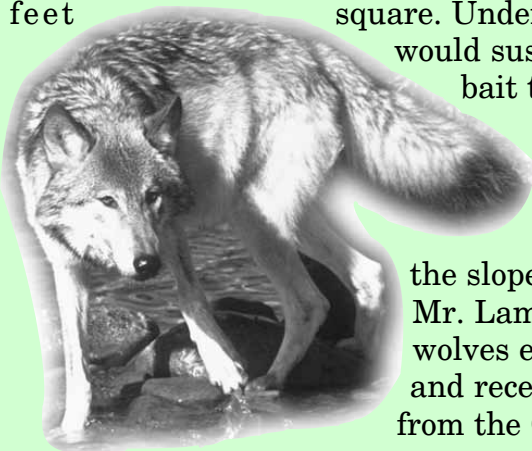


Pioneer Wolf Trap

IT'S A FACT: At the south end of Lake Scugog, Reach township, Thomas Lamb lived for over half a century beside a dense forest of over 100 acres.

In the centre of this forest, which was estimated to be the largest extent of forest land in the area, Mr. Lamb built a unique trap to catch the wolves which roamed the forest.

The trap was made of logs commencing with a base of 12 feet square. Each additional layer of logs was drawn in closer than the one below until at the top there was a small opening about three feet square. Under this opening Mr. Lamb would suspend a piece of fresh meat as bait to attract his prey.



Not able to reach the bait, the wolf would jump in the trap, but once inside it was unable to climb out because of the sloped-in logs.

Mr. Lamb said he caught twenty wolves each summer for many years and received a \$5 per head bounty from the Government.

Uxbridge Journal - Sept. 14, 1899

Weeds, weeds and more weeds

IT'S A FACT: Weeds have been a problem in Lake Scugog for as long as anyone can remember. The following 1882 newspaper report brought the issue to the public's attention.

"A few years ago there were no weeds at the Port Perry docks, but now, from the foot of Queen St. to the Scugog Bridge weeds extend the entire distance, while along the shores they stand above the water.

The gradual choking up of the lake in front of the town is now a matter that calls for consideration."

Port Perry Standard Aug. 1882

Myrtle Shootout

The Scott Act, also known as the Canada Temperance Act, was passed in 1878. By this Act municipalities were given the right to prohibit the retail sale of alcohol. In 1885, Ontario County voted in favour of prohibition.

In Port Perry as elsewhere in the province, hotel owners got around the legislation by renting their bars to people who would in turn serve alcohol to their clients, thus absolving the hotel keepers of the responsibilities if caught.



At the St. Charles Hotel in Port Perry, George Brown leased the bar from the owner Henry

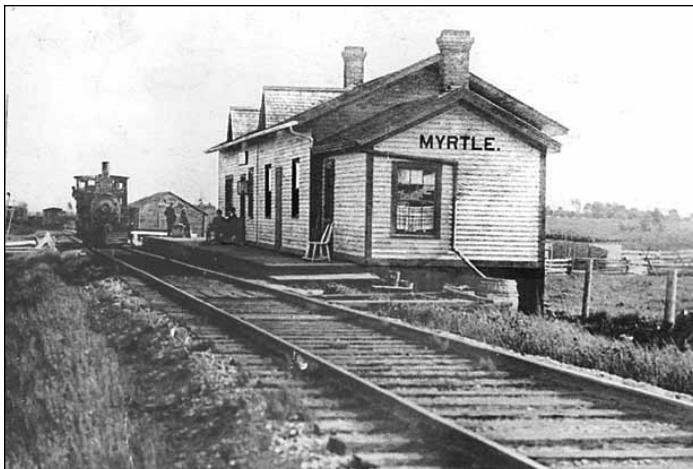
Charles. Across the road at the rival Oriental Hotel (later the Sebert House), William Lattimore rented the bar. Both gentlemen served liquor illegally to their respective hotel clients.

In 1887, John S. Dennin and William McRae, a 23-year-old former sewing machine salesman were hired to enforce the Scott Act in Ontario County.

After laying a number of charges in Brooklin on Dec. 14, Dennin and McRae headed toward Port Perry. Word of their pending arrival reached Brown and Lattimore in Port Perry.

The two former rivals pocketed their revolvers and enlisted the aid of Fred Corbin, also of the St. Charles Hotel, and Thomas Trebell. Reinforcing their animosity toward the detectives and their mission with a substantial amount of whisky, the well-fortified quartet set off in a buggy to teach the detectives a lesson or two.

Word of the "welcoming committee" reached Dennin and McRae and they decided to avoid a confrontation by making a hasty retreat to Myrtle



The Myrtle Station during the late 1890s.

Station.

By 7:00 they had entered the station waiting room to join others waiting for the 7:12 train to Toronto.

The party from Port Perry arrived at the station at 7:09. Brown entered the waiting room and beckoned to McRae and Dennin to come to the door. As soon as Dennin reached the door, Brown grabbed him by the lapel of his coat and ordered him to "take a walk with me." Dennin, who was much taller, jerked himself free and refused to comply.

Lattimore and Brown immediately drew their revolvers. McRae quickly reached for his revolver. Who fired first was not clear but a gun battle broke out. Everyone present ran for cover. Scott locked himself in his office.

Bullets rattled everywhere and Brown dropped to the station platform with blood pouring from three wounds. Dennin grabbed Brown's revolver and the gunfire continued.

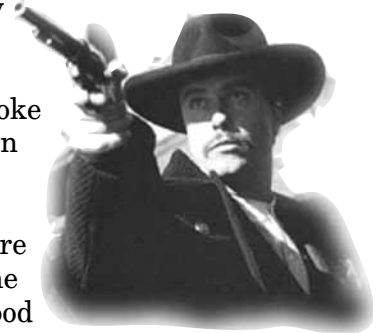
Realizing that their attack had failed, the Port Perry men beat a hasty retreat. Once the gunfire had stopped, Trebell picked up the limp body of Brown and carried him to the rear of the station. It became apparent that Brown was still alive but had been seriously wounded with two bullets in his chest and one in his leg. A doctor was sent for.

Five days later, Lattimore, Trebell and Corbin were arrested and charged with conspiracy. But the detectives Dennin and McRae were also charged with causing bodily harm.

The case was remanded and then thrown out of court for lack of evidence! Brown fortunately recovered. His action in preventing the government detectives from attempting to close the bars of Port Perry made him an instant hero.

On December the first, 1926, Ontario voters finally voted in favour of the sale of liquor. The following year, those who could afford the \$200 permit were able to purchase liquor at government outlets.

Port Perry however, voted repeatedly to keep such stores outside the community. It was not until November 1957 that Port Perry residents voted in favour of outlets for beer and liquor. The stores opened the following June.



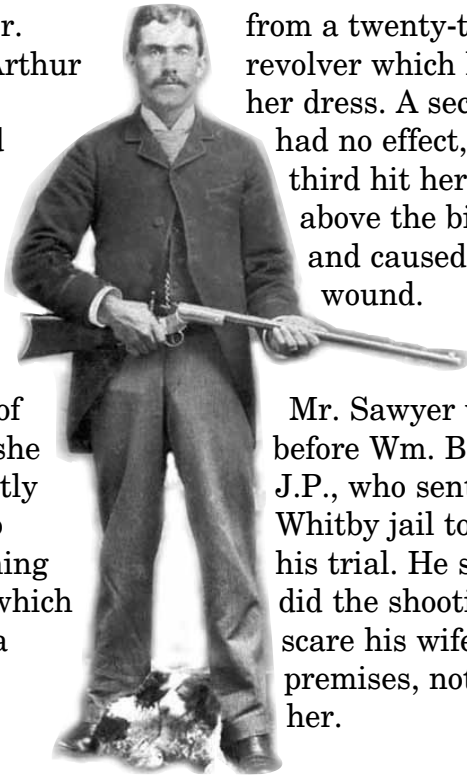
Pictures of bar and man with gun are illustrations only and are not connected with this incident.

Love & Murder

A Domestic Dispute

For sometime there had been trouble between Mr. and Mrs. Arthur Sawyer. It culminated at noon on Monday, when Mrs. Sawyer went to the stable of the house she until recently occupied to get a spinning wheel, by which she earns a living.

As she was trying



to get into the barn, her husband fired a shot from a twenty-two calibre revolver which lodged in her dress. A second shot had no effect, but a third hit her left foot above the big toe, and caused a severe wound.

Mr. Sawyer was taken before Wm. Bateman, J.P., who sent him to Whitby jail to await his trial. He says he did the shooting to scare his wife off his premises, not to kill her.

Port Perry
Aug. 29, 1895

Robbery and Murder

On Sunday, Jan. 15, 1888, a party now unknown entered the residence of an old gentleman over 90 years of age, named Burk, at Caesarea, and after beating him in the most brutal manner, robbed him of over \$300. Leaving the old gentleman more dead than alive, he proceeded to steal a horse and buggy from Mr. Elliott, a magistrate in the village. The thief then drove the rig to Hampton where he left it and made off.

The services of Detective Burroughs, of Toronto was secured who traced the brute from Caesarea to Hampton, Port Perry, Prince Albert and Whitby.

Port Perry, Feb. 2, 1888

Lovescape

Saturday's *Toronto News* gives a column and a half account of a lovescape in the city, in which a Port Perry girl named Henders and one Alex Thompson of Durham County were principals.

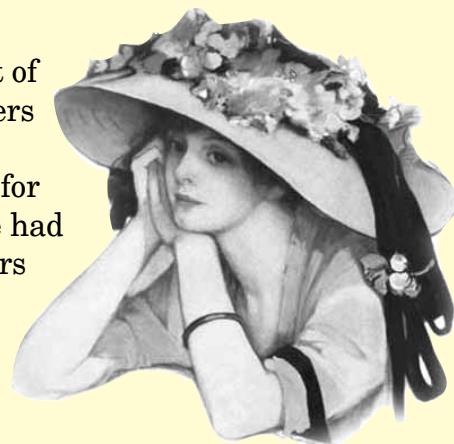
Miss Henders has been on exhibition at the Toronto Musee for some time, in a class of pretty girls. The patrons of the musee had a chance to vote on the beauty of the girls and Miss Henders placed fifth out of 12 girls who were on view.

Thompson is one of the class of fellows who gets struck on every girl that comes along and fell before the superior charm of Miss Henders although he is 40 years old and she was only 17.

Thompson proposed marriage and she foolishly accepted, so they were ready to jump the broomstick (*elope*) one night last week.

The minister was engaged and all was making towards a union, when Miss Henders' father, William J. Henders, heard of the prospective escapade and went and captured his fresh young daughter.

Port Perry, March 21, 1895.



Love & Murder



Dr. George Jones



Young Anna Paxton

Dr. George Jones arrived in Prince Albert in 1860 to open a medical practice. In 1868 George's brother Richard graduated from medical school and the brothers established a partnership in Port Perry.

Unfortunately George's marriage to Ann Martin had broken up in 1866. He hired lawyer Gordon Bigelow to pursue a petition for divorce. When this failed, Dr. George moved to Imlay City in Michigan where he obtained a divorce after one year's residence.

Meanwhile he had been courting Anna Paxton of Port Perry. Early in January 1871, he returned to Port Perry to take Anna with him back to Michigan. Anna's uncle, Edward Mundy was the owner of the *Port Perry Standard*. In the newspaper Mundy reported that Anna had been drugged and carried away to the train by Dr. Jones. Mundy slandered the entire Jones family in a series of articles in his newspaper over the next few weeks.

Friends of Dr. Jones used the pages of the rival newspaper, the *Ontario Observer*, to deny the allegations. A series of letters and articles appeared throughout early 1871.

Finally a letter signed by 200 supporters of Dr. Jones and a separate letter by Anna, brought the matter to a close by repudiating all Mundy's allegations.

Dr George Jones and his new wife Anna raised a family and lived out their years in Imlay City where they became leading citizens in the community.



Dr. George Jones and his wife Anna resided in the beautiful home in Imlay city, Michigan until about 1914.

Young Port Perry man robbed and drowned in Toronto

The body of Joseph Graham, V.S. of Port Perry, who had been missing since April 16, 1888 was found floating in the Toronto Bay on the night of May 27th. Mr. Graham disappeared while travelling from his father's home to Battle Creek, Michigan to commence a veterinary practice.

About 7 a.m. Wednesday morning the body of a young man was found floating in the bay a short distance from the city wharves and opposite Union Station. He was hauled onto the dock by some workmen and the police were notified. His body was taken to the morgue. The face of the body of the deceased was terribly swollen indicating the remains were floating in the water for a long time.

The body was fully clothed and in his pocket were a number of letters and addresses which identified the deceased as Joseph Graham, a recent student of Ontario Veterinary College.

Mr. Graham was reported to having last been

seen in the company of a young man named A.J. Dunning. Both of the young men had been registered at the Revere House in Toronto, and were said to be drinking freely together.

On May 8, Mr. Graham's father, James, came looking for him in Toronto and told police he had left home with over \$400 in his possession. When his wallet was returned there was only \$60 left.

At an inquest, no evidence could be given to exactly how Graham met with his death. Dunning, the last man seen with him said Graham had given him his wallet for safekeeping, and he had tried to return it to the hotel, but he never came back. Although there was no evidence to connect him with the murder, the coroner told Dunning he had come nearer the gallows than he could ever come again, and escaped. He also warned him in future to avoid liquor and evil habits.

Uxbridge Journal - May 28, 1888

Thieves & Robbery



Harold Archer shot in thigh as robbers make a getaway

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



Harold Archer

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

Thieves had loaded revolvers, burglar tools, skeleton keys

Probably one of the worst years for robberies in this area was 1928. The Seagrave store was robbed as was the Greenbank store and a number of cars were stolen in the region.

Alix Gilboord's clothing and drygoods store on Queen Street in Port Perry was robbed in 1926 and 1927. In December of 1928 he suffered his third robbery, losing over \$500 worth of merchandise. In the same week, Smallman's blacksmith shop was broken into and tools stolen, and Brock's store was robbed of \$300 of merchandise.

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

Bank of Commerce robbed, at gunpoint, manager bound, gagged and locked in safe

The Bank of Commerce at 165 Queen Street was subjected to three major robberies. The first occurred in June, 1934 when, at closing time two robbers entered and tied up the manager and a clerk at gunpoint and drove away with \$200. They were later apprehended after they had stopped at the Superior store to get gas.

In a 1945 robbery, the manager, Ernie Hayes was left locked in the vault after thieves absconded with a large quantity of cash. Mr. Hayes managed to escape by opening the vault from the inside with a screwdriver.



Bank Manager Ernie Hayes



Edwin Alonzo Boyd, leader of the Boyd Gang

In August that same year it was robbed again. This time three employees were locked in the vault. This robbery was conducted by the infamous Boyd gang. One of the three employees was Margaret Day. Margaret reported that the Boyd gang members were very polite, but the employees were scared.

In December, 1951, Mr. Helm, the bank manager, his wife, his son Robert and the caretaker, Mr T. Asher were all bound and gagged in the apartment above the bank while the robbers attempted to blow up the safe. Fortunately, the telephone rang and the would-be robbers fled. The Helms at that time lived above the bank. In all three cases of robbery, the robbers were eventually apprehended and sentenced.



Typhoid Fever



One of the most poignant tombstones in this region lies in the Pine Grove Cemetery in Prince Albert. The tombstone has the following inscription:

**James Moon
1819 - 1896
Catherine Mark, his wife,
1830 - 1916
also nine infant children**

That's all. No names, no dates, no explanations, just the stark statement, "Also nine infant children."

The obituaries in the *Ontario Observer* reveal a

horrible story.

On July 20, 1876, Sarah Moon, passed away. She was only five years old.

Less than two months later, on September 7, the death of Susan Moon, age 16 years, seven months and seven days was recorded. Two weeks later, Maria Moon, four years old, died.

The tragic story behind these untimely deaths is to be found in the history of epidemics.

In the fall of 1873 typhoid fever made its appearance in New York City. From there, the disease spread throughout the city and became an epidemic. It then began its perilous journey throughout North America.

Death notices which appeared in the newspapers rarely gave the cause of death. In the obituaries, the cause of death was given on some occasions but families and the press were reluctant to report typhoid as the cause of death largely because of the implications of having a family member die of a communicable disease.

The death certificates signed by the coroners, however, could not hide the extent of the epidemic. Dr. Ware in Prince Albert, Dr. Richard Jones in Port Perry and Dr. Montgomery in Blackstock were kept extremely busy fulfilling their duties.

The typhoid epidemic of 1873 did not appear in Reach and Cartwright

until 1874, reaching its height in 1875.

In the months of January and February 1875, those who succumbed were among the adult population.

The *Ontario Observer*, the newspaper which served Reach and Cartwright townships at the time was a weekly paper. Normally there would be three or four death notices scattered throughout a month's issues of the newspaper. During 1874, '75 and '76, it was not unusual to see that many in a week!

It should also be noted that during the epidemic, many families never bothered to announce the deaths of their relatives, particularly of their children.

One of the worst and most destructive epidemics ever to face humanity was the influenza epidemic of 1918. Its devastation has been placed in the same category as the Black Death. It has been estimated that more than twenty million people perished as a result of this disease.

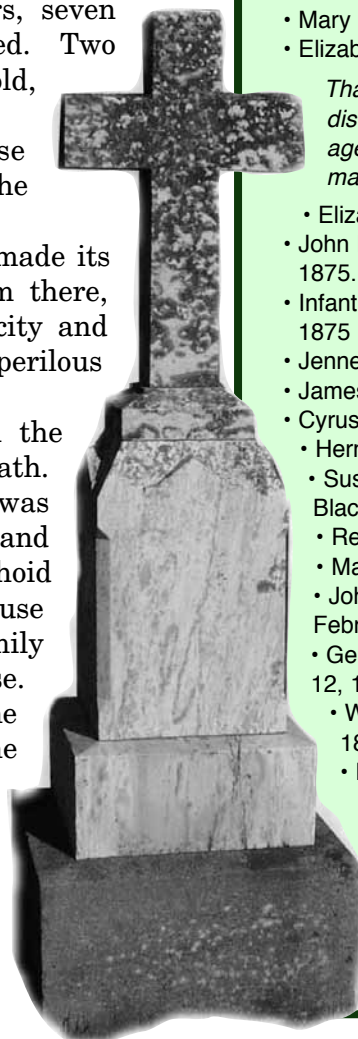
Typhoid Takes A Toll

- Charles Paxton, 47 yrs., died on Jan. 7, 1875
- Mary Wilds, 20 yrs., died the following week
- Elizabeth Wilson, 40 yrs., died Jan. 1875

That year, the first child to be reported as dying of the disease that year was Rebecca Gibson of Seagrave, age three months, 17 days. Her death was followed by many more, including the following:

- Elizabeth Walsh, 2 yrs., of Reach Twp., Feb. 1875.
- John Lewis Webster of Brock, 1 yr. 10 months., Feb., 1875.
- Infant son of Edward Bryans, 1 month, died March 4, 1875
- Jennette Byers, 3 yrs., of Greenbank, March 1875
- James Bentley, 32 yrs., of Utica, March 1875
- Cyrus Lebar, 1 yr., died at Port Perry, March 1875
- Herman Diesfeld, 1 1/2 yrs., of Port Perry, March 1875
- Susan Mary Carscadden, 5 months, died Mar. 28 at Blackstock
- Reverend Robert Reynolds died May 23, March 1875
- Mary Dickie, 2 yrs., died on May 26, 1875.
- John Dickie, the father of the child died the following February.
- Gerrow twins (unnamed) One died at 10 days, on May 12, 1875. The second twin boy died one week later.
- William Morris, 2 months, Port Perry, died in May 1875.
- Francis Cook, 2 yrs., 9 months, died May 1875
- Mary Gilland of Brock, 22 yrs., 3 months, May 1875

There were numerous more deaths in the months to follow, but this gives an idea of the impact the Typhoid Fever caused in the Port Perry and Lake Scugog area.



Scugog's Dark Side

There's no argument that Lake Scugog has provided enjoyment and opportunity for thousands of people over the past 180 years but this magnificent body of water also has a dark side, responsible for many tragic deaths. We have recorded on these pages just a few of the tragic and more notable incidents.

DEATH BY DROWNING

On a Saturday morning in November 1867, George Buntin, 14, finished breakfast, picked up his skates and told his mother he was going for a skate on Lake Scugog.

He skated seven miles to his uncle's in Port Perry by noon, where he had lunch, and on the way home he went in search of some ducks he had seen frozen in the ice.

He had not skated very far when the ice gave way and he fell into the cold water, where he struggled in vain. His cousin Miss Sarah Paxton, who was watching him from the shore, told her mother, who ran for assistance.

Unfortunately all the men were away so the youth was left to struggle until he became exhausted and drowned.

Mother, daughter drown after boat tips in Scugog

One of the saddest drowning deaths reported during the early development of the area, was that of 30-year old Ann Cornish and her three-year-old child.

Newspapers reported that on Friday, July 22, 1869, Mary Aldridge, Ann Cornish and her child, arranged for a man named Gregson to row them from the village of Caesarea to Scugog Island, a distance of about two miles.

The lake was much rougher than they expected and when they had travelled about one mile from the shore, the young women became alarmed and suddenly rose from their seats. In doing so, the small boat upset sending all occupants into the water.

John Watson and James Demara were in a boat near the shore at the time of the disaster, and hearing the cries coming from the capsized boat, immediately pulled for the spot. They fortunately arrived in time to rescue Miss Aldridge as she rose to the surface for the last time.

Mr Gregson was found clinging to the bottom of the capsized boat and was rescued, but Ann Cornish and her child had disappeared under the water and were nowhere to be seen.

The Observer editor editorialized, "Had it not been for the energy displayed by Watson and Demara, chances are that at least one additional name (*Aldridge*) would have been added to the mournful catalogue of the drowned.

Town shocked by drowning of two youngsters

Wherever there is a body of water, there is the distinct possibility of lives being taken, and Lake Scugog has had its share of drownings over the past century and a half.

One of the first incidents recorded by the local press was published in the July 8, 1863 *Ontario Observer*, as it recorded the tragic death of two young residents of the community.

The two boys, aged 10 and 7 years respectively, residents of the Nonquon (*Seagrave*) area, the former being a son of Mr. Palmer Car and the Henry William, son of Mr. Jessie Ireland.

It appears that the two boys went down to the Nonquon River on the afternoon of June 30th, unfastened a boat and jumped in. By some means or other the boat must have upset and thrown the young lads into the water.

They had only been gone a short time from home, but no one saw them leave or where they had gone.

Someone passing near the river, saw the boat,

floating bottom up upon the water. Upon righting it the oars and hat of one of the boys was found. A little further from the shore the two boys were found.

The boys were very much thought of by the whole neighbourhood, and their untimely death cast a gloom of sorrow over the whole locality.



This unusual death-bed photograph shows seven-year-old Henry William Ireland at rest at his home following the tragic drowning accident.

THE TOLL

March 1877 - Mr. Wm. Lee was driving across the ice of Scugog, when near the Caesarea shore his horse broke through and was drowned. The ice is not now to be trusted and parties will do well to avoid it.

July 1885 - Thos. McBrien, Isaac Vipond and Martin Hardy, all of Brooklin, were out on Lake Scugog this morning in a small boat. When near Scugog Island one of them made a mistroke of the oar and the boat capsized. Vipond and McBrien clung to the boat and drifted ashore, but Hardy, being unable to swim, was drowned.

June 1891 - Mr. John McKenzie, games keeper of the Lake Scugog Game Preserve Co. located the body of James Donaldson, after he fell from his boat and drowned in Lake Scugog.

April 1895 - The body of Cassie Burk, who was drowned while skating on the lake last fall, was found floating near Washburn Island by Inspector Watson.

August 1901 - Joseph Hood, eldest son of Paul and Lydia Hood, aged 20, drowned while bathing with friends in Lake Scugog.

August 1910 - Herbert Sweetman, son of the late Wm. Sweetman of Scugog Island, drowned after falling from a canoe while out fishing with friends on Lake Scugog.

July 1912 - Seventeen year old Karl Ross drowned near the dock at the foot of Queen St. when he got stuck in the mud while playing with friends.

May 1962 - The first fatal accident in Lake Scugog off Pine Point in 100 years occurred when Bill Healey drowned while out fishing for mudcat with Ted Leahy of Scugog Island.

July 1980 - A 19-year-old Oshawa man drowned in Lake Scugog Monday afternoon when he fell from a high-powered motor boat about 100 yards off the north shore of Seven Mile Island.

October 1989 - Two Toronto area men, out for a days fishing, drowned in Lake Scugog when their small boat capsized.

January 1998 - Firefighters and police recover the bodies of four men from Lake Scugog that drowned in two separate snowmobiling accidents when their machines went through the ice not far from Caesarea.

Two young men lost when canoe overturns returning from Caesarea

Probably the worst steamboat related tragedy on Lake Scugog occurred on Friday, May 10, 1892. James Carnegie's steamboat, the Stranger was on the return run from Lindsay to Port Perry when it made a stop at Washburn Island.

James Carnegie, the eldest son of the steamboat owner, and his friend James Roberts were on board. When the boat arrived at Washburn Island the young men went into a canoe to have a spin down to Caesarea, with the intention of returning to Washburn in time to catch the steamer on her return to Port Perry.

But when the steamer was ready to return, the young men had not returned and an alarm

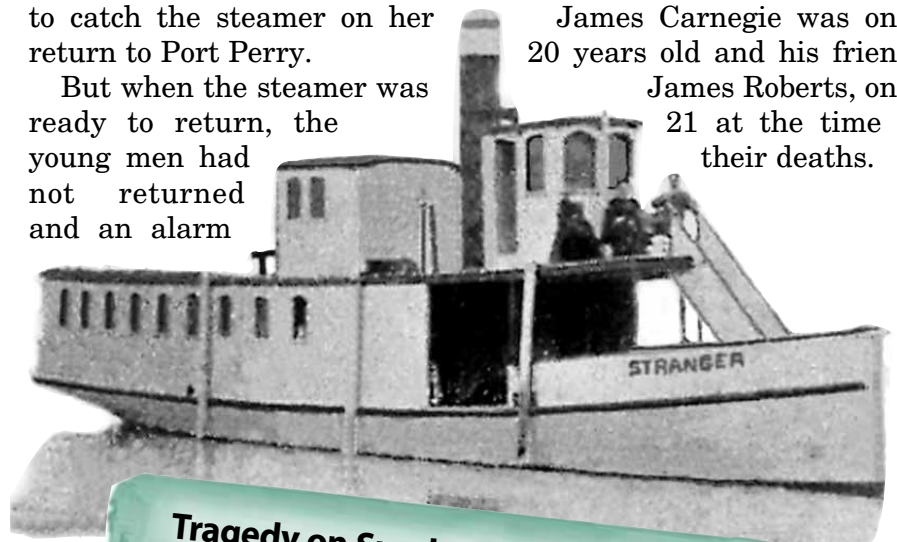
was at once raised.

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 in Port Perry 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 started with several steamers and smaller boats taking part, but the bodies were not recovered until more than two days later.

James Carnegie was only 20 years old and his friend, James Roberts, only 21 at the time of their deaths.



Tragedy on Sunday School Excursion

The Raglan Sunday School, with a large number of friends went on an excursion from Port Perry to Lindsay on board the Anglo Saxon on Sunday, June 25, 1870.

On the return, two men, Wm. Jamieson and Richard O'Boyle, fell from the steamboat into the water, but by the time a rescue was attempted, only one remained struggling to keep above the water. After struggling for some time he also sank to rise no more.

One of the hands on the steamship jumped in and was able to recover Mr. Jamieson, but could not find O'Boyle. His body was recovered later that night.

The accident was blamed on a defect in the fastening of the gangway.

Tragedies



Two men help a Department of Transport diver into Lake Scugog to recover the bodies of two men.

Two Caesarea men drown as car slips through ice on Lake Scugog

Three Caesarea men, out on Lake Scugog for a drive, plunged through the ice Sunday, March 5, 1955.

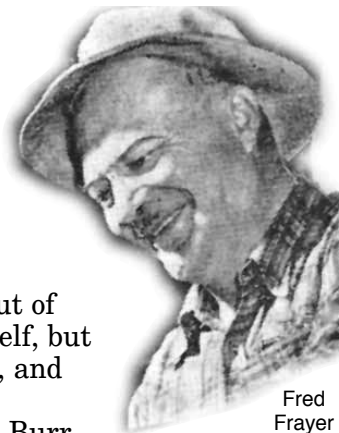
Fred Frayer, 51, and Earl Burr, 31, and John Neill, 38, had stopped to let Neill's dog out for a run, and later while returning to Caesarea the car went into a crevice in the ice and slid into the water.

Mr. Neill was able to push Burr out of the car and managed to escape himself, but Mr. Frayer, who was driving the car, and Neill's dog went down with the car.

All the efforts by Mr. Neill to hold Burr out of the water failed as he slipped out of his grasp and went down in about 20 feet of water.

The next day, a special diver from the Department of Transport arrived and descended into the frigid water of Lake Scugog to recover the bodies of Frayer and Burr.

Mr. Frayer was well known in Caesarea as the owner of Frayer's Pavilion and boathouse.

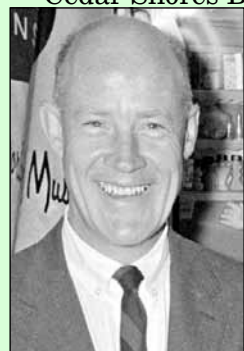


Fred Frayer

Four men drown in Lake Scugog boating accident

The chance finding of a gasoline tank on the west shore of Scugog Island Saturday, June 14 touched off an investigation which revealed the worst boating accident on Lake Scugog in the past quarter of a century. Four youths from Toronto, the oldest only 20, drowned when their rented outboard motorboat capsized about noon.

Cedar Shores Beach cottager Howard Stacey was out walking along the shore of the island when he came across a red gas tank washed up on shore and realized something must be wrong.



John Orde

He ran back to his cottage and with the hand of neighbour Don MacMillan, they took their boat out into the lake where they found the first body.

John Orde, who had rented the boat earlier in the day arrived to help, and while attempting to remove the motor from the overturned boat, found a second youth under the boat, entangled in the gasoline feeding line.

Members of the OPP and Port Perry Fire Department began dragging the area but had to call

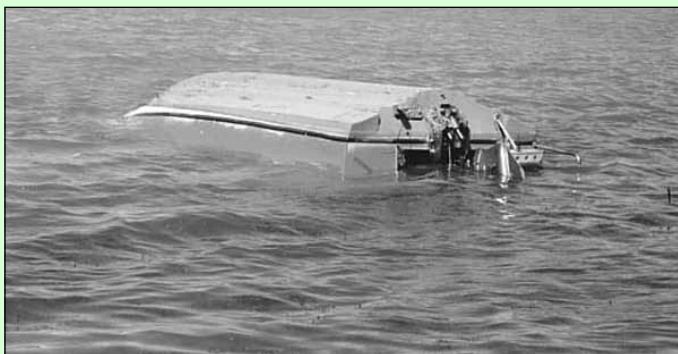


Illustration only - not actual boat

off the search for the other two missing men due to the rough lake and darkness.

Early the next morning the search began again with skin divers from the Underwater Club of Canada and members of the Port Perry Yacht Club. The other victims were found later in the day.

Drowned were Michael Madden, 16, Robert Walker, 18, Larry O'Connor, 17 and Douglas Mortson, 20, all of Toronto.

Mr. Orde said that if the youths had held onto the boat, which would have floated even if filled with water, they could have remained there indefinitely until help arrived.

Port Perry Star
Thurs., June 19, 1958

Prince Albert Murder

On the morning of March 6th, 1881, Doctor J. E. Ware, the resident physician of Prince Albert, visited the home of Mrs. Mina Eddy. Her husband, Rice Eddy, had died four years earlier and widow Eddy's daughter Mary was in the final stages of labour. Dr. Ware delivered a healthy baby and while he knew that Mary was not married, he was unable to obtain any information about the father.

The following Monday, the doctor returned to check up on the child and reported that the child was extremely healthy and appropriately clothed. On Saturday when Dr. Ware went to check up on the newborn he was told that the baby had died that morning. Dr. Ware examined the corpse of the infant and reported that he "saw no marks of violence upon it, but the child looked quite gaunt."

Dr. Ware summoned the coroner, Dr. Richard Jones in Port Perry, to carry out an inquest. That evening, Dr. Jones called on the two Justices of the Peace, John Nott and Reuben Crandell, and three others in order to form a jury. Mrs. Eddy refused to permit the jury to enter the house.

On Monday morning, after much argument and delay, the jury was admitted into the house. The constable explained that they had to see the body of the dead child in order to determine the cause of death. Mrs. Eddy and Mary both said that they had not seen the child's body after the doctor had left on Saturday and knew nothing about the baby's whereabouts. Dr. Jones then contacted the Provincial Attorney-General.

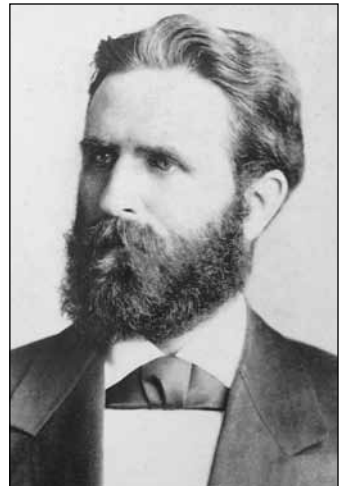
By now the news of the affair had become a front-page item in the Toronto newspapers. The Toronto Globe reported, "on Thursday, the 17th, Government detective Murray ... went to Prince Albert. In company with local constables, he made a diligent search throughout the house, even to digging up the clay in the cellar, but found no trace of the child. Detective Murray then arrested Mrs. Eddy and her daughter on a charge of murder."

John Nott, a Port Perry Justice of the Peace gave the Eddys a severe lecture and then released them. The murder charges were dropped because of lack of evidence even though both were guilty of concealing the facts.

Two weeks later a letter to the editor signed by Mr. J. A. McDonald, denied any knowledge of wrong doing but acknowledged that he had been a lodger in the Eddy house for the past year. The contents suggested that he could have been the father.

Mary Eddy never married but remained at home to care for her mother. Mrs. Eddy died in 1895 at the age of 75.

Mary Eddy was only 47 years old when she died in 1907. The fate of the Eddy infant remains a mystery to this day.



Dr. Richard Jones, Coroner



John Nott
Justice of the Peace

Charged With Murder

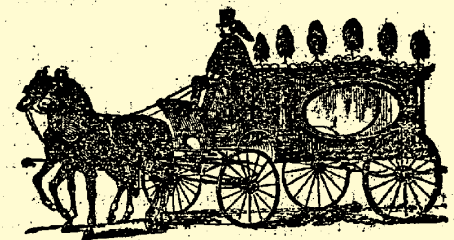
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Toronto Globe

UNDERTAKING in all its Departments.

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

Funerals fully supplied, and a



First Class Hearse

provided when required.

Suitable Lumber and Produce taken in exchange.

Agent for Tomb Stones and Monuments.

JOHN NOTT.
Port Perry, Oct. 30, 1872.

John Nott was also an undertaker and provided funeral services for local families.

The Fish Kill

It was a sight that veteran conservation officer Ben Smith will never forget. When he looked across Lake Scugog, just two km. from his Prince Albert home, he saw thousands of dead fish floating on the surface of the lake.

"We took things in our stride," Ben recalled, but seeing all those dead fish has to rate as the biggest shock that I had in my 26 years as a conservation officer for the Ministry of Natural Resources.

The date was April 22, 1960, the day after the lake ice had melted. The first Ben heard of the fish massacre was an anguished phone call for a native trapper.

He hurried down to the lake, pushed his cedar strip boat through clumps of remnant ice and made for the deepest water where the concentration of dead fish was the heaviest.

"The wind was drifting them in to shore" says Ben. "Many of the carp had rotted but the bass looked good enough to eat."

Belly-up in the frigid water were huge muskellunge, some of them 23 kg. or more - carp, smallmouth bass and perch. Ben theorized they were all victims of chronic lack of oxygen.

From dawn till dusk for the next 14 days, Ben pattered about the 35-km. lake totting up the dead fish with a push-button counter. Over a 7.8-km square area he recorded more than 92,000 dead fish.

But there were survivors. Ben swept nets across the deepest stretch of the shallow man made lake and found 28 lively muskie and thousands of catfish, a species capable of surviving with a low oxygen level.

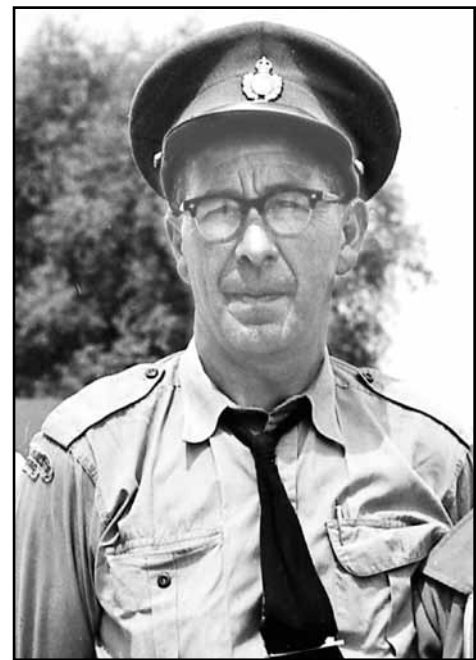
As for the dead ones, they disappeared in no time and the lake was heavily restocked with bass and muskellunge that spring.

Ben figures that three ice storms, so packed and insulated the snow and ice, that the fish progressively exhausted the underwater air supply before the April 21 thaw. "There are usually cracks in the ice, but there weren't any that year," he said.

The spring thaw of 1960 was also a vivid memory for many residents who call Scugog their home, as it was the same year the heavy buildup of ice and snow caused the Port Perry and Cartwright Causeways to remain flooded for almost eight weeks.

LARGEST 'FISH KILL' EVER RECORDED

When the great Lake Scugog "fish kill" took place in 1960, it was the largest incident of this type to have ever occurred in Ontario.



Conservation officer Ben Smith, in 1955, five years before the big 'fish kill' on Lake Scugog in the spring of 1960.

THE TOLL 92,000 FISH

- Muskie 1,535,
- Carp 90,000,
- Bass 400,
- Perch 200
- Unidentified 700
due to decomposition



This photo of the morning after the ice melted and Lake Scugog was found covered with thousands of dead fish, was taken by conservation officer Ben Smith.

Article reproduced from the March / April 1982 issue of *Aski* magazine, published by the Ontario Ministry of Natural Resources.

The Tornado of 1850

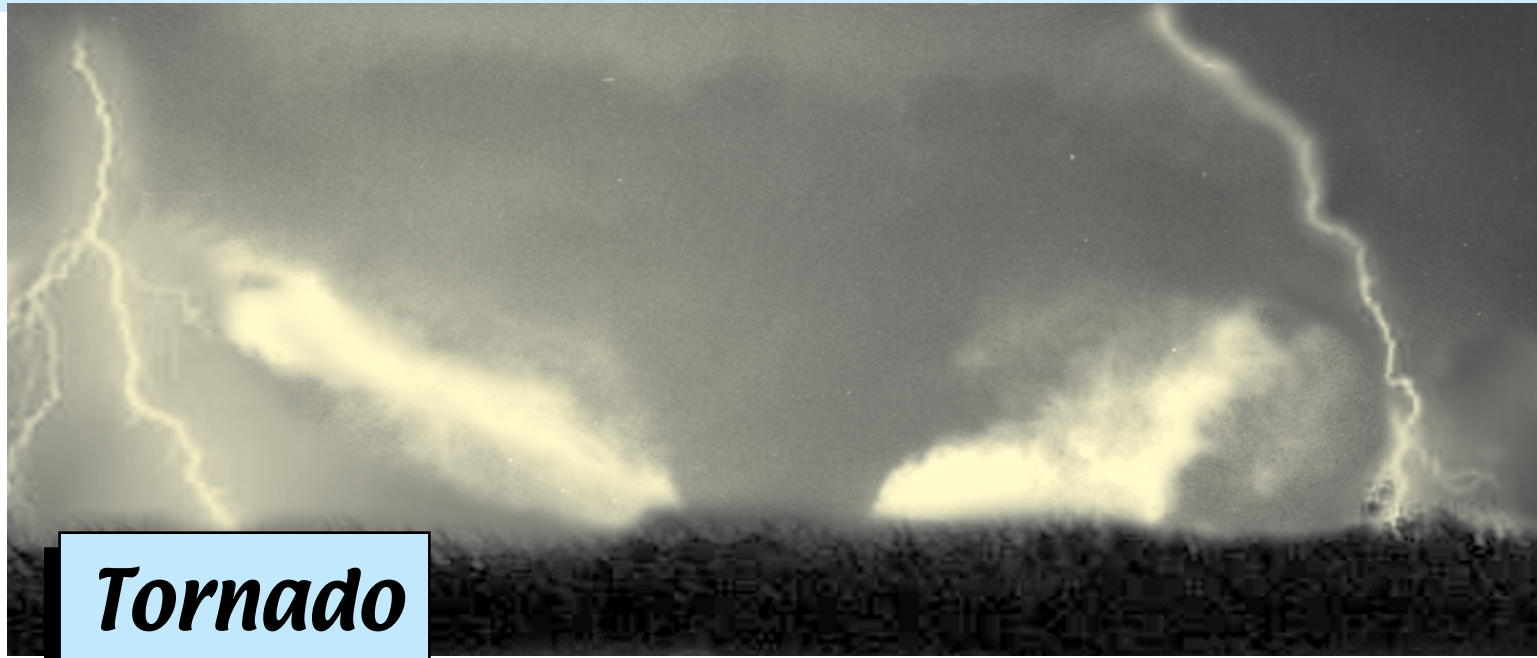


Photo illustration only, not connected with 1850 tornado.

Tornado Facts

- ▶ A lamb was found safe under a potash kettle which had been upended by the wind.
- ▶ A broken tree which had been ripped out of the ground was found with the stump driven deep into the ground and the roots sticking up in the air.
- ▶ The tornado levelled the entire bush, providing a clear view from Prince Albert to Borelia and from Borelia to Greenbank.
- ▶ A Saintfield man had to cling to a stump to keep from being blown away.
- ▶ One Port Perry house was blown over and over, ending up in Crandell's field across the road.
- ▶ An elderly man running to safety with a child in his arms was struck in the head by a log and killed instantly.

A massive tornado brought its fury to the people of Reach Township and area the afternoon of July 5th, 1850. Reports indicate the day started as most others, but by mid-morning it became very hot, the skies began to darken, bolts of lightning struck.

Everything became very still and out of the dark cloud masses forked lightning cut through providing a terrifying display of power. When the storm broke, the powerful wind and hail came together, pelting hail stones as large as walnuts to the ground.

The wind blew from the north to the south, along a track from Lake Simcoe to Lake Ontario, leaving a trail of destruction in its wake.

The tornado passed through Brock and Reach townships, across the south end of Scugog Island, into Cartwright Township and on to Bowmanville and Lake Ontario.

One of the worst areas of damage occurred in Reach Township near the hamlet of Greenbank

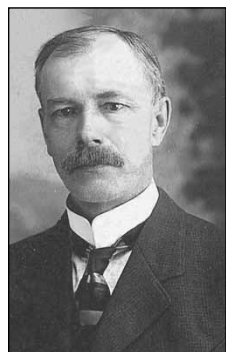
A little west of the village, at the Ianson homestead, Mrs. Ianson, her two sons James and John, and her sister Mrs. Hunter, huddled in their house while outside the shriek and roar of the wind mingled with hail, thunder and lightning.

The house was caught in the whirlwind and scattered in pieces here and there over a distance of two miles. Mrs. Ianson's sister Mrs. Hunter was killed by bricks falling from the chimney, John suffered a broken neck and arm, and James and his mother were buried under a mass of ruins.

Reports of the storm described clothing, harness, hens, boards and tree branches filled the air, some being carried off as far as Scugog Island. Every fence was levelled, roofs torn off mills and homes. Every tree was blown down until nothing was left on the ground higher than a pile of stones.

Tragedy Strikes

When the storm raged in Port Perry on Saturday evening we did not realize how widespread the havoc it was working. For a time our own tragedy had swallowed up any thoughts of the outside world. But while the wind brought death and destruction, Port Perry was not the only sufferer.



DR. S.J. MELLOW

The wind, which travelled from the south at the terrific rate of 78 miles per hour, did untold damage through the Province, although but two fatalities were reported.

The greatest and most sorrowful misfortune was that which took place on the front street when the upper half of the front wall of Beare's garage was blown down, burying beneath it three persons - Augustus Raines, his wife and his wife's sister, Miss Hazel Griffen.

They had been downtown and were on their way back to the Town Hall. Following



right behind them was Hugh Lucas, who slowed up just a moment before he reached the garage thinking he would not try to pass the group as he was going to turn at the next corner. Indeed the three persons ahead were within a couple of steps of being out of danger when the wall fell on them. Mr. Lucas escaped with nothing but a few splatters of mud; but Gus Raines, his wife, and sister-in-law, were pinned under the mass of brick.

Gus Raines, being the tallest and the farthest from the building, received the greatest weight of the blow, and doubtless broke the blow to some extent for his companions. He was badly crushed, his skull being fractured at the base, causing compression of the brain, his shoulder was broken, and his foot was ground to a pulp. His boot and rubber looked as they they had been through a threshing machine. He was completely covered with debris. His companions were badly bruised, particularly his wife.

All were immediately given medical attention by Dr. Mellow and Dr. Robert Archer. At 10:30 a.m. on Sunday, Gus Raines died of his injuries. His wife is bearing up well, but is suffering considerably pain.

Gus Raines, who was a returned soldier who saw active service in France, was only married a little over two weeks ago. The sympathy of the entire community is extended to all the bereaved and his young widow

The funeral was largely attended, and places of business throughout the town were closed.

Port Perry Star - December 1919



DR. ROBT. ARCHER

Saga of the death of Luke Savage on the Nonquon

There are many stories of tragic accidents having occurred while out hunting. One of these was Luzerne (*Luke*) Savage, a sewing machine salesman and an avid hunter and fisherman.

On Wed., September 21, 1893, Luke went duck hunting with Edwin D. (*Doc*) Holliday. They made their way north of Port Perry to an area of the Nonquon River, known as the Nonquon flats, not far from Seagrave.

According to a newspaper report, Luke Savage stated that he had shot four ducks from a flock, but had only been able to secure three of them. Holliday said he would assist him in finding the other one.

Savage led off in the direction of the missing duck when Holliday started to follow him, but stumbled over a root which discharged his gun, the whole contents of which took effect in Savage's right thigh causing a fearful wound. Medical aid was at once secured but to no avail, as Luke died within a few hours.

In reporting the tragedy, the *Port Perry Standard* reported the "deceased leaves an amiable wife a mourning widow and three highly intelligent daughters."

Unusual Accidents

Unusual accidents and deaths were a common occurrence during the mid to late 1800s. Due to the nature of pioneers life, working in the fields, cutting down trees, working in factories without safety precautions, accidents were one of the hazards of growing up.

This page documents some of the tragic accidents and deaths, as reported in the pages of the local newspapers, the *Ontario Observer* and *The Port Perry Standard*.

Lamented Accident

January 17, 1868 - We have to record today the sudden and awful death of one of the most worthy inhabitants of our county, Mr. P. Arnold who was cut off in the prime of life while in the prosecution of his laudable and legitimate occupation.

While chopping down a tree, he had the misfortune, by some means or other, to get under the falling tree which instantly crushed him to death.

The deceased was highly respected for his many noble virtues, and his loss is deeply deplored.

Limb Half Severed

March 28, 1867 - We learn with regret that an accident of a serious nature occurred at Mr. J.B. Lazier's factory.

Mr. Joseph Marsh, one of the workmen, while in the act of reaching under a circular saw, for the purpose of putting rosin on a belt, brought his arm in too close to the saw, which caught the sleeve of his coat near the elbow, and in an instant half severed the limb.

Under the skilful treatment of Dr. Jones, it is hoped that amputation will be avoided, although it is doubtful whether he will recover the natural use of the limb.

Adventurous Lad

July 9, 1868 - The eldest son of Joseph Shaw, hotel keeper of this place, a little fellow about six years of age, met with a serious accident.

He, in company with another adventurous lad, found his way to the top of Mr. Bigelow's new block and in trying to walk over the skylight of Mr. McKenzie's Gallery, broke through the glass and fell to the floor below, a distance of 13 feet.

The young lad dislocated his shoulder and fractured the arm bone. The Drs. Jones "set" the bone and we are glad to report he is doing as well as can be expected.

Found Dead

John Henry, farmer of the Township of Scugog was found dead on Wednesday sitting on a load of cordwood which he was in the act of taking from Scugog to Port Perry.

The Coroner, Dr. Ware held an inquest on the body and the jury returned a verdict: "died by the visitation of God".

He leaves a wife and family to lament his sudden and unexpected departure.

Feb. 28, 1868

Strange Death

Six-year old Sarah, daughter of Mr. and Mrs. Alonzo Sexton died suddenly from eating a quantity of buds from an American weeping willow tree. Shortly after eating them the little girl vomited a quantity of the buds and went into fits of violent spasms until all life had departed.

Death By Sunstroke

We regret having to state that a fatal case of "sunstroke" occurred on Scugog Island on July 14th. The deceased, Robt. English, was mowing on Mr. Harper's farm, when he told him he felt dizzy.

A few minutes later he fell to the ground speechless and expired in less than an hour.

The Drs. Jones were sent for, but he was dead before they reached him.

The poor man leaves four children, in a cold indifferent world, to mourn the loss of both father and mother.

July 16, 1868

Trampled By Horse

A lad about nine years of age, the son of Mr. J. White of the 12th concession of Reach, was stepped on by a horse and had several ribs broken one day last week. The little fellow was minding a gap in one of the fields out of which grain was being drawn, and he accidentally fell asleep in the path of the horse and wagon.

July 1868

Reflections



The following story was written by Andy M. Lawrence about the time of his retirement as a pharmacist in 1984. Mr. Lawrence arrived in Port Perry as a young man, purchased a local drug store, and worked the remainder of his life in the town.

Following are some of his memories of the town as it was when he arrived in 1934.



Remembering Port Perry of the 1930s

by Andy M. Lawrence, 1984

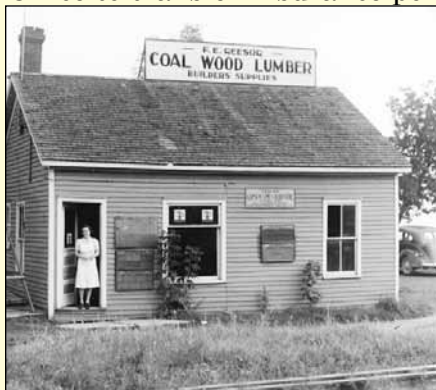
Today is April 8, 1984 - Fifty-four years ago today I came to Port Perry to take over the drug business, which I had bought from Mr. A.J. Davis. Today I walked down Queen Street and tried to see the town as I saw it that first morning so long ago.

I came in on the morning train from Myrtle and, as I walked up Queen St. to the Drug Store, the merchants were shoveling the snow which had fallen on their sidewalks during the night.

For Mr. Davis and me it was a very busy day. Among other things, it consisted of calling at Harris' Law office to arrange transfer of deeds, calling at Emerson Insurance Office to transfer insurance policies, calling at the Bank



Port Perry Star Office



Vickery / Reesor Coal & Wood Office

of Commerce to open an account and meet the manager, Mr. H.G. Hutcheson. Then going out to be introduced to my new neighbours, especially my fellow druggist Mr. P.G. Morrison. (We were druggists at that time, the more sophisticated term "pharmacist" came later). Last but not least, a trip to Port Perry Star office to meet Mr. Sam Farmer and arrange for business change notices in the next issue.

It is hard to recall all those who occupied Port Perry business section in 1930 but, at the risk of making a few mistakes and omissions, I shall try.

Starting at the east end of Queen St. at the lakefront, the first building was Vickery's Coal Office, soon to be taken over by Mr. F.E. Reesor. Then the C.N.R. Station, Mr. R. Levia, Stationmaster.

Across Water St. in the St. Charles Hotel building were two stores occupied by McKee and Son, one a Grocery Store and the other Boots and Shoes and Dry Goods, etc. Next to



Jackson Implement Dealer



Beatty's Harness Shop

that came George and Ted Jackson, Auctioneers and Implement dealers. Then came Beatty's Harness Repair shop followed by Fong's Chinese Restaurant.

Across the lane, were Brock's two stores, Grocery and General Dry Goods. Incidentally, one of Port Perry's best known businesses to this



Gerrow Brothers Bakery

very day. Then in the Purdy Block, Emmerson Insurance Office, another family business, which is still going strong. Also in the Purdy Block, was Bert MacGregor's Butcher shop and McClintock's Grocery Store. Then in the Ferguson Block, Cawker's Butcher Shop and the Royal Bank.

Next of course was the post office with Mr. George Hull as Postmaster. Beside the post office was P.G. Morrison's Drug Store, Gerrows' Bakery, H.H. Stone's Men's Wear and

H.R. Archer Pontiac and Buick dealership.

West of Perry St. A.L. McDermott Undertaker & Furniture dealer, followed by the residences of Mr. A.J. Davis and Dr. G.M. Rennie. The next building was the medical offices of Dr. Jeffrey and Dr. Rennie. Then two residences, that of Dr. Geo. Jeffrey and Mr. Neil Sweetman.

On the corner of John St. was the budding business of Beare Bros.



Standard Garage

Chevrolet and Oldsmobile dealers. West of John St., in the present I.G.A. location, was the Standard Garage, Durant dealership, operated by Mac Beare and Jim Boe.

Across Queen St., on the northwest corner of John St. at Queen was the old Library (*which was replaced in 1935*). East of John St. was Norman Ewer's residence followed by that of Dr. J.A. Mathers. Then came Doubt's Shoe Repair

Shop and Gordon Sweetman's Garage.

East of the lane came Port Perry Star Office followed by White Kitchen Restaurant operated by Walter Cook and then the Chinese Laundry. The next two or three sections were owned and occupied by Jeffrey and Taylor's Harness Factory, which was still a thriving business at that time. The next small store was unoccupied and Art Prentice, the Barber, occupied the corner location.

On the east side of Perry St. were T.J. Widden's Grocery Store and A.J. Davis' Drug Store; both of these businesses in the building now occupied by Port Perry Pharmacy. Following this was W.L. Parrish's Hardware, which really occupied two stores.



White Kitchen Restaurant

Then came H. Willard's Grocery Store and Sutcliffe and Co. Dry Goods. In the McCaw Block, were the Bell Telephone Office and I.R. Bentley's Jewellery Store.

In the Blong Block were Naples' Fruit Market, Mrs. Les Hall's Millinery, George Hall's Restaurant, Earl Beare's Pool Room, and Hugh Campbell Tailor Shop. Then, in the

Resident Remembers

The Good Old Days

Cows and chickens

There have been a lot of changes in Port Perry in the past 50 years. There were no paved roads, no concrete sidewalks and every self respecting home had a fence around it to keep out the cows and chickens which had quite free use of the streets.

The roads were dirt, muddy when wet, dusty when dry; the sidewalks were cinder paths or plank walks.



Six trains a day

In 1902 we had six trains in and out of Port Perry, one at 7, 9, and 11 a.m., 12:30, 5 and 7 p.m. The road to Manchester, indeed all roads were nearly impassable in the spring.

If a person had to go out of town he would go as far as he could by buggy or wagon and would meet another buggy on the other side of the boggy spot. Women were carried from one buggy to the other over such mucky spots.

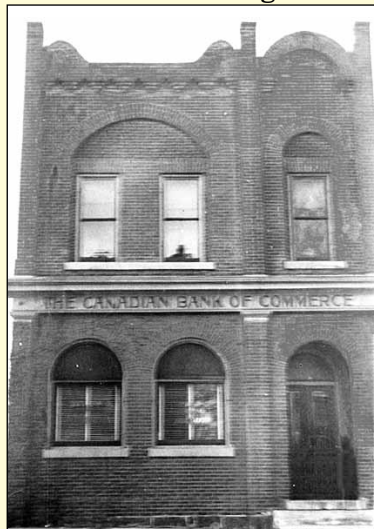
Zula Mae Jackson
September 1952

Reflections

present Levinson Building, was Jack Carnegie's Ford Sales.

Carnegie Hardware, operated by Art and Dave Carnegie came next. This was a two storey building at the time. Upstairs was a sheet metal factory where eavestrough etc. were made. The lane to the east led to the Ford service department at the rear.

The next building contained the Canadian Bank of Commerce.



Canadian Bank of Commerce

The manager at that time was Mr. H.G. Hutcheson. East of the bank was a lane leading to Ben Smallman's Blacksmith Shop, and then the Observer Printing Plant, taken over by Mr. V.P. Stouffer, from his grandfather Mr. Parsons.

The next store, former Rundle Implement Agency., was vacant, and this was followed by Hooey's Barber shop, and on the corner the Sebert House Hotel with Mr. John Wier as proprietor.

East of Water St. the Grain Elevator, owned by Hogg and Lytle Ltd. with James Lucas as manager.

It is difficult to recall the exact location of businesses located in the apartments above the stores. They included Dr. J.B. Lundy, Dentist; Dr. W.A. Sangster, Dentist; W. Rodman, Tailor; W.H. Harris Law Office; J.W. Crosier Law Office; Oddfellows Lodge; Sons of England Lodge; Masonic Lodge; I.O.D.E. Lodge; and Miss Pat Cooney Hair Dresser.

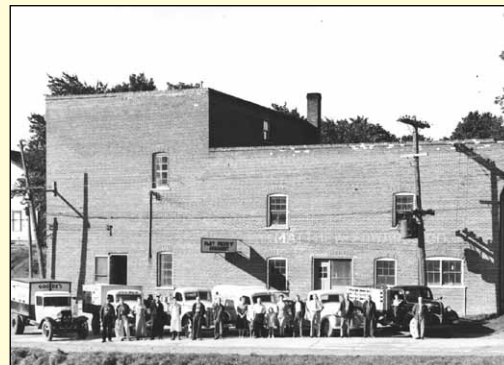
There were very few businesses apart from those on Queen St. They included Goode's Creamery and Ice Cream Factory on Water St. South, Scugog Lumber Co., Scugog Milling Co. and Pyatt's Coal Yard on Water St. North.



Goode's Pop Works

On Perry St. North there were the Municipal Office, Switzer's Blacksmith Shop and Implement Agency. and Mr. Goode's Pop Works.

Swan Bros. Blacksmith and Carriage Works occupied the corner of Perry and Mary Sts. where the L.C.B.O. store is now located.



Goode's Creamery & Ice Cream Factory

Dr. J. MacMaster had his Veterinary Office on North St. and Mrs. Whitmore operated a private hospital on John St. South.

The population of Port Perry was something over 1,200 in 1930 but during the 30s it shrank to a little over 1,000. The vacant houses quickly filled up after the start of World War II when the shortage of living accommodation became acute in Oshawa and Ajax, where so much war work was in progress. We thought at the time this was a temporary situation, which would only last until the war ended. How wrong we were. In 40 years the town has never looked back.

It has been said that you must look back to where you started from to see how far you have travelled. I could write a book about Port Perry's progress in 54 years but time and space do not permit. Suffice to add that in 1930, Queen Street was our only paved street and we were very proud of the fact that we had a new high and public school, complete with nine classrooms, a science lab, a household science room, a shop, a gymnasium, an assembly hall and a library.

Let It Snow



Above: Dozens of men are seen above digging a car out of the snow just south of Greenbank along Hwy. #12, following the big snowstorm of March, 1947. In Port Perry it took 20 men three days to open the road between the Town Hall and the Post Office.



Centre: Clarence Cook's Livestock transport truck caught in snow along the Port Perry to Manchester road in late 1940s.

Below; More than 400 cars were stranded along the Oshawa Rd. between Port Perry and the 'Ridges' in January 1978 after a severe storm blew through the area. Here a few motorists check their cars the following morning.



Throughout the twentieth century there have been accounts of numerous large snowstorms which caused havoc to the community.

In January 1918 a winter snowstorm created the biggest blockade on record at that time. Seven trains were held up at Burketon, and Mr. McPhail had 150 people to feed. South of town in Myrtle, Mr. Williams had 70 people to feed. Reports indicate there was 12 feet of snow in places along the Port Perry to Lindsay line.

It was March 1931 the next 'big' snowstorm hit the area. Reports of trains, autos and buses brought to a standstill for two days as the worst storm in years dumped snow on the area. Local businessmen worked in shifts to help road crews open the road to Manchester.

But perhaps the biggest snowstorm in Port Perry's history occurred in March 1947. The newspaper reported the following: SNOW! Greatest snow fall in 53 years. Manchester road blocked for a week. Snowbanks piled from eight to 20 feet high along roads. It took 20 men three days to open the road between the Town Hall and the Post Office. Fifty men with shovels, a bulldozer and a snowplow attacked the snowdrifts on the hill to Borelia.

In February 1958 extremely cold weather and heavy snow forced the closure of the Port Perry Public School and many children received frozen cheeks and noses when sent out to trudge back home through blowing snow.

One of the most vivid storms in recent times happened the last Thursday of January 1978. The storm started during the afternoon and by evening Scugog Township was in the grip of the most violent winter storm in living memory.

Before it was over, the vicious winds and driving snow had caused death, injury, massive property damage, power failures, and a huge traffic jam on Oshawa Road that involved more than 400 abandoned vehicles.

There have been many other snowstorms which caused damage and cancellation of activities, but newspaper records from *The Port Perry Star* suggest these are the most memorable.

It's The Law

A bylaw can be explained simply as a rule or law created by municipal authorities to regulate the affairs of the corporation and the residents within the boundaries of the village.

The residents of Port Perry were for the most part a law-abiding bunch, but it could be argued it was due to the strict bylaws which regulated many of the everyday activities within the community.

When Port Perry separated from Reach Township in 1872, one of the first jobs of the new council was to create appropriate bylaws to regulate everything from paying taxes to spitting on the sidewalk.

More than 200 bylaws were in force when the great fire of July 4, 1884 struck the village, destroying all of the corporations papers, including its bylaws and assessment rolls.

Immediately following the fire, Port Perry councillors convened and began the arduous chore of re-writing the bylaws and creating new ones.

Wasting no time, just five days after the disastrous fire, council passed a strict bylaw regulating and restricting materials which could be used for the construction of new buildings.

While there were many bylaws, below are samples of excerpts from some of the more unusual and humorous bylaws passed during 1884 regulating moral standards and unlawful acts within the Village of Port Perry.

The second instance of re-writing of bylaws occurred in 1974, when the townships of Cartwright, Scugog Island and Reach, along with the Village of Port Perry were amalgamated to form the new Township of Scugog.

In a recent interview with Lawrence Malcolm, who was elected as Scugog's first Mayor in the fall of 1974, he recalled vividly the enormous task the new council and staff faced uniting the bylaws of the four municipalities into one.

Mr. Malcolm recalled he and then clerk, Neil Brodie spent countless hours going over the estimated 5,000 bylaws from the four townships. They eliminated outdated bylaws, then merged the others and submitting them to council for approval.

If the councillors didn't like the way they were worded, we'd take them back and write them up



Lawrence Malcolm - First Mayor of the Township of Scugog, 1974

and submit them for approval again he said.

The entire process took about a year and a half, and Mr. Malcolm felt this task was one of the most important jobs the first council completed during its term of office.

Bylaws regulate unlawful acts in Port Perry

Town officials hoping to control and regulate morality and other public issues passed a number of bylaws. A few are summarized here to show the extent the town fathers went to keep the town lawful, moral and safe.

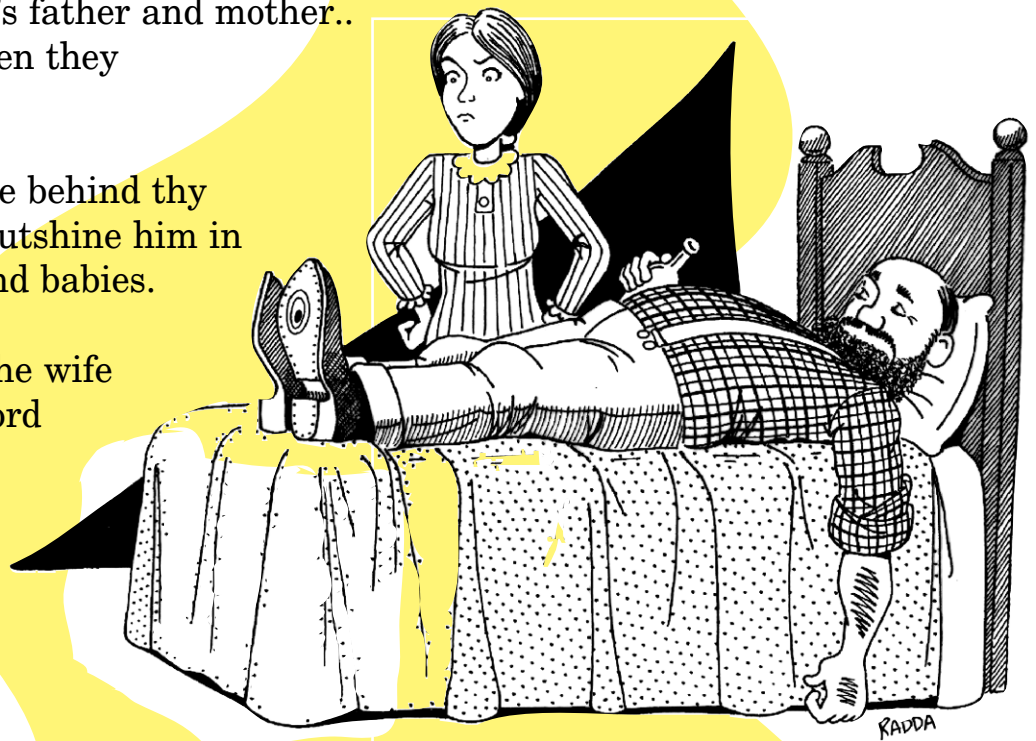
- ☛ No person shall post any indecent signs, writings or pictures, or write any indecent word or make any indecent picture or drawing on any wall, fence, street or public place within this corporation.
- ☛ No person shall be drunk, or disorderly or profanely swear or use obscene blasphemous or grossly insulting language, or commit any other immorality or indecency within this corporation.
- ☛ No person shall keep any disorderly house or house of ill-fame within this corporation.
- ☛ No person shall keep any gambling house or have any farobank, rouge et noir, roulette table or other device for gambling within this corporation. It shall be lawful for any constable or other peace officer or citizen to seize and destroy any farobank, rouge et noir, roulette table or other device for gambling found within this corporation.
- ☛ No person shall injure or destroy nor tie any horse to any lamp post, tree or shrub planted or preserved for shade or ornament upon any street in this municipality.
- ☛ No person shall publicly expose his person or make any other indecent exhibition within this corporation.
- ☛ No person shall bathe or wash the person in the water of Lake Scugog fronting on the limits of this corporation between the hours of seven o'clock in the forenoon and nine o'clock in the afternoon.
- ☛ No person shall injure or destroy nor tie any horse to any lamp post, tree or shrub planted or preserved for shade or ornament upon any street in this municipality.

- ☛ No person shall throw any dirt, filth, carcasses or animals or rubbish on any street, road, lane or highway of this municipality.
- ☛ No person shall race or speed any horse on any street within this corporation.
- ☛ No person shall pull down, or deface any sign, board or written notice lawfully affixed within this municipality.
- ☛ No person shall erect or operate any slaughter house within this municipality what shall be within forty feet of any public street or dwelling house within the municipality.
- ☛ No person shall ring any bells, blow any horn, or shout or make any other unusual noise or noises calculated to disturb the inhabitants in any street or public place within this municipality.
- ☛ No person shall fire any gun or other fire arm, nor fire, nor set off any fire ball, squirt, cracker or fireworks in any street, road, lane or alley within this corporation.
- ☛ No person shall lead, ride, or drive any horse or cattle upon any sidewalk or other place not proper therefor within this corporation.
- ☛ No child shall ride on the platform of any car or behind any wagon, sleigh or other vehicle and no person in charge of any such vehicles shall suffer or permit any child to ride behind the same.
- ☛ No person shall ride upon any sleigh or toboggan nor skate upon any sidewalk upon any street within this corporation.
- ☛ No person shall allow any horse, bull, swine, sheep, goat, cattle or poultry to run at large in the village. Milk cows are allowed to graze along the streets from 7 a.m. to 8 p.m. from May 1st to December 1st each year.

Final Word...

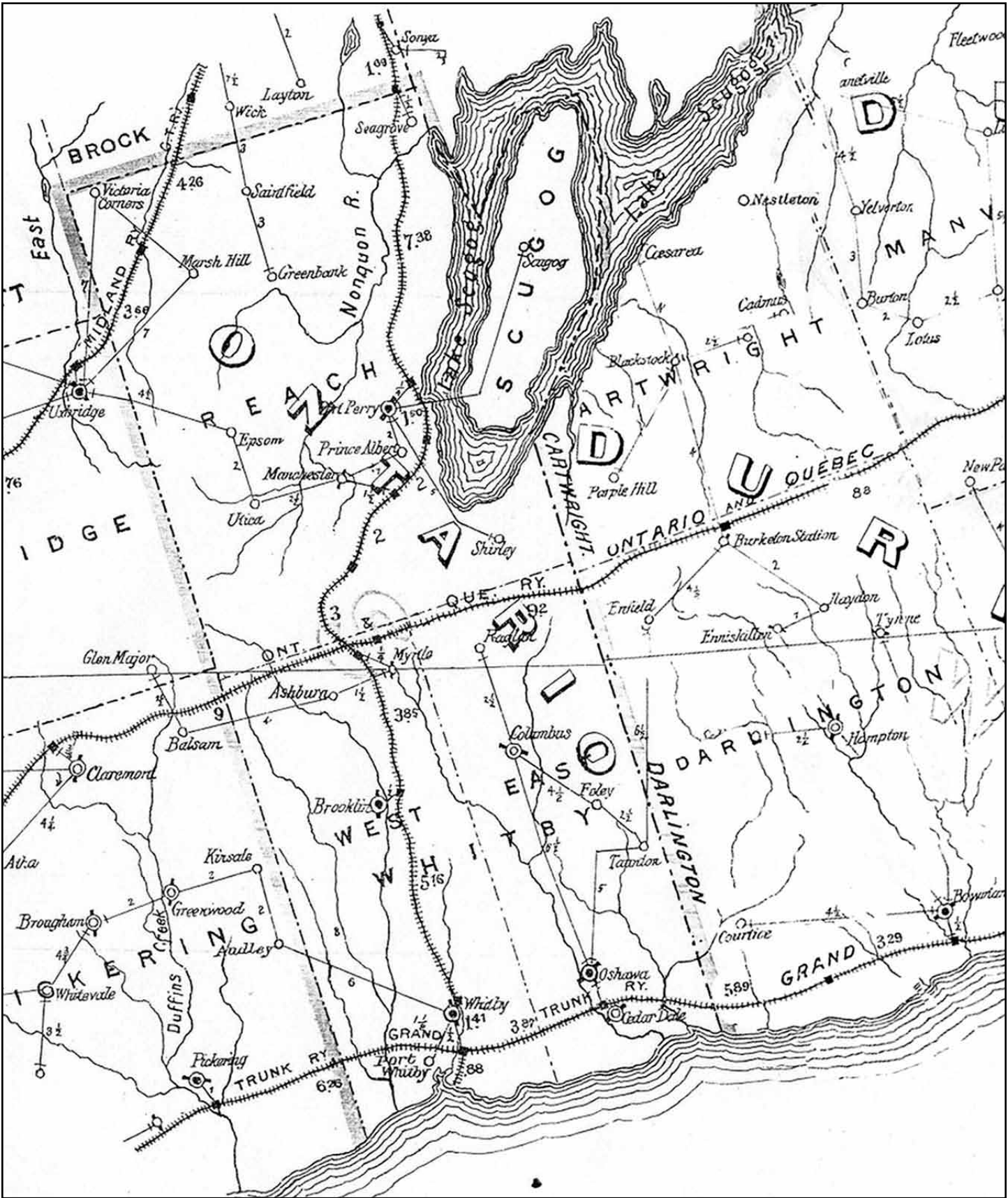
A Jealous Wife's Commandments

- 1 Thou shalt have no other wife but me, nor shalt thou in thy sleep, dream of other women;
- 2 Thou shalt not take unto thy house any beautiful, sly, brazen image of a servant girl to make love to when my back is turned, for I am a jealous wife:
- 3 Honour thy wife's father and mother.. wear a smile when they meet thee;
- 4 Thou shalt not be behind thy neighbour, but outshine him in dress thy wife and babies.
- 5 Thou shalt let the wife have the last word in every row;
- 6 Thou shalt not get drunk, or go to bed with thy boots on;
- 7 Thou shalt not say nice words to other ladies in my presence; nor praise them in our privacy - remember, I am a jealous wife;
- 8 Thou shalt not stay out after nine o'clock at night, nor snore at my side, nor kick in thy sleep;
- 9 Remember, oh, though benedict, these commandments and keep them holy, for they are the law and gospel.



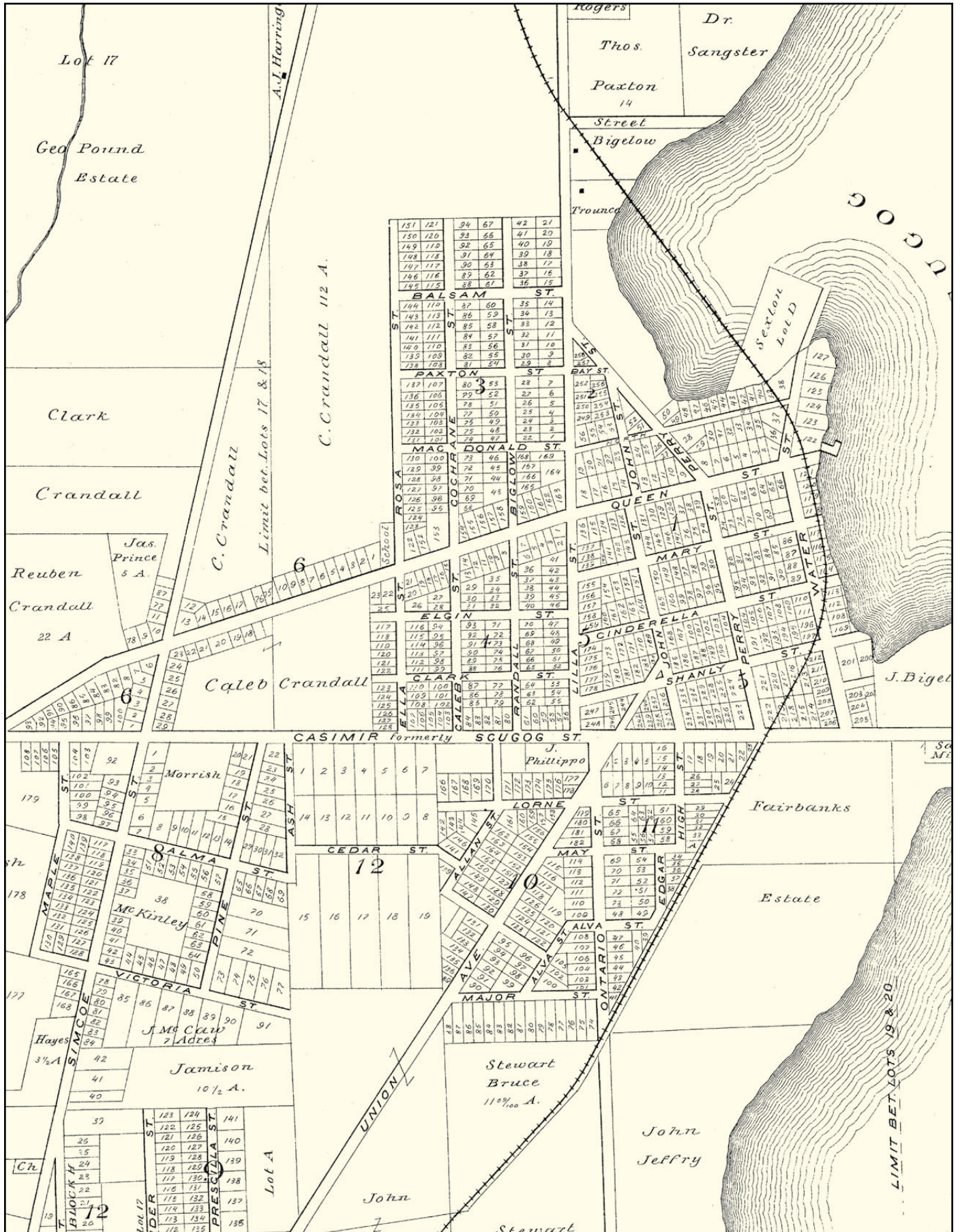
Ontario Observer
May 15, 1873

Ontario Cty. 1891



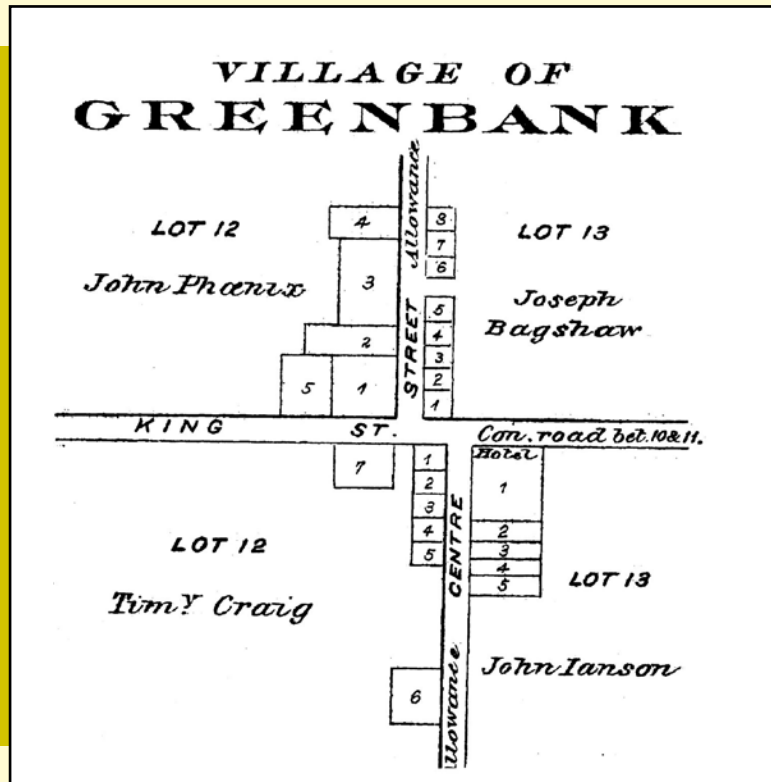
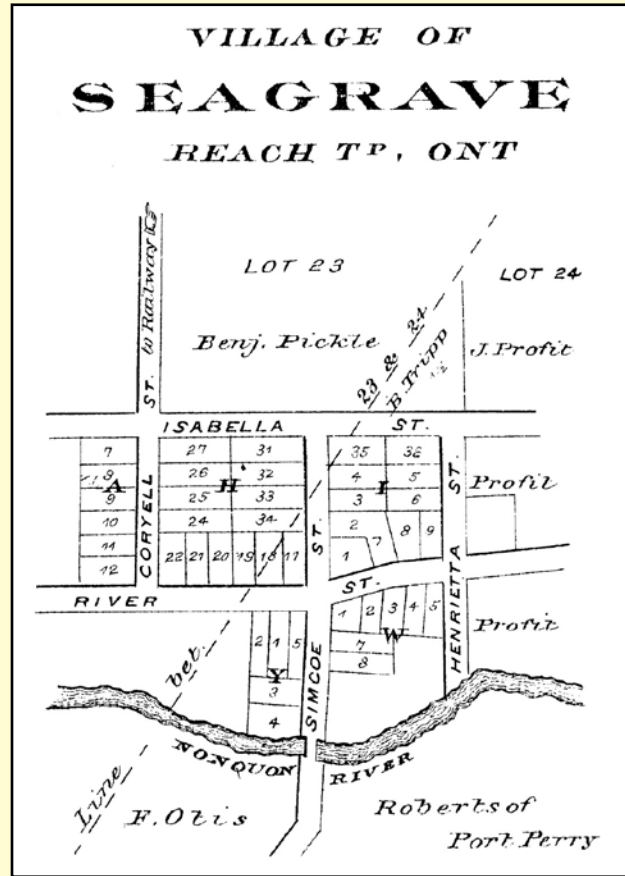
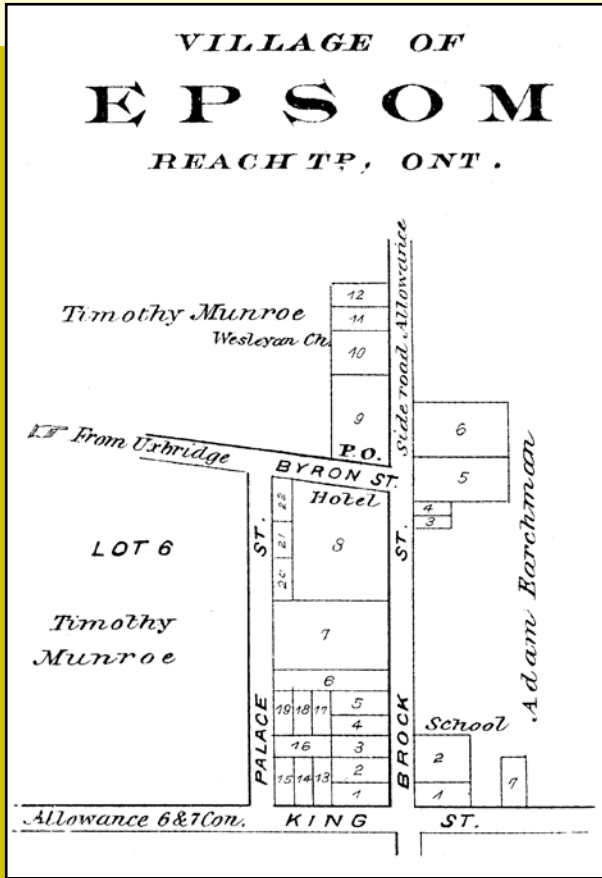
This 1891 map shows portions of both Ontario and Durham Counties, including the railway lines servicing the communities of Whitby, Port Perry and Uxbridge.

Port Perry 1877



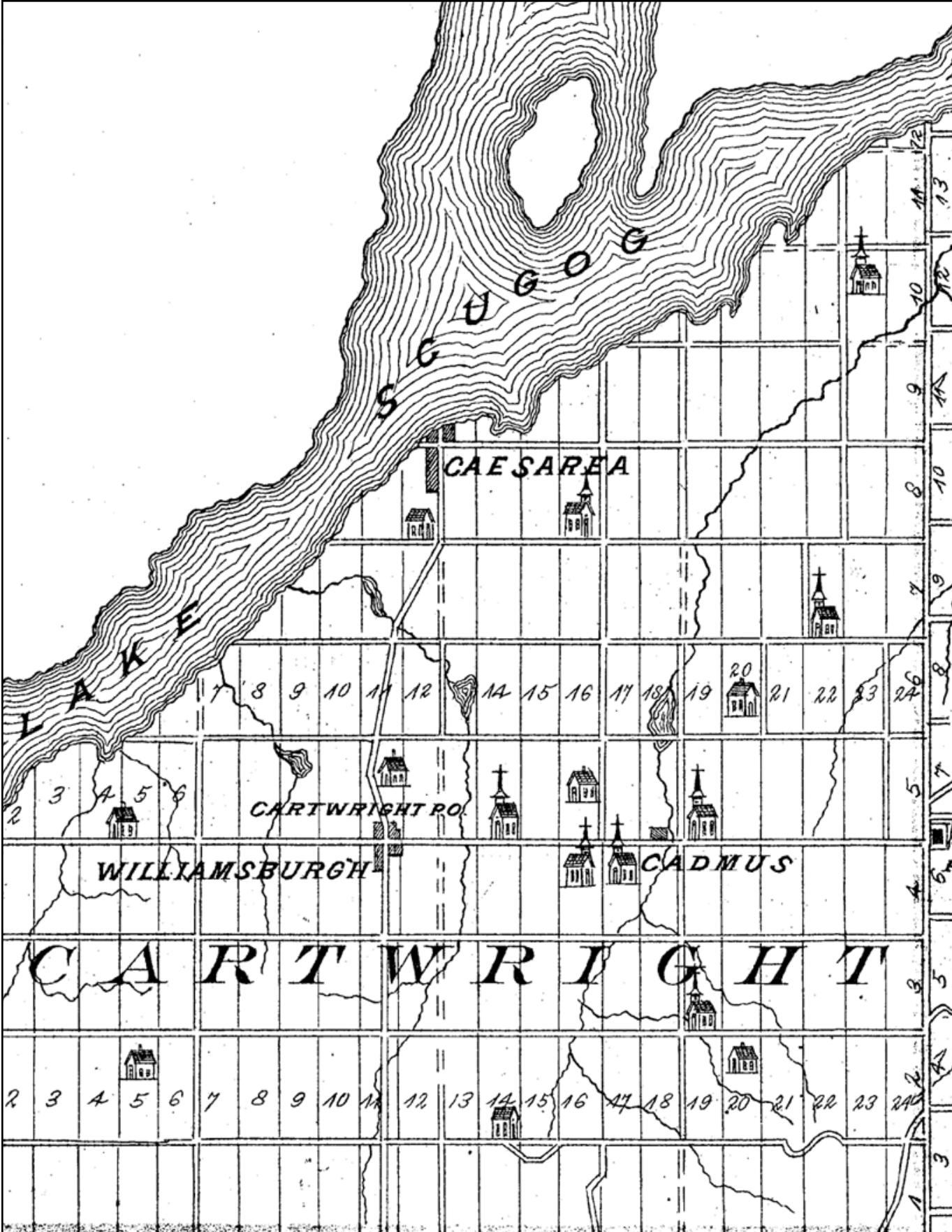
Port Perry 1877

Reach Hamlets



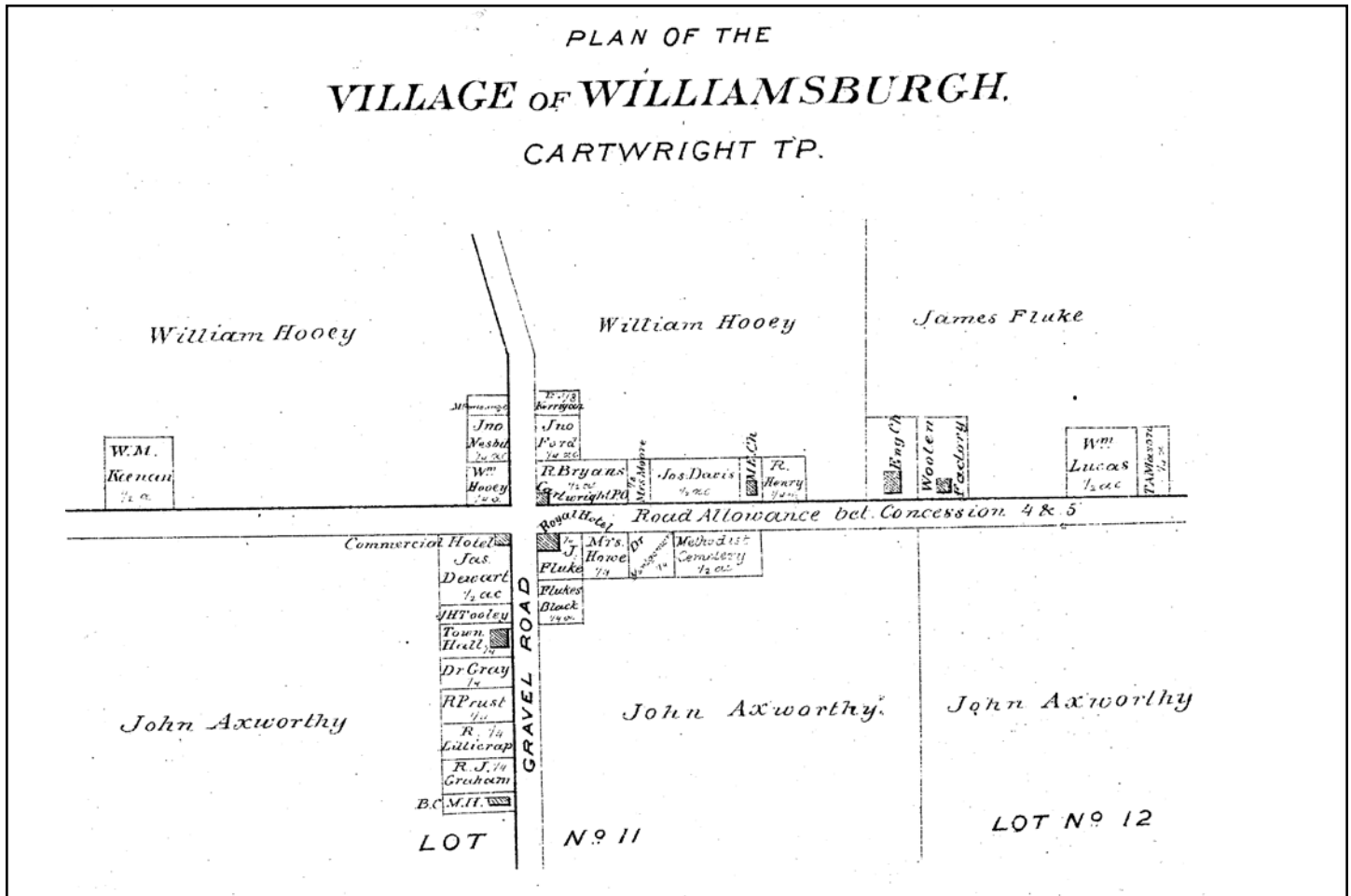
Maps reproduced from the Illustrated Atlas of Ontario County published in 1877

Cartwright Twp.



An 1877 map of Cartwright Township, including Williamsburgh (Blackstock) and Caesarea.

Williamsburg

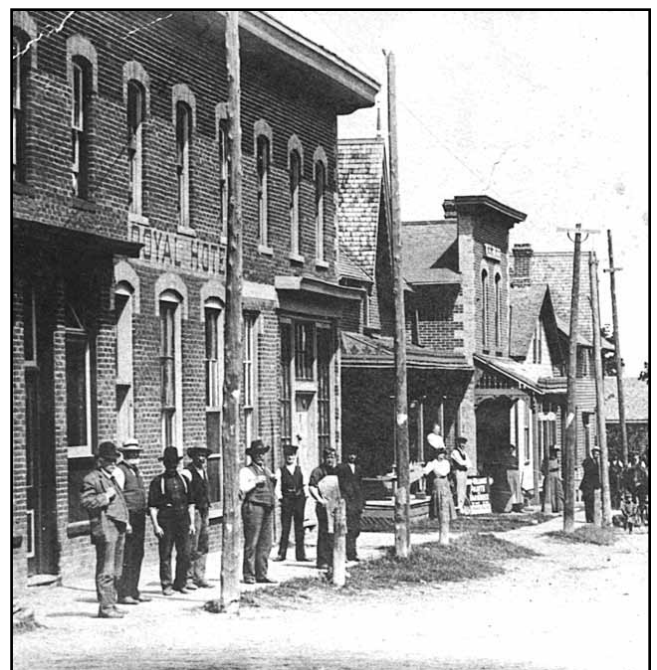


Williamsburg, 1877, now known as the Village of Blackstock.
 This map reproduced from the Illustrated Atlas of Durham County published in 1877



Blackstock
 Town Hall

Commercial Hotel,
 operated by James Dewart
 from 1876 to 1879



William Hooley opened the Royal Hotel on the northwest
 corner of the intersection during the 1870s.

Credits

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J. Gould - Ont. County Atlas 1877
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Brief History of the Mississaugas
<http://www.durham.net>
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Williamsburgh map - Durham Cty. Atlas
Cty. Map - www.ontariogenealogy.com
Page 20 Peter Perry - Town of Whitby
Sketches - Anglo American Magazine
Page 21 Sketches - Anglo American Magazine
Page 22 Map - Scugog Shores Museum
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Bush road - internet illustrations
Page 27 Bush & plank roads - internet illustrations
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George Crandell - Paul Arculus
Page 31 Victoria steamship - Ontario Cty. Atlas 1877
Anglo Saxon - Scugog Shores Museum
Ogemah - Scugog Shores Museum
Page 32 Crandella, Esturian, Cora steamships
- Scugog Shores Museum
Page 33 Excursion ad - Ontario Observer
Page 34 Floating bridge - Scugog Shores Museum
Page 35 Bridge pictures - Scugog Shores Museum
Page 36 Causeway floods - Clive Boyd
John Sweetman - Scugog Shores Museum
Page 37 Wharf picture - Bill Brock
Page 38 Pictures - Scugog Shores Museum

Page 39 Whitby & Brooklin Stations - Paul Arculus
Manchester Station - Fred Christie
Port Perry Station - Bill Brock
Page 40 Royals - Scugog Shores Museum

Page 42 Grain Elevator, lakeshore industry
- Scugog Shores Museum
Page 43 Mill interior - J. Peter Hvidsten
Page 44 Sketches - Toronto Globe newspaper 1885
Port Perry Foundry ad - Ontario Observer
Page 45 Sketches - Toronto Globe newspaper 1885
Thomas Paxton ad - Ontario Observer
Page 46 Williams Foundry - Scugog Shores Museum
Madison Williams - descendants of the family
Page 47 Map and pictures - Scugog Shores Museum
Page 48 Pictures - Scugog Shores Museum
Page 49 Pictures - Scugog Shores Museum
Page 50 Hotel pictures - Scugog Shores Museum
Page 51 Tavern License - J. Peter Hvidsten
Dafoe House - unknown
Page 52 Illustration - Walt Radda
Page 54 Town Hall 1873 - Port Perry Star
William Spence - Zula Hall
Page 55 Town Hall, Dr. B. Smallman - Port Perry Star
Page 56 Post Office sketch - Anglo American Magazine
Post Office - Scugog Shores Museum
Page 57 Post Office - Scugog Shores Museum
Page 58 Union School - Archives of Ontario
Dugald McBride - Scugog Shores Museum
Union School fire - Scugog Shores Museum
Page 59 Port Perry Fair - Scugog Shores Museum
Page 60 Pictures - Scugog Shores Museum
Page 61 Old Grandstand - Ivan Parkinson family
Page 62 Blackstock Fair - Port Perry Star
Blackstock Grandstand fire - Fred Ford
Page 63 Utica Memory Hall - Uxbridge Journal
Page 64 Old Libraries - Scugog Shores Museum
1998 Library - Port Perry Star
Page 65 War Memorial Library - Ivan Parkinson family
Hon. H.A. Bruce - Scugog Shores Museum
Major J.A. MacBrien - RCMP Museum, Regina

Page 66 Port Perry arenas - Scugog Shores Museum
Outdoor Rink - Ivan Parkinson estate
Page 67 Old Curling Rink - Scugog Shores Museum
New Curling Rink - Port Perry Star
Page 68 Lawn Bowling pictures - Port Perry Star
George Gerrow - Scugog Shores Museum
Merlin W. Letcher - Masonic Lodge
Page 69 Jessop Block - Scugog Shores Museum
Hospital pictures - Port Perry Star
Page 70 Churches - Scugog Shores Museum
Page 73 Downtown Port Perry 1879
- Scugog Shores Museum
Port Perry House - Scugog Shores Museum
- photo illustration J.P. Hvidsten
Page 74 Courtice, Currie, Brown & Ross
- Scugog Shores Museum
Page 75 Fire Illustration - J. Peter Hvidsten
After fire picture - Scugog Shores Museum
Page 76 Perry St. buildings - Scugog Shores Museum
- photo illustration J.P. Hvidsten
Page 77 Fire pictures - Scugog Shores Museum

Picture and Illustration Credits

- Page 78 Fire pictures - Port Perry Star
Page 80 Telephone pictures - web site
Page 81 Drs. David & Robt. Archer, William McCaw
- Scugog Shores Museum
Page 82 Telephone pictures - Port Perry Star
Page 83 Ads and illustrations - Port Perry Star
Page 84 James Holden - Whitby Archives
Henry Parsons - Ontario Observer
Edward J. Mundy - Oshawa Public Library
Samuel Farmer - Scugog Shores Museum
Page 86 Birdseye Centre - Hilda Michell, Scugog Shores
Museum Archives
Page 87 Dockhouse - George Emmerson, Scugog
Shores Museum, Port Perry Star.
Page 88 Sangster Estate - Ontario County Atlas 1877,
Kent house - John Kent, Lucy Maude
Montgomery, Uxbridge Scott Museum
Page 89 Kent Estate gardens - Scugog Shores Museum
Page 90 Wilson's House - Freda (Ely) Fogler, A.R. Wilson
property - Scugog Shores Museum
Page 91 Gardens, pools - Scugog Shores Museum
Page 92 Beuna Vista - John Kent
Thos. Paxton - Scugog Shores Museum;
William McGill - Henry P. McGill, Richmond, VA
Page 94 MacBrien photos - Scugog Shores Museum
Page 95 Herbert Bruce - Scugog Shores Museum
Page 96 Daniel David Palmer - Scugog Shores Museum
D.D. Palmer treatment - Chiropractic Assoc.
Page 97 Joseph Bigelow - William J. Carnegie
Joseph & Elizabeth Bigelow - SS Museum
Page 98 Jimmy Frise, cartoon - Toronto Star
Page 99 John Ross Roach pictures
www.hockeyonline.com/photos_players.html
Page 100 Frederick John Whitcroft
www.geocities.com/kinhobo/kenora
Page 101 Dr. John J. Sangster - Scugog Shores Museum
John W. Burnham - Phil Orde
Page 102 Peter Christie, Geo. Crandell - Scugog Museum
Page 103 Dugald McBride, William Ross
- Scugog Museum
Page 104 Prof. A.G. Christie, Wm. Sexton
- Scugog Museum
Page 105 Samuel Stoutt - Scugog Shores Museum
Page 106 Montgomery House - Durham County Atlas
Physician pictures - Cartwright Revisited
Page 107 Drs. Richard and George Jones
- Anne Watt - Attica, Michigan
Drs. J.H. Sangster, W.A. Sangster, L. Proctor,
S.J. Mellow and J.A. Murray
- Scugog Shores Museum
Dr. L. Proctor - Steve Carnegie
Page 107 Jessop Block and John St. Hospital
- Scugog Shores Museum
Moving and new hospital - Port Perry Star
Page 108 E.B. Flint - Masonic Lodge
Horse and buggy - Scugog Shores Museum
Page 110 Sea Monster illustration - Walt Radda
Page 111 Myrtle Station - Paul Arculus
Page 112 Internet illustrations - no local connection
Page 113 Dr. Geo. Jones and his residence
- Anne Watt, Attica, Michigan
Anna Paxton - William Carnegie
Page 114 Archer's Garage, Bank of Commerce
- Scugog Shores Museum
Page 115 Headstones - photos J. Peter Hvidsten
Page 116 Henry W. Ireland - Zula Hall
Page 117 Stranger steamboat - Scugog Shores Museum
Page 118 Diver, Fred Frayer - Port Perry Star
Overturned boat - internet - no local connection
Page 119 Dr. Richard Jones - Anne Watt
John Nott - Scugog Shores Museum
John Nott advertisement - Ontario Observer
Page 120 Ben Smith, dead fish - Ont. Ministry of Natural
Resources - Aski Magazine
Page 121 Tornado composition - J.P. Hvidsten
Page 122 Dr. Archer, Dr. Mellow and Beare's garage
- Scugog Shores Museum
Page 124 A.M. Lawrence - Port Perry Masonic Lodge
Assorted pictures - Scugog Shores Museum
Page 125 Gerrow's Bakery - Kent Farndale
Standard Garage - Jeanne (Williams) Culp
Page 126 Assorted pictures - Scugog Shores Museum
Page 127 Digging out - Carol Phoenix,
Snowbound truck - Bruce Shaw
Cars on highway - Port Perry Star
Page 128 Commandments illustration - Walt Radda

Index of Personalities



Agnew, Dr. N., 107
Aldred, Joel, 16, 17
Aldridge, Mary, 116
Allin, A.W., 59
Allison, S.E., 80
Archer, Dr. David, 69
Archer, Dr. Robert, 69
Archer, Harold, 114
Arnold, P., 123
Asher, T., 114
Ashton, William, 23



Baird, J., 82
Baird, James, 29, 35, 84
Baird, Joseph, 6, 12,
Baird, R.G., 77
Bateman, William, 16, 112
Beare, Earl, 125
Beare, Mac, 125
Bell, Alexander Graham, 80
Bentley, I.R., 125
Bentley, James, 115
Berry, Dr. John D., 107
Bigelow, Elizabeth, 97
Bigelow, Joseph, 23, 35, 97
Birdseye Centre Park, 86
Birkett, Mrs. Wm., 29
Blackstock, Geo. Tait, 19
Blong, Jonathon, 73
Boe, Jim, 125
Bongard, James, 108
Boyd, Edwin Alonzo, 114
Bradley, B.F., 83
Brathwaite, Dr. F.H., 107
Brooks, William, 63
Brown, George, 111
Brown, P., 110
Bruce, Herbert A., 64, 65, 95
Bruce, Isabella, 95
Bruce, Maxwell, 65
Bruce, Stewart, 95
Bryans, Edward, 115
Buntin, George, 116
Burghgraef, Fred, 42
Burk, Cassie, 117
Burnett, Leonard, 63
Burnham, Harris, 105
Burnham, John W., 56, 57, 101
Burnham, Zacheus, 23
Burr, Earl, 118
Burroughs, Detective, 112
Burton, Edward, 108
Burton, Edward, 52
Byam, William, 52
Byers, Henry, J., 83
Byers, Jennette, 115



Calder, Charles, 63
Cameron, Donald, 23

Cameron, Chief R.J., 36
Campbell, A., 76
Campbell, Dr. Aaron J., 106
Campbell, Hugh, 125
Campbell, Sir Alexander, 60
Car, Palmer, 116
Carnegie, Art, 126
Carnegie, Dave, 126
Carnegie, Jack, 126
Carnegie, James, 117
Carry, Rev. Dr. 108
Carscadden Susan, 115
Cartwright, Hon. Richard, 18
Caster, Paul, 96
Cawker, Sam T., 77
Champlain, Samuel de, 9
Charles, Henry, 111
Chisholm, Capt. Hugh, 30
Christie, Donald, 26, 72
Christie, Fred, 102
Christie, Grant, 102
Christie, Jean, 102
Christie, John, 102
Christie, Peter, 26, 63, 82, 102
Christie, Prof. Graham, 102, 104
Clarke, Gregory, 86
Clemens, Dr. G.H., 107
Clemes, H.B., 77
Collins, John, 16
Collwill, Dr., 108
Cook, Francis, 115
Cook, Walter, 125
Corbett, Mrs. S.C., 101
Corbin, Fred, 111
Corbman, Dorman, 66
Cormack, Grace, 69
Cornish, Ann, 116
Courtice, Thomas, 76
Crandell, Benjamin, 15
Crandell, Caleb, 15
Crandell, Catherine, 15,
Crandell, Elmore, 15
Crandell, George, 15, 30, 102, 119
Crandell, Lucy Ann, 15
Crandell, Reuben Jr., 15, 27
Crandell, Reuben, 4, 15, 27, 30,
72
Crosier, Arthur, 63
Crosier, Rev. Hugh, 63
Cull, Alexander, 23
Currie, George, 42
Curts, Joshua, 77



Dafoe, Jacob, 50
Dancaster, T.H., 76
Davidson, Norman, 108
Davis, A.J., 125
Davis, Albert J., 73
Day, Ralph (*Mayor*), 94
Dayton Corners, 26
Dayton, Daniel, 28
Demara, James, 116

Dennin, John S., 111
DeNure, Mervin, 82
DeShane, Harry, 82
DeShane, Joseph, 76
Devitt, John, 18
Dewart, James, 50
Dickie, John, 115
Dickie, Mary, 115
Diesfeld, Herman, 115
Diesfield, John, 73
Donaldson, James, 117
Doty, Stephen, 47
Doubt, Henry, 108
Draper, Chester, 38
Dryden, Hon. John, 63
Dryden, James, 38
Duff, Robert, 36
Dumble, J.H., 40
Dunning, A.J., 113
Dyer, N.S., 35



Eddy, Mary, 119
Eddy, Mina, 119
Eddy, Rice, 119
Ely, Freda, 90
Ely, Harry S., 90
Emerson, Matthew, 23, 45
Emery, Dr. Gordon J., 106
English Corners, 26
English, Robert, 123
Evans, Charles, 43
Ewer, Norman, 125



Farmer, Samuel, 55, 84
Ferguson, Samuel, 18
Figary, Philip, 64
Fish, Dr. William A., 106
Fisher, Margaret, 69
Flint, Edward B., 108
Fluke, Capt. James, 19
Follick, Thomas H., 59
Foote, Dr. Johnathan, 23, 107
Foy, John, 16
Fralick, Solomon, 23
Frayser, Fred, 118
French, James, 23
Frise, Jimmy, 86
Frost, Premier Leslie, 66



Gamble, James, 16, 24
Gerrow, George, 68
Gibson, A.M., 44
Gibson, J.J., 82
Gilboord, Alix, 114
Gimby, William, 88
Goodall, James, 77
Gordon, Henry, 56
Gould, Harvey J., 63
Gould, Joseph, 9

Graham, Dr. R.L., 107
Graham, James, 35, 113
Graham, Joseph, 113
Graham, Mary Honor, 102
Graham, Percy, 67
Graham, Samuel, 108
Gray, Dr. John W., 106
Griffen, Hazel, 122
Griffen, Sam, 48



Hall, Angela, 95
Hall, George, 18, 125
Hall, Howard, 66
Hambly, J.W., 83
Hamel, Jane, 18
Harper, William, 110
Harrington, George, 76
Harris, Mrs. W.H., 64
Harris, W.H., 65
Harrison, Patrick, 91
Hart, Marion, 101
Hayes, Ernie, 114
Haywood, Thomas, 30
Healey, Bill, 117
Helm, Mr., 114
Henders, Miss, 112
Henry, John, 123
Henry, Robert, 29, 108
Herbert, F.H., 63
Hodgson, R., 76
Hodgson, Watson, 108
Hoitt, J.E., 83
Hoitt, J.S., 80
Holden, James, 23, 38, 84
Holliday, Edwin (*Doc*), 122
Hood, Joseph, 117
Hoople, John, 18
Horn, D., 63
Horn, John K., 63
Horn, Thomas W., 63
Horne, George, 56
Houck, George, 50
Howe, Dr. Francis W., 106
Hull, Bruce, 56
Hull, George, 56
Hunt, Lorne, 36
Hunter, Mrs. 11
Hurd, Aaron, 23
Hurd (*Heard*), Abner, 23
Hurons, 12
Hutcheson, H.G., 65, 126
Hvidsten, J. Peter, 84
Hvidsten, Leila E., 84
Hvidsten, Per, 84



Ianson, Mrs., 121,
Ireland, Daniel, 50, 110
Ireland, Henry, 116
Iroquois, 10
Irvin, John, 45

J

Jackson, George, 66
Jackson, Ted, 66, 67
Jamieson, William, 117
Jeffrey, Dr. George, 125
Jeffreys, C.W., 16
Jenkins, P.S., 80
Jesuit Fathers, 12
Jewell, R.M., 83
Jones, Dr. George, 107
Jones, Dr. Richard, 47, 107

K

Keller, W.H., 63
Kellett, C.C., 60
Kendall, Enoch, 63
Kent, Ethel H., 89
Kent, Frederick A., 88
Kimball, B.R., 37
King George, 40
Knight, Art, 114

L

Laing, J.B., 73
Lakey, Charles, 63
Lamb, Thomas, 110
Lasher, John, 18, 30
Lasherville, 30
Lattimore, William, 111
Laurier, Sir Wilfrid, 95
Lawrence, Andy M., 124
Lazier, J.B., 14, 47
Leach, Capt. Geo., 23, 56
Leahy, Ted, 117
Leavleslay, John, 23
Lebar, Cyrus, 115
Lebar, Maggie, 108
Lee, William, 117
Leonard, James, 83
Leonard, William, 83
Letcher, Merlin W., 68
Letcher, William H., 65
Lillard, Harvey, 96
Lown, Charles, 82
Lucas, Hugh, 122
Lucas, James, 42
Lundy, Dr. J. Beldon, 107

M

MacBrien, James A., 64, 65, 94
MacGregor, Nellie, 82
MacLeod, Don, 84
MacMaster, Dr. J., 126
MacMillan, Don, 118
Magnet, Ob ed, 26
Mahaffy, Harvey, 43
Mark, Keith, 82
Marsh, Elder, 23
Marsh, Joseph, 123
Mathers, Dr. J.A., 125
McArthur, James, 76
McBride, Dugald, 58
McBride, Nancy, 103
McBride, Samuel Edwin, 103

McBride, Sara Mable, 103
McBrien, Thomas, 117
McCausland, Caroline, 101
McCaw, W.B., 73
McCulloch, Dr. John, 106
McDermaid, Archibald, 26
McDermott, A.L., 125
McDermott, Milton, 108
McDonald, J.A., 119
McGill, William, 92
McGratton, Dr., 107
McGregor, Frank, 63
McIntosh, D.W., 82
McKenzie, Frank, 83
McKenzie, Henry, 83
McKenzie, John, 117
McKercher, Duncan, 26
McKercher, John, 63
McNab, Dr. R.G., 107
McRae, William, 111
McSpadden, W., 80
Meharry, John, 73
Mellow, Dr. Samuel J., 64, 107
Michell, Eddie, 86
Michell, Hilda, 86
Montgomery, Dr. John, 106
Montgomery, Lucy Maude, 88
Moon, Catherine, 115
Moon, James, 115
Morris, William, 115
Morrison, P.G., 124
Mundy, Edward J., 84
Murray, Dr. John A., 107
Murray, John A., 77
Murta, R.A., 50

N

Neill, John, 118
Nesbitt, Charles, 17
Nesbitt, Chief, 55
Nind, Rev. T.A., 65
Nott, John, 76

O

O'Boyle, Richard, 117
O'Boyles' Corners, 26
Orde, John, 118
Organ, Elizabeth, 105
Orser, Solomon, 51

P

Palmer, Catherine, 96
Palmer, Daniel David, 96
Palmer, Thomas J., 96
Palmer, Thomas, 96
Parrish, Wm. T., 76
Parrish, Wm. L., 76
Parry, George, 82
Parsons, Henry, 84
Paxton, Anna, 113
Paxton, Charles, 44, 47, 115,
Paxton, George, 47, 104
Paxton, Sarah, 116
Paxton, Thomas, 21, 24, 27, 38,

39, 44, 46, 47, 92, 97, 104
Pepper, William, 83
Perry, John Ham, 38
Perry, Peter, 20, 21, 22, 26, 40
Philip, S.C., 76
Plank, B., 50
Poole, Frank N., 83
Pound, C.F., 83
Price, Mary, 101
Proctor, Dr. Edgar, 81, 107
Purdy, Hassard, 13
Purdy, Jacob, 72
Purdy, William, 13, 14

R

Rae, John, 23
Raines, Augustus, 122
Raines, Chief W.G., 82
Ralph, John, 29
Reader, Joseph, 16, 24
Reesor, Fred E., 124
Rennie, Dr. G.M., 125
Reynolds, Nelson, 38
Reynolds, Rev. Robert, 115
Richardson, L.F., 45
Roach, John Ross, 99
Roberts, James, 117
Rodman, William, 16, 17
Rogers, Capt. Elias, 32
Rose, George, 108
Ross, Aaron, 29, 42, 74, 77, 80,
103
Ross, Clarissa, 103
Ross, Karl, 117
Ross, Walter, 103
Ross, William, 21, 42, 103
Ruddy, John, 73

S

Sangster, Beverly, 101
Sangster, Dr. J.H., 29, 107, 101
Sangster, Dr. Wm. A., 101, 107
Sangster, Selwyn, 101
Savage, Luke, 122
Sawyer, Thomas, 112
Scott, Eldor, 23
Scoville, Stephen, 16
Sebert, Louis, 61
Sexton, Alonzo, 123
Sexton, Sarah, 123
Sexton, William, 21, 23, 31, 38,
39, 47, 104, 108
Sharp, Mrs., 76
Shaw, Joseph, 123
Shuster, Frank, 91
Siddall, J.W., 63
Smallman, Beverley, 55
Smith, Ben, 120
Smith, W.L., 14
Spence, William, 54
Spinks, James, 18
Sproule, A.J., 77
Stacey, Howard, 118
Stinzel, Thomas, 90
Stonehouse, John, 29

Stonehouse, William, 29
Stouffer, Victor P., 126
Stoutt, Joseph, 105
Stoutt, Samuel John, 105
Stoutt, Samuel, 105
Swan, James, 69
Sweetman, Gordon, 125
Sweetman, Herbert, 117
Sweetman, John L., 36
Sweetman, Neil, 125

T

Tate, William, 44
Taylor, John, 108
Thompson, Alex, 11
Tooley, James, 19
Trell, Thomas, 111
Trounce, W.T., 45

V

VanCamp, Silas E., 92
Vansickler, Robert, 50
Vickery, C.L. 87
Vipond, Isaac, 117

W

Wadell, James, 108
Walker, Robert, 56
Wallace, Don, 36
Wallace, Hazel M.
Wallis, Capt. James, 31
Walsh, Elizabeth, 115
Ward, William, 63
Ware, Dr. J.E., 29, 107
Watkis, John, 48
Watson, John, 116
Webster, John Lewis, 115
Whitcroft, Frederick J., 100
White, J., 123
White, John, 108
Whitmore, Nellie, 69
Widden, T.J., 125
Wier, John, 126
Wilds, Mary, 115
Willard, H., 125
Williams, Charles, 20
Williams, Daniel, 23
Williams, Edward, 20
Williams, Elias, 20
Williams, Hannah, 20
Williams, Madison, 44, 46
Williams, Peter, 20
Wilmot, Maj. Samuel, 15, 17, 18,
23,
Wilson, Alex Ross, 90
Wilson, Andrew, 90
Wilson, Cy, 77
Wilson, Elizabeth, 115
Wilson, Mary, 90
Wright, Joshua, 29

Y

Yarnold, Wm. E., 35, 51

Index

Index of Topics and Localities

A

Accidental Deaths 108
Anglo-American Hotel 50
Anglo-Saxon steamer 30

B

Beuna Vista 92
Beechcroft Estate 88
Birdseye Centre 86
Butler's Corner (*Utica*) 26

C

Capt. George Crandell 102
Cartwright Twp. 18, 19
Causeway Floods 36
Churches 70
Commercial Hotel 50
Commodore steamship 32
Cora steamer 32
Cottage Hotel 50
Covey's Hotel 51
Crandell's Corner (*Borelia*) 26
Crandella steamer 32
Creation of Ont. Cty. 9
Curling Rinks 67
Currie Grain Elevator 42

D

Dafoe House Hotel 50
Daniel David Palmer 96
Dayton Corner (*Prince Albert*) 26
Dockhouse 87
Dr. John H. Sangster 101
Dugald McBride 103

E

Early Industry 44, 45, 46, 47
English Corner (*Columbus*) 26
Esturian steamer 32

F

Fair Days 60, 61, 62
Fitchett's Corner (*Manchester*) 26
Frederick J. Whitcroft 100

H

Hogg & Lytle 42
Hon. Herbert A Bruce 95
Hon. Peter Christie 102
Hon. William Ross 103
Hospitals 69
Hotels & Spirits 50, 51

I

Ice Activities 49
Ice Harvesting 48
Ice Rinks/Arenas 66

J

Jimmy Frise 98
Jockey Hill (*Epsom*) 26
John Dryden locomotive 38
John Ross Roach 99
John Warren Burnham 101
Joseph Bigelow 97

K

Kent Estates 89
King George V 40

L

Lady Ida steamship 31
Lake Scugog 13, 14
Lawn Bowling 68
Legends & Facts 110
Let It Snow 127
Love and Murder 112, 113

M

Map of First Roads 28
Maple Leaf Mills 42
Maple Leaf steamer 32
Memory Hall, Utica 63
Men of Medicine 106, 107
Mill Tragedies 43
Mississaugas 10, 11
Mississaugas 10, 11, 12
Myrtle Station Shooting 111

N

Newspapers 84
Nonquon River 51, 122
Nonquon 14, 26, 116

O

O'Boyle's Corner (*Raglan*) 26
Ogemah steamer 31, 32
Ojibwas/First Nation 10, 11
Ontario County Map 8
Ontario steamer 32, 32
Oriental Hotel 50

P

Payne's Hotel 51
Photographers 83
Pioneer Firsts 23, 24
Port Hoover 31
Port Perry House Hotel 50
Port Perry Post Office 57
Port Perry Reflections 124-126
Port Perry Wharf 37
Port Perry 21, 22
Postal Service 56
Primitive Roads 26
Prince Albert Murder 119
Prof. Alexander G. Christie 104
Public Libraries 64, 65

Q

Queen Elizabeth 40
Queen's Hotel 50

R

Railroad House 50
Railway Era 38, 39, 40
Reach Twp. Settlers 15
Revere House 50
Road Construction 27
Road Stories 29
Royal Exchange Hotel 50

S

Samuel Stoutt 105
Scugog Bridge 34, 35
Scugog Floating Bridge 34, 35
Scugog Island 16, 17
Scugog locomotive 38
Scugog River 3
Scugog Village 20
Scugog's Dark Side 116, 117, 118
Sebert House 50
Seven Mile Island 90, 91
Sinclair Hotel 50
Sir James H. MacBrien 94
St. Charles Hotel 50
Steamboat Era 30, 31, 32
Steamboat Excursions 33
Strange, But True 52
Stranger steamer 32

T

Talking Boxes 80
Telephone Service 80, 81, 82
The Fire Fiend 72-78
The Fish Kill 120
Thieves & Robbery 114
Tornado of 1850 121
Town Hall 1873 54, 55
Tragedy Strikes 122
Typhoid Fever 115

U

Union School and Fire 58, 59
Unusual Accidents 123
Utica Memory Hall 63

W

Walker House Hotel 50
Washburn Island 13, 14
Wife's Commandments 128
Willam S. Sexton 104
Winchester (*Brooklin*) 26
Woodman steamer 31, 32