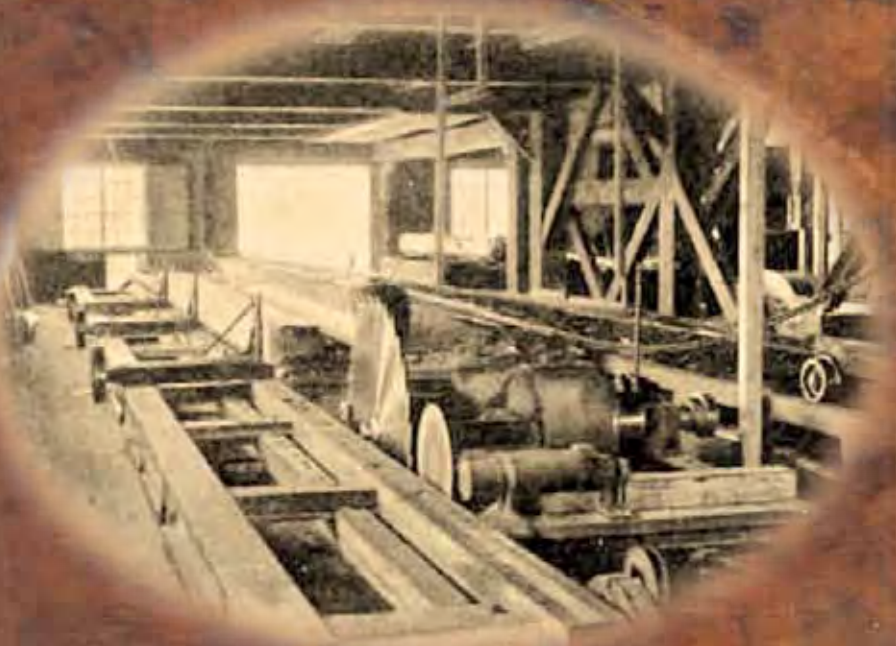


Port Perry's
Industrial
Revolution
Progress & Memories



J. Peter Hvidsten

Port Perry's
Industrial
Revolution
PROGRESS & MEMORIES



By J. Peter Hvidsten

PORT PERRY'S INDUSTRIAL REVOLUTION

Researched and Published by J. Peter Hvidsten

May 2022

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Preface

One of the first thing early settlers in Reach Township did, after building a suitable shelter for their family, was to clear some land to grow crops. It was necessary for them to grow their good, and at harvest, the had to grain their grain by hand since grist mills had yet to be established.

Grist and saw mills were among the first and most important industries to be erected in Reach. By the early 1850s, mills had sprung up in Greenbank, Seagrave, Utica and Port Perry.

But this was just the start.

Port Perry became a hub of industry during the 1800s, with the dozens of factory's springing up along the entire length of the town's lakefront, and on adjacent streets.

Large and small foundry's set in the village, as well as planing and stave mills; flouring mills; grain elevators; carriage and harness manufactures, blacksmith shops; butter and cheese creamery; egg warehouses; boot & shoe manufactures; marble works; wool caring factories; apple evaporators; nurseries; and even a match factory for a short time.

Section one of this books, introduces the readers to some of the earliest industries of Reach Township and Port Perry.

Section Two is a collection of "Progress Reports" written and published in local and neighbouring newspapers. The reports provide an excellent understanding of how the area progressed from the mid-1850s until the 1890s.

Section Three is a collection of stories written by former residents of the community, chronicling their memories of the town when they were young and growing up. Many of these come from a special edition of the Port Perry Star on the 50th anniversary of the ownership of the newspaper by Samuel Farmer and his family.

Section Four was written by Port Perry's most influential businessman during the growth years of Port Perry. Mr. Bigelow was 78 years old when he wrote "Port Perry The Beautiful". The special section to the Port Perry Star was published on February 22, 1906. Mr. Bigelow's extesive memory of the Port Perry and its personalities provides an important historical document for this and future generations. It has been reprinted here with illustrations to provide a valuable oversight of the early development of Port Perry.

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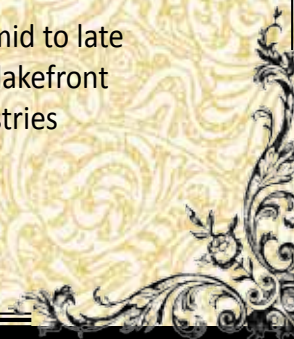
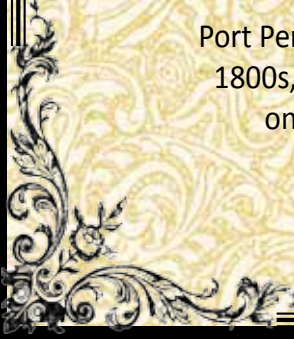

BEAUTIFUL - Joseph Bigelow's history of Port Perry looking back 65 years. His memories, "Port Perry the Beautiful" was published in February 1906.



Section One



THE
INDUSTRIES
OF PORT PERRY
1857 - 1884



Port Perry was a hub of industrial action during the mid to late 1800s, with dozens of factories and mills lining the lakefront on Lake Scugog. Some of those important industries are featured on the following pages.



Grist mills were among the first and most important mills to be built after an area was settled. Before the mills were built settlers had to grind their grain and corn by hand. Most grist mills were built beside streams and waterfalls, where dams were built to regulate water flow to turn the huge waterwheel connected to the mill stones.

The first known grist mill to be established in Port Perry was in 1854 when the Port Perry Land Company tendered for the construction of a steam, saw and flouring mill in the village. The mill, managed by John Cameron, began operation in 1856.

Unlike grist mills erected beside a riverbed or stream, Port Perry's first mill was erected in the middle of town, near the shore of Lake Scugog. The mill was described as a "splendid structure", being five-storeys high with four mill stones which were driven by a 40 h.p. steam engine. By 1857 it was reported to be grinding about 20,000 barrels of flour annually. Tragedy struck Port Perry's first grist mill in May 1865 when the mill was destroyed by fire.

George Paxton opened a large grist and flouring mill about November 1859 in Port Perry, and by 1863 expanded the operation constructing a new steam power grist mill with three runs of stones. He offered gritting of all kinds of grain and offered to pay the highest price in cash for fall and spring wheat delivered to him mills.

Charles Marsh & William Trounce, of the Port Perry Union Mills, were operating grist mill services in the mid-1860s. They provided gristing of wheat and heavily solicited local farmers for up to 20,000 bushels of wheat each

PORT PERRY
GRIST MILLS!

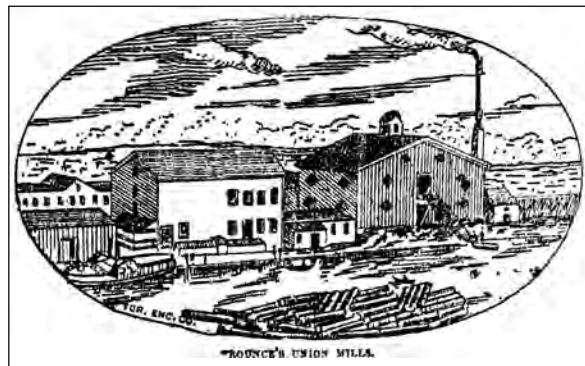
THE SUBSCRIBER HAVING TAKEN the above Mills, is now prepared to take in WHEAT for GRINDING.

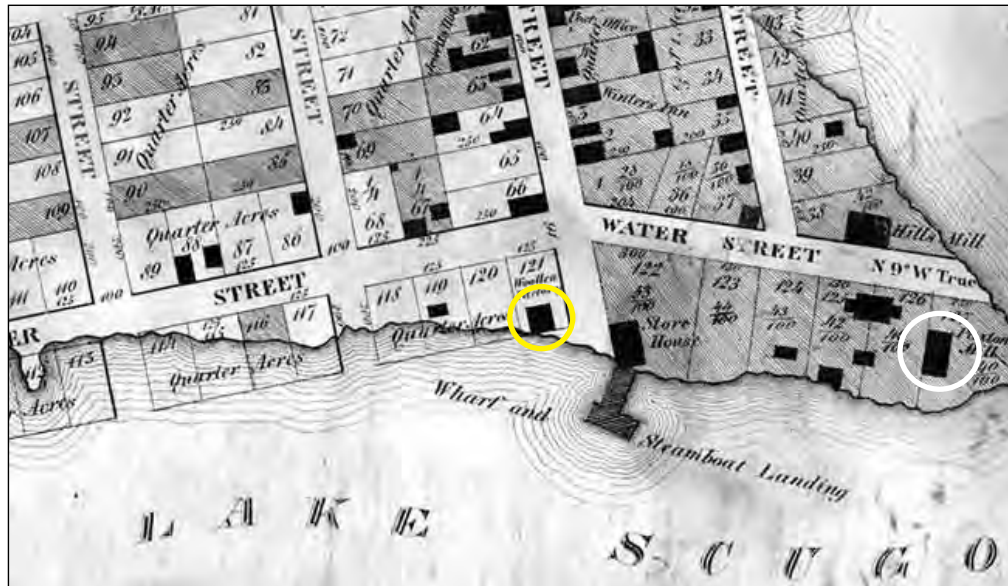
☞ The greatest attention paid to Gristing. Those from a distance who may patronise him, may depend on having their work done immediately.

The Subscriber hopes, by strict attention to business, to give general satisfaction, and to merit the patronage of the Public.

J. JOHNSON.

Port Perry, Dec. 7, 1857. 2





Map of Port Perry, 1854, shows the wharf and steamboat land at the lakefront, and the location of the Port Perry Grist Mill (yellow circle) and Paxton's Grist Mill, (circled white).

season. After the death of George Paxton in October 1866, Mr. Trounce teamed up with Joseph Bigelow to purchase the Paxton grist mill. In April 1881 this partnership was dissolved and Mr. Trounce began to operate under the name Trounce's Union Mills.

Port Perry businessman Joshua Wright also jumped into the grain business, leasing the Ross Grain Elevator in September 1880. His lease ran out two years later and he left the grain business until 1891 when he constructing a new elevator on seven acres of land he owned near the railway station. Tragically his new elevator was destroyed by fire in August the following year.

A smaller grist mill was opened in October 1877 on Perry Street, Port Perry. The new mill, operated by Hoyt & Kennedy, provided chopping and gristing to the community until it was levelled by fire in July 1884.

Port Perry wasn't the only village to venture into the grist mill business. There were smaller grist mills in Glen Major, Greenbank, between Manchester and Utica and Cartwright Twp.

Exactly when the first grist mill was established in Reach Twp. is not known although Andrew Paul announced in June 1867 he had erected a first rate oat meal mill on the 5th concession of Reach between Manchester and Utica and was opened for gristing on short notice. He

OAT MEAL MILL!

THE Subscriber would embrace this opportunity of thanking his many friends for the very liberal patronage bestowed upon him since he started business in Reach. He would inform all whom it may concern that he has erected a **FIRST RATE OAT MEAL MILL**

In connection with his **FLOURING MILL** on the 5th concession Reach—between Manchester and Utica. He has got his Flouring Mill in a first rate state of repair. Gristing done on the shortest notice.

First class Oat Meal always on hand to exchange for Oats.

Flour and Feed constantly on hand.

Parties ordering Flour, Oat Meal &c., in the neighboring villages, can have it delivered at their residences.

ANDREW PAUL,
Reach, June 5, 1867. 22-2m

GRISTING AND FLOURING,

—AT THE—

Ontario Mills, Port Perry.

—o—o—o—

GEO. PAXTON & Co.,

BEGBS to call the attention of the farming community and public in general to the fact of the re-opening of the large and well ordered Gristing and Flouring Mills, just started by them at Port Perry.

The services of an efficient and well known Miller has been engaged. Attention to the wants of his customers will it is hoped prove the means of establishing a name for the Mill both satisfactory to proprietors and patrons. Particular attention paid to

Gristing, and all kinds of Grain Chopped.

N. B.—G. P. & Co. are prepared to pay the highest price IN CASH for good merchantable Fall and Spring Wheat, delivered at their Mills.

Port Perry, November, 1859. 17-1f

W H E A T !

WANTED AT THE

PORT PERRY UNION MILLS !

20,000 BUSH. OF WHEAT,
FOR WHICH THE
Highest price will be paid in Cash.

GRISTING DRY GOODS !

WILL have our crops threshed—**GRO. ERIES, CROCKERY, &c.,** for Sale Cheap for
Please give us a trial, and we will

Guarantee Satisfaction. Cash for any kind of Farm Produce.

Salt and Plaster for Sale Cheap,

MARSH & TROUNCE.

Port Perry, Feb. 1, 1866.

called it the "Oat Meal Mill" and offered first class oat gristing and delivers of flour, oat meal to neighbouring villages.

Five years later, a newspaper story reported that the mill had proved to do excellent work in the past, and it had been leased to Thomas Scott. The new tenant advertised his business as the "Manchester Mills". Mr. Scott learned his trade in some of the best mills in the Province and he promised prompt attention to flouring and gristing.

It is thought that the mill was purchased Mr. Ianson of Greenbank, who offered the grist mill on Lot 9, 4th concession of Reach for rent in March 1873.

Manchester Mills underwent a number of ownership changes over the next few years. In 1877, a partnership of James McKittrick & Sanders took over the lease, renovated the mill and renamed it the Manchester Flouring Mill.

The Manchester Grist & Flouring Mill, along with 42 acres of land was listed for sale in April 1878. It was described as having two runs of choice stones, and was operated by water power for three-quarters of the year and the remaining months with a first class steam engine capable of running the stones and machinery for 12 hours a day.

The next owner appears to have been Thomas Beare of Greenbank, who undertook an extensive repair of the building in July 1879 and made it

ready for business. It is believed Beare's Mill operated it until about 1918 when Thomas moved to Port Perry.

Long before the Beare family took over the operation of the Manchester Grist Mill, John Beare established a grist, flour and saw mill near Greenbank. John and his sons Thomas, John Jr., Isaac and Elijah all worked at the mill.

The mill large four-storey grist mill is believed to have been erected about 1840. It featured a ten foot high stone basement with three floors above. The two floors above the basement were 10' high with the first level housing the grinding stones, and the second floor the sieves. The most upper level of the building held the fanning mill.

On the exterior of the mill was a large water wheel, which turned from the force of water from the millrace, providing the

grinding wheel to process a minimum of 200 bags of grain per day.

Beare's Mill, Greenbank, continued operating until a spring night, about 1925, when a severe thunder storm washed the entire dam out.



Beare's Grist Mill, Greenbank

MANCHESTER MILLS!

—•••—

THE Subscriber having leased for a term of years these well known
FLOURING, GRISTING, OATMEAL, and BARLEY MILLS,

A little west of Manchester, has much pleasure in informing the public generally that by the 10th inst., he will have completed his thorough repair, and in may pass renewal of these Mills, and that by Monday next 10th inst., he will have the Mills in first rate order for the manufacture of

Flour, Barley, Chop Feed, AND FOR GENERAL GRISTING.

He flatters himself that from his thorough knowledge of the business, acquired in some of the best Mills in the Province, together with careful and prompt attention to customers that he will secure such an amount of public patronage as from the prosperous state of the locality one might expect.

Prompt attention to Gristing; parties will always get their Grist home with them.

☞ Flour Chop Feed, &c., always on hand.

My determination is to give these Mills a reputation second to none, and secure the liberal patronage of a discerning public.

THOMAS SCOTT.

Manchester, June 4, 1872. 24

IMPORTANT NOTICE!

THE undersigned having Leased for a term of years the

MANCHESTER FLOURING MILLS!

And having thoroughly Repaired and Renovated every part of them, have much pleasure in stating that they are now in First Class order. We feel confident of giving full satisfaction to all who may favor us with their patronage, and by strict attention to business we will be in a position to execute all work entrusted to us promptly and satisfactorily.

The most prompt and careful attention given to

GRISTING.

A supply of Coarse Feed constantly on hand and for Sale.

☞ Try the Manchester Flouring Mills.

Thanking those who have favored us in the past with their patronage and soliciting a continuance of the same, with an invitation to all to give us a trial, we remain at your service, as MILLERS,

McKITTRICK & SANDERS.
Manchester, July 18, 1877.



Colourized from black & white by J.P. Hvidsten

James Carnegies original Union Mills building which was destroyed by fire in 1902.

UNION FLOUR & PLANING MILLS

James Carnegie, Prop.

The following story was written by Joseph Bigelow in Febraury 1906, and was published in a special issue of the Port Perry Star. Mr. Bigelow was one of Port Perry's leading entrepreneurs, businessmen and resident of the village for his entire life, and he provided this first hand description of the Carnegie Union Mill history.

Farmers Read This !

PORT PERRY

UNION MILLS

IN FULL

OPERATION !

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

A First Class Miller, who has had long experience in gristing and merchant work ; consequently the subscribers feel confident that they are in a position to give the very

BEST OF SATISFACTION to all who may favor them with their patronage.

Parties from a distance will get their Grist home with them.

FLOURING !

Done for Farmers by the Barrel.

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

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

The flour, lumber and planing mills of James Carnegie constitute one of the main industries of the town of Port Perry, The mills are located side by side on the shore of Lake Scugog, to the north of Queen Street. They are, also, on the line of the G.T.R., with which they are connected by a switch. The flour mill is a three storey brick building, 40 x 70 feet; the planing mill is of frame, as is also the sawmill.

This industry was established a great many years ago, and came into the possession of Mr. Carnegie in April, 1888, he having purchased it from the Ontario Bank, who had as manager of the plant Mr. W. J. Trounce.

At that time the flour mill was a frame structure, with the stone system of grinding. The business done was small, because of the inferior quality of the flour made. Soon after Mr. Carnegie took possession he remodelled the mill, changing from stone to roller system. Mr. Carnegie set himself to winning back the trade of the district which had been diverted to other places, and it was not long before he had succeeded in his purpose, and practically all the trade for the town and district for many miles was done at this mill. The capacity after remodelling was 75 barrels per day.

In June, 1902, a fire occurred in the mill, which completely destroyed the building and the costly equipment which had been put in.

Mr. Carnegie was away from home at the time, but was immediately



James Carnegie's new grist and flour, saw mill on the lakefront about 1910.



JAMES CARNEGIE

summoned. There was no use "crying over split milk", nor of being discouraged at the very heavy loss entailed, so Mr. Carnegie at once set himself to the task of re-building. The present substantial brick structure is the result. The fire occurred in June, and in September of the same year the new mill was in operation, equipped with the most modern and perfect milling machinery, having a capacity of 90 barrels per day.

The mill has been steadily running ever since, and is taxed to the utmost to keep pace with the demands made upon it. Besides the making of flour, the mill does an immense business in feed grinding. Farmers from a distance of twenty miles bring grain here to be chopped, getting it home with them the same day.

The head miller is Mr. Jas. Hortop, a thoroughly practical and capable man, who has been in the mill for sixteen years. Mr. Carnegie buys all the wheat he can locally, and brings the residue required from the Northwest. His market is a local one.

The saw mill owned by Mr. Carnegie is kept busy during the summer season. It has a capacity of 1,500,000 feet. There is also a shingle cutter, which manufactures a considerable quantity of shingles. The saw mill is driven by a separate engine, but the flour and planing mills are operated by a splendid 150 horse power engine. The logs for the saw mill are largely cut on Mr. Carnegie's timber limits in Durham County, and are brought to the mill in rafts drawn by Mr. Carnegie's tug "Stranger",

The planing mill, adjoining and to the north of the flour mill, is well equipped with all the necessary machinery for planing, as well, as making sash, doors, mouldings, etc. — in fact anything in woodwork required in modern building.

Just here it may be said that several of the employees of the flour and planing mill have been in Mr. Carnegie's employ since he acquired the mill, eighteen years ago, while some of them have been with the mill for a longer period. Altogether Mr. Carnegie employs some twenty hands. The saw mill employees spend the winter in the woods getting out timber for the following summer's cut. All the product of the saw and planing mills finds a local market.

**CARNEGIE'S
ROLLER MILL!
IN FULL BLAST!**

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

ROLLER PROCESS

for the manufacture of Flour, is prepared to do

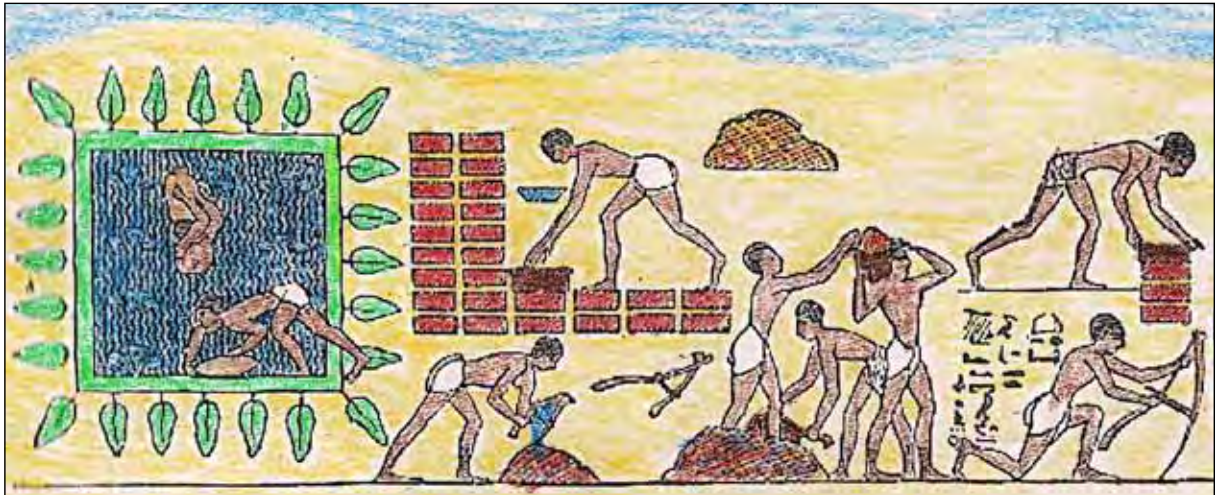
GRISTING & CHOPPING

Expediently and in a manner that cannot fail to give satisfaction to my patrons.

The Trade supplied with Flour of the finest brands.

JAMES CARNEGIE.

Port Perry, Oct. 1, 1891.



The manufacturing of bricks can be traced back 7,000 years to Turkey, and later to the Roman Empire, France, Germany, England and many other countries. The above illustration was published in 1890 of ancient Egyptian brick-making.

BRICK YARDS

finally arrive in Reach Township

While the making of bricks is an ancient form of construction, brick construction in Port Perry didn't begin until the 1860s.



The first mention of the production of bricks in this area of the province didn't surface until August 1861 when Mr. Powney, a brick manufacturer from Markham, arrived in Reach Township to extract clay from the property of Thomas Courtice. Courtice had a 35 acre plot of land midway between Port Perry and Manchester.

Mr. Powney took his clay samples and returned to his Markham brick-yard to test the viability of the clay which he had removed from the Courtice property. It wasn't long before he returned with sample bricks, which he hailed as being "equal to any we have seen made in the county."

Based on the positive results, the



The above illustration of Brick-Making In Ancient Egypt, was published in 1890 of ancient Egyption brick-making,

Bricks & Drain Tiles

THE subscriber wishes to acquaint the Public with the fact that he has now on hand a large quantity of Bricks and Drain Tiles, at his

Yard, in Port Perry,

And is prepared to increase his operations to meet the increasing demand.

The subscriber is also prepared to take Contracts for the furnishing and laying up of Bricks in houses, &c.

JAMES GOOD.

Port Perry, Aug. 7, 1866.

3m



Illustration of two wood brick moulds from about the mid-1850s.

enthusiastic Mr. Powney announced he would open a brick-yard and begin manufacturing brick in the township within a few months.

The good news prompted an article in the *Ontario Observer* newspaper proclaiming that a first-rate brick-yard had long been felt needed in the district. The editor wrote; "We consider it will be of much benefit to our town from the fact that the parties will build with brick, which is far preferable to wood, both for durability and appearance."

Although the production of bricks became very popular in Reach Twp. during the 1860s, brick structures did not gain popularity until the early 1870s when a brick buildings began to be erected along Queen St., Port Perry.

About five years after the opening of Powney's brick-yard, a second yard was established. James Good announced he was manufacturing bricks on his farm, and he had a large supply of bricks and drain tiles at this Port Perry yard. He said he was prepared to undertake contracts, and would increase his operations to meet any increase in demand for his bricks.

By the mid-1870s brick-yards were beginning to spring up in numerous locations throughout Reach Township. There were at least two operating near Manchester. Dennis Riordan, an experienced brick manufacturer established a yard on the Walsh farm; and another brick-yard was undertaken by a Mr. C. Payne.

Neil McArthur also jumped into the market, operating his brick factory just north of Borelia. In 1875 he announced he had more than 140,000 bricks available at his Port Perry brick yard.

The same year Henry Webb advertised he manufactured first-class red and white bricks at his Nonquon Brick Field located in the northern sector of Reach on the 12th concession.

In Cartwright Township, Edward Bryans became the first in that section of the country to get into the brick manufacturing business. In July 1875, he advertised he was prepared to furnish any quantity of "first-class brick" at his yard two miles west of Williamsburg, now known as Blackstock.

The rush into brick manufacturing appears to have slowed as quickly as it had appeared. By 1876, the site of one of the Manchester brick-yards was sold as the new location for a steam grist and flouring mill.

PREPARED TO FILL ORDERS
FOR
Choice Brick.

THE Subscriber has on hand and is constantly manufacturing large quantities of the very best quality of Brick at his Yard North of Borelia, now Port Perry. These Brick have been carefully examined and thoroughly tested in all their stages both as to material, manufacture, drying and real excellence as durable brick, by Aaron Cameron, Esq., of Oshawa, one of the most skillful bricklayers and reliable contractors in the Province, and pronounced by him to be as

GOOD BRICK

As are made in the Province.
Orders filled promptly as agreed on.
NEIL McARTHUR.
Port Perry, Aug. 25, 1874. 26

Brick! Brick! Brick!

THE Subscriber has on hand a large quantity of really

FIRST CLASS BRICK

And still manufacturing more at his

**BRICK FIELD,
NONQUON,**

12TH CON. OF REACH.

The quality of the Clay is such as to secure perfect Brick both in quality and color.

Orders for either Red or White Brick filled on the shortest notice.

The Brick are warranted to give entire satisfaction and their Cheapness cannot fail in being an additional recommendation.

In quality and appearance they cannot be surpassed and good Brick cannot be got cheaper anywhere.

Remember the place, Nonquon Brick Field 12th Con. Reach.

HENRY WEBB,
Reach, Sept. 1, 1875. Proprietor.

And in Cartwright, only three years after opening his brick-yard Mr. Bryans offered his farm property and machinery for the manufacture of bricks for sale.

The only brick manufacturing facility still operating after 1880 appears to have been owned by Greenbank area farmer, Isaac O'Neil.

Two fires, in 1883 and 1884, leveled the entire business section of downtown Port Perry, and within days after the fires, Port Perry council introduced a strict new by-law prohibiting the erection of wooden buildings in the commercial section of town. The by-law instructed that all main walls of new structures be built of brick, iron or stone.

Unfortunately, by this time were no local brick manufacturers who could fill the great demand for brick, resulting in the majority being purchased from Lindsay area brick companies who floated them down the Nonquon on barges to Port Perry.

BRICK CONSTRUCTION

Construction of brick buildings was not uncommon in the southern communities of Ontario County during the 1840s and early 1850s, but in the northern townships and villages this popular and attractive material was little used until later.

Exactly when the first brick building was built north of the Ridges is difficult to determine, but there was at least one structure in Reach Twp. built of brick by 1858. In July that year a small brick schoolhouse was identified as being located, between the villages of Port Perry and Borelia. This appears to be the first documented use of brick.

Within two years, the demand for brick had increased and in order to facilitate the growing interest in building with brick, a number of landowners with clay deposits on their property opened brick yards and began manufacturing local brick.

It is believed that church congregations were among the first to embrace construction with brick in Reach Township.

Prince Albert appears to have been the first church



Above, Anglican, English Church on North St., Port Perry was opened in February 1869. Colorized photograph.

in the district to adopt brick construction. It was in this enterprising and prosperous village that a Methodist Chapel, was built during 1860 and dedicated in September that year.

The *Ontario Observer* newspaper, published in Prince Albert, described it as a "handsome brick structure something of the Grecian order of architecture. It is 55'x40 feet, and 30 feet high from floor to ceiling." This church was constructed at the corner of Jeffrey and Barber St., and remains in use to this day.

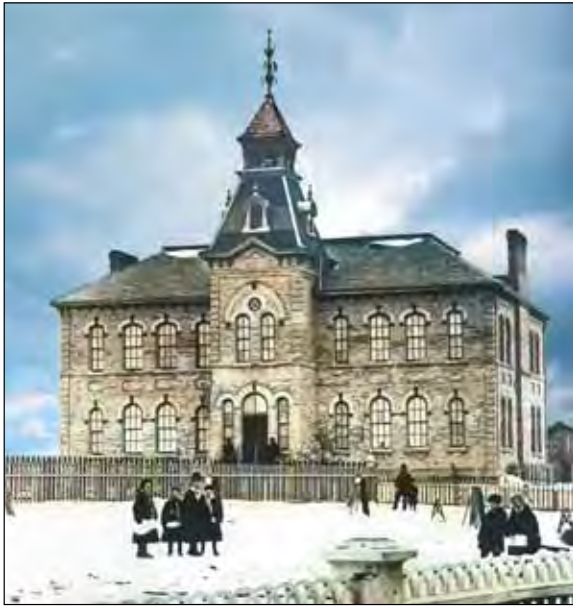
Greenbank began construction of a brick church in early 1866. The Methodist Church was held its Dedicatory service on September 23, 1866, and was described as a "substantial brick Primitive Methodist Church, 36'x48' in size with a height of 23 feet." The cost of the structure upon completion was \$1,600.

Not to be outdone, during the summer of 1866 the English Church (Anglican) began construction of a 50'x80' foot Gothic style edifice on North St., Port Perry. Erection of the brick building was stalled in December that year when large section of the structure was blown down during a severe storm. The church underwent many delays in construction before finally opening for services on February 28, 1869.

While institutions seemed to have adopted this new building material, it wasn't long until residential and commercial use of bricks for new building became the product of choice.

Newspaper records show that by 1860 at least one residential home had been constructed of brick in Prince Albert. Undoubtedly there were others brick homes erected during the 1860s, but it wasn't until the early 1870s that new brick structures began to become popular throughout the township.

Joseph Bigelow was one of the first to advance the use of brick in Port Perry. In 1868 he began construction of his impressive three-storey block on Queen St., which became known as "Bigelow's Royal Arcade".



The Port Perry Union School was constructed of yellow brick and opened for students in March 1874.

The building opened in April 1869 and set the standard for new commercial structures in the business centre of town.

What followed was a boom in new brick buildings in Port Perry over the next decade. Almost all of the wood structures were gradually replaced with attractive new brick structures built in their place.

Among those rushing to construct new buildings were Henry Gordon who erected a two storey office building in 1871, located on the northwest corner of Queen and John Street; during 1872 the Jones Brothers and George Currie put modern new red brick stores on Queen St; the Port Perry Town Hall was built in 1873, clad with yellow bricks; and the impressive Port Perry Union School west of the town on Queen St., opened on March 6, 1874.

The partial rebuild of the commercial sector of Port Perry came to an abrupt halt in November 1883 when fire ripped through the north side of Queen St., destroying the entire block. A large number of the fin-



Thomas Courtice and George Currie built similar two-storey building on opposite sides of Perry St., fronting on Queen Street in 1872.



Photos colourized from black & white by J.P. Hvidsten

Joseph Bigelow's impressive "Royal Arcade" built with yellow brick and opened in April 1869.

est structures in town were laid into sickening heaps of ashes and piles of broken brick.

Heartbroken but undeterred, the townsmen began to rebuild, only to be confronted with a blaze even worse than the one seven months earlier. In July 1884 fire again broke out as the town was just recovering, but this time it destroyed almost every building in the town's commercial core.

Two fires, of 1883 and 1884, sparked immediate action by the council of Port Perry. At a meeting days after the fire, they introduced a strict new by-law prohibiting the erection of wooden buildings in the commercial section of town.

The attractive Victorian styled downtown of Port Perry we enjoy to this day is the result of the progressive actions of the council of 1884, who through their experience and wisdom made it mandatory for all new buildings to be constructed of brick, iron or stone.



Big Red Apple

PORT PERRY'S

APPLE INDUSTRY

Port Perry enjoyed a very success, although brief, history with evaporating apples and similar products during the early 1900s. Evaporating, or simply the drying of apples and fruits, became an industrial sensation during the late 1800s and early 1900s, a process that transformed the drying of apples into a viable commercial industry.

Prior to the development of large mechanized apple drying plants, capable of processing large volumes of apples, many farmers evaporated their own fruits on a small scale with small dry-houses, some householders evaporated small batches by sun-drying, or drying with heat in their kitchens.

SEASON 1912
15,000 Bushels of
Apples Wanted

At the Big Red Apple Evaporator for which the highest prices will be paid that the business will afford. Bring them to the evaporator as early as possible and after the 1st of September. Do not allow any to go to waste. Prices about the same as heretofore.

JOSEPH BIGELOW



The building in the centre of this photograph is believed to be Bigelow's "Big Red Apple Evaporator," located on Lilla Street.



The Regal Evaporator

REGAL EVAPORATOR

The first evaporator to set up business in Port Perry was the large Canadian firm, Regal Packing Co., which operated plants throughout the country. Regal arrived in Port Perry in July 1903, purchasing the Ontario Central Fair Grounds, with plans to undertake extensive alterations and additions to the buildings located on the fair ground, and begin evaporating apples.

At a special meeting of Port Perry council, one of the towns leading businessmen, Joseph Bigelow, came before council requesting tax exemption for Messrs W.J. Bellingham & Co., of the Regal Packing Co. Mr. Bigelow suggested the new company should be exempted from taxation for five years for setting up a factory in the town which would employ many hands.

Council considered the request and prepared a bylaw which provided for exemption of taxation for five years, with the stipulation the bylaw would only be approved by a positive vote of ratepayers at the next municipal election.

In September 1903, the Regal Packing Co. announced they required 100 girls and 30 men to work at the plant, and would be paid good wages. At the same time they made known they require all the apples grown in the entire district. Their advertisement in the local newspaper calling for 150,000 bushels required for processing.

Regal's venture into the north Ontario market proved to be unsuccessful and after one unsuccessful year the company filed for bankruptcy.

The Regal Packing building, which sat idle at the former fairground for months, became a victim of vandalism on November 10, 1904, when the entire building with its equipment was destroyed by fire. Damage was valued at \$8,000 with only \$2,000 of insurance.

APPLES

150,000 BUSHELS WANTED!

Port Perry Fair Grounds

Having been purchased for the erection of a large Evaporator (Largest in Canada) are in the Market for 2,500 Bushels of Apples per day

On and after Sept. 1st.

We pay 30 cts. per cwt.

CASH

for good, sound, Hard Apples of a size large enough to peel on paring machines

Delivered Over Scales at Factory.

All inferior sizes are to rate as Chops for which we will pay 15 cts per cwt., delivered as above.

All loads coming to the Factory must be of one quality. Kindly note and save future trouble or all will rate as Chop Stock only.

The Regal Packing Co., LTD.

PORT PERRY

Wanted

BOYS and GIRLS

To operate Machines at the Evaporator, Port Perry.

Kindly write, if cannot apply personally.

THE REGAL PACKING CO.



Women made up a large percentage of employees in apple evaporating factories.

Port Perry Evaporator

PORT PERRY EVAPORATOR

The demise of the Regal Packing plant provided an opportunity for another large firm to step in. In August 1905, a Wellington, Ont. firm operated by J.K. Shrouds and T. Noxon, came to town and purchased the former Swan Carriage Shop. The property was located opposite the Williams Foundry on Perry St. and the new owners immediately began work expanding and equipping the former carriage shop. In September 1905 they opened and began production under the name, Port Perry Apple Evaporator.

One year later, with a suc-

cessful season completed, Mr. Noxon began advertising heavily for large quantities of apples, saying he would pay top dollar for 10,000 bushels of apples suitable for evaporating delivered to his door.

It's not known exactly when the Port Perry Apple Evaporator ceased business, although it appears they were still operational for the 1909 season. At this time, Mr. T. Noxon announced he would open his Evaporator in Port Perry for evaporating apples, and thanked his many customers in the vicinity, asking continued support for the coming season.

Noxon's evaporator did open for business the next year.



Big Red Apple Evaporator

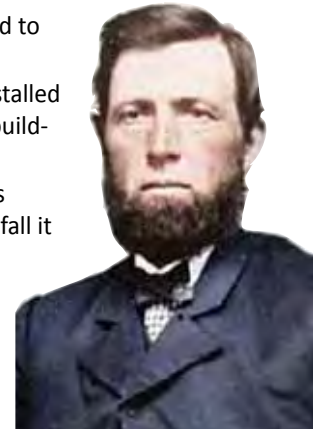
Not to be outdone, one of Port Perry's leading businessmen, Joseph Bigelow decided to invest in this exciting and growing new industry.

In August 1907 he erected a large addition to his building on Lilla St., in which he installed an apple evaporator plant. The the new structure was placed on the south side of his building and measure 12' wide by 60' in length.

Christened as "The Big Red Apple Evaporator", Bigelow's plant employed 15 workers and was capable of processing 3,000 bushels a day. Over the three month period each fall it would turn out more than 25,000 bushels.

As it turned out, the Port Perry Evaporator, operated by Mr. T. Noxon ceased business after the 1909 season, and Joseph Bigelow purchased the Noxon property the following spring. In June, finding that he needed more space he removed a section

of the newly purchased property and added it to the rear of his Big Red Apple building.



JOSEPH BIGELOW

APPLES
20,000 BUSHELS APPLES
WANTED at the BIG RED APPLE
Evaporator
LARGE ENOUGH TO PEEL
35c. per 100 lbs, for Fall and Winter Apples
30c. per 100 lbs for early Eall Apples
15c. 100 lbs, small chopping apples
 Thirty-five cents per 100 lbs is equal to 52c per barrel for culls refused by the export packers. Shake them down off the trees; rush them in early; don't allow any to go to waste. I wish to start evaporating by the 10th or 15th of September at latest.
JOSEPH BIGELOW

PROCESS OF EVAPORATING

The Big Red Apple Evaporator processed from 10,000 to 15,000 bushels of apples each fall. It is estimated that 10,000 bushels of apples would yield up to 50 tons of dried apple stock.

At Bigelow's production facility, after apples arrive at the evaporator they were peeled by four power parers before being elevated by conveyor to the bleacher, where they remained for half an hour. The apples next move on to the power slicer, which processes them before moving on to kilns were they are spread out, six inches deep and left there to dry out for eight hours in a room heated to 150 degrees Fahrenheit.



Photos colourized from black & white by J.P. Hvidsten

Joseph Bigelow's "Big Red Apple Evaporator," was located on Lilla Street (now Simcoe St.), Port Perry.

After this process, the apples are elevated to the second floor where they were spread out again and left to completely dry for five days, each day being turned over.

After the drying was completed the apple slices were packed into 25 lb. boxes and most shipped to the T. Eaton Co., Toronto.

All the remaining small apples were then chopped and dried and shipped to Germany, where they are made into jelly.

DEATH OF JOSEPH BIGELOW

Joseph Bigelow was 79 years old when he opened the Big Red Apple Evaporator, and while he was not hands-on managing the business, he financed and oversaw the operation of the business, through the watchful eyes of his superintendent Mr. F. Shepherd.

Season after season, the business of the evaporator grew, and its consumption of apples increased to 20,000 bushels per growing season. He enticed farmers to sell their apples to his evaporator, paying 35¢ per hundred pounds for large, good apples, and 15¢ per hundred pounds for smaller apples.

In 1914, a government inspector pronounced Mr. Bigelow's evaporating business was one of the best in the Province, and for cleanliness it was unsurpassed.

The death of Joseph Bigelow on January 28, 1917 appears to have brought an end to Port Perry's Big Red Apple Evaporator business.



GRAHAM LIMITED

About a year after his death, Mr. Bigelow's property and building was sold to Graham Limited, who announced it would use the evaporator for drying turnips. Grahams was another large firm with plants all over the country, and they expected to employ about 45 men and women, and planned to operate day and night.

But five months after Graham's Limited open its turnip evaporator business in Port Perry, in February 1919, it was forced to close down. Graham's had been under contract with the United States government to provide \$15 million worth of soup mixture for the war effort, but after the war ended, and food stocks piled up, Graham's contract cancelled.

The last known use for Bigelow's apple evaporator building was for a Flax Mill, which opened at the opening of the season in 1921. Records do not show how long this business operated.

**The Big Red Apple
Evaporator
PORT PERRY**

WANTED—20,000 BUSHELS of Apples delivered at this evaporator; good sound apples suitable for peeling. Apples too small for peeling are not wanted, but will be taken in limited quantities from parties bringing larger apples, as they can only be chopped up, dried and sold at a very low price. In bringing apples to the evaporator it will be necessary to keep these apples separate.

The regular prices paid at other evaporators will be paid which will be about the same as heretofore in Port Perry.

Delivery of apples wanted on and after 2nd September and continuously until stopped by winter weather.

All Apples paid for in CASH on delivery.

Port Perry, Aug. 26th, 1907.

JOSEPH BIGELOW

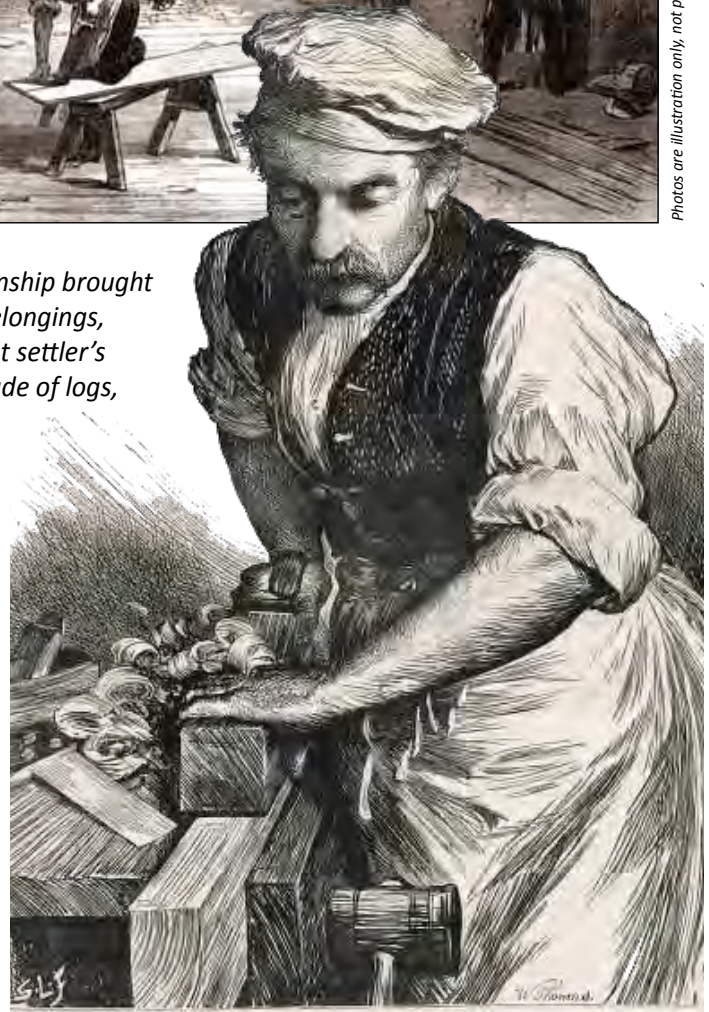
FURNITURE FACTORIES



Photos are illustration only, not pictures of Port Perry factories.

Many of the early settlers in Reach Township brought with them to their new homes personal belongings, including basic furniture and utensils. Most settler's first homes were a one-room structure made of logs, fieldstone. Years later, after the these pioneer farmers became successful, frame and brick houses with multiple rooms, glass windows and shingled roofs. With larger families and homes, many required more furnishings and those unable to build their own tables, chairs, and beds turned to local furniture manufactures for their requirements.

On the following pages, some of the most prominent Reach Township and Port Perry furniture manufactures of the 1800s are featured.



**PORT PERRY
CABINET
WAREROOMS!!**

ESTABLISHED IN 1847.

JOHN W. DAVIS

RETURNS thanks to his friends and customers for the liberal patronage enjoyed by him since commencing business, and hopes from the quality of his work, and strict attention to the wants of his customers, to merit a continuance of their support. He has now on hand a variety of

SOFAS, UPHOLSTERED CHAIRS,
Cane Seat, and Windsor-bottom Chairs, and Rockers; Children's Chairs, Cupboards, Bureaus, Table Stands, Centre Tables, Walnut and Mahogany; Secretary's, Walnut and Mahogany; Toilet Stands, &c., &c.

All Orders punctually attended to.

Coffins made on the shortest notice.
A Hearse in attendance when required. Funerals punctually attended to. Coffin Plates, Bands &c., finished.

Per Jerry, August 15, 1866. 3-1f

The Port Perry Ware-Rooms!

IN returning thanks to his numerous customers for their patronage during the past nineteen years, the subscriber solicits a continuance of the same.

MY STOCK CONSISTS OF

Bureaus, Bedsteads, Tables, Chairs, Cradles,
Lounges, Sofas, Sideboards, Secretaries, Book Cases, and several Sets of Bedroom Furniture, and two Organs—one with six stops, and one with two.

They will answer for Church or Parlor purposes, and will be sold Cheap for Cash or approved credit.

UNDERTAKING

Done on the shortest notice. Coffins always on hand. Hearse at reasonable rates.

Port Perry, Aug. 6, 1866. 1-1f

J. W. DAVIS.

John W. Davis

John W. Davis and his wife Elizabeth immigrated to Canada from the USA in 1846, originally settling in Port Perry when there were fewer than 20 houses in the settlement. In 1847 he entered into a partnership with John Nott in Borelia, manufacturing furniture. Here the two popular furniture manufactures worked for a decade before the moved back to Port Perry.

It was in August 1858, erected a wood-frame building in which he opened his new furniture factory he called the Port Perry Warerooms. The factory was located on the southwest corner of Queen and Perry Street.

Among the products he produced were cane seat and Windsor chairs, rockers, cupboards and tables. He also manufactured coffins and provided a hearse for funerals. Here he conducted his cabinet making and undertaking business for the next 35 years.

In July 1884 his business was interrupted by the great Port Perry fire which levelled the entire town, but within six days after the destruction of his first factory, he began to rebuild. His new warehouse was an impressive 24 feet x 60 feet two-storey, red brick building which he constructed the same lot of his original building.

In August 1897 he advertised his 50 years In business in both furniture and undertaking. It's unknown when he finally retired.

John W. Davis was 76 years old when he died, and one of the town's oldest citizens. He passed away during the first week of November 1898. He had been in the furniture and undertaking business for more than 50 years.

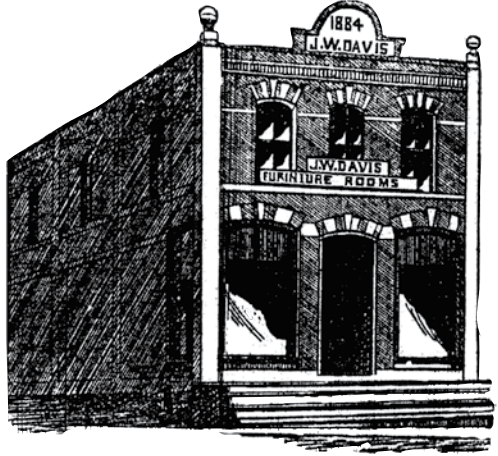
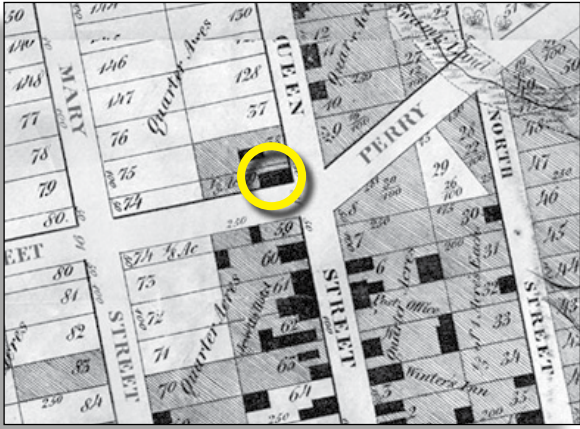
**50 YEARS
IN BUSINESS**

J. W. DAVIS

Takes this opportunity of thanking his many friends and customers for their liberal patronage during the past fifty years, also wishes to inform them that he is still in business at the same old stand and kindly solicits a continuance of your patronage. I feel certain I can please one and all both in Furniture and Undertaking of which I have a complete stock of all the latest and best styles with prices to suit the times.

Call and be convinced.
Furniture cheaper than ever.
Undertaking a speciality.

J. W. DAVIS,
Queen Street Emporium.



John W. Davis erected his new Cabinet Warerooms at the corner of Queen and Perry St. (see map) in August 1884.

John Nott

John Nott was another of the earliest cabinet makers in Reach Township, settling at Borelia in 1848. As a young man he had learned the trade of cabinet making in Oshawa and when he arrived in Borelia he went into a partnership with John W. Davis.

After Davis relocated into Port Perry in 1858, John Nott continued at his factory in Borelia for another 12 years under the name Borelia Cabinet Warerooms. Here he manufactured a full line of furnishings, including cupboards, bureaus, dining tables, sofas and chairs.

In October 1872, about one year after the arrival of the railway in Port Perry, he moved into the growing village and opened his business on the north side of Queen St., in the former location of Jones Bros. (about 199 Queen St.). He later moved his business one door west of the St. Charles Hotel, (154 Queen St.).

About the same time his son William J. Nott became a partner in the firm which became known as J. Nott & Son. About six years later William let the family business and opened his own shop, in the Jessop Block (235 Queen St.) providing cabinet making, upholstery and undertaking. He named his company the Jessop Furniture Company.

John Nott continued to ply his trade in the furniture and undertaking business until August 1910 when he retired after serving the area for more than 63 years. Mr. Nott remained active in his community until he passed away on March 10, 1917 at the age of 92 years.



JOHN NOTT

(Established 1848.)
JOHN NOTT,
CHAIR AND CABINET MAKER I
DEALER in all kinds of Furniture,
 House and Sign Painter, Glazier,
 Paper Hanger, and general Undertaker, &c.
 N. B. All kinds of produce and good
 lumber taken in exchange for work.
 Borelia, Sept. 25, 1861. 41-1f



John Nott on the front porch of his home the north side of Queen Street, just west of Old Simcoe Road. Colorized photo.

BORELIA
CABINET WAREROOMS

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

Special Notice.
 A number of COFFINS of all sizes, ready-made—*extra finish.*
 If Parties living in the villages, getting work done at my shop, will be furnished the Hearse free of charge.
TO UNDERTAKERS.—Hearse to hire.
ALSO, AGENT FOR TOMB STONES.

Good Lumber and Produce taken in exchange for work.
 Borelia, June 20, 1865. JOHN NOTT.

Removal! Removal!

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

PORT PERRY,

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

Agent for Tomb Stones and Monuments.
JOHN NOTT.
 Port Perry, Oct. 30, 1872.

William H. Park

William H. Park arrived in Reach Township about 1850 settling in Prince Albert. He was an accomplished craftsman, who opened and operated the Ontario Cabinet and Chair Factory, in Prince Albert during the late 1850s, where he custom built all types of furniture, cabinets and coffins.

He moved his shop to Port Perry in January 1873, after the railway came to town. After only two years in Port Perry, he closed his furniture factory and purchased the Anglo-American Hotel in Prince Albert.

David Jolly

David Jolly was about 23 years old when he settled in Prince Albert in November 1860. He apprenticed in cabinet making with his father before coming to Prince Albert, where he opened his business as a cabinet maker, upholsterer and undertaker.

His operated his shop in the heart of the village, at the corner of King and Simcoe St., for almost six years before his business failed and he was forced to close his shop.

He and his wife Laura then moved to Oshawa where he continued in his trade as a cabinet maker.

George Neville

George H. Neville arrived in Prince Albert in early 1870 and entered into a partnership with Mr. Hurd. The fledgling firm provided wood working and repairing services. This partnership was dissolved and the following year Mr. Neville entered into his own business.

Mr. Neville was only 24 years old when he began advertising in June 21, 1871. He commenced his new cabinet manufacturing business under the name Novelty Cabinet Works. He offered the manufacture of furniture, upholstering and wood turning, and also was prepared to do undertaking.

Mr. Neville got into the furniture discounting in 1871 offering discounts on orders over \$25.00

His last advertising came in February 29, 1872, and it is unknown where he went or if he closed his shop.

Furniture Warerooms

W. H. PARK,
Cabinet Maker & Undertaker,
PRINCE ALBERT.

HAS now on hand a large and complete assortment of Cabinet Furniture, which he is selling Cheap. The Stock consists of Chairs, Bedsteads, Sofas, Bureaus, Cupboards, Stands, Dining and Centre Tables, of newest styles. Every article of Household Furniture made to order by first class workmen, and warranted. All repairing promptly attended.

☞ A large Stock of COFFINS, and COFFIN TRIMMINGS of every description kept constantly on hand and for sale. Directions relating to funerals will be promptly forwarded to the Cemetery without charge. All orders in this branch of his business will receive prompt and faithful attention, at very reasonable charges.

A Hearse furnished when required.

☞ The highest price paid in CASH for Butternut Lumber. W. H. PARK,
Sign of the Red White and Blue.
Prince Albert, Sept. 5, 1866. 35

DAVID JOLLY, Junr.

CABINET-MAKER, Upholster, Undertaker, &c. Every description of Household Furniture kept constantly on hand.—Jobbing done on the shortest notice. Shop—corner of King and Simcoe Streets, Prince Albert.

NOVELTY CABINET WORKS, PRINCE ALBERT.

THE undersigned would intimate to the inhabitants of Reach and surrounding country that he has commenced business in the above line, in the shop formerly known as Cash's Pump Factory, where he is prepared to manufacture

FURNITURE

Of every description, from the best material and in the most workmanlike manner, as cheap as any other establishment in the County.

UPHOLSTERING & WOOD TURNING
In all its branches, Croquet Sets, Models for Patents, &c.

The subscriber is also prepared to do

UNDERTAKING

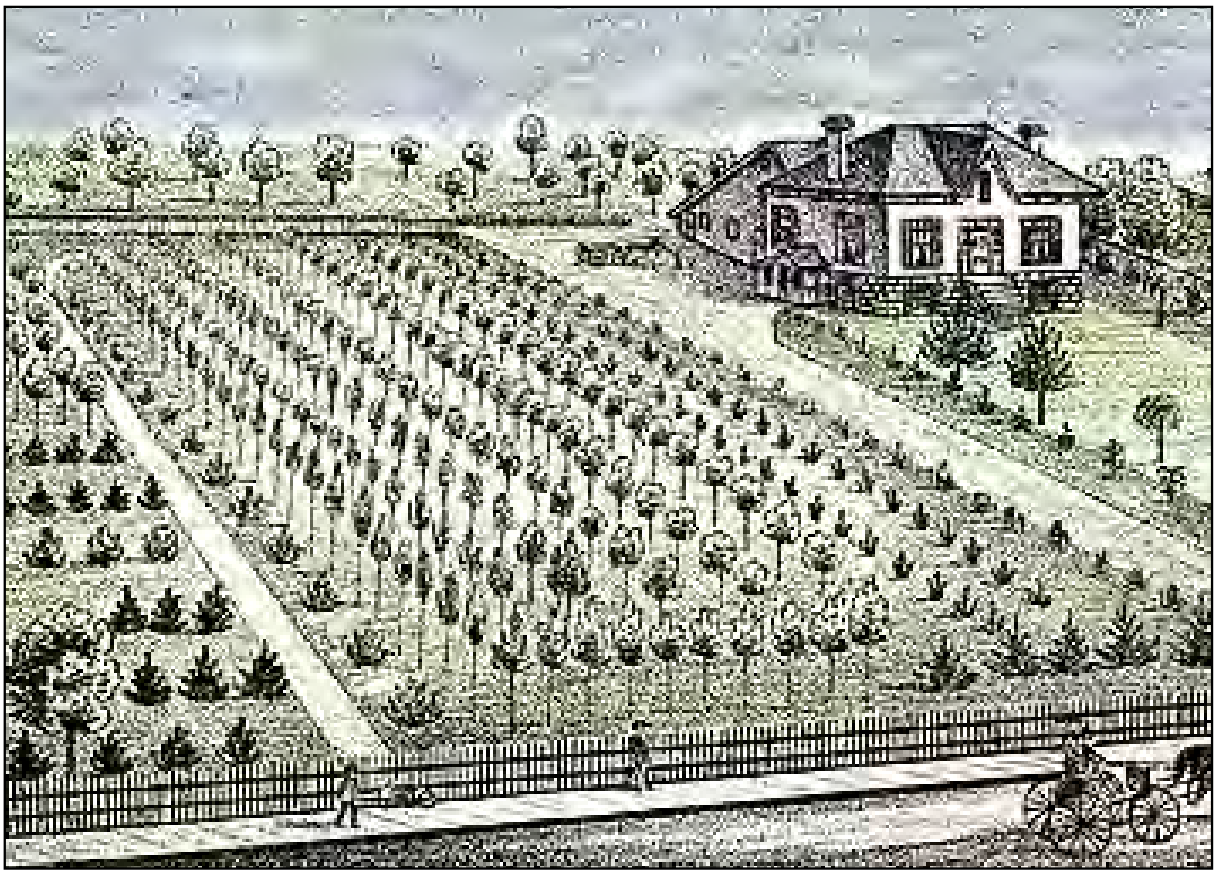
On the shortest notice—a good Hearse supplied at moderate charges.

☞ All Kinds of Farm Produce taken in exchange for work. A call solicited before purchasing elsewhere.

G. H. NEVILLE.

WANTED.—A few 1000 feet of Butternut and Basswood Lumber.
Prince Albert, June 21, 1871. 25

Kellett's Nursery



Sketch of the residence and nursery grounds of Charles C. Kellett. The property was located at the north end of Bigelow St., in the area of the present Port Perry Fairgrounds. Illustration from the Ontario County Atlas of 1877.

Toronto Nurseries !!

C. C. KELLETT!

Wholesale and Retail Agent.

—o—o—

HAVING succeeded J. H. E. Hogg, as Agent for the above Nurseries, the Subscriber is now desirous of soliciting orders in this and adjoining Counties for the sale of

**Fruit & Ornamental Trees,
Shrubs, Vines, &c.**

The Stock in these extensive and favorably known Nurseries is complete in every department; and parties favoring me or my authorized Agents with their orders will

Have Satisfaction Guaranteed to Them.

All Orders and Communications addressed to the Subscriber will receive the promptest attention. WANTED Immediately.—Two or three Active Young Men to canvass, to whom a large commission will be paid.

C. C. KELLETT,
Port Perry, Dec., 1867. (17-1f.) Bx 97, Port Perr

Toronto Nurseries were the first known nursery to promote their extensive line of ornamental trees, shrubs and plants outside its extensive operation in the city. Wishing to expand their operation, they began looking for agents across southern Ontario.

Charles C. Kellett became the local agent for Toronto Nurseries in August 1866, and by the fall of 1867, he had become the largest supplier of nursery stock in the northern section of the Ontario County.

Charles came to Reach Township with his family and he became a farm laborer when he was only 16 years old. It was this early introduction to farming that lead him into a business growing and selling trees and shrubs.

A few years later, at his home on a 15-acre parcel of land, he opened Port Perry Nurseries. Locally it was known as Kellett Nursery and

PORT PERRY

NURSERIES

Surplus Stock for Spring, 1895. All young, thrifty and first-class in every respect:

1000 European Mt Ash, 8 to 10 ft	@ 25c each
500 Horse Chestnut, " "	25c each
500 English Elms, " "	25c each
500 Scotch Elms, " "	25c each
500 American Elms, " "	25c each
500 White Ash, " "	25c each
500 English Oak, " "	25c each
200 Black Walnut " "	25c each
300 Norway Maples, " "	25c each
Austrian and Scotch Pines, 6 to 7ft	" 20c each
European Larch, 7 to 9 ft	" 15c each
Norway Spruce, imported from England, 10 to 15 inches.	

NO CATALOGUES

Send list of your wants for prices on Apple, Pear, Plum, Cherry, &c., &c.

ADDRESS— C. C. KELLETT,
Port Perry, Ont

PORT PERRY



NURSERIES!

100,000 STANDARD APPLE TREES

—AND OTHER—

NURSERY STOCK FOR SALE.

PARTIES WHO INTEND PLANTING WILL FIND IT TO THEIR ADVANTAGE TO PURCHASE

HOME-GROWN TREES, &C.,

When they can get them true to name, of good size, fresh, and well grown and

AT LOWER PRICES

WANTED A FEW GOOD MEN to sell our Stock, to whom good wages and constant employment will be given.

Address— C. C. KELLETT,
Port Perry, Aug. 3, 1895. BOX 97—PORT PERRY.

it was located on Bigelow St., next to the Port Perry fairgrounds.

His stock of trees was immense. One year he advertised he had 100,000 standard apple trees for sale at his nursery. In 1894 he announced he had more than a dozen species of trees, ranging from Mountain Ash to Norway Maples, each tree at 25¢.

Over a period of 25 years Charles became one of the most respected and noted growers of nursery stock in the province. He also raised strawberries and small fruits together with assorted farm produces.

As his business flourished, he became an extensive importer of trees and shrubs from both the United States and Europe.

Charles had a keen interest in agriculture, which led him to become a valued member and director of the Agricultural Society and when he retired in 1895 he sold his property to the Central Ontario Fair, which to this day is the present Port Perry fairgrounds.

Although his nursery took up most of his time, Charles was generous with his time and occasionally offered his property for special occasions. He was a charter member of Fidelity Lodge, the A.F.&A.M., Port Perry, and served on the Port Perry council for two terms.

Charles Kellett was in his 80th year when he passed away at his home on Sunday, November 30, 1924.

With the closure of the Kellett Nursery, a void was left in the community for some time. Eventually out-of-town nurseries began advertising locally for agents to represent their businesses.

One of these, operated by Stone and Wellington, was reputed to be "Canada's Oldest and Greatest Nursery". The nursery, operate from a 830 acre farm and was known as Fonthill Nurseries.





Above colorized picture, taken from Scugog Island during the 1880s, shows a section of Port Perry's lakefront lined with lumber, saw and grist mills, and other industrial enterprises.

WILLIAM'S FOUNDRY

Port Perry's first foundry opens in 1866

The first known man to set up a foundry in Reach Township was by Thomas S. Bounsall. He opened the Borelia Foundry, just west of Port Perry near the intersection of Queen and Old Simcoe St., in August 1862. No information has been located about Mr. Bounsall, and it is not known how long the foundry operated, but he provided a number of services including, castings of brass and iron and repairs to machinery.

It was four years later that Port Perry records its first foundry.

Martin Gibson arrived in Port Perry in during the 1860s and in November 1866 he opened a first-class foundry on Perry Street and equipped it with several thousand dollars worth of machinery. Operating under the name "A. M. Gibson's Foundry" it was the most extensive industrial complex in early Port Perry, employing more than 50 men.

The main building featured a 40'x60' machine shop with a number of

BORELIA FOUNDRY

—

THOS. S. BOUNSALL & SON.

—

ALL KINDS OF

CASTINGS !

BRASS AND IRON.

SMITH'S WORK, & C.

Threshing Machines !

REPAIRED !!

POINTS, & OTHER PLOW CASTINGS

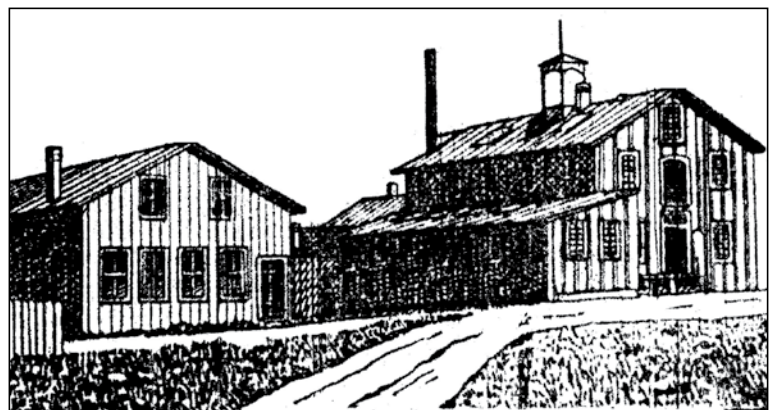
COSTANTLY ON HAND !

☞ Steam up for Job Work Tuesdays and Fridays !!

Best Prices Paid for Old Metal !

Borelia, Aug. 27, 1862. 37

A.M. Gibson opened the first foundry in Reach Twp. in 1866. Sketch shows the foundry buildings as they looked about 1886.





Colourized photograph of the Madison Williams Foundry, located at about 247 Perry St., near the corner of Paxton Street.

adjoining buildings; a machine shop, a moulding shop and a blacksmith shop. To the north was a huge 30 by 100 foot storage shed.

Mr. Gibson was involved in the manufacturing of steam engines and machinery for many of the early steamboats which navigated the waters of Lake Scugog and northern lakes. Among his most noted steamer was the Anglo Saxon.

The Gibson Foundry also manufactured turbine water wheels and other machinery for grist, saw and woollen mills and machines for making shingles. Machinery manufactured at the Gibson foundry was sold all over the North American continent.

In July 1867, Mr. Gibson entered into a partnership with Charles Paxton and William Tate to manufacture the Marsh

Harvester and other agricultural implements, but later that year he sold his shares in the company and moved back to the USA, where he had been born.

Paxton and Tate operated the foundry together until the sudden and unexpected death of Charles Paxton on the first day of January 1875, when he was only 47 years old.

William Tate continued to operate the company very successfully until 1897, when it was sold to Madison Williams. Ten years after the purchase, Port Perry Foundry was reported to have been kept busy producing a variety of products.

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 hair, Stave and Shingle
Machinery, of the Latest Improvements;

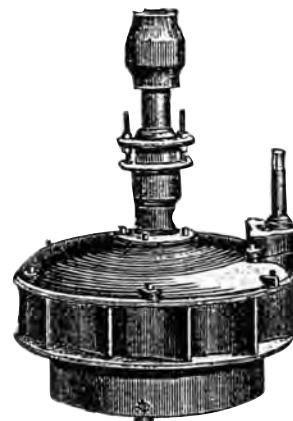
Woollen Mill Machinery,
The Double Turbine Water-Wheel, of all sizes; Besides
Every Description of

AGRICULTURAL IMPLEMENTS, STOVES, &C.
MADE TO ORDER AND REPAIRED. CHARGES REASONABLE.

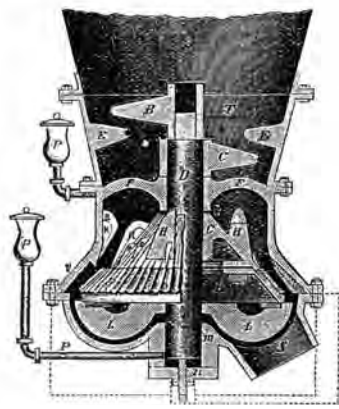
The fact of Opening a Foundry in this neighborhood, thereby saving time and transportation, is a saving of itself which the subscriber hopes will, in the end, be mutual
Immediate Orders Respectfully Solicited.

A. M. GIBSON.

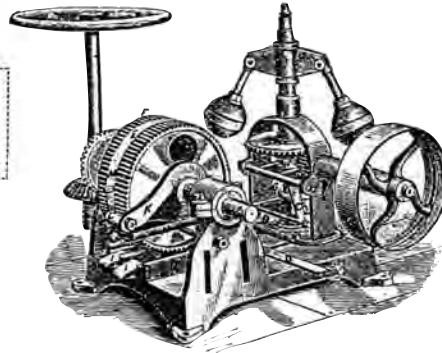
Fort Perry, Dec. 19th, 1866. 19



Paxton, Tate & Co. Water Wheel



Paxton, Tate & Co.
Bark Mill



Paxton, Tate & Co.
Water Wheel Governor



CHARLES PAXTON

The following description of the Williams Foundry, also known as the Port Perry Foundry, was published in the Port Perry Star in 1906.

“The buildings and yards on Perry Street, cover an area of some six acres altogether. The business office is entered from Perry Street, which into the machine shop, which was busy with skilled and trained mechanics guiding the costly machines in their operations.

In the shop was a large new planer and several smaller machines for a similar purpose; two boring mills, three or four lathes, a gear cutter, shaping lathe, upright drill, radial drill, steel saw, bolt cutler, etc. Immense in weight and gigantic in strength are these inventions for lightening and quickening and cheapening the manufacture of iron and steel into the finished machine.

Upstairs over the machine shop is the woodworking shop, where all the necessary machinery for that purpose may be seen at work. In the foundry a staff of molders were seen preparing the molds for casting. Very large castings, weighing many hundreds of pounds, are made in this foundry, and besides all the castings required for their own use, the firm casts large pieces for outside trade.

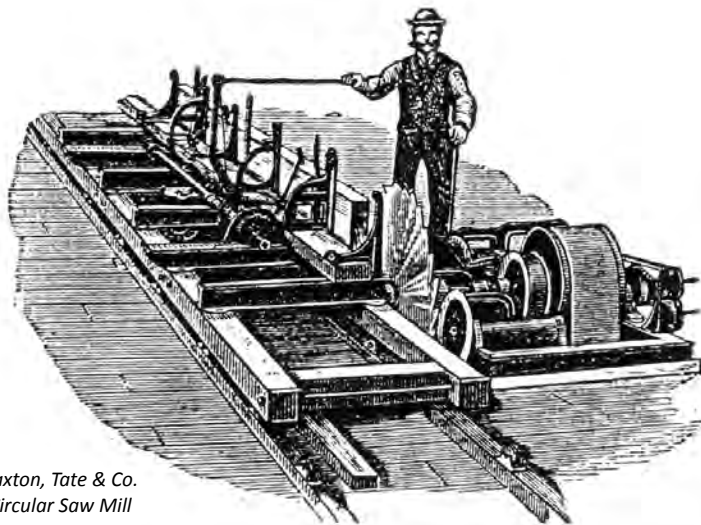
The pattern room is a decidedly interesting place, and many thousands of dollars are locked up in the hundreds, if not thousands, of patterns that are stored away or kept for frequent use. There seem to be patterns of almost every conceivable size and shape, and were these to be lost or destroyed a grievous delay and loss would be occasioned in the manufacture of the product of the works.

The blacksmith shop, storehouse for machines in course of construction, lumber sheds, all parts of the works were visited. 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 works quite independent of the town’s lighting plant.

But readers may be more interested in the output of the plant than in the plant itself, and the engraving shown here of, latest improved

PAXTON, TATE & CO.
 MANUFACTURERS OF THE
Marsh Harvester!
 PORT PERRY.
Agricultural Implements!
 OF ALL KINDS
Stave and Shingle Machinery,
Oscillating Mulley Saws,
 TURBINE WATER WHEELS,
Mill Castings, etc., etc., Made to Order.
 Repairing of all kinds promptly attended to.
 Port Perry, Jan. 15, 1888. 75-17.



Paxton, Tate & Co.
Circular Saw Mill



MADISON WILLIAMS

fast-cutting saw mill of the Lane type gives one an idea of the nature of the output of this industry.

Mr. Williams manufactures turbine water wheels and sawmill machinery, and the sawmill has a capability of 50,000 feet per day, and is a splendid machine. Another most useful machine is the tie or log siding machine, which will cut over 3,000 ties in ten hours. There has long been wanted a machine which would slab opposite sides of a log at one operation, and do it rapidly and perfectly. This machine is provided with two circular saws, and will slab both sides of logs from 4x4 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 Favorite, the Lockport shingle and heading machine, the improved lath mill, the improved belter, 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 special attachments such as dogs, beams, set-works, rope feed, guage rolls, etc. are the latest devices for best service.

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 connection. The catalogues supplied to enquirers 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.

Mr. Williams is sole owner of this splendid industry, and is making a great success of it. Mr. Williams is a native of Port Perry, and was engaged for years in conducting a liquor store before purchasing the foundry and machine works.

He has had experience in the town council, having been on the Board for two years. He owns a good home on John Street. Mr. Williams through his product, makes the name of Port Perry known from one end of the land to, the other, for he finds a market for his machines all over the Dominion."

The Madison Williams Foundry ceased operation in 1907 and was sold to a company with plans to build a large gas engine factory on the site. In 1910, the foundry buildings were torn down for the new industry, which never did located on the site.

With William's Foundry relocating to Lindsay in early 1907, an opportunity arose for a new enterprise to pick up the business left behind. A group of men – Messrs. Lewis Walling, Arthur Allin and Mr. Brunck, all former employees of Madison Williams foundry stepped up. In September 1907 they purchased a building at the rear of the Bank of Commerce, formerly occupied by R.J. Bruce as a tin shop and moved the building onto the vacant lot facing onto North St.

After the Port Perry Foundry Co., opened, the approached council with a request for free lights and water and an exemption of taxes. Council, wanting the new venture to succeed, agreed to provide water and eight electric lights for period of five years, at a yearly charge of one dollar.

WANTED

ALL THE

Scrap Iron

in this entire district for which the
highest price will be by the

PORT PERRY FOUNDRY CO'Y.

Sept. 24 1907.



WOOL CARDING FACTORIES

One of the most important animals for the early settlers were sheep. They provided not only a product for food, but also an easy to raise animal that provided an annual cashflow with the sale of their fleece.

On many local farms sheep would be sheared each spring, the wool washed, combed, and finally carded. Carding was a



Woman carding wool by hand.

term used for the untangling of the fibres. Hand cards were small wooden pallets with handles, studded with rows of wire teeth which would be raked back and forth through the wool until all the fibres lay parallel for spinning.

Carding was a tedious and time-consuming job that was often left to children. The process resulted in a rope of twisted wool called a "sliver," that could be spun into thread with a spinning wheel or a small hand spinner.

Recognizing wool as a profitable product, rural residents increased their sheep herds, and this led to the establishment of carding mills which were able to handle large quantities of fleece quickly.

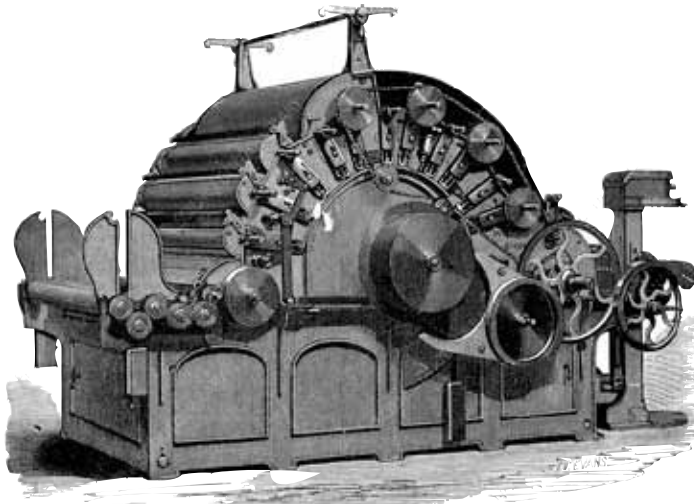
The first wool carding mills established in Reach Township appears to have been established by Everest & Co., in 1857. The foundry provided wool carding in their plant, but also contained a planing mill, and it manufactured ploughs and stoves.

William White added to his mill a carding machine in 1859, where he provided carding at three pence per pound. At his factory he also sold sash and doors and lumber.

William Dillon leased the Port Perry Carding & Fulling Works in April 1861 and offered his services for wool carding and power loom weaving. In taking over the factory, believed to have been formerly occupied by Everest & Co., he undertook to repair the



Hand carding tool



19th Century Carding Machine

machinery and put the plant in good working order. His factory also featured a steam-powered loom, and provided the dyeing of yarn and cloth.

Joseph Bigelow, who was one of the largest manufacturers in Port Perry, provided wool carding in one of his factories. In 1861 his factory employed 14 hands, and featured a carding machine, fulling mill, shearing machine, pressing machine and power-loom.

In 1866 Bigelow Bros. announced he was building a large new building as a Woollen Factory. The large new brick factory would be 80'x40', three stories high and capable of turning out from four to five hundred yards of clothes per day. The factory would employ about 30 people.

Mr. Charles T. Young opened the Port Perry Woollen Factory about 1865. During his first two years in business he carded more than 22,000 lbs. of wool and in 1866 advertised he would pay cash for 30,000 lbs. of wool delivered to his factory.

He listed his pricing for carding at five centre per lb. Fulling and pressing was 10 cents per yard and fulling and dressing 12.5 centres per yard.



In addition to the factories operating in Port Perry, there were a number of wool carding facilities within a few miles of the town. In Cartwright Twp., Thomas Stinson operated the Amboy Woollen Mills. His services to the residents of Cartwright included carding, fulling, cloth-dressing and dyeing. His pricing for services was competitive with his rivals in Port Perry.

In Oshawa, Hall & Cowles operated the Oshawa Woollen Factory and in Columbus the Empire Woollen Mills provided wool carding and cloth dressing.

One of the largest new mills was opened in Uxbridge in 1868 when town's leading businessmen, Joseph Gould opened a new Woollen Factory. The building was 78 feet by 26 feet and four stories high. The factory had five carding machine, and a 240 spindle spinning-jack, capable of carding over 400 lbs. of wool per day.



WHO'S FOR FRAZER'S RIVER !

The Overland Route is the Way

BEFORE YOU GO get your Wool Carded and your Cloth Wove and Dressed at the **Port Perry Woollen Factory**

WHICH IS

AGAIN IN FULL OPERATION !

The undersigned wishes to return his sincere thanks to all his customers for the liberal patronage which he has received the last year, and wishes to inform them that he is again prepared, with all his Machinery in first rate order this year, to give as good satisfaction as can be given any where else, in Carding, Weaving, Cloth Dressing and Dyeing. He also begs to remark that he has

A New Invention!

Lately patented, on his carding machine, with which he can Card 100 lbs. a day more, and do better work than has ever before been done in the County, thus enabling him to give customers, from a distance, their work home with them the same day they bring it. His Steam Power-Loom is in full operation, and ready for Weaving Satinett, Cotton and Wool, Flannel and Blankets. He will furnish Cotton Warp, as usual, which he will sell cheaper than it can be bought in the Skein, and warranted good. He can weave from one to 500 yards.

All orders punctually attended to. Call and try him.

WM. DILLON.

Port Perry, May 7, 1862.

21-6m

Another Carding Machine

IN

PORT PERRY.

THE subscriber is again returning thanks to his numerous customers for the very liberal patronage which he has received during the past three years, would inform them and the public generally that he has again leased the

Port Perry Woollen Mills !

for a term of years; and as the increased amount of work required it he has purchased another first class Carding Machine, with Bowerman's Patent Roll finisher attached, and having put the old machine in a thorough state of repair, he will guarantee that parties intrusting him with their work will get it done in as good style, and on shorter notice than at any other Mill in the County.

He would also say that he is this year prepared to take any amount of Wool in the fleece and manufacture it into anything which may be required on short notice and at reasonable rates

Also, on hand a good assortment of

FULL CLOTHS, TWEEDS,

FLANNELS, &c., &c.

which will be sold cheap for cash or in exchange for Wool.

TAKE NOTICE.—Parties bringing their Wool from a distance will get all or part of their Rolls home with them the same day.

C. T. YOUNG.

Port Perry, 21st May, 1868.

42-3m

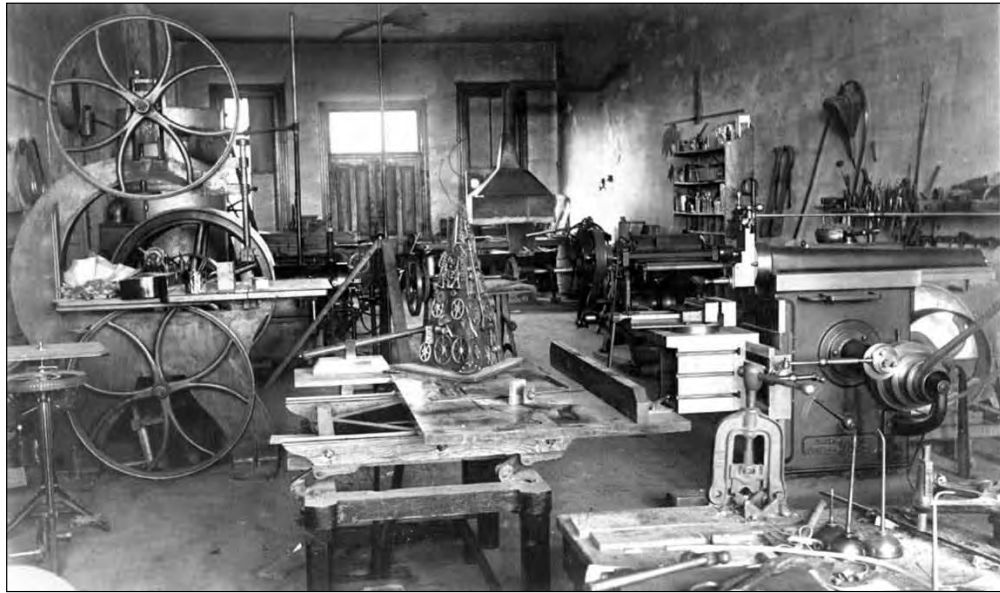


Illustration of a Planing Mill in Kansas, 1896 provides a idea of the type of machinery which would be used in a planing mill.,

Planing Mills

There were a number of “planing mills” in Port Perry during the 1850s to 1890s, which turned out all kinds of finished products for builders. These planing mills took raw slabs of wood cut in a local sawmill, and transforms them into finished lumber and useful products. Machines used in the mill include the planer and matcher, the molding machines, and varieties of saws. Planing factories that operated at Port Perry . . .

A CURE FOR HARD TIMES.

Bring your Wool in and get it Carded. W your own manufacture, and it will make you more Healthy, Wealthy, and Wise.

THE Undersigned wishes to state that he has put his

CARDING MACHINE

in first-rate order, and, from the liberal support he received last year, he expects his share of this year's business

In consequence of the scarcity of money, he has made up his mind to

Give Credit to Approved Customers

who may require it, till the **FIRST DAY OF NOVEMBER** next. All accounts settled on or before that day for Carding will be charged **THREEPENCE** per pound; but should they run over that time, **ONE PENNY** per pound will be added for making out Bill and collecting.

ALL KINDS OF PRODUCE TAKEN FOR PAY.

He also wishes to say that he keeps on hand a good assortment of

SASH AND DOORS OF ALL KINDS, which he will sell as cheap as any Factory in the County. All orders for

PLANING, FLOORING,

or any other Lumber for building purposes, attended to with care and promptness

WILLIAM WHITE.

Port Perry, May 14, 1859. 23.

WILLIAM WHITE

William White is the first known man to set up a Sash, Door and Planing Factory in Port Perry. Mr. White advertised his planing mill in the May 14, 1859 issue of the Ontario Observer. In addition to the planing mill services, he also provided wool carding.

GEORGE ROBINSON Prince Albert

George Robinson leased the Sash and Door Factory which had been operated by Mr. White for almost a decade, on April 2, 1867. He said he was prepared to finished Sash, Doors, Mouldings, Scroll Sawing, Wood Turning, Face Planing and Flooring on shortest notice and at reasonable rates.

Mr. Robinson moved to Port Perry from Prince Albert in 1867, and after building a new home for his family on Queen St., began to solicit for the construction of houses in the town. It was about this same time that he leased a Sash & Door Factory, believed to have been the one owned by William White. It is not known how long George Robinson operated this mill.

PLANING MILL
AND
Sash & Door Factory
FOR SALE!

THE above premises are situated on Lilla Street, Port Perry, comprising two lots, on which three buildings are erected. One of them is 52 x 50; another 18 x 60, and a third 12 x 20. Attached to them is a

90 Horse-Power Engine!

And all the machinery necessary for carrying on the above business. The Engine Room is fire proof; the Machinery all new, and all in good working order. A successful business is now being carried on in the premises, which the purchaser can have, with the stock on hand at a fair valuation.

For terms of sale, and other particulars, apply to

J. & D. J. ADAMS,
Port Perry,

Or to the proprietor,
H. H. COSSITT
Lindsay.

July 10, 1872.

ADDISON RICHARDSON
Port Perry

Addison Richardson arrived in Reach Twp., in the mid-1850s, and for many years worked as a carpenter throughout the township and in Port Perry.

He opened Richardson's Factory in 1870 on Water Street and operated at that location for about four years.

In July 1872, the Planing Mill operated by H.H. Cossitt came up for sale. Cossitt's planing mill consisted of three buildings on two lots on the west side of the street. The main building was 52' x 50 feet in size, and the others 18'x60 feet and 12 x 20 feet, which were both attached to the main building. It located on Lilla St., just south of the Port Perry's new Town Hall.


Addison teamed up with John Tipp and purchased the property and operated under the name Tipp & Richardson Planing Mill.

In October 1873, *Ontario Observer* editor, James Baird, toured the planing factory and provided a first-hand observation of operation. He said that the owner operates "a fine business which turns out excellent work. He employs a large staff of skillful workmen and has installed modern machinery to improve the speed and quality of his products. On the second floor of Mr. Richardson's factory is the Woolen Factory which, in season, provides him with a large number of customers."

Another change took place in November 1874, when the partnership of Tipp and Richardson was dissolved. Addison Richardson took over the business and operated a successful factory, and after the move worked hard to meet the rapidly increasing demands for the production of his door, sashes and other products.

The *Observer* editor returned to Richardson's Mill a month after the change of ownership, and reported that since taking over sole ownership, the factory was in much better condition than it had been in the past.

Addison Richardson operated his factory until about 1880 when his son Lafayette joined the firm and Addison retired.




PROCLAMATION!

To all whom it may Concern:

KNOW all men by these Presents, that it having come to the knowledge of the undersigned that there are certain individuals resident in and about

PORT PERRY!
Who contemplate

ERECTING
DWELLING  HOUSES, &C.

In the aforesaid Town of Port Perry.

Now this is therefore to notify the aforesaid residents of Port Perry, that I am prepared to **BUILD, ERECT AND COMPLETE,** In a substantial manner all such buildings, whether of

Wood, Brick or Stone.

And Whereas having Leased the

Sash & Door Factory,

I am prepared to furnish Sash, Doors, Mouldings, Scroll-sawing, Wood-turning, Face-Planing, and Flooring on the shortest notice and at reasonable rates.

Given under my hand at Port Perry in the Township of Reach and County of Ontario, this 4th day of April, 1867.

(Signed)

GEO. ROBINSON,
BUILDER.

Note.—A few thousand feet of Seasoned Flooring for sale.

GET YOUR PLANING DONE, YOUR SHELVING, SIDING AND FLOORING DRESSED, YOUR DOORS, SASHES, WINDOW FRAMES, BLINDS AND DOOR FRAMES MADE AT

RICHARDSON'S
FACTORY,
PORT PERRY.

The Subscriber while feeling grateful for the extensive and constantly increasing patronage bestowed upon him in the past would embrace this opportunity of stating that he is putting forth additional efforts in order more fully to meet the rapidly increasing demands of the public by keeping constantly on hand lots of Doors, Sashes, Frames, Blinds, &c., &c., all carefully made up of choice seasoned Lumber and at prices which will make it an object for parties to purchase.

Everything in the line kept on hand or made up at short notice.

Planing, Dressing, &c.

Done with dispatch and charges moderate at Richardson's Planing Mill and Sash, Door &c., Factory, Water Street, Port Perry.

A. RICHARDSON.
PORT PERRY.

April, 9, 1872.

BUILDERS, BUILDERS.

PARTIES intending to build should build now, and those who do not intend to build should change their minds and secure the advantage of the extraordinary bargains offered at

Richardson's Planing Mills!

And Door and Sash Factory, south of the Town Hall, Port Perry.

Having a large stock of Doors, Sash, Window Blinds, &c., &c., made up of the best material and superior Workmanship, and with a view to suit the times, I have made the following new and greatly reduced Price List for the present season which cannot fail to satisfy all wishing to purchase.

New Prices:

4 Panel Doors, \$1.25.
8x10 or 7x9 Sash, 3½ cts per light.
Rolling Blinds, 30 cts per foot.
Bannisters, 4 cts each.
Mouldings, Planing, Sawing Pickets Casings, Window and Door Frames reduced nearly to Cost Prices.

A. RICHARDSON.
Port Perry, July 26, 1876.

**DOMINION PLANING MILL
Port Perry**

An increase demand for the products manufactured by planing mills prompted three local men to start a new planing factory. D.W. Taylor, Charles Powers and R. Breathwait partnered to open the Dominion Planing Mills in March 1876. The new mill, 54' x 64 feet in size and two stories high, was located at the corner of Lilla and Kellett Street, Port Perry.

Dominion was advertised to be in "full blast" and ready to serve builders. The factory had been fitted with the best of manufacturing machinery, and like the others local mills, it produced sash, blinds, doors, moldings handrails, casings, etc.

Within the first two years in operation of their factory, Dominion Planing Mills changed locations, re-establishing the factory further south on Lilla St., a few lots south of the Town Hall.

In January 30, 1879, after only three years in business the partners offered for sale their Dominion Planning Mills, located on lot No. 262 on Lilla Street.

They listed contents of the mill, in part; a 20 hp engine, 30 hp boiler; planer and matcher, four-sided sticker, double head and cope tenoner, mortise, lathe, circular saws and everything necessary for a first-class planing factory.

In listing the property, they added that if a party suitable party wanted to purchase one-half of the business, one of the existing partners would remain.

**DOMINION
PLANING MILLS**

THE Undersigned have much pleasure in announcing to Builders generally that their new Planing Mills are now in full blast where they will always keep on hand and manufacture to order

SASH, BLINDS, DOORS, BASE-MOULDINGS, CASINGS, HAND-RAIL BANNISTERS, NEWEL-POSTS, SCROLL,
and every other manufacture to be found in a first-class Factory. Sawing done to order.

The Factory having been fitted with the best Machinery Manufactured in the Dominion, with all the recent improvements for turning out the best description of work this with the thorough and long experience the proprietors have had in every department of building gives them confidence in assuring those who may patronize them of full satisfaction in every department of the work.

Cash customers especially will find it to their advantage to call at the Dominion Planing Mills before purchasing elsewhere.

Remember the place—Dominion Planing Mills—Corner of Lilly and Kellett Streets, Port Perry, directly west of the Foundry and south of the Tannery.

{ D. W. TAYLOR,
 C. POWERS,
 R. BREATHWAIT.
 Port Perry, March 1, 1876. 12

Dissolution of Partnership.

THE Partnership heretofore existing under the firm and style of Letcher & Richardson, Dominion Planing Mills, Port Perry, has this day been dissolved by mutual consent. The business will in future be carried on by L. F. Richardson who will pay all debts due by the late firm and to whom all debts due to the said firm must be paid.

Signed, J. LETCHER.
L. F. RICHARDSON.
Port Perry, July 9, 1881.

FOR SALE
THE
**DOMINION
PLANING MILLS**
AND MACHINERY;
TOGETHER WITH A FIRST CLASS
DWELLING HOUSE
IN THE
TOWN OF PORT PERRY.

THE Subscribers have received instructions from the owners, to offer the following valuable Property for Sale by
Private Contract,*
VIZ:

PARCEL ONE.

Dominion Planing Mills & Machinery.
Which are situated on lot No. 262, on Lilla Street, together with a 20 horse power Engine and 30 horse power Boiler; Planer and Matcher, Four-sided Sticker, Double-head and Cope Tenoner, Power Mortise Machine, Scroll Saw, Turning Lathe, Blind Machine, Chunks, Circular Saws, Dovetail Saws, Patterns and Manding Knives, and everything requisite for a first-class Planing Factory business. There is an abundant supply of water conveyed to the Boiler by pipes.

The above Mills are 54x64 feet in size and two stories in height.

The Engine and Boiler and Machinery are new and of the latest improved pattern.

There has been a large business carried on in the above establishment since its commencement.

To a suitable party with sufficient capital, one half of the business would be retained by one of the existing partners if desirable.

PARCEL TWO.

House and Five Lots.
Situate on the corner of John and Mary Streets, being lots Nos. 77, 78, 148, 149, and 150, and on which are erected a Frame House 34x32, two stories, with kitchen and woodshed; a frame stable 21x26. Plenty of hard and soft water on the premises.

NOTICE TO BUILDERS AND OTHERS.

LETCHER & RICHARDSON
—HAVING PURCHASED THE—
DOMINION PLANING MILLS !
PORT PERRY,

Would inform the public that they are now prepared to fill on short notice, all orders for
Planing, Doors, Sash, Blinds, Mouldings,
FLOORING, SCROLL-WORK, PICKETS, TURNING OF ALL KINDS
And everything in their line of business in first-class style.

Thorough practical experience in every department of the business gives us confidence in guaranteeing full satisfaction to all who may patronize us—and we will do work cheaper than any other firm in the County.

Our Factory is fully supplied with the best Machinery manufactured.
Give us a call at the Dominion Planing Mills, opposite the Foundry.

Plans, Specifications and Estimates made out free of cost.
J. LETCHER. L. F. RICHARDSON.
Port Perry, March 2 1881.

Emerson Bros'. Planing Mills

PORT PERRY.

THE Subscribers beg to announce the they are now prepared to manufatura
DOORS, SASH, BLINDS,
CASINGS, FRAMES,
STAIRS,
STAIR RAILS, STAIR BRACKETS,
BANNISTERS, NEUEL POSTS,
MOULDINGS, &C.,
IN GREAT VARIETY.
*Scroll Sawing, Band Sawing and
Turning done with neatness and dis-
patch.*

ALL THE LATEST STYLES IN
FANCY FENCE PICKETS
Tanks and Cistern Tubs made to order.
Flooring and Siding constantly on hand.
Planing done to Order.
The patronage of the public is respect-
fully solicited.
Factory on Lilla street, just south of the
Town Hall.
EMERSON BROS.
Port Perry, May 6, 1886.



Sketch of the Emerson Bros. Planing Mill, 1886,

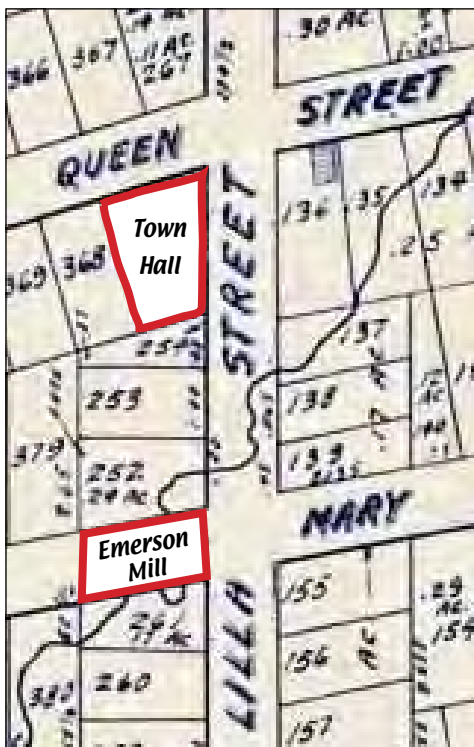
LETCHER & RICHARDSON Port Perry

In March 1881, Lafayette, son of Addison Richardson teamed of with Joseph Letcher to purchase the Dominion Planing Mills.

Little is known about these two men, although one report mentions that Layfayette invented a blowing machine for the scroll saw, which kept the sawdust accumulating on the pattern being cut out.

Only four months later, the partnership was dissolved, with Lafayette taking over full ownership of the mill which he operated for about seven years before selling to the Emerson Bros.

LETCHER & RICHARDSON
—HAVING PURCHASED THE—
DOMINION PLANING MILLS !
PORT PERRY,



EMERSON BROS. PLANING MILL Port Perry

Brothers Thomas and Matthew Emerson were next to set up a factory in the village, having purchased from the former Dominion Planing Mill on Lilla St., just south of the Town Hall.

They opened Emerson Bros. Planing Mills for business in March 1886. The mill was 50 feet x 60 feet in size and the machinery was driven by a 25 horse-power engine. The firm also erected a warehouse 24 feet x 70 feet at rear of the mill for storing dressed lumber and other finished material. They manufacture doors, sashes, blinds, casings, frames, stairs and the latest styles in fancy fence pickets.

The brothers operated their manufacturing factory successful until at least 1895. Exactly when it ceased operation is not known, but it's thought to have taken place before the end of the century.

After closing down the business, Matthew returned to his trade as a carpenter. He lived in Port Perry for the remainder of his life. His brother Thomas, moved to Manitoba.



As the Township of Reach began to develop commercially during the 1850s, one of the primary modes of travel for businessmen, farmers and families was a horse drawn carriage or wagon. One of the fastest expanding villages in the township was Prince Albert and as early as 1850 there were three wagon makers in this small village of 200 people. Seven years later the village had grown to 600 residents and with the growth in population the commercial sector exploded with business, including four wagon makers.

Among the earliest wagon manufacturers in Prince Albert are those featured on the following pages. In addition to those feature, there were many smaller wagon manufacturers, among them were James Holman, John Jury, Robert McKinlay, Daniel Beatty, Neil Stevenson and John Cruse.

In addition to Prince Albert, the village of Manchester had a number of wagon manufactures – James Parkin, Thomas Atkinson, William Byam, Richard Jeffrey and William Heard. The small village of Borelia with its 150 residents had two wagon makers in 1857, Oliver Jerrow, and Isaac Williams. In Utica and Epsom, William Sanders was the best known wagon maker, and at Greenbank, William Wagoner and J. Sanders kept their residents outfitted with the best carriages in the district.

Port Perry didn't rush into the carriage business since this industry was extensive in neighbouring villages. It wasn't until George White, one of Prince Albert premier wagon builders moved to Port Perry in 1869, that a carriage manufacturer opened in that village. There were a number of small carriage manufacturers, but the most prominent in the following years were James Emaney and the Swan Bros.

Following are the most prominent carriage and wagon manufactures during the 1880s.

**CARRIAGE AND CUTTER
MANUFACTORY !
Prince Albert.**

JAMES SANDERS

EMBRACES THIS OPPORTUNITY TO thank his numerous Patrons for the liberal support he has received during the 15 years he has conducted the above Business, and to solicit a continuance of their favours.

Having secured the assistance of Messrs. EMANY & WHITE, in the SMITH'S DEPARTMENT, he is now prepared to offer for Sale a variety of

Cutters, Sleighs, Buggies, Waggon, &c

In order to meet the hard times, and to open the eyes of the Public, he is determined to sell the above articles at prices cheaper than have hitherto been offered.

With regard to elegance and comfort, the Public will find the articles sold at the above Establishment SUPERIOR TO ANY manufactured in this part of the country.

Prince Albert, Dec. 10, 1857.

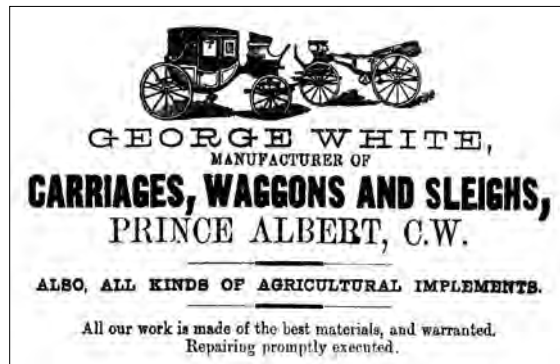
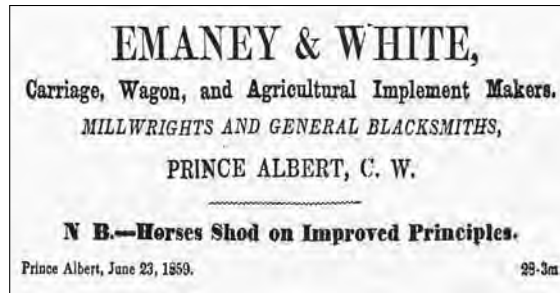
JAMES SANDERS **Prince Albert**

It's believed that James Sanders was the first man to open a carriage manufacturing business in Prince Albert. James and his family settled in Reach Twp. In 1843, and soon after arriving he opened a shop and began a business manufacturing carriages and cutters.

By 1857, with his business flourishing, he announced he had secured the assistance of experienced millwrights and blacksmiths, James Emaney and George White to help with his expanding business. By this time he was producing cutters, sleighs, buggies and wagons which he announced were superior to any manufactured in the area.

His business came to an instant halt in 1868, when a fire raced through the village of Prince Albert destroying a number of buildings, including the manufacturing facility of Mr. Sanders, who unfortunately had no insurance. His loss was estimated at \$1,300. After the fire, he continued to work as a wheelwright, but there is no record that he went back into business.

James Sanders lived out the remainder of his life in Prince Albert, passing away when he was 80 years old on July 20, 1880. His wife two years later on March 22, 1882.



GEORGE WHITE **Prince Albert**

The exact date George White and his family settled in Prince Albert is not known, but by the mid-1850s, he had partnered with James Emaney in the blacksmith and carriage business.

Emaney and White operated the Ontario Carriage Factory in Prince Albert, but were hired by James Sanders in 1857 to provide additional service to his growing business. Emaney & White manufactured all styles of carriages, wagons and sleighs, and also carried on an extensive blacksmithing business.

The two men worked side by side until April 1862, when they began to wrap up the business of the Ontario Carriage Factory, dissolving their partnership and closing down the business later that year.

Where George White worked in the following years is not known, but by November 1866, he opened a new carriage business he called the Prince Albert Carriage Factory. The factory was located on his Simcoe St. property, and once again he provided the manufacture of wagons, carriages and implements, as well and horse shoeing services.

Unfortunately his new shop was destroyed by a destructive fire less than two years later, on February 14, 1868.

Following the destruction of his Prince Albert shop, he moved to Port Perry, where he opened the Port Perry Carriage Factory, but fate followed him in September 1872, when tragically his new factory burned to the ground, causing a loss of \$6,000.

Two years later he declared insolvency, sold his properties and house on North Street and moved to Manitoba.

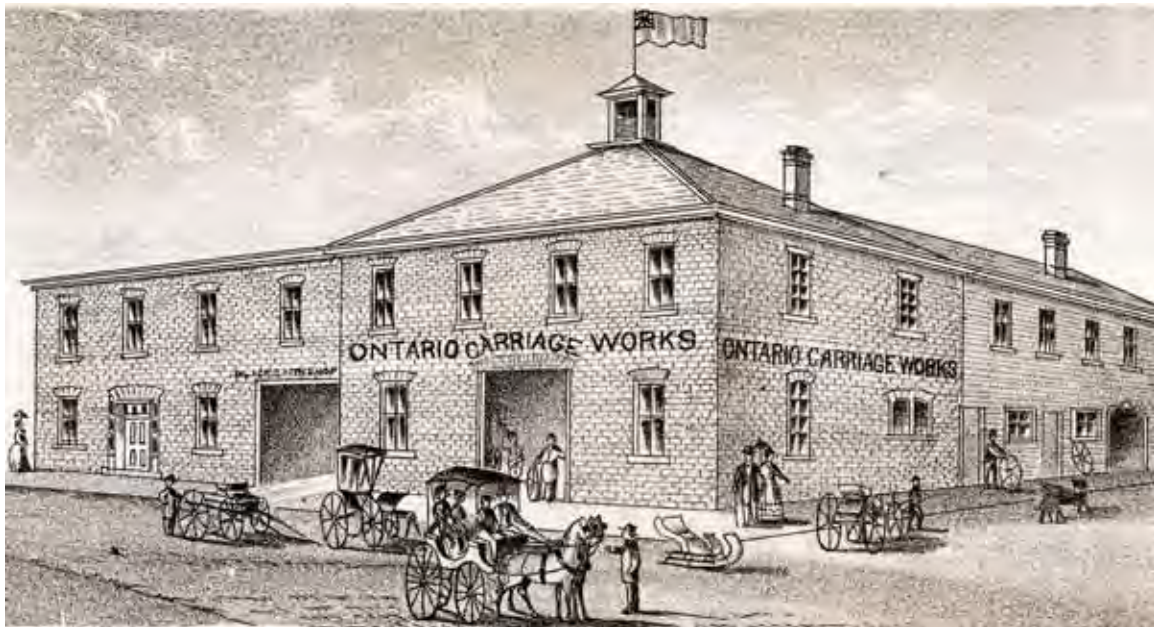
LYMAN C. CLARK **Prince Albert**

Another of Prince Albert's pioneer wagon makers was Mr. L.C. Clark. He arrived in the village about 1855, set up a factory making buggies and cutters from his factory on Simcoe St.

About January 1862, Mr. Clark partnered with Thomas Shaw, under the name of the Prince Albert Carriage Factory. This arrangement was short lived. Seven months later, in July 1862, the company went into receivership.

Lyman Clark appears to have remained in the village for a number of years after the closure of his business. He was a Lieutenant in the Prince Albert Infantry Company and also served as a drill instructor.

He was also an active Mason and in January 1867 he and his wife were honoured at a banquet in the Masonic Hall before the couple relocated to the United States.



**JAMES EMANEY
ONTARIO CARRIAGE WORKS
Prince Albert & Port Perry**

James Emaney began his career as a carriage maker in Oshawa, Ont. It was here he learned his trade as a carriage maker and blacksmith, before moving to Prince Albert, where teaming up with George White and opening Emaney & White in 1855.

The two partners later opened the Ontario Carriage Factory in Prince Albert and successfully operated the business in the village until 1862, when the business went into receivership.

It is not known what he did for the next four years, but in 1866, he re-opened under the original name, "Ontario Carriage Factory", in Prince Albert, in competition with his former partner, George White.

He remained in the village until 1872, when he relocated to Port Perry where he set up in a temporary location at the corner of Queen and Perry St., until his large new Ontario Carriage Works factory on Perry St. was completed in 1875.

In August 1881, he offered for sale, his entire business, workshops, residence before moving to Toronto. He put on the market, a park lot of seven acres within the corporation of the town, and his comfortable residence on Union Avenue.

The Ontario Carriage Works building, which he had invested and worked in for only a few years, was destroyed by fire in July 1884, three years after he left town.

ONTARIO CARRIAGE WORKS !



PORT PERRY.

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

CARRIAGES

OF EVERY VARIETY AND STYLE.

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

AN EARLY CALL IS SOLICITED.

JAMES EMANEY.

Port Perry, April 10, 1878.

Ontario Carriage Works !

PORT  **PERRY.**

THE Subscriber takes this opportunity of thanking his numerous customers for the liberal and constantly increasing patronage bestowed upon him during the past year in which he has been in business. Increasing business having induced an extension of premises, LIBERTY

MOVED TO PORT PERRY,

Largely enlarged my premises and secured greatly increased facilities for business and am now prepared more promptly to meet the increasing demands of customers and to fill orders on the shortest notice.

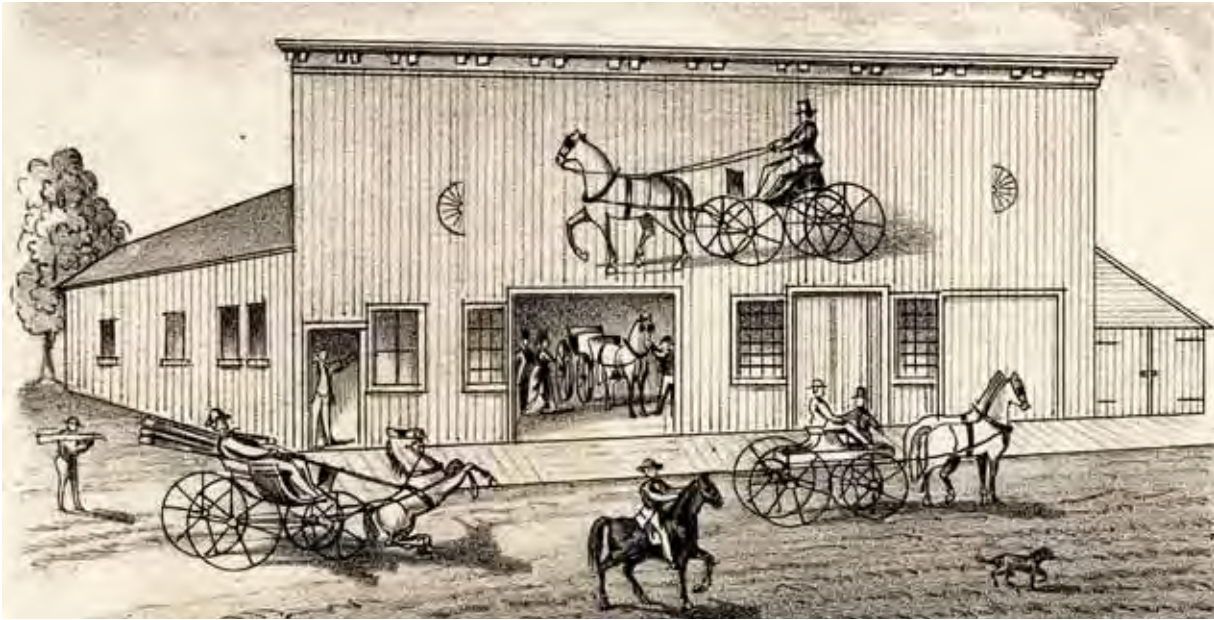
**CARRIAGES OF ALL DESCRIPTIONS,
CUTTERS, SLEIGHS,**

STAGES, WAHONS, built of the best material in the best style and by first class workmen. Orders for Blacksmithing especially attended to. All Carriages finished with business and dispatch. Wood-work fitted and Carriages trimmed for the trade at reasonable prices.

Call and inspect our Works.

Port Perry, Dec. 26, 1877. JAMES EMANEY

Above is of the Ontario Carriage Works building, located at the corner of Perry and Mary St. Sketch reproduced from the Historical Illustrated Atlas of Ontario County, 1877.



An illustration of Charles McKenzie's carriage shop and livery stables on Perry St., from the Historical Atlas of Ontario County, 1877.

CHARLES McKENZIE Port Perry

Charles McKenzie opened Port Perry Carriage Shop in the village about 1864, manufacturing wagons, carriages and sleighs of the latest style possible. He is also the inventor and manufacturer of McKenzie's patent lumber wagon springs, said to be the lightest, handiest, strongest and most durable wagon spring ever invented.

In addition to his carriage business he engaged in several other business ventures, including the manufacture of a self-acting hand loom. He also is a manufacturer of soda water on a large scale.

His large stable on Perry St., valued at \$6,000, was destroyed in the great fire of 1884. It was over one hundred feet square, and was the largest livery stable in the district.

**PORT PERRY
Carriage Shop.**

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

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

Repairing Promptly Attended to.
All kinds of **FANNING MILL SIEVES** constantly on hand.

C. McKENZIE.
Port Perry, Sept. 11, 1867. 41f

RICHARD MASON Prince Albert

Very little is known about Richard Mason, although he appears to have been in business with Thomas Courtice for a short time during the mid-1850s. The two men were partners in carriage making, blacksmith as well as saddle, trunk and carriage trimmings.

On January 1, 1858, the two men dissolved their partnership, with R. Mason continuing in the business of carriage maker in Prince Albert for an unknown length of time.

**R. MASON,
CARRIAGE MAKER,
SIMCOE STREET, PRINCE ALBERT.**

RETURNS thanks to the public for the liberal support already received, and feels confident by strict attention to business to merit a share of public patronage. All orders in the Carriage and Smithing Business will be executed in good style, and with despatch, and on easy terms.

Prince Albert, Jan. 1, 1858. 5.



Illustration of a wheelwright, working on building wheels for wagon and buggies.

ALBERT W. ALLIN

Port Perry

Albert William Allin was born in Utica, and it was there he learned his trade as a blacksmith and carriage maker in his father's Blacksmith Shop. As a young man he quickly established himself as a successful craftsman, eventually leaving home to work in Oshawa. He was only there for a short time before moving back to Port Perry where he set up business on Perry Street under the name of A.W. Allin's Carriage Shop in 1885. Here he plied his trade in blacksmithing, horse shoeing and building buggies and cutters.

His buildings consisted of a commodious blacksmith shop with wood-working shop in the rear and a large showroom for carriages. He was a skilled workman, dealing in general trade as well as specializing in horseshoeing.

Albert worked at his trade for more than 20 years, retiring and selling his business in 1908.



Photos colourized from black & white by J.P. Hvidsten

ANDREW H. REYNOLDS

Port Perry

Andrew H. Reynolds was born in Cartwright Twp., and as a young man moved to Port Perry where he teamed up with William C. Heard to erect a large Blacksmith and Carriage Factor on Perry Street. The factory was just north of George Currie's store at the corner of Queen and Perry St. Mr. William C. Heard operated a similar business, known as the Manchester Carriage Works, in the village of Manchester, Ont.

A few years later, in 1878, Mr. Reynolds formed a partnership with local blacksmith Samuel Graham, for the manufacture and repair of carriages, wagons, etc. and for carrying on blacksmithing, horse shoeing, sale and repairs of agricultural implements.

They enjoyed a good business until the devastating fire of July 1884, destroyed the entire commercial section of Queen St., including their carriage works. With only \$500 worth of insurance, he did not recuperate from his \$3,000 loss, and this ended his business career.

CARRIAGE

BUILDING
AND
Blacksmithing
IN ALL THEIR DEPARTMENTS.

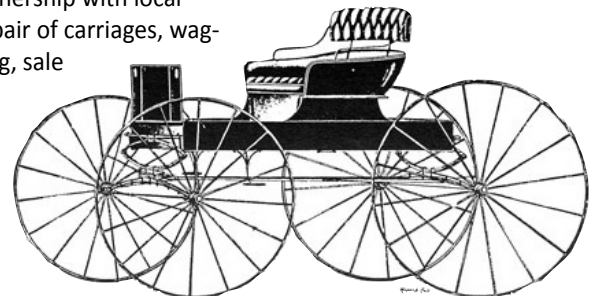
THE undersigned take this opportunity of stating that they have entered into Partnership as

Carriage and Wagon Makers
AND GENERAL BLACKSMITHS,
and are prepared to execute all orders on the shortest notice.

Horse Shoeing
A SPECIALTY.

Give us a call at our Carriage and Wagon Works, Perry street, a few rods north of Brown & Currie's Store.

REYNOLDS & GRAHAM.
Port Perry, March 29, 1878.



DRIVING WAGON



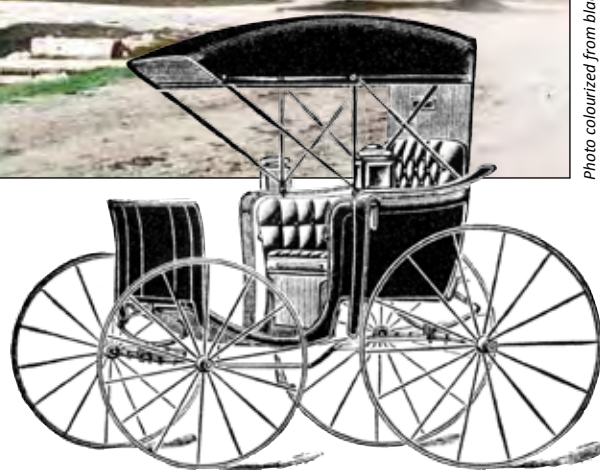
Photo colourized from black & white by J.P. Hvidsten

**SWAN BROTHERS
Port Perry**

James Swan began his career about 1865, in his father's shop on Perry St., Port Perry, across from the Paxton Tate Foundry. It was here he and his brother John under the name Swan Bros., worked as blacksmiths for about 15 years.

James left about 1890 purchased the former Ontario Carriage Works building on Perry St., and opened under the name Swan's Carriage Factory. Here he carried on a brisk business as carriage makers and general blacksmiths in the building constructed in 1885 after the devastating fire of July 1884 which destroyed the original building.

The Swan's new premises a 40 x 90 feet red brick building, two-stories high. It also had two large sheds 15 x 90 feet at the rear of the main building. The paint shop is upstairs, while the show room is on the ground floor in the south-western corner.



SWAN'S CARRIAGE FACTORY I



(OPPOSITE THE FOUNDRY,)
Port Perry.

THE UNDERSIGNED would return his sincere thanks to the public for the very liberal patronage accorded him in the past, begs to state that with increased facilities he is now in a better position to turn out first-class

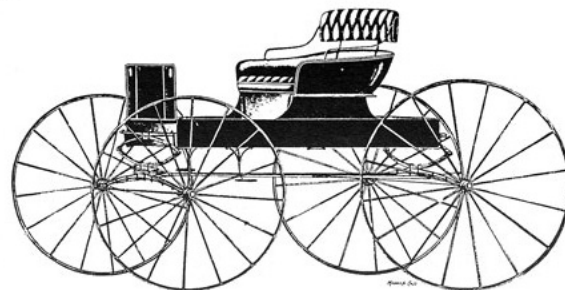
Carriages, Buggies, Wagons, &c.

Any Vehicle having been manufactured at our Factory is a sufficient guarantee as to its efficiency in every part. The Choicest Material used and none but first-class workmen employed. Work made to order with neatness and dispatch. Particular attention paid to Repairing.

As I would also intimate to my numerous friends that this is the BEST and CHEAPEST place in Port Perry to get your Horse Shoeing done.

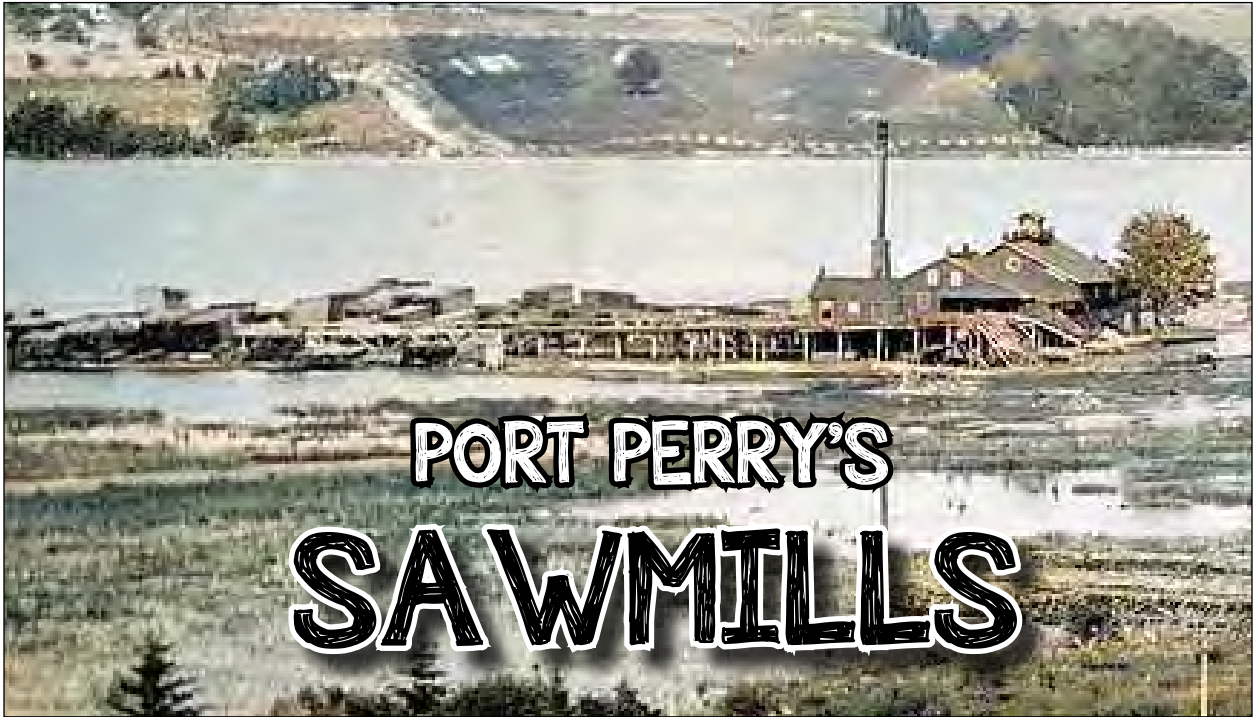
JAS. SWAN
Port Perry, April 2, 1890.

James Swan and his staff turned out large numbers of carriages every year. The firm manufactured portions of the carriages locally, but many of the parts were purchased from larger factories. All carriages, buggies and wagons were assembled and painted in the Swan plant, and were labeled with their own name plate.



DRIVING WAGON

Photo colourized from black & white by J.P. Hvidsten



Looking east towards Lake Scugog, shows the Paxton, Bigelow & Tate steam saw mill along the lakeshore, Port Perry, about 1883.

Port Perry was a major lumber producer by 1857. Steamships hauled enough logs to the sawmills to produced 5,000,000 feet of lumber per year.

As early as the 1840s, sawmills began to be established in many hamlets and villages throughout Reach Township. It is estimated there were as many as five mills in operation before 1850. Some of these include the Beare Mill in Greenbank, Ianson's Mill in Greenbank, Currie's Mill in Utica and the Stone sawmill at Seagrave.

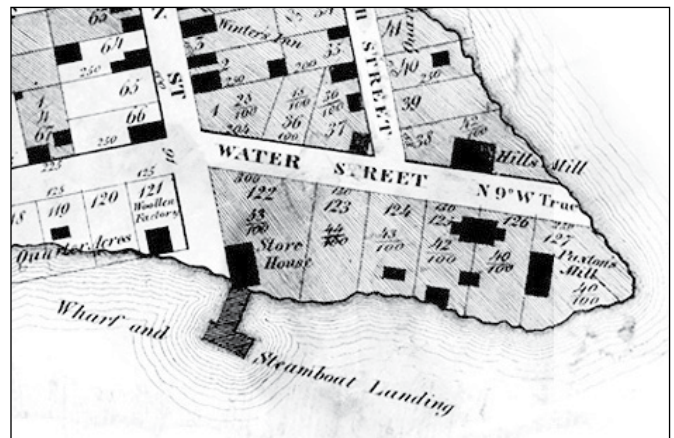
This article primarily deals with the industrial lands along the shoreline of Lake Scugog at the Port Perry waterfront where the first sawmill is reported to have been built by Samuel Hill in 1847. He operated it for a few years, before selling it to his brother-in-law, William S. Sexton. When William purchased the mill it had only one saw, but he developed a large trade in cutting timber.

Within a few years, the Sexton Mill had grown to include three muley saws, one gang of 15 saws, and three circular saws, all driven by six engines, and cutting up a huge quantity of lumber. It was estimated that in 1861 the sawmill turned out a staggering 3 millions logs annually and that it had more than one million feet of manufactured lumber stored at the mill yards.

The extensive steam saw mills at Port Perry belonging to Thos. Paxton and Samuel Hill are the most extensive complete we have ever seen.

Kingston British Whig: May 6, 1852

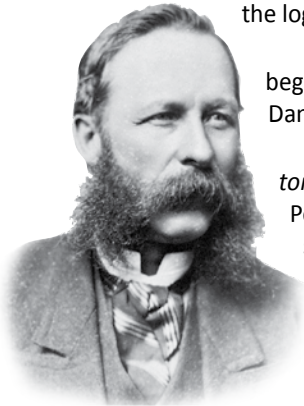
It was explained by a millwright, the gang will cut a log three feet wide into three inch plank, and it takes the greater part of the two muleys to flat



This 1854 map shows the location Port Perry first sawmill, opened by Samuel Hill and the Paxton mill, in the area now known as Birdseye Centre.



View of the Paxton, Bigelow, Tate steam saw mill, about 1883, shows the piles of lumber laid out in their yard along the lakeshore.



THOMAS PAXTON

the log and switch for the gang.

About a year after the Sexton Mill began to operate, Thomas Paxton and Daniel S. Way erected another sawmill.

In 1852, a reporter from the *Kings-ton Whig Standard*, after touring Port Perry reported on the extensive steam saw mills in the village. He wrote, in May that year, "the saw mills at Port Perry were very extensive and geared with the most complete machinery he had ever seen."

In May 1861, the *Whitby Chronicle* newspaper reported there was an immense business being done at the Paxton Mill, which contained one upright, and one circular saw. The circular was constructed so that when a log was removed, after being "slabbed" on the upright saw, it was cut up by the circular, in quick time – log being carried backward and forward and set with great rapidity, by machinery. The only manual assistance required is one man to carry away the lumber as cut up.

They also described another circular saw for edging boards, and a second for cutting up slabs in the upper floor, and in the lower storey of the mill. A lathe machine is kept going, sawing up such pieces of boards, laths, &c. as will not work into lumber to advantage. There is an immense business done at this concern.

As the industry grew, another sawmill was constructed in 1854 by John Cameron, who was a partner in the Port Perry Land Co. Cameron began advertising for tenders to erect large new steam, saw and



The manufactures of Port Perry are very considerable with four sawmills, having six up-right saws, and an additional gang of saws in two of the mills.

Whitby Chronicle: April 23, 1857

STEAM SAW MILL
AT
PORT PERRY

WE the undersigned have just started our Steam Saw Mill at Port Perry, and are prepared to execute all orders in their 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- 1f

flouring mill just south of Queen St., in what is now known as Palmer Park. This mill operated until 1856 when it was destroyed by fire.

Neighboring villages took note of the quick development in Port Perry, and the *Whitby Chronicle* reported in April 1857 – “The manufactures of Port Perry are very considerable. At the present the village possesses four sawmills, having six up-right saws, and an additional gang of saws are now about being placed in each of two of the mills.”

At the time of this report in 1857, it was estimated that steamships bring up 1,500,000 feet of lumber during the season, and that about five million feet of lumber is produced annually in Port Perry mills.

In May 1858, Thomas Paxton advertised in the *Ontario Observer* newspaper that he had just opened a new steam sawmill and was ready to manufacture siding, flooring and fencing, as well as square timber from 8” to 12” square with lengths up to 60 feet.

NOTICE.

THE PORT PERRY LAND COMPANY having determined upon at once erecting Steam, Saw, and Flouring Mills in Port Perry, invite all parties desirous of tendering for the Construction of the same, to forward Tenders accordingly, and without delay, to J. CAMERON, Esq., Toronto.

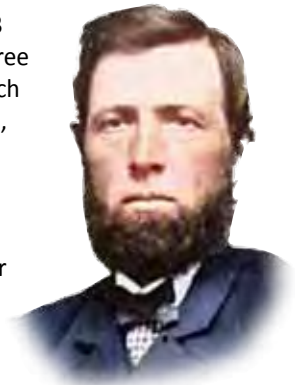
Information as to the character and extent of the Mills may be obtained from Mr. CAMERON, Toronto; or Messrs. SQUIRES & BOWERS, Port Perry.

Toronto, March 20, 1854. 1228-tf

Whitby Reporter, Oshawa Reformer, and Port Hope Watchman, will please copy.

The operation of the Paxton, Bigelow & Tate mill was featured in the October 23, 1873 issue of the *North Ontario Observer*. The article revealed the firm owns and maintains three separate sawmill factories at Port Perry, which employ 60 men. The mills can turn out each day, from 16,000 to 18,000 thousand feet of lumber, 10,000 barrel heads, 12,000 staves, 17,000 shingles, and almost any quantity of lath.

The PB&T mill also employs about 40 men throughout Ontario who cut the trees and forwarding logs, bolts, etc., back to the mills in Port Perry. The firm owners were said to



JOSEPH BIGELOW

have an unlimited supply timber from their holdings of more than 47 square miles of pine trees. These land holdings are capable of harvesting more than one hundred million feet of lumber. In addition they own some 2,100 acres of hardwood, all excellent timber.

Paxton, Bigelow & Trounce intend to bring the entire harvest of timber to Port Perry to be manufactured in their sawmills. Their holdings were believed to secure an abundant supply for the next 20 years, ensuring Port Perry and the outlying areas a direct benefit from the vast timber limits.

One of the PB&T three sawmills was located at the west end of the Scugog Bridge (causway). This mill was built in 1858 by Stephen S. Doty, and was later bought by Joseph Bigelow. In the early 1870’s, W.J Trounce partnered with Bigelow and it became Bigelow & Trounce saw mill.

The “bridge sawmill” as it became known had a large three acre



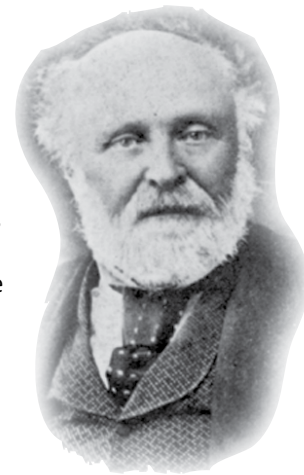
This 1877 map shows the location of two of Port Perry’s numerous sawmills. Top left, is William Sexton’s mill, and lower right, the Paxton, Bigelow, Tate sawmill at the west end of the Scugog Bridge. Other mills were located on Lots 126 and 127.

JOSEPH BIGELOW,
MANUFACTURER AND DEALER
In Sawed Lumber, Sawed Shingles, Flour Barrel
Heading and Flour Barrel Staves,
A LARGE STOCK ON HANDS AT ALL TIMES!
Also Proprietor of Port Perry Sash and Door Factory.
Face Planing, Matching, Scroll Sawing, Turning, Moulding,
etc., etc., done on the shortest notice.
Port Perry, 10th August, 1866. 1-1

In 1873 the sawmills of Paxton, Bigelow & Tate could daily turn out
 18,000 feet of lumber
 10,000 barrel heads
 12,000 staves
 17,000 shingles

yard on which was kept well stocked with huge piles of assorted lumber. The west end mill was reported as being fitted-up with the latest saws and equipment.

The saws are all circular, with one being four feet in diameter. This saw consists of a foot steel plate with teeth added as separate pieces. Each tooth of the blade is individually attached to the plate, which enables individual teeth to be removed and replaced when they become dull or damaged. This provides a long life for the plate, which is much cheaper than replace an entire saw blade with teeth.



WILLIAM SEXTON

WILLIAM SEXTON'S SAWMILL

The works of W.S. Sexton, just north of Queen St., along the lakeshore has a convenient wharf to the east and a large esplanade constructed with the refuse from the works, conveniently stretching to the north and west and forming a portion of the western lumber yard.

The yards here appear to be well arranged. There are very large quantities of choice lumber now carefully piled up in Mr. Sexton's yards – some 500,000 feet of pine lumber, as well as plank, scantling and joists, and also a large quantity of hemlock.

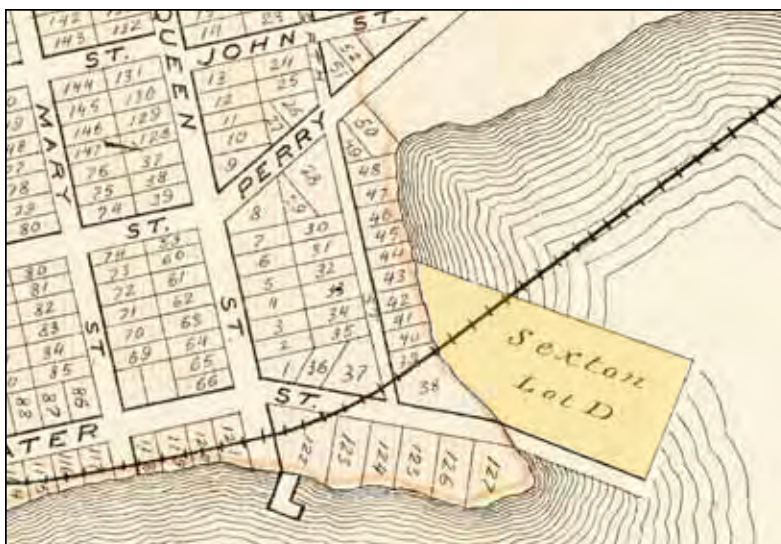
The mill's large circular saw, some 5'6" in diameter, cuts with amazing speed. The saw alone cost nearly \$400 while the circular rig cost \$1,500. This mill has a complete stock of the very best description of saws, gates, circulars, rigs and sawmill machinery in general of the latests and most improved description.

From 25 to 30 hands run this mill at her full capacity. The volume of Mr. Sexton's sales will be considerably over 800,000 feet.

Mr. Sexton had a set-back in December 1861, when it was learned that 164,000 feet of finished lumber was lost while on delivery, when the sidewheel steamer Sorel sank near Oswego.

In July 1878, Joshua Wright purchased the Sexton sawmill seven acre property. He removed the sold mill and erected a new Tannery on the property on which he employed 150 men.

LUMBER!
 AND
SHINGLES!
 OF
 ALL DESCRIPTIONS
 CONSTANTLY ON HAND
 AND
CUT TO ORDER
 AT
W. S. SEXTON'S
MILLS,
PORT PERRY.
 Port Perry, Sept 24, 1873.



William Sexton's sawmill at the far end of Water St., in 1877.

LUMBER & WOOD
FOR SALE.
 THE Subscriber has a large quantity of
 Seasoned Lumber
 and Wood,
 At his Mill, at Utica, which he will sell
 cheap, as he wishes to clear the Yard this
 winter.
 A. B. CAMPBELL.
 Utica, Feb. 2, 1875. 6



Village plan of the industrial area along the Port Perry waterfront in 1871. The plan shows the location of the Paxton Sawmill, and Sexton Sawmill on Water Street at the north end of Water Street. The Paxton mill is in the area known as Birdseye Centre today. Plan also shows the original water line, and shows the "made ground" (brown) to accomodate the many mills which located along the lakefront.

UTICA STEAM SAWMILL

The hamlet of Utica was the location of a productive sawmill for many years. There is little information recorded about the mill, but it appears to have had a number of operators between the late 1850s and 1890s.

Following are some, but not necessarily everyone, who operated the Utica sawmill until the end of the 1890s.

- 1859 - DANIEL S. WAY, SAW MILL
- 1860 - THOMAS FORMAN, SAW MILL
- 1869 - GEORGE CURRIE, STEAM SAW MILL
- 1871 - GEORGE CURRIE, SAW MILL
- 1875 - A.B. CAMPBELL, SAW MILL
- 1884 - ALEXANDER STEPHENS, SAW MILL
- 1884 - GEORGE CARINS, SAW MILL
- 1895 - GEORGE CURRIE, SAW & SHINGLE MILL

**S A W M I L L
FOR SALE.**

FOR SALE a first-rate Sawmill, nearly new, with about 6 1/2 acres of Land attached, situated near the village of Utica.— A Slave Machine (very much wanted) might be worked to advantage in connection therewith.

TERMS EASY, and may be known on application to

T. C. FORMAN,
Prince Albert.

Prince Albert, Oct. 24, 1890r 45-1

DRY LUMBER!

Sixty Thousand feet of
DRY INCH BOARDS

For Sale at my Store.

GEO. CURRIE.

Prince Albert, May 3, 1871. 18

LUMBER!

THE Subscriber is prepared to supply
any quantity of Lumber at his

STEAM MILL,

SOUTH OF

UTICA!

ON THE

Shortest Notice.

All the ordinary kinds constantly on hand

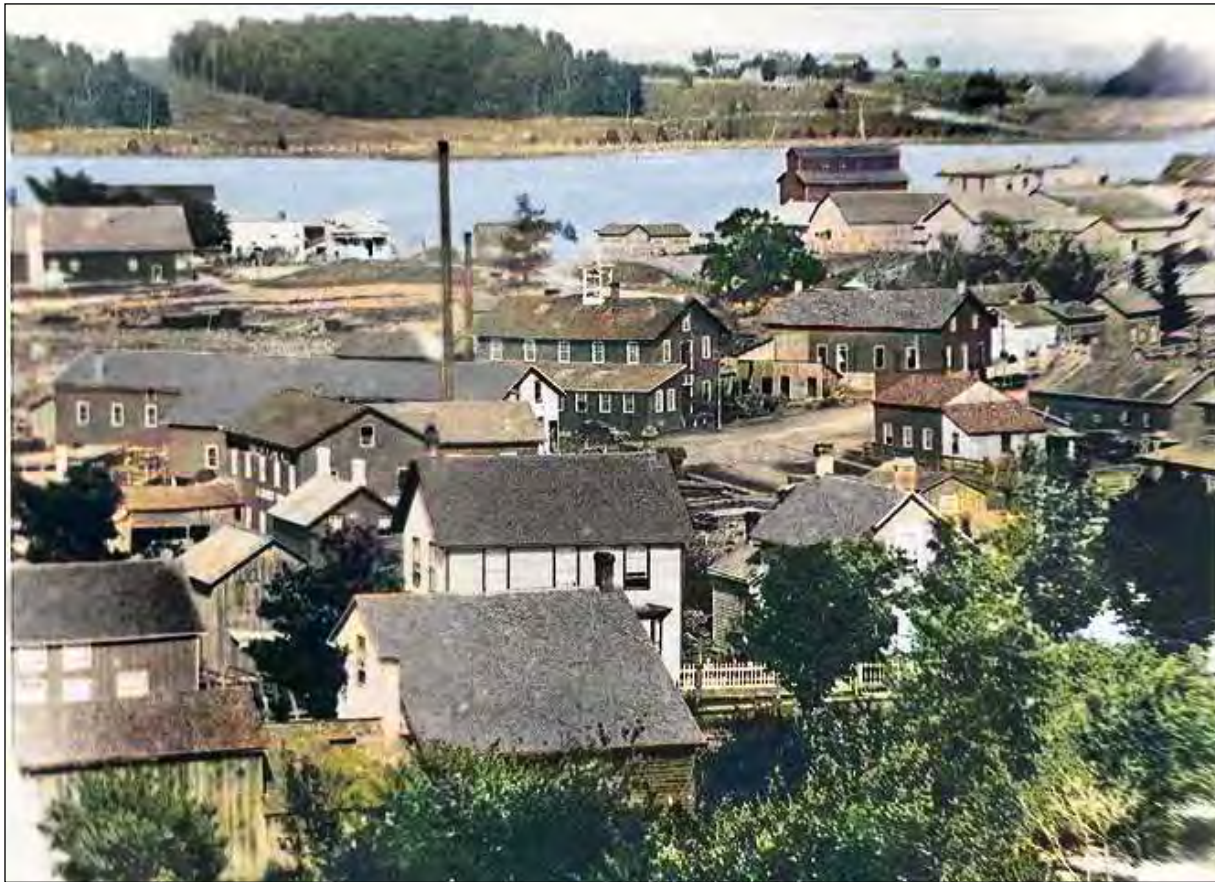
CHEAP!

GEO. CURRIE.

Prince Albert, Jan. 13, 1865. 2-3w



George Currie's sawmill was located just south of Utica, as circled on this 1877 map.

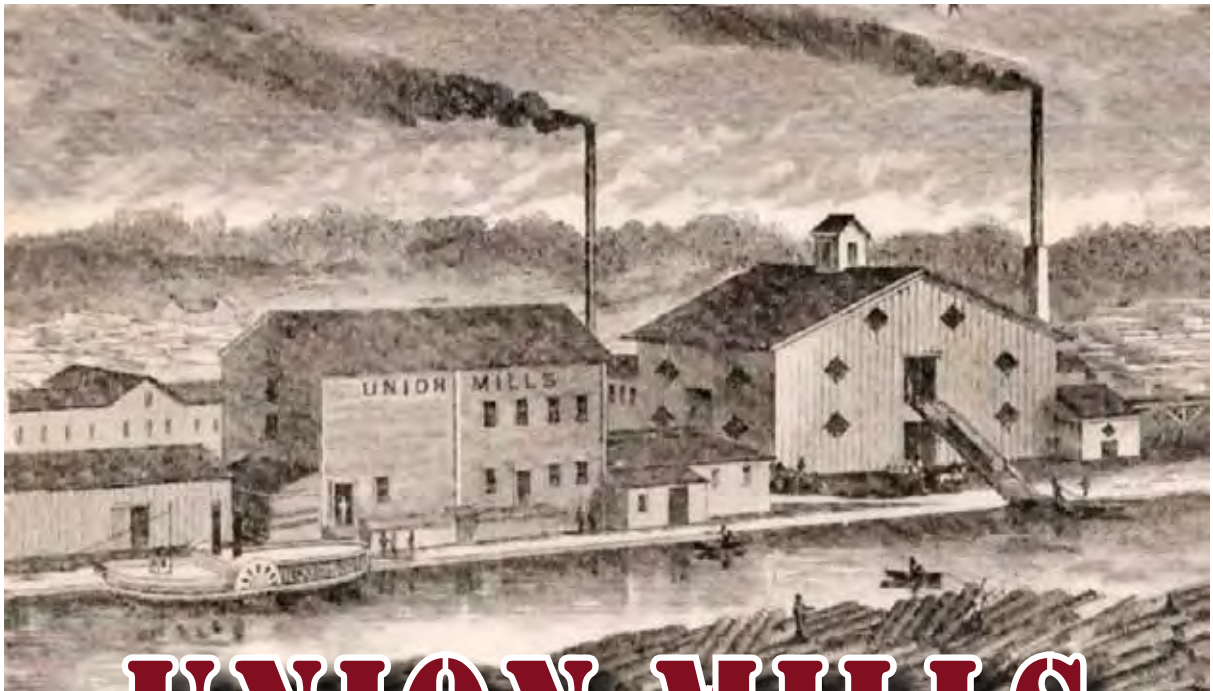


Photos colourized from black & white by J.P. Fivdsten

Photo shows the corner of Perry and Paxton Streets, with all of the industrial buildings in that section of town. Circa 1890.



Industrial area along Port Perry lakefront, including the railway station, and grain elevators near the rail lines.



UNION MILLS

William J. Trounce

William J. Trounce was born in 1838 in Cornwall, England and immigrated to Canada about 1856, eventually settling in Reach Township, where he began working as a labourer in the lumber business in Port Perry.

It didn't take long for this ambitious young man to make his mark. Throughout his 35 years in the area he became one of the most important businessmen in the community.

Mr. Trounce became a partner in the lumber business with local entrepreneurs Thomas Paxton and Joseph Bigelow about 1861. Their sawmill 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. In addition to his business with Paxton and Bigelow, Mr. Trounce also formed a partnership with Charles Marsh at the Port Perry Union Mills, dealing in the purchase of wheat and providing gristing services.

By 1867, the firm of Paxton, Bigelow and Trounce had grown their business to include four factories along Port Perry's waterfront, employing 130 men. The grist mill contained two runs of wheat stones, one chop run, a pair of rolls, two sets of the latest improved purifiers and other necessary wheat cleaning machinery.

By 1873, Trounce's 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 firm was capable of a daily output of 18,000 feet of lumber, 10,000 barrel heads, 12,000 staves and 17,000 shingles.

The company's sawmill operations was also humming, manufacturing upwards of 4,000,000 feet annually. It was reported in the Ontario Observer, that the moving capital of the company, not including timber limits, standing timber or other real estate was estimated at \$60,000.

W H E A T !

WANTED AT THE
PORT PERRY UNION MILLS !

20,000 BUSH. OF WHEAT,
FOR WHICH THE
Highest price will be paid in Cash.

GRISTING DRY GOODS !

WILL have our prompt attention.—
Please give us a trial, and we will

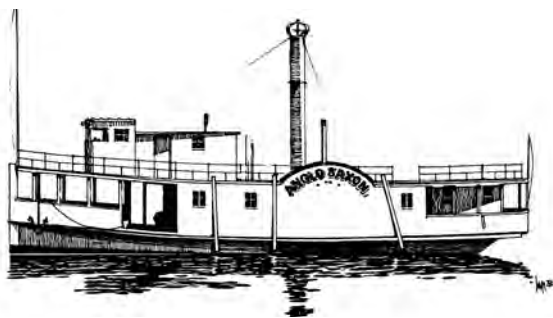
GUARANTEE Satisfaction. | Cash or any kind of Farm Produce.

☞ Salt and Plaster for Sale Cheap.
MARSH & TROUNCE.

Port Perry, Feb. 1, 1866.

Illustration above of the Union Flouring Mills is from a postcard produced for Bigelow & Trounce before they dissolved their partnership in 1887.

During 1867, Bigelow and Trounce commissioned a steamboat to be built. The new steamer, called the Anglo-Saxon, measured 70 feet at the keel, has an 18 foot beam and was propelled by a 35 horsepower engine manufactured at the Port Perry Foundry by A. M. Gibson. This steamer was used primarily by the company to tow log booms to the Bigelow & Trounce mills at the Port Perry waterfront. When not hauling logs, it was also used for excursions to Port Hoover and beyond. The Anglo-Saxon served the company until 1883 when it was sold.



In April 1881, the partnership of Bigelow and Trounce was dissolved, with Mr. Bigelow keeping the mills at the south end of Lake Scugog and Mr. Trounce retaining the north mills. Mr. Trounce then began to operate under the name, W.J. Trounce Union Mills. A few years later when Joseph Bigelow decided to retire in 1887, he sold his interest in his waterfront flour and planing mill to his former partner, Mr. Trounce.

Mr. Trounce continued to operate the mills until the spring of 1888 when the business went into bankruptcy. The business and property was taken over by the bank, who subsequently sold it to James Carnegie.

William James Trounce lived to the ripe old age of 92, passing away at his son's home in Manhattan, N.Y, on August 23, 1929.

FOR SALE

Lumber,
Lath,
Shingles,
Pickets,
AND
BUILDING TIMBER!

PARTIES desirous of building can secure cheap material, having a large Stock to select from. Scantling, Boards and Joists from \$6 per M feet; Shingles from \$1 per M; Lath from 10 cents per bundle.

Flour, Bran, Shorts, Chop
Screenings. &c., for Sale,

GRISTING and CHOPPING promptly attended to:

BIGELOW & TROUNCE.

Port Perry, Aug. 26, 1880.



Photograph of a portion of Port Perry's waterfront, circa 1883, shows the W.J. Trounce & Co., Union Mills in center of photo. Also visible in this picture in the upper left, is the home of Joseph Bigelow and other homes along Cochrane Street.



Harness and saddle makers were an important industries during the early development of Reach Township and from the early 1850s, Prince Albert and Port Perry were fortunate to have some very skilled and talented craftsmen.

Typically, mastering the skills to produce quality leather products, such as saddles and harnesses for horses, required a lengthy apprenticeship that usually began around the age of 13.

Apprentices began their training in stitching by producing the thread that a shop would use, often made from flax or hemp coated with beeswax.

They had to know the systems of cutting, stitching, and assembly that connected a horse to a carriage. They also had to learn to make the special thread used in leatherwork that was made of flax or hemp and coated in beeswax, and learn to use specialized knives, awls, and dividers that cut leather.



THOMAS COURTICE

Thomas Courtice was born in England and immigrated to Canada in 1852, eventually settling in Prince Albert. Here he established a harness manufacturing business and by the mid-1850s partnered with Richard Mason in the early 1850s, to form a business under the name Mason & Courtice. They occupied a building on Simcoe St., where they specialized in saddle, harness, carriage and trunk making. This partnership did not last long, as it was dissolved in January 1858. The business was divided, with Thomas Courtice continuing with the harness and saddle making business, and Mr. Mason carrying on with carriage making and blacksmithing.

One month later, Courtice partnered with local harness maker John Rolph. This arrangement worked well until 1866, when the two men terminated their partnership, each going his own way and opening separate shops in Prince Albert.

Thomas Courtice kept his customers happy working from his Saddler Warehouse on Simcoe St., Prince Albert, opposite the Ontario Carriage Factory for more than 17 years.

With the arrival of the railway in Port Perry, Courtice relocated from Prince Albert and opened a harness shop in his new building in October 1874. His business was a success from the start, catering to his customers from his former and new community.

Unfortunately, like so many other businesses, the Courtice Block was destroyed in the fire of July 1884. Three years after the fire he formed a partnership with Samuel Jeffrey, and they successfully carried on with their business, Courtice and Jeffrey Harness Shop, until his death in 1901.



Thomas Courtice opened in this new block of stores at the corner of Queen and Perry Streets in October 1874. This building was destroyed by fire in July 1884.

Advertisements, from top, Mason & Courtice, 1857; Courtice and Rolph 1860; T. Courtice Saddlery Warehouse, Port Perry, 1874; and T. Courtice Saddlery Warehouse, Prince Albert, 1866.

MASON & COURTICE,
SADDLE, HARNESS,
 CARRIAGE & TRUNK MAKERS,
 SIMCOE STREET, PRINCE ALBERT
HA VE STILL ON HAND AN ASSORT-
 ment in all the above Branches, which they
 offer **CHEAP FOR CASH or APPROVED**
CREDIT.
 Prince Albert, Dec. 10, 1857.

GOOD NEWS.
Courtice & Rolph
HA VE just received a quantity of New
 Goods, comprising Whalebone and
 Gut Whips [just imported from England.]
 Horse Nets, Saddles, Bridles, Martingales,
 and Harness of all descriptions, all of which
 will be sold at the lowest remunerating pro-
 fits. Please call and examine for your-
 selves.
 Prince Albert, Aug. 8, 1860. 34-tf

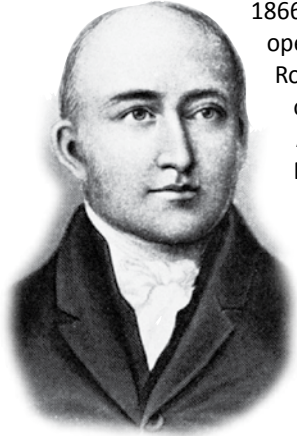


T. COURTICE'S
 PREMIUM SADDLERY WAREHOUSE
Removed
 TO HIS
NEW BUILDING,
 Opposite J. W. Davis' Cabinet
 Factory,
 QUEEN STREET,
PORT PERRY.
 Port Perry, Oct. 15, 1874.

T. COURTICE'S
 PREMIUM
SADDLERY  **WAREHOUSE,**
 SIMCOE STREET, PRINCE ALBERT.
THE Largest, Best, and Cheapest Stock in Ontario, in SADDLES, HARNESS,
 TRUNKS, &c. A large assortment of WHIPS and SLEIGH BELLS—wholesale
 and retail. Come and see!
A whole Set of Harness, complete, for only \$13. Other articles in proportion.
 Prince Albert, Dec. 5, 1866. 48

JOHN ROLPH

One of the first known harness and leather manufacturing firm to set up on Reach Township was John Rolph who arrived in Prince Albert about 1856. It was here he started his harness business, a short time later teaming up with local businessman Thomas Courtice about 1858 as Courtice and Rolph.



JOHN ROLPH

This partnership was dissolved about 1866, with both Mr. Courtice and Mr. Rolph opening separate shops. In April 1873, Rolph's Harness Shop was among a number of buildings destroyed by fire in Prince Albert, which prompted him to move to Port Perry, where he opened a new shop a few months later.

John Rolph carried on his harness business successfully for for half a century. A skilled tradesman, he made everything in connection with harness on the premises, including superior grade of collars, and everything that left his shop was first-class, or it didn't leave.

Like his former partner, Thomas Courtice kept his customers happy working from his Saddler Warehouse on Simcoe St., Prince Albert for more than 17 years, before in relocating to Port Perry. In October 1874, he opened his saddlery shop in his new building on the north-west corner of Queen and Perry St.



NOTHING
LIKE
Leather!

THE Subscriber having removed the whole of his business to
His New Premises!
Built for the purpose,
IN PORT' PERRY
Now presents to the Public the largest and best stock of
Harness, Saddles.
WHIPS, TRUNKS, VALISES.
And everything in his line, ever offered to the public in the North Riding of Ontario.
He is determined to Sell as Cheap as any other House in the Trade.
SATISFACTION GUARANTEED!
Thanking his customers for the liberal support accorded him during the past eighteen years, he will do his utmost to merit a continuance of the same.
JOHN ROLPH.
Port Perry, June 18, 1873. 17

SADDLES,
HARNES, AND TRUNKS.
ARE now offered Cheap for Cash, or
Approved Credit by
COURTICE & ROLPH.
Prince Albert Feb. 18, 1858. 11-1f.



Display of horse harness.



SAMUEL JEFFREY

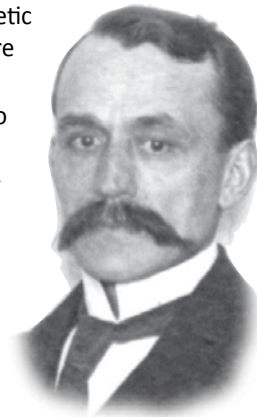
Samuel Jeffrey was born in Port Perry and from an early age was enterprising and energetic businessman. He made his start as a harness manufacturer with Benjamin Ackerman, before forming a partnership with Thomas Courtice in 1887.

Before Samuel joined Mr. Courtice, the shop was retail trade only, but as soon as the two men joined forces they launched out upon a venture in manufacturing for the wholesale trade. They also began dealing in saddlery hardware, robes, fur coats, and all the paraphernalia requisite for horsemen and their steeds.

The firm manufactures the very best and handsome pieces of harness, as well, as the heavy pieces for more strenuous work. All of their products were of good quality and they firm was happy to match their products against that of any competitor.

Samuel Jeffrey and Thomas Courtice were partners until the passing of Mr. Courtice in 1901. Mr. Jeffrey continued the business on his own until 1912, when his son Cyril joined the firm and it was renamed S. Jeffrey & Son.

The firm of S. Jeffrey and Son provided a great service to the community, providing not only top quality leather products, but also employment to as many as 30 hands, all skilled workmen.



SAMUEL JEFFREY



Top photo: The Courtice & Jeffrey saddlery and harness manufacturing building on Queen St., Port Perry.

Right: The solid wood carved horse, which Samuel Jeffrey used for fitting his harness and saddles until the business closed in 1952.

BENJAMIN ACKERMAN

Benjamin Ackerman was another of the prominent saddler and leather manufacturers to make Port Perry home for his family and business and in just a few years he became the largest and most prosperous trade in his line between Toronto and Peterborough.

Benjamin was born in 1850 in Norwood, Prince Edward County, and learned his trade working as a saddler with his brother Isaac Ackerman.

He arrived in Port Perry about 1878, nearly empty handed and began a business manufacturing harnesses and other horse furnishings. He erected a building on the south side of Queen St., began to produce other leather goods including suitcases and trunks.

His business was interrupted in July 1884, when the entire town was destroyed by fire. He immediately began to erect his new Ackerman Block, but it wasn't completed until two years later.

The impressive new building was two-storey red brick, 40 by 60 feet with the upper storey occupied by the Sons of England as a lodge room. The main portion of the lower storey was taken up by Ackerman for the manufacture of harness and dealer in trunks travelling bags and every description of horse furnishing goods.

In the rear of the his building he erected a collar factory in which are produced upwards of 1,000 horse collars annually principally for the wholesale trade. At about the same time he expended his business into Cartwright, to provide better service to his customers residing in that township.

Mr. Ackerman announced his plans to move to Peterborough, in September 1889, primarily due to slow delivery of his products from the local station. Town officials and residents were able to convince him to remain in town, but less than four years later, 15 years after arriving in Port Perry, After selling his business to harness manufacturer William A. Beatty and James Bongard, he moved to Peterborough where he built a four-storey factory building. In 1911, he expanded his business building an even larger commercial warehouse in Regina, and became the largest manufacturer of harness in Canada.



BENJAMIN ACKERMAN



B. F. ACKERMAN
Wishes to inform the public that he is still
in a position to offer for Sale,
HARNESS!
In endless variety and all guaranteed to be of
Superior Quality.
This is being proved by the daily increase
of business.
YOU CAN BUY
A First-Class Set of **NUCKET-PLATED SADDLE**
HARNESS guaranteed to give perfect satis-
faction in every particular.
FOR \$25,
And all other classes of **HARNESS,**
At Proportionately Low Rates.
—
B. F. ACKERMAN,
Port Perry, March 8, 1884.

Sketch, left, B.F. Ackerman's block of stores. Illustration was published along with a story about the rise of Port Perry after the great fire of 1884 in the Toronto World newspaper in 1886.



Photos colourized from black & white by J.P. Hvidsten

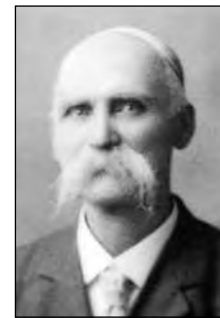
BEATTY & BONGARD

William A. Beatty moved with his family to Prince Albert during the 1850s, and at an early age he apprenticed in the harness trade with Thomas Courtice in that village. Years later, after learning his craft, William formed a partnership with James Bongard.

The new team of harness makers carried on business in a building on the north side of Queen St., which at the time was also occupied by the *Ontario Observer* newspaper office.

After B.F. Ackerman sold his business, Beatty & Bongard moved into Ackerman's vacated building on the south side of Queen St., directly opposite their former location. They carried on business together until the death of Mr. Bongard in 1910, when Beatty became sole owner of the harness manufacturing business.

William A. Beatty was 90 years old when he passed away 1934. He had been a Port Perry businessman for more than 55 years at the time of his death.



WILLIAM BEATTY

Top photo: William A. Beatty is seen in this photo, inside his store on Queen St., serving a customer circa 1890.

Right: William Beatty, right side of door with an unidentified man, thought to be William Webster who took over the business after Mr. Beatty retired.



Photos colourized from black & white by J.P. Hvidsten

Port Perry's Egg Industry

Eggs, cheese and butter were heavily sought after commodities during the 1800s, with Markets in Prince Albert as early as 1861 showing prices for fresh butter fetching 12.5¢ lb., cheese 10¢ lb., and eggs 10¢ per dozen. Until the mid-1880s, most of these products were kept cool in basement storage areas until they could be taken to market.

Joshua Curts is believed to have been the first man to build a cold storage warehouse in Port Perry. He arrived in the village about 1875 and about 1889 partnered with Charles R. Henderson as wholesale and retail flour, seed, produce and egg merchants, selling from their Queen St. storefront.

They lost their store and contents during a fire in November 1883 and for a time rented facilities elsewhere

until they rebuilt their store the following year.

Two years later Joshua W. Curts erected a large brick and wood cold storage egg warehouse on Water Street. The 50'x75' building was two-storeys and specially equipped for the business. The storehouse had a refrigerator and a capacity to store 25,000 eggs.

To handle the egg trade he employed five, four-horse teams of men, who were kept constantly busy on the



The Curts & Henderson block, Queen Street, beside the Port Perry House hotel and grain elevator about 1885.

**CURTS &
HENDERSON,**
Dealers in all kinds of
PRODUCE !
Flour and Feed !
SALT !
Highest Cash Price for Eggs.
No. 1 Family Flour at \$2.50
per 100 lbs.
WANTED !
1000 BUS PEAS
New Store adjoining Mr.
Thompson's Hotel.
Port Perry, Sept. 10, 1884.



Joshua Curts built his egg storage warehouse in 1885 at the corner of Water and Casimir St.



JOSHUA CURTS

road collecting both fresh and pickled eggs from the local farmers. A report in 1890 identified 90,000 dozen eggs being stored in pickling vats. Some eggs were sold locally but most were shipped to other markets.

The large warehouse could also handle 30,000 bushels of coarse grain, 2,500 barrels of flour, 200,000 dozens of eggs, in addition to other seeds and products.

Eggs were typically stored in a cold room, packed loosely in oats, which had been found to be an excellent preserving medium. The temperature of the cold storage was kept about four degrees above freezing. This was often done with a mass of ice stored in the chamber above, which would last the entire season. The Curts storehouse required 360 tons of ice annually.

Disaster struck in November 9, 1892, when fire erupted at the warehouse. Nothing could save the building in which many thousands of dollars worth of butter and eggs were stored. Within weeks, Mr. Curts had begun work clearing away the debris left from the fire, in preparation to re-build his warehouse.

Six months after the fire, in April 1893, Mr. Curts completed the erection of one of the most extensive and best appointed buildings for the preserving and storage of eggs, butter. No expense had been spared in the construction which was estimated to have cost \$8,000. The large cold storage room had a capacity for storing 80,000 dozen eggs, and the facility was claimed to be one of the best and most complete structures of the kind anywhere to be found.

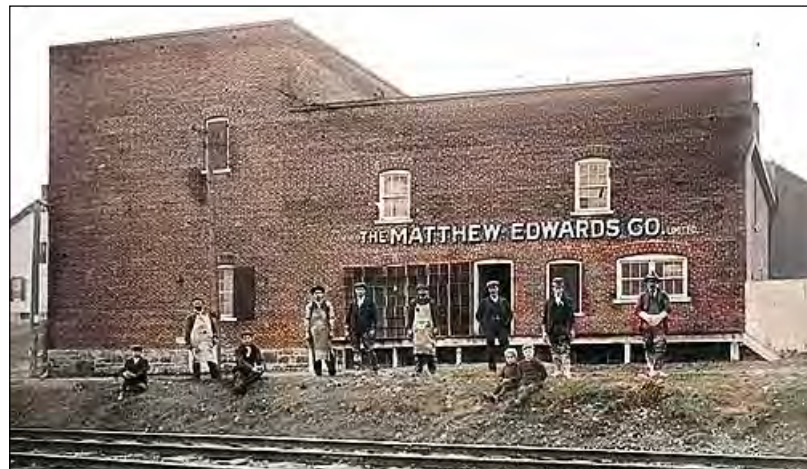
In June 1897, Joshua Curts sold his business and the building to the Matthew Edwards Company of Lindsay it was subsequently sold

a number of times before a creamery and cheese business was established in the building by James Stonehouse. He operated the business until 1917 when he retired and sold the building.

Port Perry businessman Allan Goode purchased the egg warehouse in June 1922 for his dairy business.

In addition to the large storehouse operation of Joshua Curts, there were a number of local businessmen who also were in the market to store and sell dairy products. One of Port Perry largest retailers, Jones Brothers, purchased large quantities of eggs, butter and cheese for shipment to Toronto and other areas of the province. During the 1890s the Jones Bros. shipped more than \$10,000 worth of eggs annually.

Another local businessman, William Brock also handled all kinds of farm produce, from dried apples to dairy products. He operated a wholesale trade in eggs and butter and could handle up to 1,000 lbs. of butter a week, as well as large quantities of eggs.

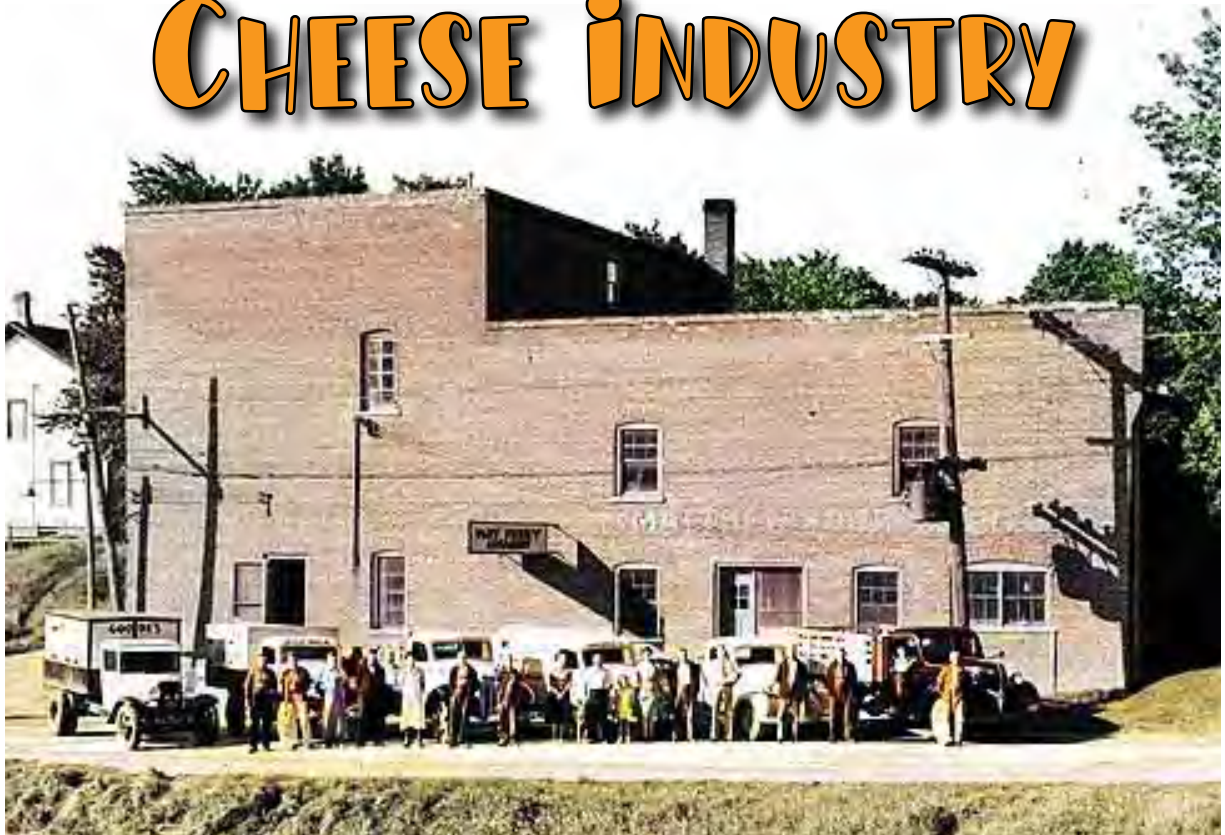


Joshua Curts sold his new egg storage facility to the Matthew W. Edwards Co. in 1897.

Photos colourized from black & white by J.P. Hvidsten

THE CREAMERY AND CHEESE INDUSTRY

Photo colourized from black & white by J.P. Hvidsten



Allan Goode's Port Perry Creamery building on Water Street, about 1935

Cheese and Creamery factories didn't get established in Port Perry until about 1901, but served the local communities for half a century.

Being in an important agricultural section of Ontario County, it was only natural that Port Perry and the neighbouring villages of Reach Township became home to a well-established industry producing cheese, butter and ice cream products during the late 1880s.

Before creameries were established, farmers in the area made their butter and cheese at home, but later, as large factories began to be set up, much of the home based production was taken over by these facilities.

The earliest records of a cheese factory being established in Reach Township was in August 1867, when it was reported that Elija Cash, who operated a pump and facing milling mill in Prince Albert, was constructing a building for a Cheese Factory in the village. It's unknown if this operation ever did materialize, as there is no further mention of the facility.

REACH CHEESE FACTORY

More than a decade later, the Reach Cheese Factory was established in Manchester. At the first meeting of the stockholders of the factory, directors elected to the board included – John Tennyson, president; Thomas Graham, treasurer; James Laing, Robert Walker, secretary; Wm. Sellers, Richard Harper and Robert Howsam. The Reach Cheese Factory began producing its products in May 1881, with a report from the cheese maker the factory the machinery was in good order, tidy and clean, and had made a fine start, having already handled the curd from some 1,600 to 1,800 pounds of milk.

In addition to the cheese factory at Manchester, there was a factory established in Utica, with Robert Howsam the cheese manufacturer. This factory was established about 1880. Mr. Howsam moved to Man-



ROBERT STILLMAN

chester in 1892 where he erected a building for a new cheese factory. In August that year it was reported that the new Manchester Cheese Factory was all that could be desired. The factory is extensively and fully equipped with the latest and most approved appliances for the manufacture of cheese.

The daily supply of milk was extensive and by the end of the factory's first season its output of quality cheese had been 54,000 lbs. of cheese.

East of Port Perry, Robert T. Stillman was the cheese maker for the Blackstock Dairy Company during the late 1890s. He was a skilled and popular cheese maker in the community and had operated the factory for only a few years, before they decided to leave the community. A report of the company in December 1900, Mr. Stillman's last year, showed that more than 815,000 lbs. of milk had been delivered during the year, with 77,011 lbs. of cheese and 7,531 lbs. of butter manufactured.

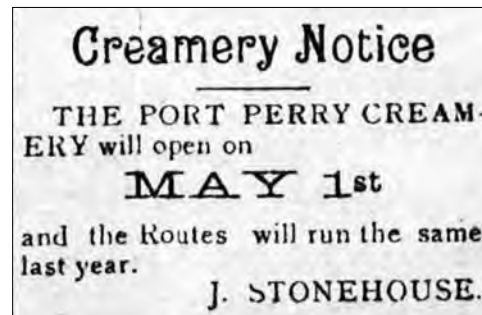
PORT PERRY CREAMERY

Port Perry first began to consider establishing a creamery at a meeting of council in January 1901. Councillor Williams made notice that he planned introduce a bylaw for the purpose of raising money to establish a creamery at the next session of council.

The announcement of a creamery being opened in Port Perry may have been the motivation for Richard Stillman to leave Blackstock Dairy Company to manage the new Port Perry Creamery. The newspaper reported in July 1902, that Mr. Stillman had rapidly increased the output of the creamery, reaching an output of 8,500 pounds of butter for export. In February the following year, after owning the creamery for two year, Mr. Stillman sold the creamery business to Mr. James Stonehouse.



JAMES STONEHOUSE



Stonehouse advertisement May 1904

Mr. Stonehouse carried on very successful business for many years. He was an acknowledged expert in the production of creamery butter and in 1904 was appointed Butter Instructor at the Kingston Provincial Dairy School. He later expanded his business by purchasing the Blackstock Cheese Factory. He expanded his business in 1905, purchasing the Blackstock Cheese Factory, after he learned that the Blackstock factory was about to be closed.

The Port Perry Creamery, under the guidance of Mr. Stonhouse continued to prosper and in 1912 experienced its best season, with sales in excess of \$20,000. His operation was said to have been producing the best quality product possible, and commanded the top prices in the best markets.

Mr. Stonehouse operated Port Perry Creamery until 1917, when he sold it to Mr. Allan Goode. Immediately after the purchase Mr. Goode constructed a new creamery building on Perry Street, and fitted it out with new machinery including a first class pasteurizer. The new Port Perry Creamery opened and commenced operations in April 1918.

A few years later, in May 1924, Allan Goode is reported to have opened a beautifully equipped ice cream factory on Water St. It became known as Goode's Ice Cream Factory. In November of that year, Mr. Goode moved his creamery business from Perry St. to the Ice Cream Factory.

The Goode's operated the Port Perry Creamery until January 1947 when it was purchased by Silverwoods Dairy. Just when it Silverwoods closed its operation is not known, but during the 1970s it was converted into a commercial enterprise, renting space out to a number of businesses.

The former creamery building was dismantled in 1989, and replaced with a condominium building.



ALLAN GOODE

Photo colourized from black & white by J.P. Hvidsten



Port Perry Creamery, left, opposite the railway lines on Water St., as seen in this picture circa 1900.



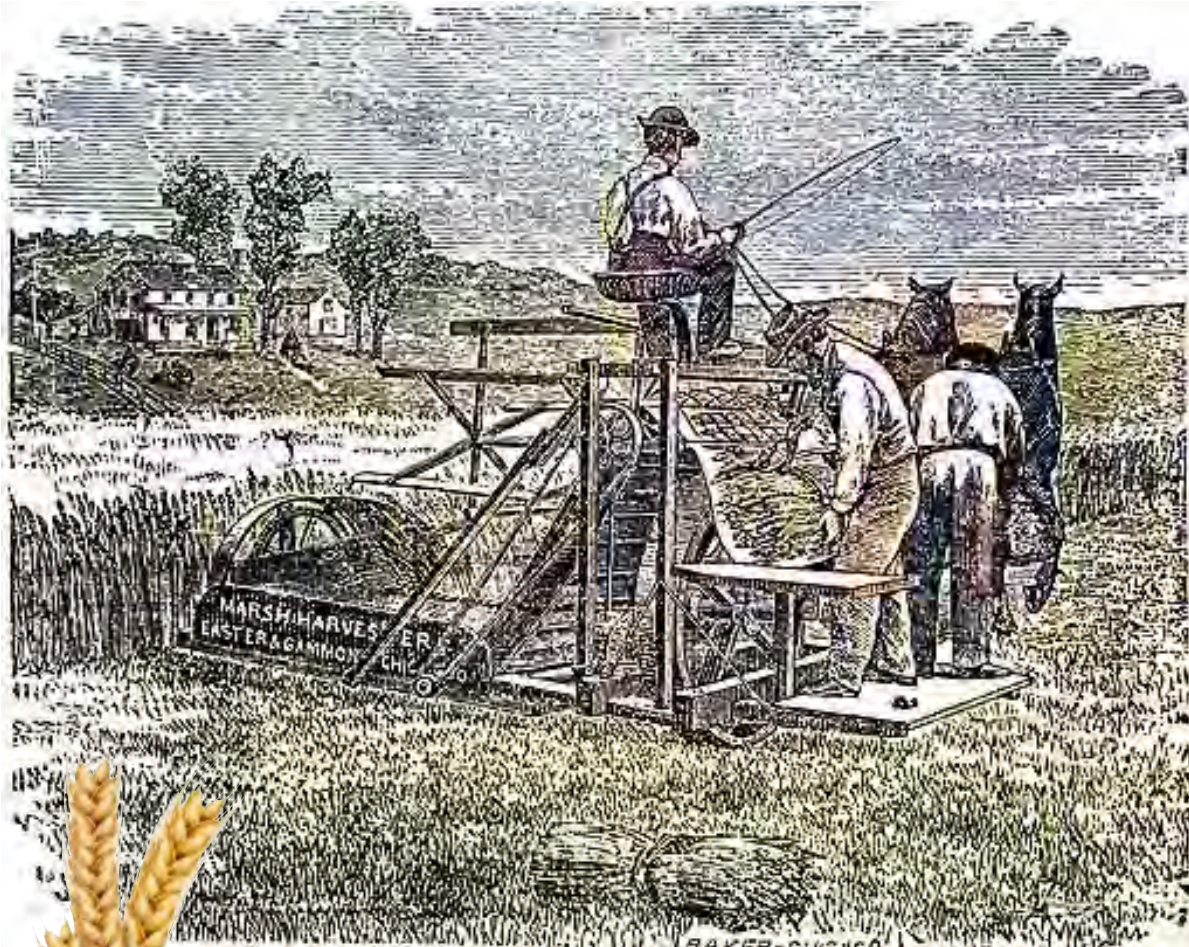
This 1930 era photo shows Frank Dowson, picking up milk cans for Port Perry Creamery in his truck. The creamery building was located at the corner of Water and Cairn Street, Port Perry.

**PORT PERRY
CREAMERY**
**PAYS THE HIGHEST
CASH PRICE
for CREAM**
 We intend to run the Creamery all
 Winter.
Allan Goode, Proprietor

Creamery advertisement, August 29, 1914.



Alf Dowson, C.A. Glass and 14 year-old John Hewitt at the Port Perry Silverwood's Dairy about 1950.



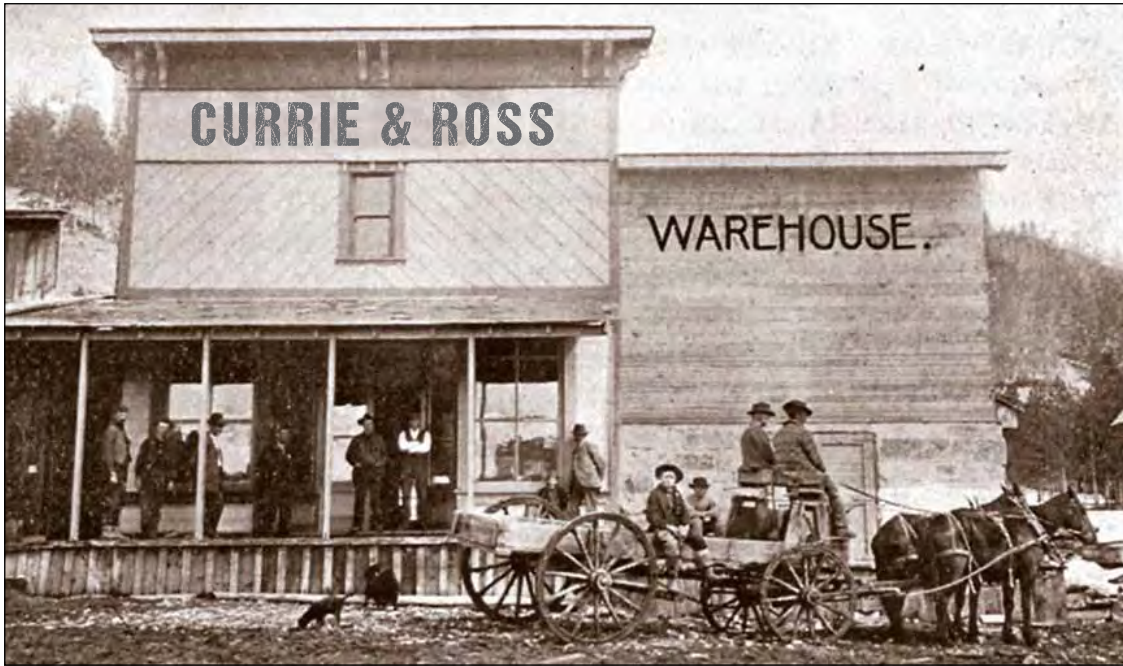
Colorized illustration of the "Marsh Harvester" manufactured in Port Perry by Williams Foundry.



Grain Elevators & Storehouses

More than 160 years ago Prince Albert was hailed as the second largest grain buying centre in Canada. Being the first major settlement in Reach Township, it became the busiest commercial centre in Reach Township, and the surrounding townships.

But Prince Albert was not the only village to take advantage of the growing grain industry in Reach. Manchester and Port Perry also jumped into the market, erecting grain storehouses and elevators in their communities to accommodate the large volume of wheat, barley, oats and more being harvested by farmers in the county.



There are no pictures of the commercial buildings in Prince Albert, Ontario, during the 19th Century. The above photograph has been used only as an example of the style of building typical of the 1850s and 1860s in Ontario and the name "Currie & Ross" added to identify a building that might have been similar to a typical storefront and warehouse of that era.

PRINCE ALBERT

The Laing Bros., of Oshawa, were the first to set up a grain storehouse in Prince Albert, with one of their employees, Thomas C. Forman chosen to operate a store for them in Prince Albert. Forman agreed and a large barn was built in Prince Albert to store the grain.

Another major grain buyer in the village was George Currie who opened a store immediately west of Forman in 1844, in partnership with Aaron Ross. Currie became the principal grain merchant in the community for many years. Seeing grain storage as a profitable business, wasn't long before other progressive businessmen ventured into the grain buying including: Prosper Hurd, Joshua Wright in Prince Albert; Samuel Christian in Manchester and Edward Worthington in Port Perry.

The fact that Prince Albert became the second largest grain handling centre in Canada was due to the large numbers of people who ventured into the grain buying business. Other grain centres had elevators able to handle large volumes of grain. No grain elevators were built in Prince Albert. Here the buyers stored their purchases in barns and all the grain was handled by shovels.

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

On January 27, 1859, The Ontario Observer reported; "Prince Albert has been unusually enlivened by the arrival of an astonishing number of teams bringing in an immense quantity of wheat. We now have no less than six extensive buyers of wheat."

It was at this time, 1859 that Prince Albert assumed its role as the second largest grain handling centre in Canada! In the period from 1851 to 1861, the number of acres of wheat in Reach Township alone doubled from just under 5,000 acres to 10,000, while the bushels of wheat almost tripled from 77,000 to just under 200,000 bushel.

Prince Albert's dominance ended with the arrival of the railway to Port Perry in 1871 and there was a shift in the prominence of the grain markets to Port Perry and Manchester.

G. & M. CURRIE
ANNOUNCE TO THEIR CUSTOMERS AND THE PUBLIC GENERALLY, that their Stock of

New Fall and Winter Goods

Is now complete. The Stock is unusually large and varied, and will be
SOLD CHEAP FOR CASH!

Or anything that can be converted into Cash, or on credit, to customers who pay promptly, on cash terms.
CASH PAID AT ALL TIMES FOR

Oats,
Barley,
Peas,
Corn & Wheat.

Prince Albert Oct. 12, 1858.

CURRIE & ROSS
HAVE
FOR SALE!

Salt. Timothy Seed.
Plaster. Clover Seed. Garden and Field Seed, Tares.
ALL NEW AND FRESH.

SEED BARLEY, PEAS & OATS.
Prince Albert, March 17, 1860.

George Currie

George Currie was about 23 years old when he arrived in Prince Albert. He and his brother Mark opened a general merchandising business consisting of dry goods, liquors, wines and children's wear in the village, and about 1844 he opened a grain buying business.

Throughout the 1850s, the Curries became one of the principal grain purchasing businesses in the area, and it was during this time that George tried out his hand at politics. In 1857 he was elected Reeve of Reach Township. He later held the position of Treasurer of the Township for a number of years, before moving to Port Perry.

During the early 1870s, as business began to trickle out of Prince Albert, George Currie moved to Port Perry where he constructed an attractive two-storey brick building on the northeast corner of Queen & Perry St.

During the summer of 1873 he erected his most notable building, a large grain elevator located near the railway station at Port Perry's lakefront. He sold his interests in Currie's Elevator to Aaron Ross towards the end of the 1870s, and retired from business.

New Goods!

Are constantly being received

SUITABLE FOR THE SEASON,

And at much

REDUCED PRICES.

Cottons, Shirting, Prints, Tickings, Gambroons, Summer Coating, Ready-made Clothing, Ladies' Hats and Bonnets, Men's Straw and Felt Hats, in great variety.

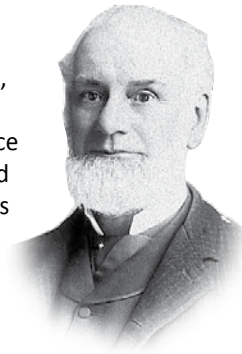
Cash paid for Wool.
Cash paid for Wheat.
Cash paid for Oats.

Currie & Ross.

Prince Albert, June, 13, 1866. 14

Aaron Ross

Aaron Ross was a young man when he arrived in Canada, where he learned the trade of shoe making. He arrived in Prince Albert during the mid-1850s and opened a business making boots and shoes across from T.C. Forman's store.

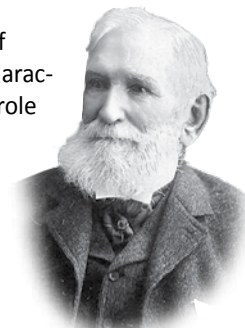


About 1865 he partnered with George Currie in the retail business and carried on business until 1870. Realizing Port Perry would become the main business centre in the future, he moved to Port Perry where he built a new three-storey building on Queen St. His building was destroyed in the great fire of 1884, but he immediately rebuilt.

About 1876, when his former partner, George Currie decided to sell his large grain elevator in Port Perry, he purchased it and operated it as the Ross Elevator for a number of years, before his son William joined him. William leased the Grain Elevator to Joshua Wright in 1880.

Thomas C. Forman

Thomas C. Forman was one of Prince Albert's most colourful characters, and he played a significant role in laying the economic foundations of this community. In fact he became one of the village's leading merchant and largest grain merchants in Ontario during the 1850s.



By the time the first train of the newly formed "Whitby to Port Perry Railway" arrived in Port Perry in November 1871, all the grain merchants except Mr. Forman had made the move to Port Perry.

T.C. Forman finally sold his merchandise and sold his store in Prince Albert in 1874 and moved his business to Port Perry where he opened one of the largest dry goods, grocery and hardware stores in the town.

CASH PAID FOR WHEAT,
Oats, Peas, &c., &c.
THOMAS C. FORMAN.

Prince Albert, Dec. 1858

Joshua Wright

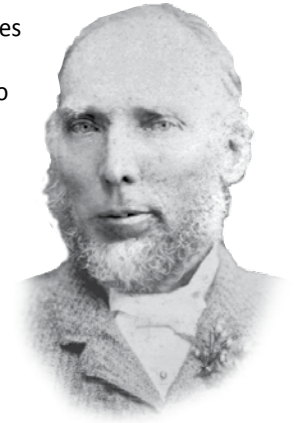
Joshua began his business career in Prince Albert as a successful maker of boots and shoes gradually expanding and establishing his own tannery on property to the west of his home. He expanded his operation to Manchester in the mid 1860s. He was the first in the village to install a steam powered engine into his tannery business.

With the shift in trade, he moved his Boot and Shoe Store to Port Perry and in 1877 purchased and outfitted the Sexton Mill property for a large new tannery.

In September 1880 he leased the Port Perry Grain Elevator and ventured into grain buying. When his lease on the building ran out, Mr. Wright proceeded to build a new grain elevator on his property near the railway station, finally selling out in 1883 to D.C. Downey.

In 1891, Mr. Wright returned to the grain business, taking over his building, and refitted it for an elevator and grain facility. Less than a year the entire building and stock was destroyed by fire.

Joshua Wright was one of the areas most active and influential political leaders a period for more than 30 years, being elected councillor and reeve in both the township of Reach and in Port Perry and also serving as Warden of Ontario County.



MANCHESTER

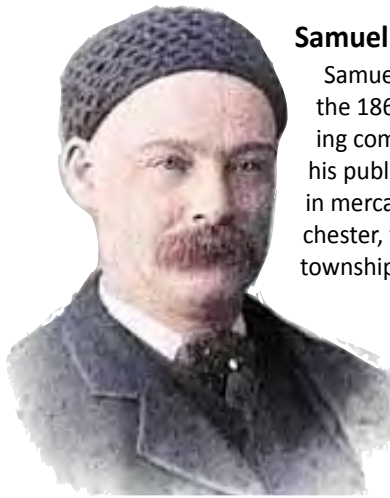
With Prince Albert having established itself as one of the major grain centres in Canada, it wasn't long before Manchester grain merchants began to benefit from the traffic. The grain buyers in Manchester built huge barns in which to store grain before shipping it south to Whitby and Toronto. Northern farmers who had originally had to deliver their crops to Whitby, found that they could eliminate travel by depositing their crops in warehouses in Manchester.

To address the demand for grain storage, Samuel Christian erected a grain elevator at the Manchester railway station south of the village. And a few years later he dismantled the large storehouse at his store, and rebuilt it near his elevator at the same station. His facilities provided adequate accommodation for grain to be stored and a convenient location for it to be shipped to markets south.

For many years Manchester had enjoyed one of the best grain markets in the Province, but by 1880 Mr. Christian was the only buyer still operating in the village, and benefitted by securing a large portion of the grain trade from that section of the county.



Train arriving at the Manchester station, late 1890s. Samuel Christian's elevator is the large building on the left.



Samuel H. Christian

Samuel Christian throughout the 1860s and 1870s was a leading community figure, noted for his public spirit. He was a leader in mercantile pursuits, at Manchester, the business centre of the township of Reach at this time.

S.H. Christian partnered with John H. Brown about 1866, opening grocery, dry goods and hardware store in Manchester. This partnership was dissolved in November

1873, with Mr. Christian reopening his store under the name S.H. Christian and becoming extensively engaged in the purchase of grain. So much so that in 1875, he financed

He became extensively engaged in the purchase of grain, and his expertise was often called on to judge the commodity anywhere it was to be found. His popularity as a buyer made him famous across the county. His success as a business man and grain buyer was phenomenal up to the time of the great slump in price of barley during the 1880s.

CASH. CASH. CASH.

The Highest Market price

FOR ANY QUANTITY OF

**Barley,
Wheat,
Peas,
Oats, &c.**

Delivered at the Elevator of the Subscriber.

Manchester, Sept. 8, 1877. **S. H. CHRISTIAN.**



Photo colourized from black & white by J.P. Hvidsten

Samuel H. Christian's store at Manchester, circa 1880.

WE WILL

PAY CASH

For any quantity of

**Wheat,
Barley,
Peas,
Oats**

Delivered at our Warehouse here.

BROWN & CHRISTIAN,
MANCHESTER, Sept. 7, 1874.

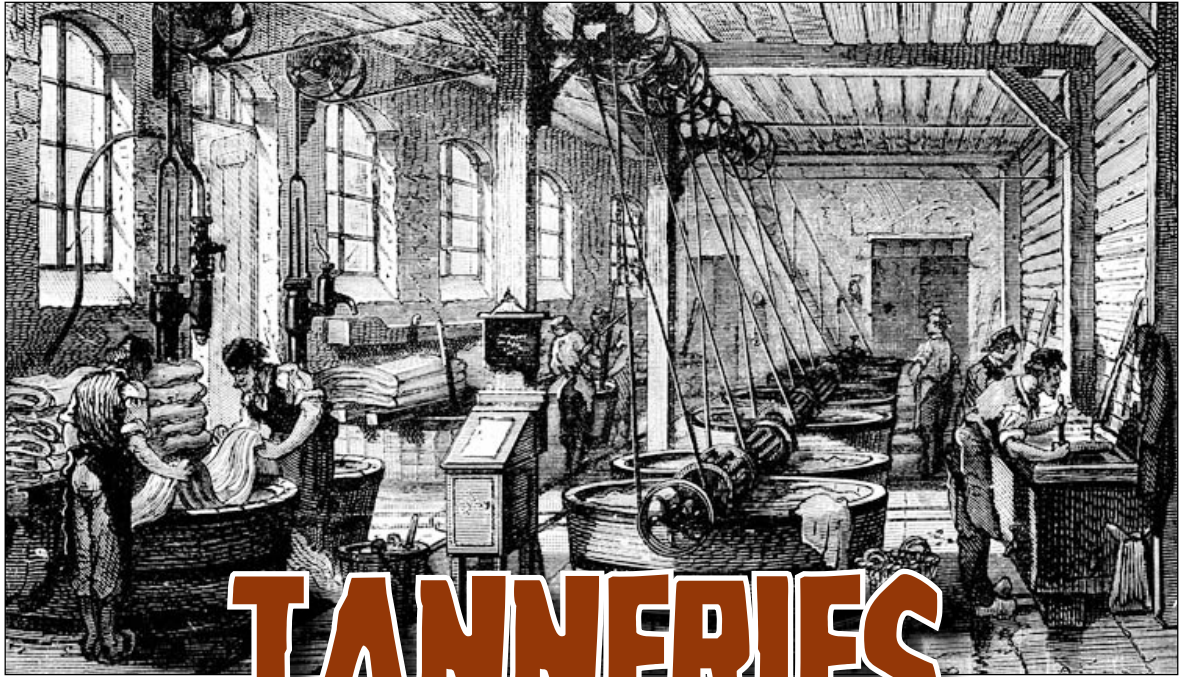
WANTED!

**50,000 bus. Barley,
100,000 do. Wheat,
50,000 do. Peas.**

Highest Paice paid for the above in CASH, delivered at the Elevator, Railway Station, Manchester.

S. H. CHRISTIAN.

Manchester, Oct. 15, 1879.



Photos are illustration only, not pictures of Port Perry factories.

TANNERIES

LEATHERS - SHOE & BOOT MANUFACTURING

The leather and tanning industry is believed to have begun in Reach Township as a local industry for personal and local consumption. Pioneer settlers tanned hides as one of many tasks needed on the farms. It wasn't until later that commercially operated tanneries were established to take over this labour intensive job.

The leather and tanning industry is believed to have begun in Reach Township as a local industry for personal and local consumption. Pioneer settlers tanned hides as just one of many tasks needed on the farms. It wasn't until later that commercially operated tanneries were established to take over this labour intensive job.

The first known tannery to open for business was the Beaver Meadow Tannery during the mid-1850s.

Joshua Wright, who began his business career in Prince Albert as a successful maker of boots and shoes expanded his business opening the tannery about 1857. The tanner was located beside his house just west of the central business area of the village.

Mr. Wright was not the only boot and shoe manufacturer in the 1850s. Aaron Ross, a local grain merchant was also in the leather business, offering the highest prices in gas for hides and skins.

Leather! Leather!!

J. WRIGHT

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

At the BEAVER-MEADOW TANNERY, PRINCE ALBERT.

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

Highest price paid for Hides.

Prince Albert, Dec. 10, 1857. 1

A. ROSS,
MANUFACTURER OF

BOOTS AND SHOES,

KEEPS CONSTANTLY ON HAND A LARGE ASSORTMENT OF

HOME MANUFACTURED AND IMPORTED WORK!

ALSO,—AN ASSORTMENT OF

Shoemakers' Findings and Sole Leather, UPPER KIPS, CALF SKINS AND LINING SKINS

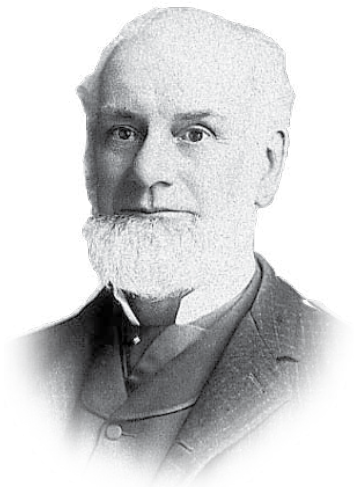
PRINCE ALBERT, REACH,
OPPOSITE T. C. FORMAN'S STORE.

December 10th, 1857.

Illustration above shows the inside of a tannery circa 1900. It is not a Reach Twp., or Port Perry tannery.

A. ROSS,
 Manufacturer and Dealer in
BOOTS, SHOES, RUBBERS,
LEATHER AND FINDINGS,
 WHOLESALE AND RETAIL!

Prince Albert, Nov. 20: 1861.A. ROSS.



AARON ROSS

James Cox opened the People's Boot & Shoe Store in the mid-1860s, and advertised his boots and shoes were manufactured on his premises using the the best qualities of leathers.

While there was competition in the boot and shoe manufacturing business for Mr. Wright, he appears to have the main, if not the only, person with a tanning factory in Prince Albert. A tannery was opened by Wm. T. Armstrong during May 1866 in Port Perry, but it only operated for a couple of years before closing

By the early 1870s, Wright's Tannery was so busy that he decided to sale is boot and shoe business to devote is time to the tannery. He purchased a 20 h.p. steam engine with boiler in August 1871, which was the first steam-powered engine to be installed in Prince Albert.

NEW
TANNERY
 IN
PORT PERRY.
Cash for Hides

THE Subscriber will pay the highest Market Price for any quantity of Hides and Skins delivered at his Tannery.
 Also Wanted, 200 Cord Hemlock Bark.
 WM. T. ARMSTRONG.
 Port Perry, May 30, 1866. 21-1y

Two years later, he enlarged his building, adding a currier's room 100 feet long, and outfitting it with all the latest machinery. He also moved the "beam house" to the west side of the property, so the disagreeable smells connected with the tanning business from the refuse thrown out, was away from the road.



JOSHUA WRIGHT

By 1874 the tannery was one of the best in the district and was turning out a large amount of product. Mr. Wright employed more than 20 men, working on some of the best machinery known to the business.

J. COX
 OF THE
PEOPLE'S BOOT & SHOE STORE
PRINCE ALBERT.

IN returning thanks to his numerous patrons for the liberal encouragement he has received since he commenced business, begs to intimate that he has just returned from Montreal, with the LARGEST and BEST ASSORTED STOCK OF

Boots and Shoes

For Spring and Summer wear ever offered in this market—consisting of Mens' Boots, &c., of all kinds; Ladies' Gaiters in great variety of the newest styles, at \$1.50 and upwards. Also Misses' and Children's wear in great variety.

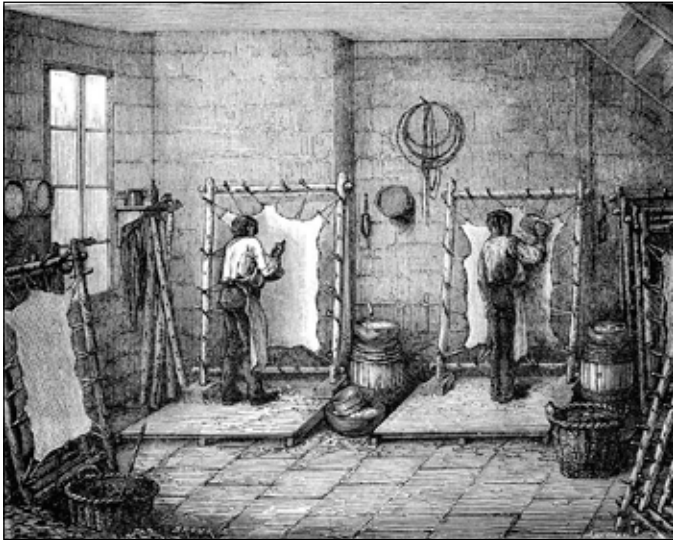
Also an assortment of Boots and Shoes manufactured on the premises by good and experienced workmen.

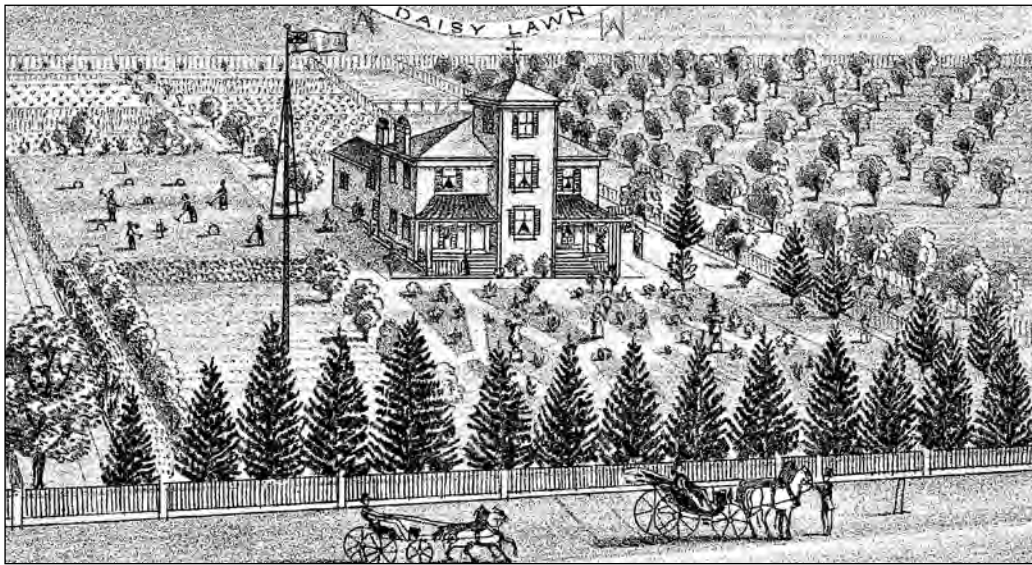
J. C. having on hand some extra fine genuine French Calf Skins, City Slaughtered Kips, Glazed French and Satin Kid, &c., is prepared to make it up in any style to order on short notice and reasonable terms.

Repairing neatly done at short notice.

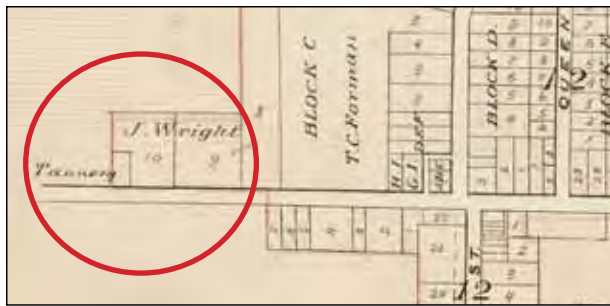
N.B. An assortment of SHOE FINDINGS very low.

Prince Albert, April 19, 1866.





Joshua Wright's property and residence just west of the four corners in Prince Albert. Map below shows the location of his residence and tannery on this beautiful property.



With his eye on expansion, during the fall of 1877 Mr. Wright purchased the six acre property of William Sexton's saw mill on the lakeshore. The following summer he removed the old mill and erected a new tannery on the premises with facilities for employing 150 men. The building was described as being one of the finest and best appointed tanneries in the country.

The final mention of the Wright's tannery businesses was in March 1879 when a fire started between two buildings at the tannery, but the hard work of the fire department was able to save the property with little damage.

He continued in the boot and shoe business, and entered the grain business during the 1880s. His political interests also brought him to become reeve of both Reach Township and Port Perry.

There appears to be no record of him Joshua Wright, either selling or closing his two tanneries.

REDUCTION IN PRICES.

1,000 Sides Superior Upper Leather at 28 cents per lb.

254 Sides best Spanish Sole Leather at 22 cents per lb.

An immense pile of Kip, Calf, and Findings at corresponding Prices.

On hand, and constantly manufacturing a large Stock of

Boots & Shoes

NOW OFFERED FOR SALE AT

UNPRECEDENTED LOW PRICES!

Cash for Hides, Sheepskins and Tallow.
J. WRIGHT.

Prince Albert, Jan. 10, 1865.

IMPORTANT QUESTION.

WHERE CAN WE GET GOOD

BOOTS & SHOES, CHEAP?

The question satisfactorily answered by calling at

Joshua Wright's

BOOT AND SHOE STORE,

PRINCE ALBERT, C. W.

CASH PAID AT ALL TIMES FOR HIDES, SHEEP SKINS, AND TALLOW.

May 16, 1866. J. WRIGHT.

Throughout mid to later part of the 1800s there were numerous retailers and small industries producing and selling quality boots and shoes for local residents.

HENRY GRAHAM was one of the leading businessmen, during the industrious days of Prince Albert throughout the 1850s and 1860s. He carried on an extensive boot and shoe business. For a short time during the early 1870s, he relocated to Lindsay, where he opened his business as a shoe maker before returning to Prince Albert in 1876 and reestablishing his shop. He later moved to Port Perry where he continued his shoe trade on Water St., just south of the St. Charles Hotel. The "Graham" trademark on his boots and shoes became synonymous with perfection of fits, for all his products.

WILLIAM BOND arrived in Prince Albert about 1869 and set up a boot and shoe shop. He later moved to Port Perry where after the destructive fire of 1884, he set up shop on Perry St., beside the Market Building. Here he laboured for the rest of his life as one of the towns best known and respected shoe makers.

JOHN G. MORGAN was another young man to enter the retail boot and shoe business in Port Perry. He settled in Port Perry during the 1870s after learning the trade of shoe making from his father while living in Mariposa. In December 1875 he opened a boot and shoe business and three years after arriving he constructed a two-storey brick building on Queen St., just east of the Ontario Bank near Water St. The building was described as a credit to Mr. Morgan and the community. He moved into his new building in November 1878, but three years later sold his shoe and boot store to Charles Trick, who continued the business in Mr. Morgans block.


CHARLES TRICK was a farmer in Cartwright before changing his career in 1879 by opening a retail store selling boots and shoes in Port Perry. He had a successful business and about three years later he bought out a John G. Morgan's stock of boots and shoes. His boot and shoe business attracted a good clientèle, but for reasons unknown, on January 1, 1884, Davenport, Jones & Co. purchased Mr. Trick's entire stock of boots and shoes for \$2,500.

In addition to the manufacturers already listed in this section, other retailers and small manufactures include well known and respected businessman Samuel H. Christian in Manchester, who was also carried general merchandise and was one of the area chief grain merchants.


In Prince Albert during the 1860s, Thomas Forman, J. & W Cowan, and later William Wightman were all retailers of boots and shoes.

Back in Port Perry, John Doubt opened a shop in the village in 1873 providing boot and shoe making and repair services. He had learned his trade while a young man living in England. His business was destroyed in the fire of July 1885.

Henry Foy was another early settler, arriving in Port Perry during the late 1850s. He became one of the first men to establish a business in the village, when he opened a Boot & Shoe establishment where he manufactured his own line of footwear.



H. GRAHAM
Has just taken possession of the
FOY SHOE SHOP
one door South of the St. Charles Hotel, where he intends to make all kinds of Boots and Shoes, and do all kinds of repairing. All corners strictly attended to. He wants to please all who come his way, if possible.
Port Perry, June 10, 1903.



BOOT & SHOE STORE.
PORT PERRY
—
SECURE YOUR
WINTER
Boots & Shoes
—
J. G. MORGAN
Port Perry, Dec 8, 1875



GROCERIES !
Groceries in every variety. Fresh, Choice and CHEAP! Prices cut to suit the Times.
BOOTS AND SHOES !
Boots and Shoes of superior quality, from the Best makers, and at Lowest Prices.
The Highest Price paid for Wheat, Barley, Peas, Oats, &c.
S. H. CHRISTIAN.
Manchester, Feb. 13, 1879.

BOOTS and SHOES.
THE Subscriber is desirous of informing his friends and the public that he has received a well assorted stock of
LADIES, GENT'S AND CHILDREN'S BOOTS AND SHOES
FOR FALL AND WINTER WEAR!
Consisting of Calf, Kid and Prunella Gaiters and Heavy Wear of all kinds, which will be found
EQUAL IN STYLE & QUALITY!!
TO ANY IN THE MARKET.
A Lot of No. 1 Spanish Sole for Sale, Cheap for Cash.
Repairing Promptly Attended to.
Terms Moderate. Produce taken in Exchange.
The Highest Price in Cash for Hides, Calf & Sheep Skins.
H. FOY.
Port Perry, Oct. 24, 1867. 41-1f

BOOTS & SHOES !
C. TRICK
Would beg to intimate to the inhabitants of Port Perry and surrounding country, that he has opened a
Large Stock of Boots & Shoes
In the Store recently occupied by J. F. Paxton, as a Grocery.
He has everything in Men's, Women's and Children's wear necessary to keep
FEET DRY AND WARM
During the present season, at prices to suit the times, and hopes by strict attention to business and fair and honorable dealing to merit a share of public patronage.
Remember the place—One door East of Jones Bros. Block.
Port Perry, Jan. 9, 1879.



Headstones to commemorate the lives of dearly departed souls date back thousands of years, but the use of marble wasn't popular until the early 1800s.

Years before a Marble Works industry opened in Reach Township, most headstones for this area were manufactured at points south, in particular Whitby, Ontario.

One of the earliest of these was the Whitby Marble Works operated by Johnathan Wolfenden. His company was in business as early as 1851, and possibly earlier.

By 1868, local businessman John Nott, whose cabinet factory was located in Borelia, had become an agent for J. Wolfenden for area encompassing Port Perry and Reach Twp. But it wasn't until a decade later that the first marble works company was established in Port Perry.

Manly Rose and a Mr. Weifenbach opened their Port Perry marble Works in May 1878, offering monuments, tombstones made from marble, granite or freestone. The business secured an extensive patronage from the community and their work commended providing them with an excellent reputation.

About six months later, the partnership was dissolved and Manly Rose continued on the business alone.

Mr. Rose operated on his own until October 1880, when he once again took on a partner. This time it was Catherine Shaw, and the partners worked under the name Rose & Shaw. This arrangement lasted less than a year.

An announcement in the local newspaper on August 18, 1881 informed the public that the partnership between Manly C. Rose and Catherine Shaw was dissolved by mutual consent, and the business would be carried on by Catherine Shaw.

The exact location of the Port Perry Marble Works is not known, but it must have been located in the village's commercial core. In July 1884, William Shaw announced that "having been driven out by the flames of the Port Perry fire, he has opened the Port Perry Marble Works near his own residence on Union Avenue".

No further information about the Port Perry Marble Works, due to issues of the newspaper being destroyed in the fire of 1884.



AGENT
JOHN NOTT, - - BORELIA.
June 1868

MARBLE WORKS!

THE undersigned would inform the public that they have established their

MARBLE WORKS

—AT—

PORT PERRY!

where they are prepared to promptly fill all orders and execute all work in Marble, Granite, Freestone &c., &c., in way of

**Monuments,
Tomb Stones,
Tablets,
Pillars,**

and everything in the line, Choice Materials, the Best Styles, First-Class Workmanship and Prices at the lowest possible figure,
An inspection solicited.

ROSE & WEIFENBACH,
Port Perry, May 14, 1878.



MARBLE WORKS! —AT— PORT PERRY

THE undersigned would take this opportunity of expressing their thanks for the very liberal patronage bestowed on them and would beg to inform the public generally that they now enjoy greatly increased facilities for filling orders more promptly, with *CHOICE MATERIAL, SUPERIOR WORKMANSHIP* and at

**LOWEST POSSIBLE PRICES.
OUR GRANITE & MARBLE**

**Pillars,
Monuments,
Tomb Stones,
and Tablets**

Are much admired by all who see them.

As no agent is employed the expense is saved and customers get the advantage.

☛ Come and see us in our New Works near the Foundry.

ROSE & SHAW.

Port Perry, March 24, 1880.

Two decades later, July 1905, T.R. Stafford & Son opened a new Granite & Marble Works business in Port Perry, selling their products from the Jessop Block (235 Queen St.). Mr. Stafford advertised that he had extensive experience and was prepared to provide monuments and head stones.

Stafford Granite & Marble Works, which was under the management of Nathaniel Stafford, went into receivership in December 1908.

Stafford's original business was located in Toronto and for the past 70 years in Whitby. Six generations of the Stafford family have operated what today is known as Stafford Monuments Ltd.

Thought the 1900s, there have been a number of individuals who acted as agents for monument works from other communities, but Stafford appears to have been the last to manufacture in Port Perry.



The original business was known as Central Granite & Marble Works. It was located near the former Maple Leaf Gardens on College St., Toronto during the late 1880s.



Thomas R. Stafford, circa 1885.

New Granite and Marble Works IN PORT PERRY.

T. R. STAFFORD & SON

Beg to intimate to the inhabitant of Port Perry and surrounding country that have established Granite and Marble Works in Jessop Block, just west of the Post Office, Port Perry, where they will be prepared to execute all orders entrusted to them for Monuments, Head Stones, &c.

☛ All work first-class and satisfaction guaranteed.

Having had large experience extending over very many years in this line of business we are confident we are in a position to give reliable information regarding values, and we will supply all pertaining to the business at such prices as cannot fail to satisfy all.

Patronage solicited. Kindly give us a call.
Port Perry, July 5, 1905.

Port Perry's

MATCH FACTORY



Although match factories began to appear in Canada about 1850. The only match factory to have established and operated in Port Perry took place in 1858.

Charles Frederick announced he had opened the Port Perry Match Factory and was prepared to furnish the public with matches from the Port Perry Match Factory at wholesale and retail prices.

It appears that Mr. Frederick's "Port Perry Match Factory" was not a successful business, only operating for about a year before closing sometime in 1859. No information has been found about Mr. Fredericks.

The phosphorus match was invented during the 1830s, and this new match could be ignited by scratching on a special pad, on the side of the container.

Although safety matches were superior to the older matches, they did not become a household item because they were initially too expensive. When matches were first invented, most factory workers were women.

**PORT PERRY
MATCH FACTORY!**

THE Subscriber is now prepared to furnish the public with MATCHES wholesale or retail at prices to suit the times.
CHARLES FREDERICK.
Port Perry, Sept, 28, 1858. 43-tf.



An illustration showing women working in a match factory in London in 1871.

Port Perry Industrial Lakefront



The large Curre Elevator, (centre) constructed in 1874, along Port Perry's busy industrial waterfront, circa 1890.




William J. Trounce's Unon Mills, left, and many more smaller industries, planing and saw mills along the waterfront.




Piles of lumber Paxton's saw mills, at the north end of Water St., Port Perry, circa 1885. This is now Birdseye Centre Park.



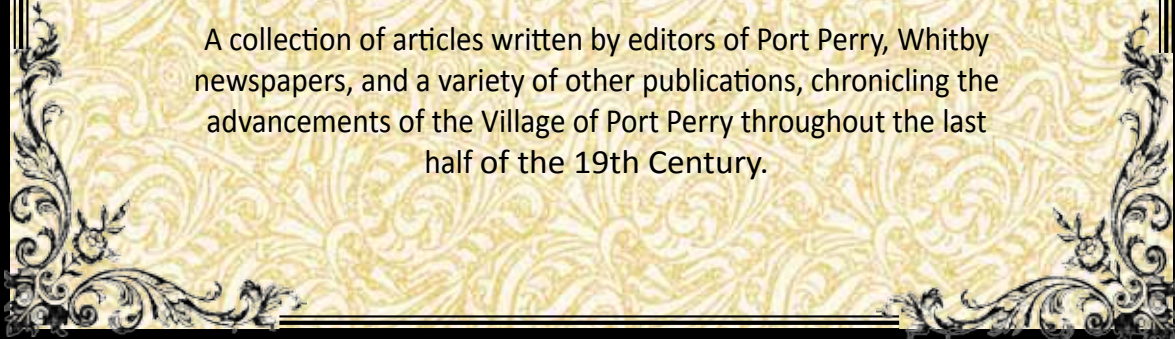
Section Two



PROGRESS
REPORTS OF
PORT PERRY
1857 - 1884



A collection of articles written by editors of Port Perry, Whitby newspapers, and a variety of other publications, chronicling the advancements of the Village of Port Perry throughout the last half of the 19th Century.



1854

Prince Albert & Lake Scugog

Reproduced from the *Anglo-American Magazine*

January 1854

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

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

Lake Scugog or the larger portion of it, as it at present exists, has been artificially made; the formation of the dam at Lindsay, many years ago, raised the water and forced it back over the land, thus flooding a large extent of country. From this cause – the lake has not yet been properly delineated on any map; all maps, hitherto published, having been copied from the original plans of the surveyors.

At the time these townships were surveyed, the whole of what now constitutes the southern portion of Lake Scugog was dry land. The back country being but thinly settled, it was some time before the mischief was discovered, when legal proceedings were

instituted by the owners of property, and the dam was ordered to be lowered two feet. This checked the rise of water to some extent, but the mill was required to supply the necessities of the country, and without the dam the mill was useless. The proprietors of the land, therefore, were obliged to put up with the loss.

At the southern extremity of the lake, there is a

considerable quantity of marsh but at Port Perry there is a sufficient depth of water to allow for vessels landing at the bank. The Indian name Scugog, or as the Indians pronounce it Scu-a-gog, implies submerged or flooded land.

A steamboat has been lately built at the Port for the traffic of the lake. It is fitted with an engine from the well known factory of Messrs. Gartshore & Co., of Dundas, and makes regular tri-weekly trips from Scugog Village to Lindsay. It is intended, as soon as arrangements can be made, for the vessel to make the trip to the latter village and back daily.

The Island of Scugog is a prominent feature in the scenery around Port Perry. It is about one hundred feet above the level of the lake; on it there are some well-cleared farms, and it is well covered with hardwood mixed with some pine.

From Prince Albert, the Simcoe road is continued in a northerly direction until it strikes the county boundary, which line it follows for six or seven miles, when it diverges more to the west, and passing through.





Sketch of Scugog Village, 1853, later renamed Port Perry, from Scugog Island.



Sketches of downtown Port Perry, (Scugog Village) as it looked in 1853, about a year before the article on opposite page.





Plan of the town of Port Perry, compiled from plan by J. Stoughton Dennis, P.L. Surveyor dated January 1854.

1857



Port Perry Progress

Published, April 23, 1857 - Whitby Chronicle

By William Henry Higgins

The following article was written by the editor of the Whitby Chronicle and published on Thursday, April 23, 1857 in the said newspaper. We now proceed to redeem a pledge give in our prospectus, of noticing the grown and manufactures of the different localities throughout this County.

"Port Perry is certainly the most remarkable town in the County of Ontario. As well in the picturesqueness of it situation, as in the great manufacturing facilities. The town is built upon an eminence and commands a broad view of the waters of Lake Scugog, and the country lying round about. It has a population of about six hundred inhabitants.

The manufactures of the place are very considerable. Port Perry at the present possesses four Saw Mills, having six up-right saws, and an additional gang of saws are now about being placed in each of two of the mills.

The large Grist Mill, at the edge of the lake, has four run of stones – is driven by a forty-horse-power engine, and grinds about 20,000 barrels of flour annually. It belongs to the Port Perry Land Company.

There is a Foundry, belonging to Messrs. Everest & Co., lately built, where ploughs, stoves, and all sorts of iron castings are manufactured. Besides these, there are Planing Mills and Wool Carding, Cloth-dressing, and Fulling Mills in the town.

Mr. John W. Davis has made a fortune by the manufacture of Cabinet Ware at the place. An excellent brick School House, 36'x50', two stories high, built at a cost of £800 – show the people of Port Perry to have a regard for their mental, as well as their material progress.

A new Church is being built beside the School House, by the Methodists. It is to be a superior structure.



William H. Higgins

The Whitby and Oshawa Mills get their supplies of barrels from Port Perry. "Any quantity" of building material shingles and staves may be said to be made there. For lumbering and manufacturing purposes of all kinds, the place cannot be surpassed.

During the past year more than twenty new buildings were put up in the town. Several others are now in course of erection. A new sidewalk is about being constructed by the Township Council the whole way from Port Perry to Borelia.

There are two good hotels in the town. The accommodation at Mason & Phillip's is not inferior to that provided at any hotel in the county. It is infinitely superior to that at a great many.

There are several dry goods and grocery stores, the principle of which is that of Mr. Joseph Bigelow. This gentleman's business, including his wheat purchases, circulates about £10,000 per annum in the town. The quantity of wheat brought last year from Lindsay and Ports on the Lake to Port Perry, averaged 40,000 bushels.

It is estimated that the steamers bring up 1,500,000 feet of lumber during the season and that about five million feet of lumber is made annu-

ally in the town.

There is a daily mail stage to and from Whitby, the distance 18 miles. During the winter a stage runs to Lindsay, a distance of 30 miles.

In the summer steamers ply between Lindsay, Fenelon Falls, Port Hoover, &c., and the town. The navigation is open from 1st May to the end of November.

The increase in the value of property has been immense. Five years ago property worth hundreds is now worth double that number of thousands. We are told by a gentleman of a property in the town containing nineteen acres, which was purchased four years ago for £900 – it is now worth £5,000!

A contrast the present Port Perry to the wild appearance of the place five ears ago, when one long cabin on the margin of the Lake constituted the entire town; when travellers from the northern part of the country came up in canoe and skiffs and were obliged to camp in the woods and travel up and down through them, as best they might - to find their way to Whitby and Oshawa.

Nor was the scow of a subsequent period, which took a week or ten days to make a voyage with "freight and passengers" to Lindsay, any great improvement on the primitive mode of communication by canoe and skiff.

The present Port Perry, with it thickly settled population, handsome dwellings, Churches, Schools, Mills, Factories, Foundries, Steamers, and the thousand other adjuncts of civilization and progress, is indeed a contrast to the Port Perry of former days.

The settlers are principally Irish, English and Scotch. On Scugog Island there is an Indian settlement. It numbers about one hundred of the "aboriginal race". Most of these have snug farms on the Island and live comfortably. They are very hospitable, and in no case is a white-man allowed to pass by the settlement without being invited to partake of their hospitality. Various trinkets are made by them which the squaws fetch in canoes across the lake and expose for sale at Port Perry.

In the summer season a visit to Port Perry must be very agreeable. The scenery all around is delightful – the air pure and healthy. The tourist will find many scenes and objects to interest him, in the vicinity of the town.

The lake abounds in fish, muskellunge and bass are taken in great numbers. There is plenty of game along the shore. The sportsman that would not bag a dozen brace of wild ducks in a couple of hours, would consider himself unsuccessful.



1854 map shows the buildings and development in the central core of Port Perry (Scugog Village) at that time.

1859

The Ontario Observer.

VOL. 2.]

PRINCE ALBERT C. W. THURSDAY, JUNE 2, 1859.

[No. 25

Rise and Progress of Reach

May 29, 1859 - Ontario Observer - Part 1

Author Unknown - "M"

The following articles, written in 1859 by an author only known as "M", is two parts of a much larger story, but due to missing issues of The Ontario Observer, only parts #4 and #5 have been located. The two part story provides a good insight to some of the earliest days in the development of Reach Township and Port Perry.



Peter Perry

It might have been stated ere now that after the Indians removed to Mud Lake, the land which had been acquired for their benefit, passed successively into other hands.

From them it was purchased by Mr. Williams, some of whose family are living among us. And latterly it was purchased by Peter Perry, Esq., of Whitby, the father of the present Mayor of our County Town. Mr. Perry was not deficient in foresight: he looked on the land acquired by him as offering scope for profitable business.

Situated on the side of a large body of water, and not far off from the front townships, he viewed it as an excellent site for a village, where mills and stores might be erected, and to which might be easily conveyed the available lumber of the back-country.

With these views he commenced operations in 1844. In that year he caused to be erected a dry-goods store, the store which is now kept by Mr. Alexander McMichael. It was kept originally, by Mr. Chester Draper, who has now a place of business in Whitby. And somewhere about the same time the first wharf and warehouse were erected at Port Perry, together with a number of temporary houses, which were used by Mr. Perry's workmen.

And it may be as well to add here, although it is rather premature, that, shortly after the erections now mentioned, a thriving business in wood was set in motion by several parties. Besides Mr. Perry, the principal parties were Messrs. Welch and Baldwin, Cook and Calvin. These commenced an extensive traffic in the way of lumber and barrel staves, and not only in Reach, but the other townships adjoining

the lake, supplied them with the means of so doing.

Connected, however, with 1844 there were other notable movements. In place of the first purchaser of wheat, who now disappeared, Mr. George Currie arrived in Prince Albert. He was also the agent of Mr. Warren, and besides improving the store greatly, he gave an important impetus to the wheat business. Indeed it might almost be said to have commenced with him, and if others were afterwards enlisted in it, such as Messrs. Laing & Bigelow, and Forman, yet still Mr. Currie had the chief merit of showing that a large amount of business might be done, and of stimulating all concerned to the use of our rising villages for that purpose.

But, tempting as this point is, we must not enlarge upon it at present. In, therefore, concluding the year



referred to, we have simply to notice the erection of another schoolhouse. This was the seventh in order in the township. It was built on the front of the 2nd concession, as it is also designated No. 2, and it stands in close proximity to the present gravelled road.

THE GRAVEL ROAD

We have spoken repeatedly of the graveled road. There is little need for acquainting our readers with the necessity, or, at least, the expediency, of such a road. Apart from the question whether the County Town should have been put on the front, all must allow that a good line of connection between Whitby and Reach was exceedingly desirable.

This might be shown by various arguments. We would simply refer to the advantages of Whitby harbor, the claims of the villages immediately concerned, especially Whitby, Brooklin, Prince Albert and Port Perry, and the interests of the township lying behind. If these were worthy of consideration, and were entitled to weight, the formation of the road now existing was all but unavoidable, and so the members of Government thought, as well as leading local parties.

Accordingly, in the year 1845 the road was made and opened to the public. It was originally plank, the whole way, and continued so till recently the plank gave way, and gravel was laid down in its stead. The road was constructed with Government money, but latterly it was bought by a private company who obtained it for little more than half the original cost.

While this movement was going on new educational movements were also going on also. Three additional schoolhouses were now erected – one of them a little to the south of Mr. Solomon Orser's; another scarcely a mile to the north or Epsom, and another in the rear of the township, between the

13th and 14th concession.

These schoolhouses were much needed, as may easily be inferred from our previous statements, and the mental supplies which they furnished to the young prepared them for the subsequent duties of life, besides yielding them immediate entertainment.

In the course of next year (1846) very unequivocal evidence was afforded that the township was going fast ahead. The mail, instead of going weekly, as had been the case for the last six years, commenced on the first of April to be carried twice-a-week.

And now also, for the first time, a medical gentleman settled in Reach. We refer to Dr. Jonathan Foot, who had hitherto lived on Kingston Road, but now took up his residence in Prince Albert. This was a great gain the township, not only on general, but also on special grounds. For although our township may be healthy now, it was not for a number of years.



It was greatly liable to ague and lake fever, and every one who knows of these evils, knows that they usually linger long, and produce great bodily weakness, if they are not the means of causing death. It was therefore advantageous in a high degree that a medical practitioner was now on the spot, and such a practitioner as Dr. Foote was.

But, leaving this matter, we pass to matters of a very different kind. Hitherto we have given no information as to the settling of the centre of the township, and for the best of all reasons – because hitherto there had been no settler in it. But now a change came.

SETTLEMENT NORTH

Mr. James Burnett, one of our late councillors, undismayed by the drawbacks of the bush, introduced himself to the front of the 10th concession, and there commenced farming operations. He was soon followed by other settlers – Mr. Astlan, for example,

who either then or the next year fixed himself on the rear of the 9th; and Mr. Smith, who was the first settler on the rear of the 10th, and laid the foundation of Smithtown village, or, as some oddly call it, Gimlet town.

We have mentioned Mr. Astlan, and we ought to mention, in connection with his name, that the first grist-mill in the township was raised by him, if not in 1846, it was certainly raised in 1847, and the steam-engine which he used in it was probably the earliest steam-engine which came into the township.

But speedily after the mill now mentioned, there was also raised a new sawmill. We refer to the original of Mr. Sexton's mill at Port Perry. Which was raised by Mr. Hill, now in Whitby. It then employed only one saw, and yet it did considerable execution, and courted the employment of more like agencies for cutting the immense logs of these quarters, and thus increasing the growth of Port Perry.

Nor was this demand unheeded long. The very next year (1847) another sawmill was started at the Port – namely, Way & Paxton's, now in the hands of Messrs. Paxton and we give it a place in our order of events, because, like its nearest neighbor, it has latterly risen to high importance.

The same year a schoolhouse was erected in that neighborhood, we refer to the original schoolhouse at Borelia, now used by the Millerites as their place of worship; and the fact of such an erection then will indicate how the neighborhood was growing.

Indeed, not only was the Port pushing ahead, but Borelia also was coming into shape. The former, though only three years old, having store and two saw-mills situated in a hopeful locality, drew to it rapidly a number of people; and as for the latter, being situated at the cutting of two important roads, it had even already been endowed with a number of dwelling houses.

There were also a few settlers a little to the west; so that, altogether, there was room for a new schoolhouse more conveniently situated, and separate from the one at Prince Albert.

ARRIVAL OF 1948

We come now to 1848, when various important changes were effected – all of them for the better, and very decided evidence was given that the township was thriving much.

Useful as the Post Office had proved, it required the addition of a Mail Stage. Many there were who had no horses and even of those who could boast of horses, there were not a few who, in travelling to or

from the front, now and then were indisposed to use them.

Was it not exceedingly desirable then that such persons as these (and they were always multiplying) should have regular means of travel on Simcoe Street, while the mail was being conveyed as well?

The carrier of the mail saw this and now that the road was materially improved, and wagons were gradually multiplying on it, he commenced his Mail Stage into Reach. The people on the road were gladdened by the sight of it and the moment it arrived in Prince Albert, accompanied by the sound of the driver's horn, numbers burst forth into shouts of welcome.

Leaving however Simcoe Street, we pass on to Brock Road, and notice what was effected there. Our readers will scarcely expect to be told that the first churches that were raised in Reach were raised at the line of the Brock Road. And yet there were. We

refer to the Presbyterian Church and the Primitive Methodist Church, the former on the 12th and the latter on the front of the 11th concession, both of which were erected this year.

We are quite aware of another place of worship which was raised four years before, namely the one which is used by the Baptists on the front of the 2nd concession. But as stated in a previous paragraph, that was originally intended for a school, and was so used for some time.

To all intents and purposes then, the two churches we have just noticed were the first that were raised in this township. And let it be remembered where they were raised, not in the neighbourhood of the earliest settlements, nor in places where villages were forming, but in quarters of a thoroughly rural kind, which were not peopled until 12 years after the front concessions!

Crossing eastward on the 11th concession till we come again to Simcoe Street, we find there a small schoolhouse, which was also erected the same year. It is often called the Nonquon School, because of its nearness to the creek of that name. Another schoolhouse was also erected – the one which is situated near Cartwright, on the front of the 2nd concession. So that up to the time of which we are speaking there were 13 schools at work in the township, only two being wanting to complete the present number.

And ere we leave 1848 we must notice the amount of population, for a census was taken that year. The number of souls then in the township was 2,475, being 1,541 more than in 1841, seven years before!



William Sexton

This surely was a gratifying increase, an average increase of more than 200 every year. It also gave unequivocal proof that the claims of Reach were telling on the public, and it warranted the hope at the same time that the township would flourish more and more.

In connection with 1848, there were three events which deserve notice. Up to that year the mail carrier had travelled no farther than Prince Albert – but now he extended his labours to Colthard’s Corners (since designated Manilla). The road was far from being good, and of course he carried the mail on horseback. Indeed so bad was the road about that time, or at least a little before, that one of our settlers in Prince Albert was occupied the greater part of nine hours in travelling up to Mr. Charles Black’s – a distance of the same number of miles !

The same year another church was erected in the

township, namely, the Presbyterian church in the neighbourhood of Utica. It was not indeed brought to completion, nor for eight years afterwards, but it was dedicated then, and regularly thereafter turned to account.

Nor had that year reached the fall before another schoolhouse was ready for service. It stands in a region of which we have hitherto said nothing – nearly due north of the village of Uxbridge, and about sixteen miles distant from Prince Albert.

The distance, to be sure, has been latterly shortened across the extensive swamp in the northwest, an excellent bridge and an embankment were constructed two years ago, but until then, there was no possibility of reaching the schoolhouse; or the region in which it stands, without intruding on Uxbridge or Brock.



Rise and Progress of Reach

June 2, 1859 - Ontario Observer - Part 2

Author Unknown - "M"

Notwithstanding the utility of Simcoe Street, a feeling had obtained for some time that a preferable road was now necessary. The street was not only in bad condition, but both the upper part of Whitby and the front concessions of Reach it went over very hilly ground.

Palpable proof was arising, too, that, as Oshawa had become an important-place; and Port Perry was rapidly growing, an extensive traffic was likely to ensue, not only between these two places, but from Oshawa harbour up to the northern parts of Reach.

The anticipation now referred to rested on various grounds: the constant increase of agricultural produce; the accumulation of valuable sawn lumber; and the extent of wheat purchases that were being made in Prince Albert – all of them disposable for use in the front, and from the front to distant regions.

Influential parties saw this – a company was formed for the construction of a new road, and in 1850 the road which they caused to be made – some-

times called the Nonquon Road, and sometimes the New Road, was thrown open to the use of the public.

We need not describe the course of which it takes, unless we say generally that it leaves Simcoe Street a mile and a half north of Oshawa, that it then for a little pursues a north-east direction, and that afterwards it runs due north till it terminates at Port Perry.

From thence there is a common road, of two miles, due north to Simcoe Street. We regret to add that, in the neighbourhood of the lake, the road is sadly disfigured by deep pitch-holes, which make it in the summer almost impassable. But during the sleighing season, it is easier for horses and better sheltered from the wind than Simcoe Street.

What it actually cost we cannot say, but we know that the estimated cost was £5,700.

VILLAGE OF MANCHESTER

While this road was reaching completion, an important building was rising in the township. We refer to the Town Hall at Manchester. Its name is explana-

tory of the object of it. It was not designed to be used as a Court House though courts are regularly held in it now like all other buildings of the same kind.

It was raised for the general business of the township, for holding meetings of the tax-payers, for conducting matters of election, for enabling the Council to deliberate and pass laws, &c.

And as to the place in which it was built we may say a few words in passing, especially, as we have said nothing hitherto. When the village of Manchester originated we can not absolutely assure ourselves; we know however that the oldest house remaining in it was built in 1846. It stands at the cutting of the gravel and concession roads, and is now occupied by the Tyler Family.

The next oldest house is Mr. Ewers', and the third oldest the one which is now occupied by Mr. James Truax. Both of these buildings were standing on the side of the graveled road. Of later years, the tavern now occupied by Mr. Rusnal was raised and occupied by Mr. Fitchett, and hence, till the modern name was given it, the place was generally designated "Fitchett's Corners."

But after the place acquired brick, and gave decided indications of a village, it threw off its primitive name and claimed the imposing title of Manchester. Its future history we have nothing to do with – we are only concerned with what is past.

TORNADO OF 1850

But we have other matters to record of this year and one of them merits particular I mention. In the afternoon of the fifth of July a storm assailed the township of Reach, so dreadful and yet so rapid that although we must mention it, we need not attempt to describe it – description is impossible.

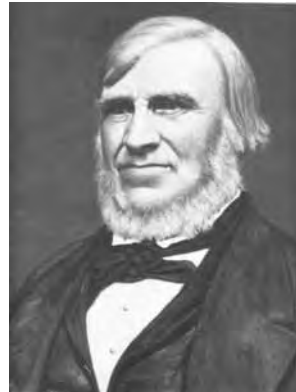
The day of course was exceedingly warm; and even in the forenoon most people were beginning to imagine that something serious was brewing. But after midday these apprehensions were greatly increased. The sultry nature of the atmosphere and the ominous clouds in the northwest making it next to certain that a hurricane was hastening on.

At length the crisis came – flashes of lightning and peals of thunder, succeeded as quickly by rain and tempest, all arrested the eye and the ear with a force and a wildness which cannot be imagined.

The scene was as terrible as a tropical tornado – very mind was agitated by it, every heart quailed before it. It did not indeed continue long, scarcely as long as ten minutes, and it did not act on a large extent, little more than a quarter of a mile in breadth.

But in the line which it took, from northwest to southeast, its effects were sufficiently appalling – standing trees and lying logs, houses and mills and farm offices, cattle and flocks and human beings, all being forced to own its supremacy.

On the farm of Mr. John Ianson, in the 10th concession, it wrought fearful mischief. There it overturned innumerable trees, which speak as its memento to the present day and besides over-throwing the dwelling house, it killed Mr. Ianson's boy and his sister-in-law.



John Ianson

On the south side of Lake Scugog it was nearly as mischievous – a man of the name of McLeod was killed by it, and it greatly thinned the surrounding forest. In other quarters it took up boys and men from the ground, whirled them like tops in the open, air, and then at some rods distance set them down on the ground again.

Fortunately enough, it scarcely touched Borelia or Prince Albert. It passed as it were between them, but it left traces of its fury in the neighbourhood. Mr. Hurd's sawmill yielded before it, and so did a host of trees immediately adjoining, of which there are traces yet.

And one of its most amusing achievements, for storms can do amusing, was close to Borelia, on the side of the 6th concession. There stood then a little cottage, with an open space between it and the ground. The owner of it was away elsewhere and his wife, as the storm was approaching its worst, naturally enough betook herself to the house of a neighbor. She had scarcely reached her neighbour, when her own house was blown away and tumbled down on the other side of the public road.

We could tell of other effects of the storm, but we forbear. Enough has been said already to give an idea of its power – the like of it was never seen before, nor since, at least in this township. And perhaps we should add that although it was felt in other townships, as in Brock and Scott and Cartwright and Darlington, it appears to have reserved its worst for Reach.

Passing on to other matters, let us now say, that before this year had reached its close, the last of the school-houses now standing was ready for its destination. We say the last of the schoolhouses, not including substitutes for original ones. And the schoolhouse we now refer to was raised midway between Epsom and Uxbridge.

Our readers of course will infer from this, that the section lying in that quarter was later in being

settled than most others, and probably so, although we have no certain information. The idea however receives countenance from the character of the fields and the style of the dwelling houses, the former of which are pretty stumpy, while the latter are generally small and unpretending. But the erection of the schoolhouse was a great gain, and augured well for the future of the inhabitants.

NAMING OF BORELIA

Before we quit 1850 let us simply notice another matter. It was somewhere in the course of that year that the village of Borelia was so named – the name, we are told, was given by a stranger, and given as a kind of compliment to the people, just as the phrase *Aurorae Borealis* is used in reference to the Aurora Borealis is used in reference to the Northern Lights. But whether this is the right explanation we do not affirm. Indeed we are somewhat skeptical about it.

Certain we are on the other hand, that the names of the rest of the villages in our township (several of which were given about this time) were taken from persons or places connected with terra firma, not from any celestial phenomenon.

Leaving the matter of names however, we proceed to something more substantial. In the month of January 1851, the Mail underwent a new change. After having run for nearly five years, twice a week, it now commenced running thrice a week. This of course was a great gain and there was ample reason for it.

Not only had the people swelled into thousands, but the Post Office in Prince Albert was as yet the only office in the township. It was therefore judicious in a high degree – and was necessary to increase the amount of mail service, that the many hundreds who depended on it might enjoy something like adequate opportunity of dispatching and receiving their several communications.

But we pass from this to another matter. And what we shall now state has reference to sailing on Lake Scugog. Hitherto little has been said on that point, and for good reasons.

LAKE SCUGOG

Up to the year 1830 Lake Scugog had scarcely an existence. As already shown it was nothing more than an immense marsh, with a strong creek (augmented by others) flowing through it, and therefore except with an Indian bark, sailing was quite impossible.

In reference to the next twenty years, the case was otherwise – as the lake invited sailing craft, so sailing craft was frequently on it, sometimes in the shape of pleasure, sometimes in the shape of social transit, and sometimes in the shape of business.

But more particularly we ought to mention that,

owing to the rapid growth of Lindsay, and the rising character of Port Perry and Prince Albert, there was carried on, between these places for a number of years, a regular system of goods and personal conveyance. The vessels were not large – they were merely scows – but they served their purpose for the time, and opened the way for something better.

SO FAR UP TO 1851

It was very easy to see however that scows must now be set aside. The country on all sides of the lake was filling with population, and therefore with business. North of the lake were other similar bodies of water, still more capable of navigation, and the Fenelon Falls worthy of a visit from the lovers of the romantic – and their between Lake Scugog and Lake Sturgeon (as already noticed) was the populous town of Lindsay.

These and other considerations had brought on the conclusion that a small steamer must be put upon our lake. And now the well-known Woodman was built at the Port, and fitted with an engine from the factor of Messrs. Gartshore & Co., Dundas, was launched away on the peaceful waters.

After being fully equipped for her mission, she set out on her tri-weekly trips, and received in so doing the applause of many on the shore. Contemporaneous with this achievement, was the erection of another place of worship – namely, the Wesleyan Methodist Chapel in Prince Albert. It had long been needed, for as may be inferred from our previous statements, the Wesleyan Methodists in this locality had for years before presented a considerable bulk, having had the benefit of preaching from 1830.

And it scarcely requires to be mentioned here that before they obtained a chapel for themselves, they met in the common schoolhouse. This however was not to be adhered to. And both for their own sakes and for the sake of others, it was well that they erected their place of worship and formally took possession of it.

Also about this time, an important Society was raised again, which for several years had grown defunct. We refer to the Bible Society of Reach.

The period when it came first came into existence was 1840, the starting year of the Parent Society of Canada. Owing to a number of causes however, the township Society had lost ground, and indeed at length had ceased to exist. But now it was called into life again, and with much larger numbers to give it support, as well as with wider occasion for it.

Note:

- *Unfortunately the remainder of this report are lost due to missing issues of the Ontario Observer.*

1861



Reach Villages Progress

Published, August 29, 1861 - Whitby Chronicle

By William Henry Higgins

PRINCE ALBERT

At Prince Albert, on Wednesday morning, I took a look around the village, and observed with rough pleasure, a great many improvements there taking place.

Amongst the principal manufactures are the carriage and wagon factory of Messrs. Emaney and White; the cabinet factory of Mr. Jolly and the Prince Albert Harness manufactory, of Messrs. Curtis & Rolph; the tannery of Mr. Joshua Wright, I noticed on a former occasion.

Emaney & White do an immense business, They turn out as many as forty large wagons in the year, buggies, "democrats," and all kinds of agricultural implements. They have very extensive premises – 80 x 40 feet, and are just starting another building to fill which they have procured stuff sufficient to build 60 cutters the ensuing winter.

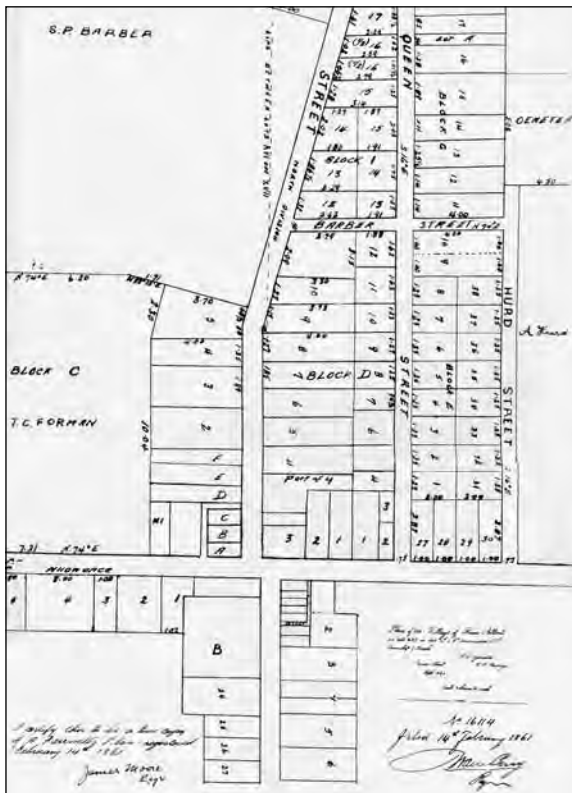
At Curtis & Rolph's Harness shop, there are some splendid specimens of workmanship to be seen – one of which is a beautifully mounted set of carriage harness, which obtained the first prize at the last exhibition of the North Ontario Agricultural Society, and diploma.

PORT PERRY

The business going on at this favourably taunted point looks healthy and well – and, notwithstanding the depression in the market, the manufacture of lumber goes on with great activity, at the celebrated sawmills of Messrs. Wm. Sexton, and Thomas Paxton & Co.

The latter contains one upright, and one circular saw – the circular so constructed, that when the log is removed, after being "slabbed" on the upright saw, it is cut up by the circular, in quick limo – the log being carried backward and forward and set with great rapidity, by machinery. The only manual assistance required is one man to carry away the lumber as cut up.

There is another circular saw for edging boards, and a second for cutting up slabs in the upper floor; and in the lower storey of the mill a lathe machine is kept going, sawing up such pieces of boards, laths, &c. as will not work into lumber to advantage. There is an immense business done at this concern, and I regret that I have not obtained the figures at hand.



Map of Prince Albert, February 1861.

SAW MILLS

In Mr. Sexton's mill there are three muley saws, one gang of, I think, 15 saws, and three circular saws, all driven by six engines, and cutting up, as may be well supposed, a huge quantity of lumber: I was told from two-and-a-half, to three millions annually. Tho manufactured lumber now piled up, on hand, equals one million feet.

The gang will cut a log three feet wide into three inch plank, and it takes the greater part of the two muleys to flat the log and switch for the gang. The local trade is very large, and a surplus, after the local trade is supplied, is shipped principally to Troy.

The other great manufactures at Port Perry are a grist mill, stave factory, cloth factory, sash and door factory, and a foundry. The grist mill, owned by the Port Perry Land Company, is a splendid structure - has four run of stones, driven by a thirty-four horse power engine, and is capable of doing a large amount of business.

STAVE MANUFACTURING

The Port Perry stave factory, cloth factory, sash and door factory, are all owned by Messrs. White & Bigelow. The machinery is driven by a fourteen-horse-power engine. There are manufactured annually from twelve one and a half million flour barrel staves; from ten to twelve thousand cords of stave bolts cut up annually.

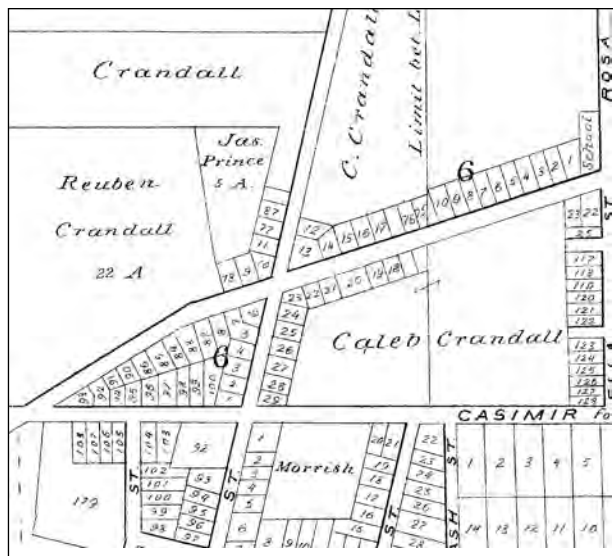
These are first put into large boxes and steamed, so as to become soft by the exhaustion of steam from the engine; then taken to an iron table which works on hinges, on which they are placed and afterwards carried up and down against large knife - a person being stationed behind the machine, who gathers up the staves as they are cut off and passed, finally passing between two circular saws which cut off both ends at the same time, making every stave of an exact equal length.

After this, they are taken to the "jointer" and the edges taken off to the right shape, ready to be set up in barrels, and from thence they are casted and ready for use.

I have taken some time to describe the manufacture of staves - the process was quite new to me, and I trust that it may not prove too tedious, or uninteresting.

PLANING MILL

In connection with the sash and door department of Messrs. White and Bigelow's factory, there is a first class planing mill, which is kept constantly employed, placing lumber for the surrounding country. Some fifteen thousand lights of sash, and



Map of Borelia, circa 1870.

many hundreds of doors are tuned out here annually.

In the wool carding department, there is a carding machine, fulling mill, shearing machine, pressing machine, power-loom &c., making the establishment altogether, very complete. Here some 14 hands receive constant employment.

Port Perry may well be proud of it splendid manufactures. Where Whitby so greatly favoured, it would indeed give an impetus to its business and industry.



Map of Manchester, circa 1870.

There are also in the village a superior cabinet-ware factory, where a large amount of work is done, a blacksmith's shop, or more; two stores, a boot and shoe factory, on an extensive scale; two good hotels and some excellent private buildings.

Better facilities for quick and cheap communication with the front, and the country northward are all that are needed to make Port Perry foremost amongst the rising towns in the county of Ontario. And this is only the work of time. For it but requires to have the advantages which Port Perry undoubtedly possess, better known to be more fully developed.

BORELIA

The same day I passed through Borelia, where I stopped for some time and conversed with several friends. There a few additional places of business and buildings, two going up, and they get their share of the through traffic going to Oshawa and Whitby,

as well as that remaining at Manchester and Prince Albert.

MANCHESTER

I passed by Manchester the day previous, I have little to note. It looks the same place, with its Town Hall, blacksmith's shop, and two taverns, that it has been looking for some time past.

In the taverns, and the superior accommodation provided, there is, however, much improvement. They are now kept – as the readers of the *Chronicle* already know from the advertisement, by Messrs. Zwickey and Chas. McClewe, respectively, and are very creditable hostelryes.

During the winter, however, there is considerable stir in Manchester, for many of the wheat buyers congregate there, to anticipate the Whitby, Oshawa, and Prince Albert markets.



1866



Progress of Port Perry

December 13, 1866 - The Port Perry Standard

by Edward J. Mundy

In noticing the improvements and advancement of Port Perry for the past year, we cannot help observing the marked increase in almost every branch of business, and if the present rate of progress is maintained for a few years the place will be a town of considerable consequence.

A large increase in its population has also taken place within the same period, which would doubtless have been much larger could business places and private dwellings have been had. We trust the property holders will make every exertion to supply a want so much felt.

The location of this place, at the head of an extensive inland navigation, reaching some 150 miles into the interior, and the fine agricultural country by which it is surrounded, with roads leading in almost every direction, together with its present extensive manufactures, points to its future destiny as one of importance.

Almost all places in their infancy have had difficulties to contend with, and at times have indicated a faltering or standing still. Sometimes the state of monetary affairs, the failure of crops, the deranged state of trade, or a limited demand for manufactures, weighs heavily on small towns and villages. Port Perry has been to the rule no exception.

The improvements made in this place the present year, have been most gratifying, and as we have already indicated, much needed.



Edward J. Mundy

BUILDING

Two blocks, containing four stores, have been erected on Queen street, and present a very neat, city-like appearance. One of the buildings is completed, consisting of two stores and Post Office, and the second storey being occupied by the Standard Printing Office, a Tailor Shop and Millinery Establishment.

The other block is designed for a Drug Store, Stove and Tin Shop, and Photograph Gallery, which will be finished about the last of this month.

There has also been erected during the present year, on the north side of Perry street, a large Foundry and Ag-

ricultural Implement Manufactory, occupying about an acre of ground, and comprising two buildings 36 x 60 each, in the form of an "L". Engine house 18 x 36, and Blacksmith Shop 20 x 40, all of which are nearly completed.

MANUFACTURING

Active operations in the way of manufacturing and repairing all kinds of agricultural implements, and Mill Machinery, have already commenced. This establishment is very much needed in this section of country, and will give employment to a large number of hands. Mr. Gibson, the proprietor of the business, is sparing no pains in fitting up the machinery, having secured first-class workmen, and being a first-class workman himself, he can do anything required in his line, as well as it can be done in Canada or elsewhere.

WORSHIP

On North street there is in course of erection a beautiful Episcopal church of brick, 50 x 30, in the Gothic style of architecture. Judging from the designs, it will be an ornament to the place and a credit to the contractors and Building Committee.

The Mechanics Hall or Institute has lately been sold to the Baptists for a church, and is undergoing extensive alterations, internally and externally, and is to be fitted up in good style, with vestries in the rear, and steeple in front. The building will have quite a new and elegant appearance, and occupies a most beautiful site, commanding from its elevated position a view of Port Perry, Lake Scugog and the Island.

We may add that a parsonage is also about to be erected by the Baptists, 40 x 30, two storey high, with cottage roof. Private dwellings have also been put up which give the place quite a changed aspect.

HOUSING

Port Perry has suffered much for want of house accommodation, several families having had to board at the Hotels. Every house in the place is occupied by from one to four families. We understand a large number of dwellings will be put up next year to supply the deficiency.

We also understand arrangements are being completed by Bigelow Bros. for building a large Woollen Factory during the next summer, which will be commenced as early as the weather will permit in the spring. The building is to be 40 x 80, three stories high, of brick, and will be capable of turning out from four to five hundred yards of cloth per day, – employing some thirty hands.

Messrs. Bigelow, Paxton and Cochrane have made a purchase of 50 acres of land from Mr. Crandell, on the rise of ground between Port Perry and Borelia, for the purpose of laying out town lots which will be sold without special regard to price, to parties who are desirous of building. This property is beautifully situated as it rises gradually from East to West and affords a fine view of the Port, Lake Scugog, the Island and surrounding country. There can be no handsomer or more pleasant location for private residences.

We understand a large number of lots have been already taken up, and buildings are in course of erection on some of them. When spring opens expect to see several fine residences in this part of the town.

The manufacturers have experienced a considerable difficulty the past season in getting their property shipped, one steamer being entirely inadequate to the task, though she has worked almost night and day. A large amount of lumber will have to lay over until spring.

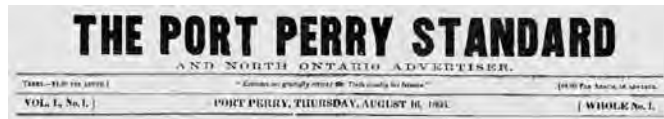
To meet this difficulty another steamer has been put on the stocks which will be completed by the time navigation opens to ply between this place and Lindsay. She will be propelled by a 40 horse-power engine.

An agency of the Royal Canadian Bank has also been opened here within the present year, a movement which we are sure the directors will have no reason to regret, as there must be a great deal for one Bank to do. The position is central, and the business transacted in Port Perry, Prince Albert, Manchester, and the surrounding country, sufficiently warrants the directors in the step they have taken.



Port Perry Standard and Printing Office, was located in this block on the south side of Queen St, circa 1900.

1867



Progress of Port Perry April 25, 1867 - The Port Perry Standard by Edward J. Mundy

The manufacturers of Port Perry have been busy of late fitting up their various establishments for the coming season's operations, and we notice the mills and factories are all at work again.

Large stocks of logs have been got out by the mill owners during the past winter to be cut up into lumber and shingles. We are informed that the total number amounts to no less than thirty-three thousand, besides a sufficient quantity of Basswood logs to make some four hundred thousand of flower barrel heading, while there are of stave bolts enough to make some eight or nine hundred thousand flour barrel staves.

According to present prospects this season promises to be a very busy one, particularly if the large stocks of raw material are worked up as contemplated.

The number of hands employed by Messrs. Paxton & Co., Sexton, Bigelow, & Marsh and Trounce, in their several establishments is 130 – that is in and around their mills, besides a number employed in bringing forward the raw material and getting off the manufactured article.

The foundry of A. M. Gibson is doing a large business, and has on hand really more than he can do. There are now some 23 hands employed, and the men are working overtime to keep up with promises. The location for a business of this kind is good, being centre of a large and prosperous section of country – and says a good deal for the farsightedness of its proprietors.

The steamer "Lady. Ida," owned by W. J. Trounce, Esq., has undergone thorough repairs – has been painted and renovated throughout. Yesterday she backed out from her winter quarters, made a very satisfactory trial trip, and is now ready to commence her trips between this place and Lindsay and intermediate ports. The Captain, Mr. Thomas Oakley, is an obliging fellow and we wish all concerned a prosperous season. Elias Rogers, of Port Hoover, has a new steamer on the stocks to accommodate the increasing business, one steamer being entirely inadequate to the amount of business required to be done. She is intended to ply between this place and Lindsay, in connection with the steamers north of Lindsay, and the Port Hope, Lindsay and Beaverton Railway, connecting with the stages on their arrival and departure at Port Perry, to and from Whitby and Oshawa.

This arrangement has been long required to accommodate passenger traffic – making the round trip between Port Perry and Lindsay daily. She measures 70 feet keel, 18 feet beam, and is to be propelled by a 35 horsepower engine, from the establishment of A. M. Gibson of this place. She is expected to make her first trip early in May.

On the whole, between the ringing of the time bells, and the blowing of the whistles on the various establishments and departure of steamers, and the ascending of the dense black volume of smoke from the tall chimneys, we contend there are indications of business, energy and enterprise, and we trust the place will continue to prosper.

1867

Port Perry Improvements

November 28, 1867 - The Port Perry Standard

by Edward J. Mundy

In making mention of the improvements of Port Perry, during the past summer, it is with pleasure that we note the general progress, both public and private, which has been effected. And notwithstanding the numerous private dwelling that have been erected there is still a necessity for more dwelling houses and places of business.

Every house in the place is occupied – some with from two to four families – and the demand is on the increase. There are those in our midst able to put up dwelling and business places who should certainly take hold and do their share towards providing for the general growth, prosperity and wealth of the place.

On the property lately laid out by Messrs. Thomas Paxton, Joseph Bigelow and Wm. H. Cochrane, some sixteen dwellings have been erected, and a number more commenced. In other parts of the village we notice a large number of houses have been built, and are in course of erection.

The new Presbyterian Church, on the north side of Queen Street, is a fine building, 36'x50', with basement story of stone, intended for Sabbath School, Lectures, &c. When completed it will seat 400. The tower and spire give the building a lofty appearance, which, from the base to the top is some 80 feet.

Farther on, to the west is the Baptist Church, formerly the Mechanics' Institute, which has undergone an entire change, and presents an entirely new and somewhat handsome appearance. This building is also 36'x50', with vestuary, 30'x30' in rear of the main structure. The height including tower and spire from base to vane is 99 feet.

It is tastefully painted and frescoed throughout, and is to be warmed with hot air, on the Ruttan principal. The church is also furnished with an elegant and well-toned organ. The site of this edifice is one of the most pleasant that could be desired, overlooking, as it does, the town and Scugog Lake, with the Island in the distance.

On North Street there has been erected an Episcopal Church in the Gothic style of architecture. It is of brick, about 30'x50' and when fully completed, will be very comfortable. Such buildings as these are an ornament to any place, and a credit to the enterprise and liberality of the people.

On the corner of Queen and Cochrane streets we notice a neat and pleasantly situated cottage, with outbuildings, lately completed for Mr. William M. Cochrane. The large and commodious residences of Messrs. W. Shaw, Robins and Charles Powers, as well as that partly finished for Mr. Hogg. Only one year ago this part of the town was an open field.



Presbyterian Church, Port Perry, circa 1870.



Anglican Church, Port Perry, circa 1870.

In other directions extensive improvements are noticeable. A large addition has been made to Mr. Joseph Bigelow's block of stores on the south side of Queen Street. Mr. Charles premises have undergone extensive alterations, and Messrs. Wm. Sexton, John W. Davis, Jessie Ireland and others have made substantial improvements.

On the whole, the appearance of the town is particularly gratifying, because the growth is healthy, and not more than adequate to the wants of the locality.

Our merchants, manufacturers and business men generally here have conducted a larger and more prosperous business during the past season than in any former year.

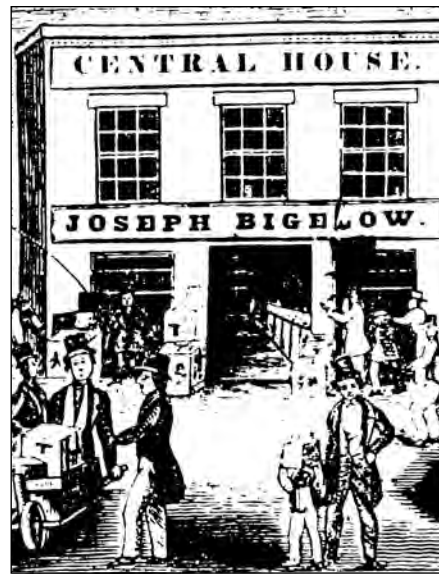
Messrs. Paxton, Sexton, Bigelow, and Marsh & Trounce, have manufactured for the past season:-

- 5,700,000 feet of lumber
- 3,600,000 sawed shingles
- 650,000 sawed flour-barrel heading
- 775,000 flour-barrel staves
- 8,000 barrels of flour

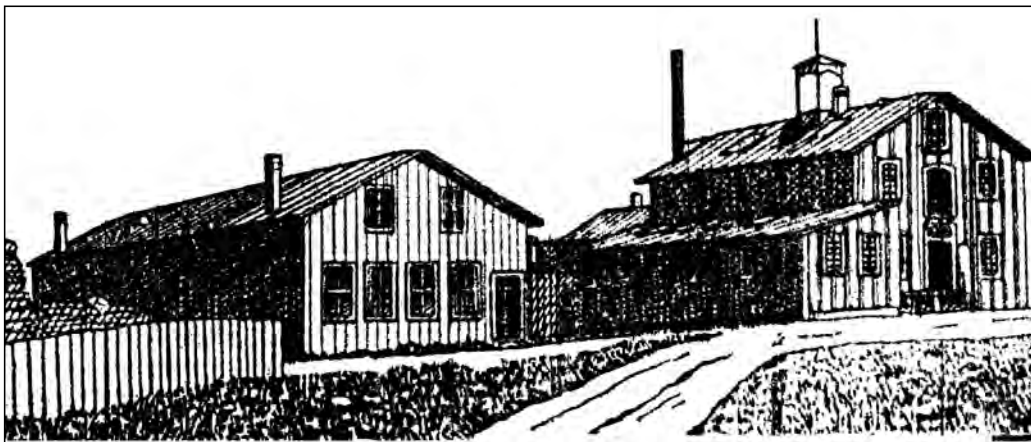
The principal part of the lumber, shingles, and flour, have been shipped to Lindsay and thence by railway to Port Hope for the American market.

Messrs. Charles Marsh & Wm. J. Trounce are regular wheat buyers, and farmers may depend upon getting the highest price for their grain at all times. They have been more than ordinarily successful in their milling operations, having, in addition to shipment and gristing, disposed of a large quantity of flour for local consumption.

The Port Perry Foundry and Agricultural Implement Manufactory, now carried on by Messrs. Paxton, Tate & Co., has done a healthy business, and is to be pushed on and worked up to its full capacity, keeping employed from 30 to 50 hands.



Joseph Bigelow's Central House, circa 1862.



The Thomas Paxton and William Tate Foundry, along the lakefront, Port Perry, circa 1870.

1868

Our Beloved Reach Twp.

December 31, 1868 - Ontario Observer

by James Baird

And now for our own beloved Reach – well named, reaching as it does from North to South Ontario, and forming the great uniting link in the chain.

Here too the signs of progress and evidences of enterprise are distinctly visible. Unlike the other townships of which we have been speaking the question of capital here is not quite so easily settled; we have a triumvirate if we may be allowed, the expression, or in other words we have three capitals each putting in its indention, and each pressing its claims to pre-eminence.

And the close of another year we have Manchester, the natural, the legal, and the grain centre of the municipality. We have Prince Albert, the commercial centre, and Port Perry, the manufacturing centre. It is not to be expected that this state of things can continue long.

About the commencement of the present year our enterprising neighbors at Port Perry determined by one grand united effort to give that village such a push it would drive it far ahead of its competitors and secure for it a more prominent position in the township, and however much we may squirm, we are forced into the admission that they have succeeded admirably and have done themselves credit by the effort.

In fact we much question if there is another village from Gaspé to Windsor which has progressed so much during the year as Port Perry has done. An efficient grammar school has been established. A somewhat expensive new church has been completed for the Church of England – and a handsome church has been erected for the Presbyterian.

A large Carriage Factory has been built and set in full operation Steam power has been introduced into the Cabinet Factory. Mr. Bigelow is erecting a large brick block at a heavy cost. Mr. Allison has built two handsome stores at a coat of nearly \$4,000, and a very large addition has been made to the village by the erection of many excellent dwellings, while most of the old factories have been improved and extended. The cost of those improvements must be large sum, and this with a small village to start with is far from being an insignificant move.

The villages of Manchester and Prince Albert and other villages throughout the township have been moving onwards, but their progress has been so insignificant compared with that of Port Perry, that the latter village carries off the palm entirely.

Reach too has been seeking to shorten her distance from the front, and with a view to the obtaining of this object she has granted \$30,000. We regard this as a good investment and one likely to pay all parties except the company.

It is a grant we would not touch if we had anything to do with the direction of the affairs of the company, we would willingly forego the \$30,000 and get rid, not only of the erection, but of the maintenance of two extra stations, which of themselves, will in a few years absorb the entire amount; but besides the extra stations there will doubtless be fifteen or twenty thousand dollars more for constructing the road, and from five to ten thousand dollars more for right of way, besides the additional expense of keeping the road in running order, in following out the route set forth in the Bylaw. However, that is for the Directors to attend to, and they are fully equal to the task.

1869

Reach Twp. Progress

April 8, 1869 - Ontario Observer

by James Baird

The steady, onward progress of Reach as a whole in everything which goes to make up the sum total of the well being of a community may be equalled by some township, but we very much question if it is surpassed by any township in the Dominion.

The certain proofs of her moral and intellectual culture may be found in the number and excellence of her schools; the disappearance and almost extinction of the old fashion, miserable little log school house and the erection in their room of large, commodious, comfortable frame buildings.

The rapid advancement in the number and condition of our places of worship is significant, if not of increasing piety at least of increased devotion.

The astonishing increase in the number of our mercantile establishments, and the continued extension of our manufacturing facilities prove conclusively that Reach possess a large amount of both wealth and enterprise.

But rapidly as we are increasing in intelligence, wealth, and enterprise, the amazing increase in our population throws all our other signs of progress completely into the shade.

The various school houses are being extended, added to, multiplied and packed; but still we are not able to keep pace with the rapidly increasing demand; and whole swarms of little ones have to be packed away in our Temperance Halls, Town Halls, and outhouse while addition school accommodations is being provided.

1870

Progress Reports

December 29, 1870 - Ontario Observer

by James Baird

PRINCE ALBERT

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

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

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

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

MANCHESTER

Manchester, that fortunately located business centre, still presses forward. There are three capital building in the course of erection here.

Mr. Brown, of the firm of Brown & Christian, is erecting a comfortable residence to the north of the village. The front building is 24'x34' of the Gothic style, 1 1/2 storeys high.



James Baird

The site is an excellent one; the building has a sharp tidy appearance and will add considerably to the look of this part of the village.

Mr. Adam Gordon is also putting up a building here. He is erecting a large and commodious store in the centre of the village, on that long disputed territory, the Manchester road allowance.

The building is 31'x48', two storeys high with 18 foot posts. The location is a good one and when finished will add very much to the appearance of that village, filling up a somewhat unseemly gap and adding considerably to the business

facilities of the place.

A somewhat comfortable Parsonage in connection with the Primitive Methodist Church is being erect to the west of the village. This is doing well and is highly creditable to the parties concerned.



1873

Progress Unrivalled **September 11, 1873 - Ontario Observer** **by James Baird**

As a business centre Port Perry, is unrivalled by any village in the Dominion, and not many towns equal it as a business mart; and in matter of substantial progress it has few if any rivals. The rate of advancement is still largely on the increase and every interest is pushed not only onward but upward pointing to a grand future for this important town.

In matter of Dry Goods, Boots, Shoes, Ready-made Clothing, etc., the amount of being done here is really astonishing. The very extensive business done by our merchants enable them to carry the true business principles - cash sales, small profits, and quick returns - to their utmost limited, and the consequence is that nowhere from Gaspé to Windsor, can Dry Goods be bought cheaper or better than at Port Perry, and the places are very few indeed where equally good bargains can be secured, while the stocks to select from are immense.

The amount of business done here in Dry Goods alone during the past year by six of the leading establishments can't be less than \$250,000, we know that the business of one firm amounted to \$75,000. Of course the profits are small, the goods being sold at the lowest possible figures; but the large aggregate of small profits amounts to something handsome after all, while the rapid and extensive sales secure to customers, constant supply of fresh goods of the latest styles.

What we have said of Dry Goods as to quantity, quality and prices, may with equal confidence be asserted of groceries. The competition in this department is equally keen with the Dry Goods, and the small margin of profit can only be sustained by the vast amount of sales. Our principal Dry Goods establishments have extensive grocery establishments connected and do a very large business in this line offering the best quality of groceries at the lowest possible prices.

This secures great and rapid sales, and the rapidity of the sales secures a constant supply of fresh goods. Besides the groceries connected with the Dry Goods there are some six or eight establishments which confine themselves to the grocery business.

We have but one Bakery owned by our enterprising townsman, Mr. Hiscocks, but he supplies everything in the line in the greatest abundance and of first quality.

Our Hotel accommodation is extensive, but more is still required and is being rapidly supplied. In the matter of Watches, Clocks, Jewelry, and Fancy Goods establishments there is ample supply, some four or five of them doing a big business supplying the community with reliable watches, clocks, choice jewelry and fancy goods, at the lowest prices at which each goods can be sold.

The Stove, Tin, and Hardware business is confined to the establishment of W. T. Parrish but he is a host in himself, he keeps always on hand an ample stock of the very best description of stoves, tinware, and hardware, etc., of every variety, which he sells at such prices as secure a continuous increase in his extensive sales.

The Boot and Shoe business is no way behind the other departments. Besides the large business in this line done at the stores there are three shops in full blast manufacturing the best description of boots and shoes for all classes of the community.

The Tailoring and Dressmaking lines are equally well supplied, the principal Dry Goods Stores having a full staff of each, supplying every variety of garment made up in the very best style.

Mr. Trenbeth is the only Merchant Tailor in town, but he occupies the ground with credit to himself and to the utmost satisfaction of his numerous and still increasing number of patrons.

The business done in Household Furniture and other descriptions of Cabinet Ware is extensive and still enlarging. There are three excellent furniture establishments in the village, whose well merited reputation secures them a widely extended and extending custom.

In Carriage Building and general Blacksmithing, the ground is well occupied. Every description of Carriage, Buggies, Wagons, Cutters, and Sleighs are turned out in large numbers in their season, of first class make, material and workmanship.

In Pump Making we have two establishments making such pumps as will bring water wherever it is to be found and with the greatest ease.

In the supply of Livery we have every accommodation which could be desired. It is all the hands of Mr. McKenzie, but his thorough knowledge of the business and his liberality in supplying every necessary and comfort in the line, covers the whole ground most completely.

The manufacture of Harness we have three establishments driving a large business and turning out work which cannot be surpassed in quality or workmanship.

Of Masons, Carpenters, and Painters we have a numerous staff of superior workmen who may be seen. All over the village applying their skill in pushing on the large number of additional buildings now in course of erection, some in their earlier stages and others hastening to completion. There are eight buildings now in course of erection little more than a stone cast apart – a School House, a Town Hall, a Hotel, a Grain Store, and four private residences, the aggregate cost of which will run pretty close on \$60,000.

The Work on the Town Hall is in the hands of first class men who will leave us a building creditable to themselves and in keeping with this rapidly rising town. And though it is not always safe judge of a structure by examining one of the bricks which compose it yet any one examining the exact, skillful workmanship displayed on the new School House so far as it has advanced will be warranted in concluding that Mr. Devrill will leave us an edifice worthy of his high and well merited reputation as a builder, and an ornament to this whole region of country.

The Grain Store will be of special advantage to our farmers, supplying large additional storage accommodation for grain. So that at no time will there be any lack of room for all the grain that may come in. When the market is at best the largest supply of grain comes in and it is particularly annoying to both buyer and seller when the grain cannot be taken for want of storage room.

Besides always supplying an abundance of room, the free storage will afford additional facilities for buyers and the farmers will receive the full advantage of those facilities, which together with the concentration of so many energetic and liberal buyers will render the Port Perry grain market about the very best in the Province.

The many excellent and profitable factories established here prove a source of wealth and stability to the village and are highly advantageous to this whole section of country. Three first class Saw Mills, Shingle and Stave Factory, Woolen Factory, two Planing, Door and Sash Factories with a Grist Mill and Foundry all contributing to the special good of the village and the general convenience and profit of the entire community.

Our learned Professionals are well supplied, we have two Dentists, three Doctors, four Lawyers, and three Clergymen, all of them being a credit to the professions to which they belong.

As for money we can easily get all we desire of that. Messrs. J. & D. J. Adams have always lots of it on hand, which if they do not give away they are always prepared to lend on such terms as cannot fail to suit all.

And as for our Post Office, Sir John A. And everyone else may, with safety entrust their correspondence in the hands of our active and obliging Postmaster, and no sneak thief or base betrayer of trust will divert it from its proper course.

1874

Still Progressing

April 16, 1874 - Ontario Observer

by James Baird

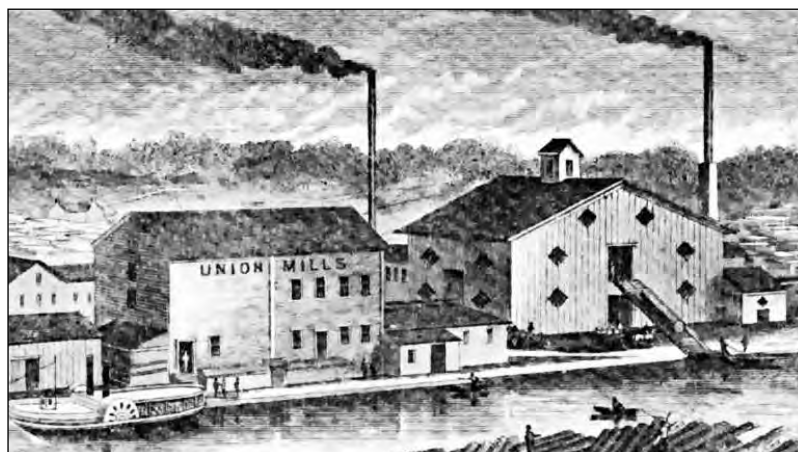
LAKEFRONT

The opening Spring has again brought an army of busy, active workmen around our Port Perry wharf. The Railway Company, with commendable enterprise and have purchased the grounds on which Messrs. Bigelow & Trounce's Woolen Factory, Shingle Factory and Planing Mill and Sash and Door Factory stood.

The proprietors having moved their works, part to the vicinity of the Grist Mill, and part near the Foundry.

This additional space will be of vast importance to the Company and a great convenience to the parties sending freight by the road. Once this space has been perfectly brought in and fitted up as the company intend, it will make the Port Perry terminus one of the most convenient that could be desired.

The foundations of the factory buildings were removed on Monday last and the ground is now ready for the Railway Company to operate on. In every direction there is bustle and activity, the ringing of the hammers, the rumbling of wheels and the cheering hum of active workmen, give to the scene the most encouraging proofs of vigorous prosperity.



Union Mills of William J. Trounce., 1870.

Lots of railway hands are engaged in trimming up and preparing for the approaching rush of business in the timber and lumber traffic. The clumsy, but useful dredger, is preparing for an active campaign in cleaning out and deepening our waters at the wharfs. The impatient steamers lie smoldering in their moorings, waiting the word "go!".

GRAIN ELEVATOR

Cedars and other timbers are being laid down preparatory to the erection of a large grain storehouse and elevator capable of holding from 50,000 to 60,000 bushels for George Currie, Esq. This will be a great acquisition to our grain market, inasmuch as it will largely increase our storage capacity and facilitate the sending off the grain.

Messrs. Heard and Reynolds are about erecting a large Blacksmith and Carriage Factory a little north of Mr. Currie's store.

The new brick church for the Wesleyan Methodists is already underway, the preliminaries are being proceeded with. The large number of private residences being built and about to be built this spring and summer will add largely to the business activity of the village and will leave it at the close of 1874 much larger than it was at its beginning. The demand for additional building sites is on the increase and the value of property is increasing in proportion.

The Union Avenue Company, in a spirit of commendable liberality and enterprise, instead of holding on to their lots till prices rise still higher, have determined to sell by Auction on the 5th day of May next, some 70 of their best building lots all of which will doubtless be bought with much avidity.

The number of new houses springing up in this quarter of the town plainly indicate the direction of the future extension of the town.



George Currie's Grain Elevator, circa 1874.

TOWN HALL

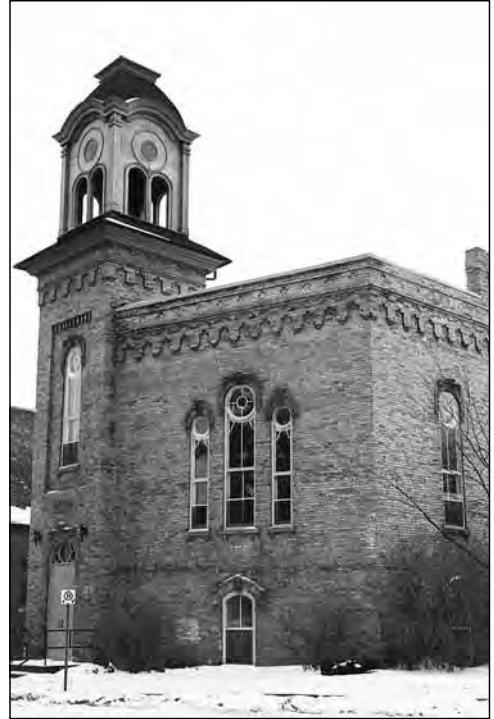
The nominations were held in the Town Hall and really it is magnificent. It is the very best Town Hall we know of and all concerned have done themselves much credit; the corporation for their large hearted liberality, the village council for giving effect to the desires of the people and securing the completion of so fine a building; and the contractors for the skillful manner in which they have filled the contracts.

The plastering, both the plain and ornamental part of it, reflects the highest praise on the skill of the workmen. The council has shown both economy and good taste in the seats.

The chandeliers are miserable things, some half dozen wretched apologies hung to the ceiling by dog chains. Why not introduce a grease pan with a burning rag in it!

Everything within the hall is tidy and clean, and though during the short time the meeting lasted there were no lack of tobacco spits of enormous dimensions scattered over the floor, this may be avoided in the future.

It may be however that the extra duty on the weed will tend either to lessen the number of spits in a given time or decrease their dimensions.



Port Perry Town Hall, 1873.

1874

Happenings in Port Perry

May 28, 1874 - North Ontario Observer

by James Baird

RUNNING IT UP

The Wesleyan Methodist brick church in Port Perry, is being pushed with vigor and is making most satisfactory progress. Comfort and durability no less than good taste appear to be largely consulted in the erection so far as it has proceeded.

AT IT WITH VIGOR

An active staff of workmen have been set to work on our streets under the efficient directions of Mr. Kennedy, and from the manner in which things are being made to skip we expect that the reproach of disgraceful streets will soon be removed from the consciences of our village fathers.

The streets are to be fairly graded and the sidewalks brought to the common level. So that in future parties passing along our sidewalks won't require to ascend or descend a ladder every couple of roads. The council have begun the work and doubtless they will put it through until our streets shall in some degree correspond with the energy and enterprise of the villagers.

PLANTING SHOW TREES

The goodly number of show trees being planted out in some of the principal streets of Port Perry promise at no far distant day to add largely both to the comfort and appearance of the streets. The vandal who would wantonly injure one of these trees, is out to get the penitentiary for his pains.

AN OVERHAUL

The excellent residence on Queen St., Port Perry, lately purchased by Dr. Richard Jones is undergoing a thorough repair which will add greatly both to its comfort and appearance. Considerable attention is being devoted to the thorough draining of the cellar.

This the proper spot to commence repairs. It matters little how large and costly a residence may be, it is only a nursery of disease if its cellar is damp, musty and badly drained.



Dr. Richard Jones residence on Queen St., Port Perry.

1874



Construction Boom

July 25, 1874 - North Ontario Observer

by James Baird

Perhaps at no time in the previous history of Port Perry have the tokens of substantial progress and future development been so marked as they are now, every interest is being pushed with at energy and zeal no less cheerful than assuring.

WRIGHT TANNERY

Mr. Joshua Wright, the worthy Reeve of the village, is hurrying to completion and at a large cost one of the finest, most substantial and best appointed Tanneries is the Dominion.

Mr. Wright having purchased William Sexton's saw mill property containing some six or seven acres on the lakeshore has gone to work, regardless of expense, and improved the property, removed the mill and its gearing, and erected a new tannery on the premises with facilities for employing one hundred and fifty men.

The building is of the most substantial character with all the modern improvements to facilitate the work and secure the greatest perfection in the manufacture of leather. All wish the enterprising proprietor much success in his new premises.

PUMP FACTORY

Mr. John Irvin's extensive, new Pump Factory apposite the Foundry is about completed. This is an extensive establishment for a Pump Factory and will afford facilities for the manufacture of a vast number of pumps, but Irvin's reputation as pump manufacturer is so well established that he will have all he can do to fill the orders.

BLACKSMITH

Mr. James Swan whose reputation as a first-class Blacksmith, especially in the horse-shoeing department, extends over this entire section of country, has also moved his business to his new premises opposite the Foundry where he will be glad to wait on his customers and hopes that the change may be mutually beneficial.

THOMPSON'S BLOCK

Mr. James V. Thompson's magnificent new brick block is progressing finely and when finished will be a credit to the locality, and while it will doubtless be a costly structure the money will be well invested.

The building is creditable alike to the liberality of the proprietor and the skill of the builder, Mr. William Spence. While the premises may not be fit for occupation for some time they have all been well rented.

CORRIGAN

Mr. Thomas S. Corrigan's handsome new brick residence is fast assuming its proportions and no expense is being spared either in the quality of the material or excellence of the workmanship.

TROUNCE

Mr. William J. Trounce has just completed the erection of a comfortable residence and convenient out buildings to the southeast of Mr. Corrigan's and from present appearances that section of the town will make pretensions to lead.

BROWN'S RESIDENCE

Mr. John H. Brown's stately new brick residence is being pushed to completion. Mr. John Irvin's comfortable new residence is making rapid progress. The fact that the carpenter work is in the hands of Messrs. Richard Widden and Charles Powers is a sufficient guarantee as well for the dispatch as for the first class quality of the work.

SPENCE

Mr. William Spence, the contractor, is pressing forward the erection of Morgan's new brick boot and shoe store. The Dafoe House here has been leased and undergoing extensive repairs - we would almost say a complete renewal. Mr. Wm. Spence has been rewarded the contract.

1876

Cheering Progress

November 2, 1876 - North Ontario Observer

by James Baird

It is no less pleasant than encouraging to mark the onward, steady progress of a community morally, intellectually, and materially; our churches, schools, and other intellectual institutions, organizations or societies indicate the progress which morality and intelligence are making.

The extent and description of our factories, workshops; the facilities offered for business and commerce, in our channels of trade by land and by water; our stores and storehouses and other places of business, together with the number and description of private residences all go to show the material standing and progress of the community.

When all these indications move forward in harmony it is indicative of the most encouraging vitality and points with unerring finger to future prosperity. Port Perry had driven her business places more rapidly than her factories or even her private residences, rapidly as these latter have advanced.

PRIVATE RESIDENCES

Private residences are now being pushed forward some entirely new, others being altered and extended. Mr. Boyd, of Bobcaygeon, is having a comfortable new dwelling erected on Perry St., opposite the residence of George Currie, Esq. The building is plain, having no retention to ornament, but is like the Tyrolese frock, plain indeed but right warm. It is built with an eye to comfort, the walls, and even the partitions, are constructed of boards laid flat one upon another, and so plastered and arranged as to make it almost impossible for winter with his icy fangs to enter that dwelling.

Further along that same street Mr. H. Campbell, of the firm of Corrigan & Campbell, is having a fine large residence built with comfortable out buildings. This is about the best situation on the street, there are few better in town.

Mr. C. W. Jones of the firm of Jones Bros., has enlarged and greatly improved his premises on Scugog Street. Mr. Andrew Lazier is building a handsome addition to his residence on Elgin Street. From present appearances, south Port Perry will soon leave north Port Perry nowhere. The north may form a respectable suburb but that will be all.

Mr. Platten has greatly improved the appearance of his tidy residence by the recent alteration he has made. Mr. Lund has gone right into his buildings on Queen street. He is making the buildings stand round and has commenced an attack on bottom and top simultaneously.

JONES BROTHERS

Jones Bros. have built a handsome now residence on the north part of the premises on which their store stands. The large and important addition which the Jones Bros. have just made to their store speaks in the highest praise of the success and enterprise of this active and prosperous firm. This large addition to their premises gives them entire control of their extensive business they have thus succeeded in securing facilities for conducting their extensive business unequalled by any establishment in the county of Ontario.

The facilities they enjoy enable them to handle the more bulky part of their business at one half the

time and cost of establishments not so furnished. The almost unlimited cellar room is only one of the advantages enjoyed by this establishment for by the superior arrangement which the large additional premises only render possible, enables them so to arrange the several commodities in which they deal that all possibility of containment of flavour in consequence of promiscuous storage is avoided, the arrangement is complete with the most scrupulous cleanliness is preserved.

We found in one cellar nearly \$3,000 worth of butter arranged by itself entirely away from any other ingredient and no dairy could possibly be more clean, fresh and sweet. The Teas again another commodity easily injured by contact with improper articles are all stowed away in their own room; but it is needless to specify for their almost unlimited cellar accommodation affords them every facility for placing everything just where they want it and beyond the possibility of injuring or being injured by improper contact.

The disposition they have made of their coal oil is at once judicious as far as keeping this offensive material from coming in too close contact with any thing else, and proper as far as being able to handle it with the least trouble and the greatest facility.

Their arrangements for the handling and disposing of pork are complete, this branch has been reduced to the greatest simplicity from the delivery of the hogs from the wagon to their final disposi-

tion, and the other parts of the establishment so here everything is scrupulously clean and fresh as something which could not be attained but for the extensive premises which enable them to keep every department of the business apart and distinct, and this is of the utmost importance in the conduct of an extensive, profitable business, as well to the customers, as to the merchant.

No one, we think, who have examined the premises will dispute the fact that the premises of Jones Bros. are the most commodious, best arranged premises in the county and unequalled in their superior facilities for conducting an extensive and profitable business.

Mr. Worthington has made an important addition to his premises in way of storage accommodation. He has now an abundance of storeroom for any quantity of the more bulky materials, as salt, lime, fish, etc. He has now convenient and suitable premises for his business.

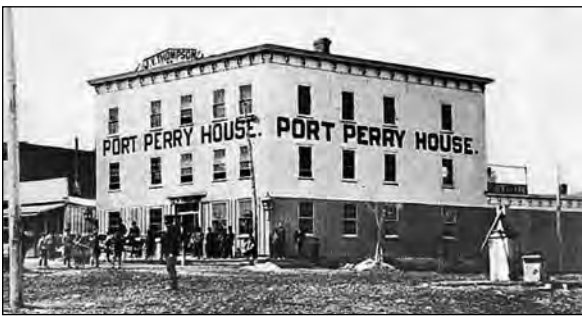
The new street in the 7th Con. Of Reach, for the opening of which a by-law was lately passed by the Council is being graded and fitted up with much diligence, and when completed will doubtless be a vast improvement on the old, and parties living in that locality will have much easier access into their premises. The numerous patrons of Dr. Sangster will be pleased to learn that they will be enabled by night or by day to get to his residence with much less trouble than formerly.

1877

Still Improving

May 17, 1877 - North Ontario Observer

by James Baird



Port Perry House hotel circa 1875.

Mr. Thompson of the Port Perry House is having that excellent and comfortable hotel thoroughly overhauled and much altered in the internal arrangements, while a large addition is being made to the accommodation for guests.

The enterprising proprietor seeks the comfort and convenience of his guests and spares neither labour nor expense in securing these. The alterations are under the direction of Mr. William Spence whose thoroughly established reputation is a sufficient guarantee for the excellence of the work.

ANOTHER BUILDING

Dr. Richard Jones is having a good sized building erected convenient to his residents for an office, consulting and waiting room, etc. The building is all right as far as workmanship, but the situation is the



Dr. Richard Jones home and new office building.

most undesirable which could be selected.

It destroys the appearance of his own handsome residence and also of the residence west of it. In fact, it is a blot on the appearance of the whole street, and certainly should have been placed at the east end of his dwelling and not further south than the main building

PREPARING FOUNDATION

Joseph Bigelow, Esq. has commenced the erection of a magnificent residence on that handsome rising ground northeast of the school building and facing on Cochrane St.

Mr. Bigelow never does things by halves and there can be no doubt that residence he will build will be creditable to himself and an ornament to the village.

The foundation is now being prepared, gives promise of a sightly structure. This is a move in the right direction. Mr. ?? has got the carpenter work and Mr. ?? the mason work. It is expected to be completed before fall.

MUCH IMPROVED

MR. Wm. M. Cochrane, Esq., is having his residence and lot much improved. He is having his dwelling raised another storey, his lot newly fenced and otherwise improved.

This is decidedly one of the best lots in the village and when the improvement are completed will be one of the tidiest looking, best located residences in town.

PUSHING FORWARD

Messrs Davis & Sons are adding an important addition to their Cabinet Factory. It is refreshing to see our factories extending even in these hard times, but the superiority of the work turned out of this establishment so increased the demand for their manufacture that they find it necessary to enlarge their premises.

1878



Port Perry Improving Feb.-Dec. 1878 - North Ontario Observer by James Baird

Feb 21, 1878

BUILDING OPERATIONS

An active spring campaign is underway of buildings in our town. Mr. Thomas S. Corrigan of the firm of Corrigan & Campbell is having the foundation dug and material laid down for the erection of his new residence.

Mr. James V. Thompson, the worthy host of the Thompson House is also have material brought for the erection of a couple of stores. Mr. Spence having the contracts for both of these new buildings.

April 11, 1878

MORE NEW BUILDINGS

Several new building going up this season which are not yet begun. Mr. A. Richardson has building materials laid on his fine lot north of the Town Hall.

Mr. John H. Brown is about to erect a fine residence on that handsome lot opposite Mr. Mark Currie's. Mr. J. Powers, having sold his present residence is about to erect a new house for himself on the Avenue.

We understand that our enterprising townsman, Mr. Charles Hiscocks, is about to erect a new store on the site of his present one.

Graham & Black, general blacksmiths and carriage builders have had their premises much enlarged to meet the requirements of the rapidly increasing patronage of their customers.

April 18, 1878

PRESSING FORWARD

Amongst the many new building going up in Port Perry at this time and to which we referred a week ago, we omitted two handsome little dwellings in the course of erection.

On the property of Stewart Bruce, Esq., we find that Mr. N. Houck is building a neat and well proportioned residence on Scugog St. The way is now clear for the erection of Mr. Charles Hiscocks new building.

June 20, 1878

HURRING ON

The long continued magnificent weather for building purposes is toiling favourably on the progress of the many fine structures now in course of erection in Port Perry.

Already the brickwork on Mr. James V. Thompson's handsome new block has attained its height and at the present rate of progress this fine building will be ready for occupants within two or three months

The rapidity with which the structure has gone up, the superiority of the workmanship and the handsome appearance of the building furnish further proofs of the energy and superior skill of Mr Wm. Spence as a builder.

Mr. Thomas Corrigan's magnificent new residence is rising as if by magic and promises to be another important ornament to the town.

Mr. John H. Brown's fine new residence is progressing rapidly. The style of this building is particularly tidy and handsome, the site is an admirable one and when the building has been completed it will have a particularly attractive appearance and be an ornament to the locality.

July 25, 1878

PORT PERRY GOING FORWARD

In the midst of almost universal gloom and by no means unfounded murmuring over hard times, no better proof could be afforded of the financial vitality and reliable business resources of a community than to find those best qualified to judge of the future investing their thousands in establishing extensive, new business facilities and erecting magnificent and costly residences where they may enjoy the fruits of their energy and enterprise.

Perhaps at no time in the previous, history of Port Perry have the tokens of substantial progress and future development been so masked as they are now, every interest is being pushed with an energy and zeal no less

cheerful than assuring.

Mr. Joshua Wright, the worthy Reeve of the village, is hurrying to completion and at a large cost one of the finest, most substantial and best appointed Tanneries in the Dominion. Mr. Wright having purchased the Sexton sawmill property containing some six or seven acres on the lake shore has gone to work, regardless of expense, and improved the property, removed the mill and its gearing and erected a new Tannery on the premises with facilities for employing one hundred and fifty men the building is of the most substantial character with all the modern improvements to facilitate the work and secure the greatest perfection in the manufacture of leather.

All wish the enterprising proprietor much success in his new premises.

Mr. John Irvin's extensive, new Pump Factory opposite the Foundry is about completed. This is an extensive establishment for a Pump Factory and will afford facilities for the manufacture of a vast number of pumps, but Irvin's reputation as pump manufacturer is so well established that he will have all he can do to fill the orders.

Mr. John Swan whose reputation as a first-class Blacksmith, especially in the horse-shoeing department, extends over this entire section of country, has also moved his business to his new premises opposite the Foundry where he will be glad as formerly to wait on his customers and hopes that the change may be mutually beneficial.

Mr. James Thompson's magnificent new brick block is progressing finely and when finished will be a credit to the locality, and while it will doubtless be a costly structure the money will be well invested, the building is creditable alike to the liberality of the proprietor and the skill of the building, Mr. William Spence.

While the premises may not be fit for occupation for some time they have all been well rented. Mr. Thomas Corrigan's handsome new brick residence is fast assuming its proportions and no expense is being spared either in the quality of the material or excellence of the workmanship.

Mr. William J. Trounce has just completed the erection of a comfortable residence and convenient out buildings to the south east of Mr. Thomas Corrigan's, and from present appearances that section of the town will soon make pretensions to lead.

Mr. John H. Brown's stately new brick residence is being pushed to completion.

Mr. John Irvin's comfortable new residence is making rapid progress. The fact that the carpenter work is in the hands of Messrs. Widden & Powers is a sufficient guarantee, as well as dispatch as for the first-class quality of the work.

Mr. William Spence, the contractor, is pressing forward the erection of Morgan's new brick boot and shoe

store.

The Dafoe House here has been leased and is undergoing extensive repairs – we had almost said a complete renewal – Mr. Wm. Spence has got the contract. Mr. N. Houck's few frame residence in being completed.

October 3, 1878

MAGNIFICENT RESIDENCE FOR SALE

That beautiful new brick residence on Queen St., just completed in the most tasty and satisfactory manner, the property of Mr. David Urquhart.

For a more tasty residence no one could well desire; there are two lots connected with it, the size of the main building is 21x32 feet, with a tower 2'4" by 10 feet. The attached building contains dining room, bedroom, pantry and kitchen. The rooms are most complete and all of nice size; the ceiling in both stories are high which is very desirable.

There are ten rooms besides the pantry and a most complete washroom above the woodshed; a sink carries of water to a most complete drain. The woodshed is 14x17; there is a cistern of the very best kind with good pump. A first class well, stoned most complete with a good pump in it.

The cellar is large and divided by a solid brick partition, two-thirds of which is one room; there are two windows in the cellar hung on hinges and screened in the most complete manner.

Access to the cellar from the kitchen or woodshed. No pins or expense has been spared but all has been done that reasonably could be done to make it warm in winter and cool in summer.

All the labor was done, by the day, by the best workmen except such as is usually done at a factory. The other buildings are good - the stable is about 25x30.

The fruit trees are crab, greening, russet, talman, astrican, snow and early harvest apples trees, common red and English cherry trees, egg palm trees, about 120 currant bushes. The trees are as good as the nurseries can furnish, some of the apple trees are bearing, and no better fruit could be desired.

Queen St. is so situated as to make it one of the healthiest and most pleasant streets in town. There are erected on this street three churches, town hall, public and high school buildings, also as complete and handsome dwelling houses as one could wish, and make it all that could be desired for comfort and pleasure.

The east end of the streets runs to the water's edge of Lake Scugog and the WPP&L Railway station is only eight rods of this street. The bank, post office, etc. are also on Queen St.

The cause of Mr. Urquhart selling, is to build, buy or rent a shop for implements in the business centre of the town so arranged as to live in connection therewith. He will sell his valuable property for hundreds of dollars

less than it cost him, as it is built too good to sell for the money it cost, for a few years until times change. There will be good interest on the money and gain in the value hundred of dollars in the course of three or four years.

November 21, 1878

MORGAN'S NEW BRICK BLOCK

This handsome block has just been completed and the proprietor is moving into it. The block is finely situated on Queen St., immediately east of the Ontario Bank buildings. This is a very neat structure of two stories beside the underground. It has a handsome appearance and proves quite an ornament to the village.

The mason work is by Mr. Wm. Spence, which is a sufficient guarantee as well as for the quality was the appearance of the work. The carpenter work is by

Messrs. Widden & Powers and all who know the skill and efficiency of these men will be fully satisfied that the carpenter work is all that could be desired.

With a neat exterior and an exceedingly well appointed interior this building is a credit as well to the proprietor as the the mechanics.

Mr. T. Brown, stove and tin merchant here has supplied the heating apparatus - the building is to be heated by hot air - which like all other furnaces constructed by Mr. Brown works to a charm. It will prove a large saving of wood and labour and will heat the building incomparably better than separate stoves would do.

In a few days Mr. John C. Morgan's splendid stock of boots and shoes of every size, style and variety will be moved to his new premises.

1879

Progress In Reach Twp.

July 21, 1879 - North Ontario Observer

by James Baird

Taken all in all there is perhaps no other township in the Province in a better position or making more satisfactory progress in everything worth contending for, morality, intelligent and material wealth, than the township of Reach.

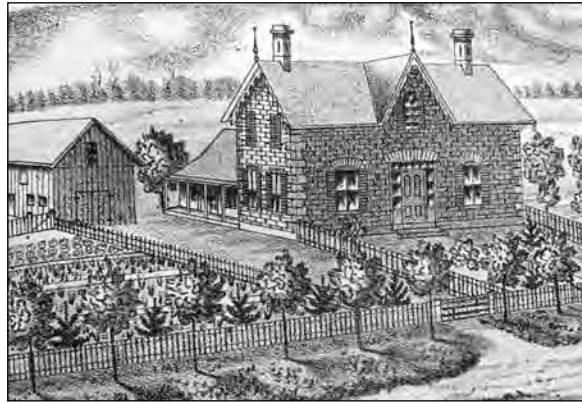
Her course is decidedly upward and onward, in property improvements we have Mr. Weir's place south of Prince Albert, which is very fine. Further to the south Mr. McDonald is still further improving his fine property, he is erecting a large and commodious barn with every necessary conveniences with superior under ground stables, root stores &c. He is renewing his fences and constructing them with a view to permanence no less than safety.

Mr. R. W. Johnston's place west of Prince Albert is one of the best improved places anywhere to be found. Since Mr. Johnston purchased this property it has undergone most important improvement, comfortable, slightly buildings have been erected and a large portion of the land which up to that time had been of little use is now thoroughly cultivated and improved so that the farm and its surroundings are creditable alike to the industry, liberality and intelligence of its proprietor and an ornament to the locality.

In the North of Prince Albert, Mr. Hayes is erecting a magnificent residence which will add very much to the appearance that section of the village.

Mr. Jeffrey's and Mr. James Squelch's fine residences in the eastern section of the village are in keeping with the other improvements so that Prince Albert and its surroundings are at least keeping pace with the important improvements going on in the other parts of the township.

The village of Manchester too is pressing forward. In the south section of the village Mr. Joshua Dobson is erecting a beautiful brick residence, which will add to the beauty of that section of the village. In the centre of the village Mrs. Wm. McConnell is having a comfortable residence put up. To the north of the village improvements are still being



Home of James Squelch, Prince Albert.

pressed by Messrs Lamb, Fitchett and Harper. The hand of industry is no where more manifest than on the handsome farms of these parties.

Along the Oshawa road as it passes through Reach vast improvements are being pushed, lands which till very recently are of little value are being so improved that they are now both ornamental and highly valuable.

The second concession, especially that portion of it known as Quaker street is holding its own in the march of improvement with the rest of the township, it is decidedly one of the finest lines in the country when the quality of the soil is considered.

On the 6th concession, Mr. Crozier is erecting a magnificent brick dwelling on the Corson, the property which he lately purchased. Mr. Donald Christie is erecting a barn on his premises near Utica.

The reeve of the township is erecting a handsome residence on his property near Epsom. On the Barrett farm, on the Centre road, a handsome new barn is just completed. So that while the ornamental is being well attended to throughout the township the useful is by no means neglected. The improvements are all of the most substantial nature and no necessary outlay is being spared.

1879



Progress In Reach Twp.

November 18, 1879 - North Ontario Observer

by James Baird

The town of Port Perry, has of late been extending her civic borders more than her commercial centre. Fine residences have sprung up in every direction, many of them but recently completed and quite a number still in process of construction, adding greatly to the extent and appearance of the town and giving a significant increase to the amount and value of the ratable property.

Now, however, that the tide is again flowing in towards the business centre, all is full of life and vigor. New candidates for public favour in the mercantile lines are taking hold of every available opening and important additions are being made to our excellent staff of businessmen.

In the Dry Goods, Groceries, etc. lines we have Mr. Wightman, of Toronto, now fitting up his premises with the view of opening up next week.

In the Book Stationery and fancy lines Messrs. Thompson Bros., have leased premises and is about to open up with an extensive stock.

The town can already boast of a very generous supply of such establishments offering from their extensive, well selected stocks, every facility for doing business both satisfactory and profitable to the purchaser, hence the opening up of additional business establishments goes far to prove not only the great vitality of Port Perry as a business centre but the great, and still increasing purchasing power of the surroundings.

We throw open our gates and bid all welcome, the buyer and the seller, there is room enough for all, and if not we will soon make more.

Two of our principal hotels are changing hosts. Mr. McGraw, of the Walker House has leased his hotel to Mr. Hasler, of Lindsay, but we are glad, to know that Mr. McGraw is not leaving town. He has gone into the Grocery, Provision and Liquor business where he will doubtless do well. We wish the coming host abundant success and

if the new host and hostess manage the business as well and maintain the reputation secured, the Walker House by the present host and hostess, they need have no fear of success.

The Thompson house too is changing hosts. Mr. Thompson having leased the premises to Mr. John Ruddy, of Brock. We are sorry that Mr. Thompson has determined to leave the town for a time, he intends moving to his farm in Markham.

Mr. and Mrs. Thompson as host and hostess of the Thompson House have not only established a reliable and profitable business but as an honourable, upright host and an exemplary, active hostess they too have done much to render our Hotels desirable places of call and safe and agreeable transient booms for traveler.

Mr. Thompson's energy and purse have done much towards the maintenance and extension of the town, expending large sums year by year in erecting new structures or repairing old. Besides his excellent hotel premises he has erected one of the most handsome blocks in town.

We wish the new host and hostess much success in the Thompson House, not along financial but success in maintaining a hotel which will still be comfort to guests and a credit to the town.

1880

More of the National Plan

August 5, 1880 - North Ontario Observer

by James Baird

The good effects of the National Plan (N.P.) are manifesting themselves broadcast over this town and neighbourhood.

Mr. Graham lately erected and has now in full blast a blacksmithing establishment on Queen Street.

M. Mann has just completed a large extension to his carriage building and blacksmithing establishment.

Paxton Tate & Co's Foundry has all it can do to fill orders which are coming in from all directions. The reputation of their Turbine Water Wheels is so thoroughly established that they are sought after far and wide and their manufacture forms a large portion of the work of the establishment.

The Paxton, Tate Co's, Gang Plows cannot be manufactured with sufficient, rapidity to meet the demand the work is being driven to its utmost capacity.

Bigelow & Trounce are driving business with much spirit and success. In the manufacture of lumber they have every facility that the best and latest improvements in machinery can give, an unlimited supply of choice material, skillful workmen with judicious and able management. Their flouring mill too has all it can do and here also the good effects of the most approved machinery, first-class workmen and able management are manifest in the excellence of the manufacture and the general anxiety to get the flour manufactured there.

Mr. Gordon's flouring mill too is being driven to its utmost. Here too the happy effects of the host descrip-

tion of machinery, workmen, and wise and thorough management are obvious as well in the readiness which sales of the flour are made as the high figures that are paid for it and all that it can manufacture is readily taken.

There may possibly be some benighted ones who assert that the N.P. has little to do with all this – well, we won't quarrel with them over the cause but the effects are grand.

1881

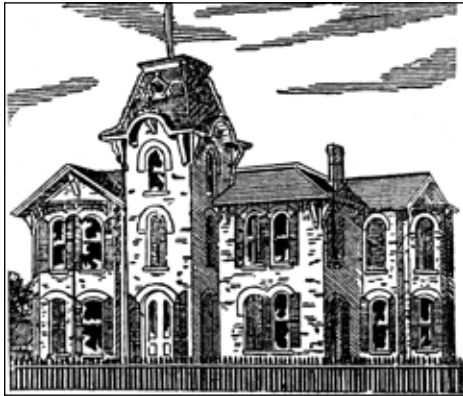
Further Improvements

August 25, 1881 - North Ontario Observer

by James Baird

Our friend Mr. Richard Warriner, is having his block west of the Post Office, completely transformed by having it fitted up for two comfortable dwelling. It will be most suitable for a couple of small families as well for its location as for its convenience to the business centre of the town.

Mr. G. W. Harrington is having the outworks and surroundings of his now building completed in good taste.



Addison Richardson's home on Queen St.

Mr. Addison Richardson's handsome new residence opposite the town hall is hastening to completion and will prove very much of an ornament to that portion of the town. Mr. Spence has the contract of the mason work and is doing himself credit by the workmanship and general skillful and satisfactory matter in which the work to executed. Mr. Richardson's energy and enterprise are worthy of commendation.

Mr. Ross is using the skill of the carpenter and painter on his handsome residence to which he has lately removed; comfort and convenience no less than ornament are the objects aimed at and he is succeeding admirably in securing them all. It is really a handsome residence and the surroundings are in fine taste.

Mr. A. W. Roberts' fine residence has just received the finishing touch of its thorough over-

haul. It has also been painted to much advantage and with fine effect. This is a neat and handsome property and adds an additional attraction to our main street.

PORT PERRY

The care and attention which is being devoted to the maintenance of our streets in a first-class condition of repair is highly creditable to our town fathers who guard the public funds with jealous care and thus have always sufficient to devote to works of improvement and repair.

The public money is being expended to excellent purpose, the repairs are neat and substantial and go far to prove the energy, industry and good judgment of Mr. McKnight, the town overseer. The condition of our streets is an honor to the town, comfort to all who visit it, worthy of its wealth, intelligence and location as being one of the most important business centres anywhere to be found.

There is still one spot in our midst to which we would call the attention of the town authorities and which ought not to be allowed to remain one day longer than is necessary to remove it. It is a blot on our fair town, is unpleasant to look at, unsafe in sanitary point of view, a discomfort to the surrounding, unworthy of the enterprise of the town and an absolute financial sacrifice to the proprietor of the property concerned.

We refer to that gutter which worms its way through the town entering at the southern portion of the corporation and creeping along or standing on the go-as-you-please principle, through the very centre of the town. It turns when it arrives at the Post Office and oozes its way in a north-easterly direction until it gets to the lake, that is if it does not become too thick to flow ere it reaches the lake.

This slimy serpent-like gutter is not only an eyesore but it wastes the ground and pays no rent. If a proper drain were dug as direct as possible and of the proper size and depth, it would cure the evil at once. It would deemed and become both useful and

ornamental and in keeping with, the rest of the village.

Of course the owners of the property (including the corporation) to benefited by such drainage would have to foot the bill, but it would be well invested money. The whole cost of the work and that need not be a great deal, would be divided up amongst all the proprietors of the property improved by the work, in proportion to the benefit received; and the payment of this may be divided over a number, say ten years.

This is a work which is not only recommendable in point of appearance, economy and comfort but it is absolutely necessary in a sanitary point of view. Our town fathers will do well to take the matter under their consideration. At first some may shy at the cost but it need not be great an no better investment could possibly be made.



Map shows the creek (drainage ditch) flowing across Queen, Perry and North Streets



Hastening Forward

November 2, 1882 - North Ontario Observer

by James Baird

There is perhaps no busier spot in the Province than on Mr. McCaw's fine new brick block which is being hastened forward with all possible dispatch. It certainly promises to be a handsome block.

Adjoining this is the Blong & Watters new hotel premises which are being pressed to completion with all possible speed, every hand that can get at

the work is employed and splendid work they are making of it. When completed this magnificent hotel will have few equals in the Province – it will be an ornament to the town, and highly creditable to the liberality and enterprise of the proprietors. This addition to our hotel accommodation will greatly add to the public convenience and comfort.

1883



A Moving Tournament

August 23, 1883 - North Ontario Observer

by James Baird

There can be no better proof of the business vitality of any city or town than the regular and natural expansion of the business of its old established and thoroughly proved businessmen.

Port Perry to-day furnishes such a proof in large measure. In fact no better proof need be asked of the thorough reliability of Port Perry as a commercial centre than the fact that so many of her well established, favorably known and enterprising businessmen are seeking more elbow room, more extensive business premises and increased facilities for pushing a still larger and more extensive business.

T. C. Forman & Son have so pushed their business and their customers have so increased that the premises are found quite too small for the business, so they are about to move to those large and commodious premises in the block on Queen and Perry Streets lately occupied by Mr. Bigelow. Besides being vastly more commodious and better located; customers will find it much more convenient to do business there. The firm will make a dash when they get opened out in their new premises.

Davenport, Jones & Co. are moving into their new premises - Jones' Block - lately- occupied by Abbs & Paterson. Here this partly new but already well known, much respected and highly popular firm will make business hum. Having every facility which larch means, thorough experience, business tact and complete reliability secure, aided by very extensive and admirably appointed premises, this firm will doubtless still further extend the extensive and prosperous business they did in the premises they are now leaving.

Messrs. Laing & Meharry the well known and deservedly popular hardware merchants are moving into the premises being vacated by Davenport, Jones & Co. Here the firm will have more room and better arrangements for meeting the requirements of their extensive and rapidly increasing business. Customers will find the new premises even more convenient

than the old.

Mr. H. Charles, one of our earliest and most respected merchants, is having new business premises erected east of his present store and will be so near to the old stand that easterners will find it quite as convenient and more suitable than the old premises for doing business.

Mr. Wright is adding greatly to his already extensive, well established and popular shoe business. He has leased the store west of the Mansion House where he intends to open an extensive and choice stock of read-made goods of the newest styles, finest quality the most desirable goods in the line. His present premises will as heretofore be used for the manufacture of boots and shoes and the sale of goods of his own manufacture.

The public will be pleased with the further extended premises and largely increased facilities for supplying the demands of customers. The reliable worked turned out of that establishment has made it a favourite with customers.

Our pushing and fashionable Merchant Tailor, Mr. Isaacs, has so extended his business and increase his customers that he too finds his premises too small and will move into the store now occupied by Forman & Son when they have moved to their new premises.

We learn that an influential and reliable firm will enter the premises now occupied by Mr. Charles so soon as that gentleman moves into his new premises.

The indications are that the coming season will be the most spirited ever witnessed in the mercantile arena of Port Perry. A general clearance of decks is taking place and the public, may expect vast stocks of choice goods to choose from and the prices will be low.

Let business flourish!

1884

WHITBY CHRONICLE

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WHITBY, ONTARIO, FRIDAY, AUGUST 30, 1884.

NO. 37.

Port Perry 1884

September 12, 1884, Whitby Chronicle.

J. S. Robertson, proprietor

By The Traveller

The following article is part of an article, written by a Whitby Chronicle reporter, who went by the name of The Traveller, who is believed to have been the newspaper's publisher J.S. Robertson. His report, tells of a journey from Whitby to Port Perry in September 1884, just three months after the fire which destroyed the entire business section of the town. He describes his journey to Port Perry, and the progress of the village, which was busily rebuilding from the disastrous fire.



Having reached the back bone of the county and looked dreamily back on the scene beneath and out on the broad lake bounding the southern horizon: and having wandered in memory back to other days, and "dragged retreating spectres into light." We must now crack the whip and be off; so here goes.

~

The gradual ascent has now become a gradual descent. We are on the northern slope of the "Ridges" and a slight change is visible in the shade of the crops that remain uncut. A very short time, however, if the weather continues fine, will make a clean sweep of the standing grain except late oats.

Here we are at Manchester, formerly and still a place of no little importance, owing to its winter grain trade. Here to the east- as we enter the village

is a plot of ground once owned by our noted townsman and ex-mayor J. Hamer Greenwood Esq. Here too stand an old frame building pointing backward in large and distance letters to the time when R.& J. Campbell made Manchester one of the outposts of their extensive business.

Then here on the west is the commodious hotel kept by Bennett with good accommodation for man and beast; and further on is "the general store of our friend S. H. Christian Esq., and some other places of business. In here are also some fine tasty residences around Manchester that court the admiration of passers by.

We started out for a run to Port Perry. Pushing through Borelia, once an important little village in its own right, having a post office all to itself, but now

forming the gateway or entrance to Port Perry.

We proceed on the downgrade towards what was, and yes, still is the business centre of the village. We dismount and see to the interests of our horse flesh at the foot of the hill after which "traveller" gives his companion the "slip, and strolls off on his own hook to see and hear what is going on.

As I took around my mind reverts to Port Perry as it was and in comparison the present seems "confusion worse confounded." A closer view dispels the first impression however, and as we go from block to block down Queen Street and back again and up and down Perry St..

Hither and thither generally, we see confusion everywhere giving place to order, the mists roll away and the smoke of the late fires and we see gradually rising before the mind's eye, and taking definite shape the Port Perry, of the future with its fine brick blocks on each side of the main streets, its largely increased facilities for all kinds of business, its increased business we hope in proportion thereto.

And as we look at the bright prospect we cannot but feel that, everything considered, the fire has been more of a blessing than a blight, to the spirited and enterprising village of Port Perry.

Seeing the familiar face of Mr. Wright, inside the door of his temporary place of business on Perry St. I venture in and find him as ever, overflowing with urbanity and full of information which he readily gives as to building operations going on all around.

Guided by his advice and a little sketch of the burnt section, I wind my way down Queen St. to the railroad and commencing with the large brick building on the south side of Queen St. (all the new buildings are brick) in course of erection by Mr. Charles. I find Ackerman's harness shop, comes next, then Mr. Ebbels fine building consisting of store and office. Then the Ontario Bank building in course of erection by Mr. Ross, being a fine two storey block, for bank and store.

Next comes the three storey block of Laing & Meharry; followed by Mr. Allison's two stores in one block, bringing us up to McQuay's Hotel where the fire is said to have originated. Next comes Allison's drug store, followed by the stone foundation of what used to be Mr. Hiscock large brick building, bringing us up to the site of what used to be Joseph Bigelow's store on the corner of Queen and Perry Streets and now owned by Mr. Willard of Raglan, who if I am rightly informed is likely to building next season.

Turning the corner, at Perry St. I go a little south and step into Mr. Corrigan's general store, and find everybody so busy that I am glad to get out again, to save my toes from the tread of numerous customers.

Took a look in on Dr. Sangster in his temporary little shell of an office, and found several patients in waiting, to one whom he was dealing out two kinds of medicine at once; one contained in a glass phial and was very likely bitter and the other kind consisted of -sweet and cheerful words. The doctor evidently understands at least one of the secrets of the healing art.

I step across the street to the Lavis property, and find Mr. Davis in person sitting at the receipt of custom and looking quite cheerful. His present building like nearly all the business places of the village, at present, is a temporary wooden affair, to give place in time to a brick block.

Crossing Queen St. to the north side, we find Mr. Brock filling up the corner opposite the Lavis property with a good brick block and next to him on Perry St. comes Mr. Leonard, and on the opposite corner as we turn to retrace our steps, towards the water, is the Currie Block of two stores - joined by the large store of Mr. Parrish, next to which is the Bedford Block with a frontage of about 40 feet and a depth of over 100 feet. This block is to be occupied by Messrs. Jones & Davenport.

McCaw's two stores come next, joined by the famous "Blong Block", consisting of five stores nearly finished externally and expected to be ready for business by the 1st of October.

Next comes Mr. Diesfields' block joined by the store of Messrs Gould & McRae being built by Mr. McCaw and which brings us to the space where the Walker House used to stand. Next to this is the Hiscock property, built after the first fire and saved from the last, and occupied at present by Messrs. Curts & Henderson as a general produce store. Below this Mr. James Thompson is building a three-storey brick hotel on the corner of Queen and Water Sts. opposite the elevator. This brings us down again to the foot of Queen Street, the place of beginning. A large number of buildings are expected to be ready for fall trade.

The work is being pushed rapidly forward, and it is pleasing note that Whitby is well represented in several of her prominent builders, and in Mr. Post our eminent architect.

After the serious lessons of the late fires, we have little doubt our friends to the north will take such steps by way of securing a good steam fire engine and otherwise, will make the recurrence of such a calamity almost impossible. The lighting of the business parts of the village will also doubtless receive attention. Port Perry has good reason to be proud of its public-spirited citizens and of its beautiful and picturesque situation.



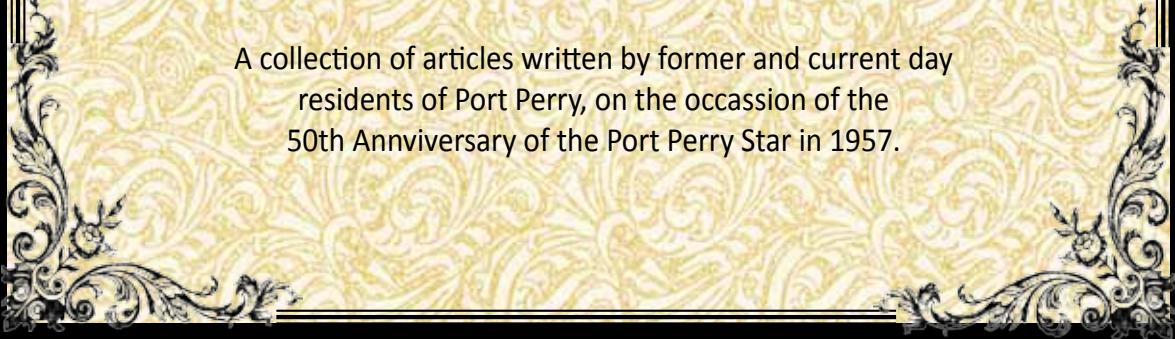
Section Three

... ————— ❄️ ————— ...

MEMORIES
OF
PORT PERRY
& REACH TWP.

... ————— ❄️ ————— ...

A collection of articles written by former and current day residents of Port Perry, on the occasion of the 50th Anniversary of the Port Perry Star in 1957.



So It's Been Fifty Years

Published September 1957, Port Perry Star

By Zula Mae Jackson



Zula Mae Jackson

So it is 50 years since Mr. Samuel Farmer came to Port Perry! I extend my heartiest congratulations! There have been a lot of changes in Port Perry during that 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 roads, muddy when wet, dusty when dry; the sidewalks were cinder paths or plank walks. I remember when the concrete walks were put down. I looked out the window one day as the men were laying the boards that go along the sides before the cement is poured. They were driving stakes to hold the boards in position. One man had his sledge hammer in the air when the town bell rang for noon. He just dropped the hammer right there and ambled home to dinner, so I guess the people have not changed as much during the past 50 years as we might suppose.

ABOUT EDUCATION:

Of course the schools of 50 years ago were nothing like the schools of today. But Port Perry has always had a high reputation for its schools and scholars. In the old days both high and public schools were in the one brick building on the corner of Queen and Rosa Streets. With two classes in a separate small building which is now the shop building. There were five public school teachers and three high school teachers. The high school teachers were George Stone, Principal Dugald McBride and Madeline Philips.

I remember when this school burned down (1926). Mr. Farmer was on the board, as I was. No one was more untiring in his efforts to get the best possible school for Port Perry than Mr. Farmer.



Port Perry Union School after the fire in April 1926.



Train at the Port Perry Railway Station, circa 1910.

TRANSPORTATION:

We had six trains in and out of Port Perry, in the morning at 7, 9 and 11 a.m., and in the afternoon 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. I remember my husband carrying one lady from one buggy to another over such a spot on the Manchester Road. There were no busses in those days and few if any cars.

THE WINTERS:

The children enjoyed sleigh riding, especially on Brock's hill (Elgin St.) and sometimes on Queen Street.



Port Perry Arena, at the corner of Lilla and Paxton St., circa 1940.

The skating rink was on Lilla St. where the homes of Bert MacGregor and Wm. Chapman now are. But the children did not mind shovelling off the lake for skating or hockey in those days. One young couple went

through the ice and had to be rescued.

My husband, George Jackson, was president of the rink committee when the new rink was built (the one across from the Scout Hall) and my son, Ted, was president when the present arena was built, so my family have always had something to do with hockey and skating.

My husband, George Jackson, was the auctioneer, and for many years he had a sale every day for weeks running, and even one on Christmas day, much to the disgust of his wife. Our son Ted is carrying on in his father footsteps.

OUR CHURCHES:

Our Churches are all over 50 years old (except the Pentecostal). The Presbyterian is more than 100 years old and the United (Methodist) is 71 years old. All have been re-modelled and renovated to keep them in repair.

I remember when the east entrance to the United Church basement was not there. The women wanted a door put in to save many footsteps as the kitchen was in that corner and water had to be carried around the church to the west door and back across the church to the kitchen. One man strongly opposed the idea – but the women won the day and the door was made.

The former Baptist church was moved to the Fairgrounds and now serves as a building to house the women's work. Before that it had served as extra classrooms for the old school which had out grown its building. This was in the days when the Baptist congregation was not using the church. A new church has been built on the site of the former building (the north-east corner of Queen & Rosa St.).



Port Perry Baptist Church at the Fairgrounds.

THE PRICES WE PAID:

Fifty years ago the housewife could take a \$5.00 bill and do her week's shopping. Eight cents would buy a doz. eggs; round steak was 10¢ lb.; bread 5¢ a loaf, and milk delivered 4¢ or 5¢ a quart, – but few people had their milk delivered. Most folk took their containers and went after the milk – and often it was still warm when they got it.

Potatoes were 60¢ a 100 lb. bag; sugar 5¢. lb.; plucked fowl 25¢; and rent around \$10.00 to \$12.00 per month; 5 lbs. Salada Tea \$1.00; peas 3 tins for 25¢; flannelette blankets \$1.25; wool blankets \$3.00 to \$5.00 each.

People often bought a side of beef from a farmer who brought it in to town frozen. They kept it in an outside shed so that it would remain frozen until needed.

A ladies suit would cost around \$15.00 and hats around \$2.00 or \$3.00, but they were real creations. We had few packaged goods in those days, the merchant measured and weighed as we bought.

RESIDENCES:

Port Perry has many stately homes, most of which were built more than 50 years ago and which still remain in good shape – which I doubt one will be able to say of the homes built today, after they have stood



George Currie's residence, with Union School in background.

for 50 years. To name a few of these homes there is McCaw's (Carnegie's), Mrs. C. Jeffrey's, Adams (Hutcheson), Burnham's and Brown's (Brigham), Mr. Brown's daughter Agnes was the organist at the Methodist church for several years.

There is also William Brock's home (Anderson), George Currie's (Boyd), Jone's (Aldred), Kent's, and Dr. Archer's (Mrs. Tease). The home I live in was bought and renovated by Dr. Herbert Bruce's brother about 1900. There is also "Riddlecombe" built by Norman F. Patterson and occupied by the Misses Harris, Parish's, Courtice's (Samuel Jeffrey's) and H. L. Ebbels (Harry Carnegie).

SOCIETY:

Every lady had a special receiving day when she would be 'at home' to callers. The house was made spic and span and the housewife prepared to serve dainty sandwiches, cakes and tea with her best linen, silver and china in use.

Usually she had a maid (who probably was the 'general girl of all work' at other times) to serve the ladies, in any case she would have a woman in the kitchen or someone to care for the small children.



Port Perry Town Hall, circa 1900.

When she went calling she left 3 cards on her way out, one for herself and two for her husband who did not accompany her. There was usually a silver or cut glass dish near the door for this purpose.

Most of the social activities took place in the winter, and the church was the centre for much of them. There were box socials, suppers, musical evenings with local talent, Christmas entertainments. In the

Town Hall there were plays, concerts, band concerts and operettas. The Port Perry Choral Group, of which my husband was a member put on a very fine operetta each winter for a number of years. Queen Esther, H.M.S. Pinafore, The Mikado were the ones I remember best.

I recall that a group wanted the Rev. Crossley Hunter to come to Port Perry to preach. He was in Whitby at the time and the only time he was available was Saturday morning, so they had a morning service and the church was crowded to the doors.

It would not be so today. In those days they had two good attendances each Sunday, but the best was

Sunday evening, now they can't even have a church service on Sunday evening.

In the summer almost every one had a good garden and nice lawns and flowers. A good garden was also an economic factor, for what vegetables one grew in the garden, were often all one had during the winter unless one could get a bushel or two of carrots or turnips from a farmer to store in the cellar.

We usually had four or five barrels of apples put in the cellar each fall. There were few fresh vegetables in the stores and such luxuries as lettuce, and tomatoes were only available at Christmas time during the winter months. Oranges and bananas were also Christmas treats in most homes. The fruits we had were preserved by the housewife in the canning season, or were the figs, raisins and dates which were stocked in big open boxes in the grocery.

In the summer there were also excursions up the lake. The Sunday School picnics often went to Washburn's Island and when they did, all the family went. One time the boat got stuck on a sandbar near the mouth of the Scugog River. Mr. Bamforth was the minister at that time and I remember him saying in a very mournful voice that the boat "went to the bottom with all on board".

The lake was the scene of many happy occasions and sad ones too. One of the Jackson men was the first to cross the new floating bridge; John Jackson had fallen on a spike during harvesting and was killed. His funeral was the first across the bridge.

In those days all the community turned out to support any activity that was undertaken. An empty auditorium was unknown unless the weather was extremely bad. No one would have thought of staying home when their home team was playing in the arena, and if one's neighbours had worked hard to get up a concert or play, well, the least one could do was to go out and see it.

Well times have changed, some of them for the better and some, perhaps, for the worse; but there is no turning back.

Zula Mae Jackson.

The Town Hall Bell

Published September 1957, Port Perry Star

by Beverley N. Smallman

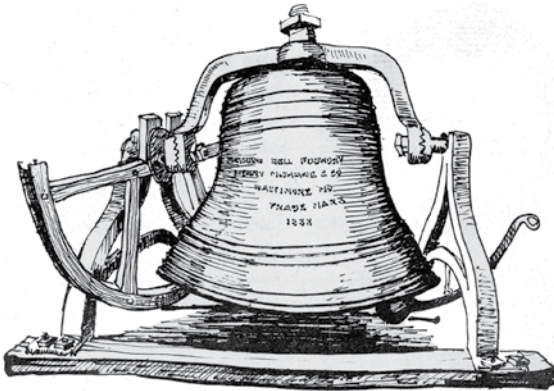
The bell had little character in itself. Its tone was flat and unmusical. But it was big enough to be heard all over the village and beyond it, and that was its purpose. It had two tunes. It rang solemnly to mark the intervals: of the ten hour working day – at 7 a.m., 12 noon, 1 p.m. and 6 p.m. And it rang 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 the 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 belfrys, 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 the town council decided to stop the daily ringing of the bell. Mr. Nesbitt, Chief of the police force, which consisted only of himself, was



Beverley Smallman

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.

I am a bit hazy about the sequel to this incident. But I have the strong impression that after a time, the daily ringing of the bell was reinstated and continued for some years.

Naturally I assume too, that this was done as a result of our effort to awaken the consciousness of tradition in the people of Port Perry. At any rate, that's the way I've told the story for years and I will not welcome any dull statistic to the contrary!

Beverley N. Smallman.

Memories of Port Perry

Published September 1957, Port Perry Star

By Clara V. Luke

As a citizen of Port Perry district, I consider it an honour to extend my congratulations to the staff of the Port Perry Star for its faithful and competent service during the ten years since the passing of the owner and editor, Mr. Samuel Farmer.

The present staff and directors, including Mr. and Mrs. Mac Boyd, Mr. and Mrs. Irving Boyd, Mr. George Davey, Mr. Archie Farmer, Mr. Bill Harrison, Mr. Bruce Beare and Mr. and Mrs. John Farmer, has maintained the high standards, exemplified by the former editor, who had no room in his paper for anything disparaging or harmful to character.

As a most worthy citizen, Mr. Samuel Farmer was always firm in his stand against intemperance. We who knew him well for many years shall never forget his services to the United Church in which he held many high offices throughout the years.

It gives me pleasure to relate a few of my memories of Port Perry as it was fifty years ago. At that time Mr. Farmer took over the printing business and was owner and editor for over forty years.

1. The old white brick public & high school was built in the early 1870s and destroyed by fire in April 1926. One room in this school was occupied during the fall term, by the "Modelites", who received teacher-training ere they ventured into their first schools.

2. The old Crandella excursion and passenger boat, operated by "Commodore" Crandell on trips from Port Perry and Caesarea to Washburn's Island, Lindsay and other places.

3. Mr. William Leonard's photograph gallery. How often have we paused to view his display of fine pictures! This house is now owned and occupied by Mrs. Margaret Real.



Abert W. Allin's Carriage Shop

4. Mr. A. W. Allin's blacksmith shop with its large wooden carving of a race-horse above the door. This building has disappeared and has been replaced with Mr. Franssen's tailor shop.

5. The Red Apple Evaporator. This was situated near the present Boy Scout Hall a few rods from the children's new playground on Perry Street.

6. The old skating rink which half a century ago was a pleasure spot for some of present day senior citizens, located where the Bert MacGregor's and the William Chapman's now enjoy their good homes.



Thomas Widdens' Grovery Store.

7. In the olden days, two grocery stores in Port Perry stood opposite to each other on Main St. Mr. "Tommy" Widdens' store is now transformed into a barber shop operated by Mr. H. H. Mulligan. Mr. William Willard, and son Harry, were their fellow-grocers across the street where today the Beare Bros. are operating a very extensive motor business.

8. Several years ago, the old Baptist Church on the hill, was removed and taken to the Fair Grounds to replace the "Crystal Palace" which had previously been destroyed by fire. A smaller new church has been erected to replace the former one.

9. The old "Nip and Tuck" train, which for many decades ran from Lindsay to Whitby, roused Port Perry citizens each day at 7 a.m. It made its last run on the day that King George VI and Queen Elizabeth visited Toronto. "Nip and Tuck" conveyed many Port Perryites to see the royal guests in the summer of 1939.

Now, in conclusion, let me again congratulate the Farmer family on the excellent success in their "co-operative venture". Wishing you continued success for many future years.

Yours sincerely,
Clara V. Luke.

Childhood Days of the 1920s

Published September 1957, Port Perry Star

By Marion Boyd

Our home was a quiet side street in Port Perry, a few minutes walk from the "swamp" through which the railway line ran. We had a good sized garden and an average home. It was a great day for us when Mr. Ed Griffen laid the hardwood floor. We children stood quietly at one side expecting disaster from the mouthful of nails from which he extracted one after another to nail down the floor,—and it was a beautiful floor.

One of the pleasant recollections of childhood days is going out barefoot after a rain and seeing the tiny toads that hopped over the wet sand. Another is the errand to the creamery for -a pail of fresh butter- milk. Mother seemed to know when there was a churning and we took our pail down to have it filled to the brim with delicious butter-milk. We enjoyed the walk after our daily milk supply and often arrived soon enough to see the cow being milked, or to see Mrs. Hooper working at her loom weaving the rag rugs which many town folk had made by her.



Marion Boyd

Daughter of Port Perry Star
owner Samuel Farmer

Sunday

Sunday when there was no Sunday School in the afternoon we walked with Dad down to Beachcroft to see the flowers or up to Borelia, sometimes as far as Prince Albert but frequently we stopped to admire someone's garden and chat a while, at least Dad chatted, while we listened.

One of the most frequent places to stop was at the home of Mr. William Cutts, the artist. These we enjoyed most, for here we were frequently included in the conversation with Mrs. Cutts and always there was something new to see.

I recall the Sunday School picnics on "The Cora", especially the year I considered myself much too big to be carried across the six feet of water from "the steamer" to the beach where supper was to be served. I took a flying leap and landed in a foot or so of water with disastrous results, not only to my own clothing but to that of all the men who were wading in the water carrying other better-behaved children ashore.



Little steamship Cora at the dock, Port Perry.

I Remember

I remember several runaways, one in particular which came to a sudden halt with one horse on each side of the telephone post outside our door, another which Mr. Bickle our neighbour tried to stop, nearly getting himself killed in the attempt.

I remember when the men put up the telephone cables and we children collected short pieces of shiny copper wire which made wonderful rings, bracelets and broaches.

I recall being permitted to sit on the steps of a store on the south east corner of Perry and Queen St. while we watched the firemen attempt to put out the terrible blaze in Carnegie's Hardware, and the huge clouds of black smoke that rose in the air.

We also watched the building of the skating rink on Paxton St. at Lilla. It was a marvel to us to see those tremendous archs being pulled into position.

I recall one year when an extra heavy snow fall necessitated the snow plow on the railway and everyone who could went down to the station to see it.

Another thing we all went to see was the airplane that came down in the Fairgrounds. The pilot had lost his way and asked directions to Toronto.

Hydro Electric

It was one of the most thrilling evenings in our life when "grandpa" Rolph pressed the button that meant Hydro Power for Port Perry. I can see the old gentleman now and with what delight he made the light grow brighter as the new power surged through the lines.

One of our favourite places of call when we were permitted to go, "downtown" was a "Grandpa" Roph's harness shop. How we delighted to watch him make a wax end and sew with two needles at once, and such beautiful even stitches.

School

School was a happy place for us and none ever had a better teacher to start school days than Miss May Walker. The 1st grade was in a small building back of the bigger school and the class was divided so that the beginners had kindergarten work and those who had been there longer took reading and figure's. As I remember we started with the printed alphabet but by the time we were ready for transfer to the big school we were expected to be able to read and write in script.



Small school at the rear of the high school, 1948.

Sidewalks

Another vivid memory concerns the building of the cement sidewalks. Mr. Jas. Waddell was in charge of the job when the sidewalks were laid on our street and I can see the big yellow wood tank, horse drawn, which supplied the water for the mixing of the cement.

We watched from the sidelines until we knew all the process from the laying of the stringers to the final marking with a special roller, and when the men had gone home to dinner we apprehensively made a mark of our bare feet in the wet cement.



Paving Queen Street, 1924.

Adults could not resist the temptation to mark the cement, too, however they took the form of writing their names in front of their door.

Half Barn

My father owned part of a big barn across the street from our home, the other half was owned by our neighbour, Mr. John Bradley. Dad decided to sell his part of the barn and the men came with a big cross cut saw, the biggest I have ever seen, and sawed the barn in two. It was jacked up and put on skids and pulled down the street with a couple of teams of horses, (I don't know where it went). The electricians went along with the men and took down and replaced such wires as were in the way.

Speaking of Mr. Bradley brings to mind another incident of those childhood days. Miss Elsie Bradley was a school teacher at one of the country schools and her friend Grace Collacutt had a pony cart, a wheel affair with a fat dapple gray pony. How thrilled I was when I could accompany Miss Collacutt when she drove out to bring Miss Bradley home from School.

It was with mixed feelings that we had our music lessons. Will Miss Estelle Bull was the music teacher. We had a wheezy old organ on which we did our practising, but for lessons we went to Miss Bull's boarding house, (Miss Stovin's home), where there was a fine piano.

Miss Bull was not inclined to let any pupil forget when they hit a wrong note. Unfortunate children like myself usually finished the lesson with several sore knuckles and some poor nervous children had a hard time to finish any piece because too many sour notes would call forth equally sour wails from the teacher.

The Farm

During the 1st World War my father and Dr. Berry tried to do their bit by trying some farming and after Sunday School would drive out to the farm where we could play while the 'farmers' worked at their bean crop. War was the only excuse for working on Sunday, but we loved those days on the farm. Of course the weather was always good when we went there. Sunday School was a must and only sickness kept us away.

When we were old enough there was a task that came our way about the end of February, and we did not like it at all. The sprouts had to be taken off the potatoes and the carrots and beets that had been stored in the cellar had to be looked over as well as the apples that were kept in the big barrel.

This task was usually done under the eye of Dad who worked along with us. As fresh vegetables were not sold in the stores, our meals were likely to be a bit monotonous by the time spring had arrived and we were certainly pleased to see the new vegetables in the garden.

Merry-Go-Round

Some time around the 1920s a merry-go-round was set up across the road from the blacksmith shop on Perry St. We were thrilled with this wonderful entertainment, but there was very nearly a serious accident in connection with it.

One little girl ran across the road to the blacksmith shop to get more money from her father. Being so excited she forgot to watch for cars and ran right in front of one which knocked her down. I don't recall whether she had any broken bones, but for a short time the accident had a very sobering effect on the merry makers, who remembered, at least for the rest of that day, to look up and down before they crossed the street.

Skating

On nice winter days "the swamp" became our skating rink. The boys of the neighbourhood kept a space clear of snow and sometimes, when they tired of hockey, we were allowed to skate there. Those skates were a bit different. They clamped onto the boots at the front and strapped around the ankles.

How we bundled up for these winter games. No snow suits or parkas in those days. We wore heavy sweaters, usually more than one over our regular clothes, with two pairs of woollen mitts and several pairs of woollen socks. The boys had knee breeches over which they pulled their stockings, the girls wore leggings.

Both boys and girls wore wool scarves or clouds around their necks and if the weather was bad, over their heads and mouths, too. Toques were the accepted head gear for winter weather, and two or three buckle overshoes, if we were not skating.

Sleigh Riding

Sleigh riding was just as popular as skating and the nearby hills were quite safe as autos did not run in the winter and the cutters or bobsleighs always had bells.

There were just a few cars in those early days. Drs. Archer had one or two I know, but I remember best Dr. Mellow's. Perhaps because there was so much shining brass on it. It was a car like this that Mr. Monet owned.

They were at one time neighbours and when they moved to Toronto I was frequently a summertime visitor and those trips to Toronto when the cement highway was being built were real highlights of summer holidays.

One never made the trip all the way without a flat tire, and woe be the driver that did not carry the necessary equipment for changing the tire and also for patching the tube, as you were indeed lucky if you had no more than one puncture.

Steep hills were the bug-a-boo of these old time cars and I have heard that sometimes it was necessary to back up the hill if the gravity gas tank was nearly empty. If a horse and buggy were on the hill when you came to it you waited until he was over the top so that you would not have to pass him on the way up. If you were unfortunate enough to catch up to him on the steep grade, and he wouldn't pull over to let you pass, you would have to back down to the bottom and make a fresh run at it.

My only recollections of the 1st World War except for the "farming" was of the soldiers marching past and one who was "courting" our hired girl. They used to sit on the lawn swing and mother was forced to call us rather sharply at dusk, as we were naturally anxious to know what the great attraction was about that swing.

Well, all things change and children do grow up.

Marion Boyd

(Daughter of Samuel and Grace Farmer)



Samuel and Grace Farmer in the garden at their home on Queen St., Port Perry.

Port Perry Railroad Memories

Published June 2008, Focus On Scugog

Interview with Jim Tobin

by Paul Arculus

The haunting echoes of the locomotive steam whistle vanished long ago from the shores of Lake Scugog. But there are many who can recall the sounds of the “Nip and Tuck,” as it chugged, somewhat tentatively, up the ridges from Whitby. One man who remembers the sounds better than most is Jim Tobin,

Jim is the son of the last agent (station master) at the Port Perry station, Gordon Tobin. Tobin had been the agent at Brooklin for four years and replaced Guy Winters as the Port Perry agent in 1937. Winters moved to Marmora.

Jim was the eldest of the Tobin children. He has three sisters; Margaret, Marie Therese and Rita. All attended school in Port Perry and lived in the station at the Port Perry waterfront from 1937 to 1942.

The Port Perry station stood in Palmer Park east of the present bandstand. On the main floor there were two waiting rooms, the northern one for the men and the southern for the ladies, although as Jim recalled, the women’s waiting room was not used as such, so his mother used it to hang her clothes to dry after washing them. Neither of the waiting rooms was heated. The kitchen was located downstairs on the main floor behind the office and central desk.

Upstairs where there were three bedrooms, a living area and a huge unfinished storage area. Jim’s bedroom was in the south-east corner overlooking the Lake.

Jim recalls that the building had no insulation so that it was “As hot as Hades in the summer and as cold as the arctic in winter.” For warmth there was a pot-bellied stove in the office another in the upstairs hallway.

“Part of the agents’ salaries consisted of H.F.L.R.” Jim recalls. “Heat, Fuel, Lights and Rent.”

“We were fortunate in one respect and that was that we had all the coal that we wanted. As a result, after a long winter there would be a pile of ashes outside as high as a man,” he added.

After finishing grade 12 at Port Perry High School in 1941, Jim helped his father at the station, handling Express and Freight parcels and the telegraph.

He had learned Morse Code in his father’s office at the station and at night he could hear the tap tapping of the telegraph at night as his bedroom was immediately above the telegraph office in the station.

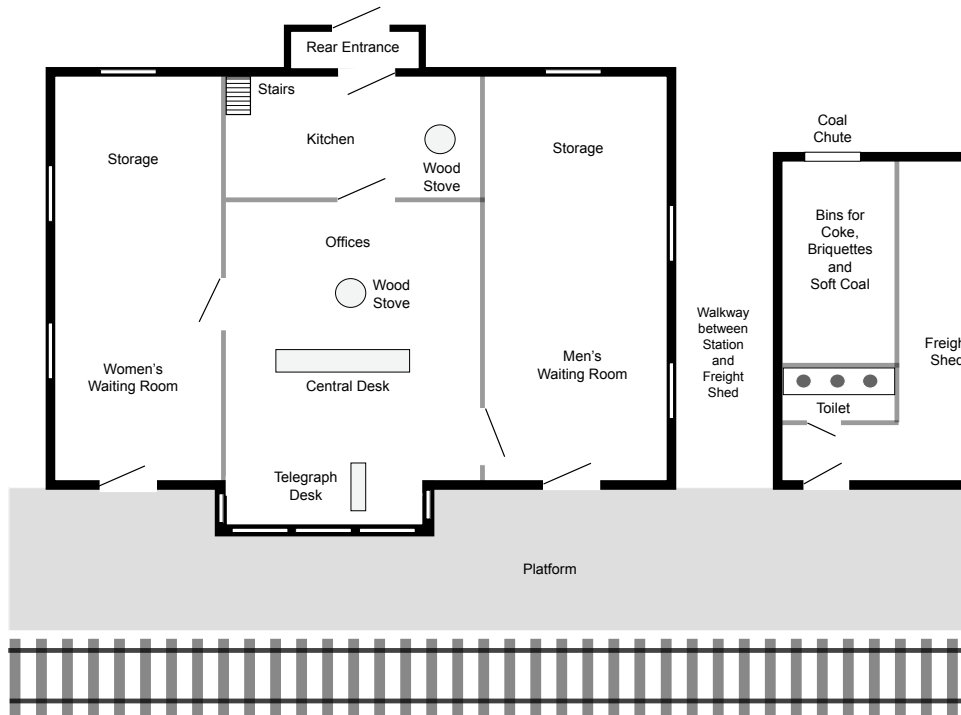


Jim Tobin



Port Perry Railway Station, about 1945.

PORT PERRY RAILWAY STATION - GROUND FLOOR



This diagram show the layout of the ground floor of the Port Perry Railway Station.

He practiced on the station telegraph machine in the quiet of the evening, communicating with a friend at the Whitby station.

The last official train ran from Whitby to Port Perry in July 1939. On this occasion, dozens of cheering Port Perry school children responded excitedly to the "All Aboard" of Jim's dad. The children then prepared themselves for the journey to Riverdale Park in Toronto to cheer the arrival of King George VI and Queen Elizabeth.

After the last train ran, the Tobins remained in the station for another two years handling freight and express parcels and the telegraph as Jim learned the skills necessary to follow in his father in a railroading career.

Jim affectionately remembers Bill Nesbitt who picked up the parcels to deliver them throughout the community with his horse and an old wagon. Bill was also the village policeman on weekends.

After the Port Perry station closed, the building was turned 90 degrees and pushed across Water Street where it now stands as the back section of Ives Florists.

Jim's father filled in at a number of stations while waiting to assume his office at the Haliburton station. He later retired from there.

In February 1942 Jim began work as a clerk at the

Oshawa Station. His job at that time was to meet trains and handle the baggage and freight, and to check railroad cars in various yards. He worked six days a week, 10 hours a day for \$90 a month. In 1944 he became a telegraph operator at the Divisional Headquarters of the Belleville division.

He vividly remembered dispatching his first train in July 1947 from the upstairs window of the Lindsay station. "I gave authority for a train to move directly and without interruption from Lindsay to Belleville," he recalled. "I can still feel the feelings of fear and of anticipation as the train made its way across the Scugog River in the distance."

"What have I done?" he thought to himself. He then telegraphed his father at Haliburton. His father responded and allayed all his fears with the simple message, "Well done, son."

In 1949 Jim married Mary Alice Murphy of south Ops, a nurse. As Jim followed his father into the railroad business, four of Jim and Mary's sons have also taken on careers in railroading. Their oldest son Jim runs freight trains from Toronto to Sarnia. Kevin is a supervisor of signals on BC rail. Shawn is an engineer on the VIA passenger service and Mel was an assistant supervisor at Oakville.

Jim and Mary are now both retired and live happily in Oshawa surrounded by friends and family and a wealth of memorable railroad memories.

Remembering Port Perry of the 1930s

Published April 8, 1984 – Port Perry Star

By Andrew M. Lawrence

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.



Andrew "Andy" Lawrence at the Scugog Shores Museum, 1980.

Today is April 8, 1984 – Fifty-four years ago I came to Port Perry to take over the drug business, which I had bought from Mr. Albert 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



Vickery's (Reesor) Coal Office at lakefront.

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 Emmerson Insurance Office to transfer insurance policies, calling at the Bank of Commerce to open an account and meet the manager, Mr. Hibbert G. Hutcheson. Then going out to be introduced to my new neighbours, especially my fellow druggist Mr. Patrick G. Morrison. (We were druggists at that time, the more sophisticated term "pharmacist"



Ted Jackson Auctioneer & Implement Dealer.

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. Fred 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 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 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.



Gerrow Brothers Bakery

Next of course was the post office with Mr. George Hull as Postmaster. Beside the post office was Patrick G. Morrison's Drug Store, Gerrows' Bakery, H. Howard Stone's Men's Wear and Harold 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. George M. Rennie. The next building was the medical offices of Dr. Jeffrey and Dr. Rennie. Then two residences, that of Dr. George Jeffrey and Mr. Neil Sweetman.

On the corner of John St. was the budding business of Beare Bros. 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.



Standard Garage

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. James A. Mathers. Then came Wm. H. Doubt's Shoe Repair Shop and Gordon Sweetman's Garage.



Port Perry Star office, Queen St., 1935.

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 Thomas 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 William L. Parrish's Hardware, which really occupied two stores.



W.L. Parrish Hardware Store, Queen St.

Then came Wm. Willard's Grocery Store and Sutcliffe and Co. Dry Goods. In the McCaw Block, were the Bell Telephone Office and Ivy 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 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. The manager at that time was Mr. Hibbert G. Hutcheson. East of the bank was a lane leading to Ben Smallman's Blacksmith Shop, and then the Observ-



Observer Printing Office, Queen St.

er Printing Plant, taken over by Mr. Victor P. Stouffer, from his grandfather Mr. Henry Parsons.

The next store, former Charles 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.



Hogg & Lytle grain elevator.

It is difficult to recall the exact location of businesses located in the apartments above the stores. They included Dr. John B. Lundy, Dentist; Dr. William A. Sangster, Dentist; W. Rodman, Tailor; William 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 Allan Goode's Creamery and Ice Cream Factory on Water St. South, Scugog Lumber



Allan Goode's Creamery and Ice Cream Factory.

Co., Scugog Milling Co. and Pyatt's Coal Yard on Water St. North.

On Perry St. North there were the Municipal Office, Switzer's Blacksmith Shop and Implement Agency. and Mr. Goode's Pop Works.



Port Perry Beverages, Perry Street.

Swan Bros. Blacksmith and Carriage Works occupied the corner of Perry and Mary Sts. where the L.C.B.O. store is now located.

Dr. Donald C. MacMaster had his Veterinary Office on North St. and Mrs. Nellie Whitmore operated a private hospital on John St. South.

The population of Port Perry was something over 1,200 in 1930 but during the thirties 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.

Sincerely

Andrew M. Lawrence

Port Perry of the Past

Port Perry Star Anniversary Issue 1988

By Matthew B. Dymond

The following article was written by Dr. Matthew B. Dymond, for the special edition of the Port Perry Star, to commemorate 130 years of continuous publication of newspapers in Prince Albert and Port Perry. During that time four newspaper names have been recorded – The Ontario Observer; The North Ontario Observer; The Port Perry Standard, and The Port Perry Star.

Matthew B. Dymond received his Doctor of Medicine, from Queen's University, Kingston, Ont. in 1941 and after the war, he set up general practice in Port Perry.

He was a Progressive Conservative member of the Legislative Assembly of Ontario from 1955 to 1975 who represented the riding of Ontario. He was a cabinet minister in the governments of Leslie Frost and John Robarts and served as Minister of Health, Minister of Transport and Minister of Reform Institutions.

After retiring from politics, he returned to his medical practice in Port Perry. He lived most of the rest of his life in a beautiful home on Cochrane Street.



Someone once told me that when one talks of the Past, that's a sure sign of aging! I agree with that statement particularly if one becomes obsessed with the Past, but in my defense Mr. Publisher I can say "You asked me!" But of course you didn't really ask that I dwell on the past; rather that I may note the changes in our community in the now 46 years I have lived in Port Perry.

On Saturday May 2, 1942 I drove into Port Perry at 9 a.m., to take up practice here since I had recently become a partner in Medical Practice with Dr. George Rennie. Queen Street was then the "connecting link" through the Village on Highway 7A and I was struck with the natural beauty of what I saw; the large maple



Port Perry Medical Centre, 1858.

trees just then coming into full leaf, an apple orchard on the south side of the street showing some sign of blossom.

I've thought often of that, what appeared to be quite a large orchard right on the Main Street of the Village. I was soon to see another a large or larger on what was then (so I was told) the "Oshawa Road". But they contributed to the beauty and attractiveness of the Village, at least for me. Incidentally, on Queen Street a block east of the orchard, was a sign telling all who would read it that the population of Port Perry was 1,150; now, 46 years later it is nearly 4,000.

Perhaps that is a good note of which to begin thinking of change about which much has been said and written. I particularly like what one of the ancient Greek Philosophers said about it, "There is nothing permanent except change", and the truth of that statement must impress itself on us even though we may at times tend to disagree with it. But this has nothing to do with the philosophical considerations of change; but rather what changes I have seen here in the past 40 odd years.

Beginning with Queen Street which in my mind will always be the "Main Street", the first street in Port Perry which I travelled, and lived for 18 years, started (or ended) at the 6th concession of Reach Township and ran to lake Scugog. Between the west boundary of the village and Simcoe Street there were only 4 small



Port Perry Public & High School, 1928.

homes; now I don't believe there is one vacant lot left.

On the south side of Queen was the apple orchard already mentioned and five homes. Now we have our Elementary school and many fine homes. The Public School as it was then called was part of the present High School building, but change bringing growth and new thinking and systems in Education made necessary much more space in both schools.

Now the Secondary School with its' technical component occupies all the area formerly accommodating both schools and had to cross Ottawa Street to establish the sports field. In 1942 Ottawa Street was little other than a "track" leading to the only house which was demolished when the High School expanded.

The business district of Port Perry consisted of the two blocks from John Street to Water Street and practically all on Queen Street. In that space (believe it or not) there were seven grocery stores – one a branch of a national chain store – Dominion Stores. Supermarkets had not yet appeared.

There were three butcher shops, two drug stores, two bakeries, two hardware shops which also looked after the plumbing needs of the village and indeed most of the surrounding townships.

We had one jeweller, one menswear store, one dry-goods and general wear store, and one department store, which I left to the last deliberately because it is one of the three businesses remaining in, and operated by, the same family over all the years I have lived here. They are: Brock's Department Store; Emmerson's Insurance and Lake Scugog Lumber, which I still think of as Sam Griffens.

Automobile sales rooms and garages were located on Queen Street; Beare Motors (now Anderson's, still in the same location); Williams Motors was where the



Beare Motors, Dodge & DeSoto, 1955

I. G. A. Store is now, and Archer Motors occupied the corner where the Royal Bank is now.

The only Hotel stood on the corner of Queen and Water Street where the C.I.B.C. is now. The hotel dining room and one restaurant were the only public eating places in the village.

Three barber shops were located on Queen Street and at the extreme East end stood the "Grist Mill" or the Elevator as it was frequently called. This was a very active business 40 years ago, but again "progress" brought an end to the mill and the building, still much as it looked like then, is now occupied by a number of other businesses.



The Canadian Bank of Commerce, 1920.

Port Perry had only one bank then, "The Commerce" and it occupied the building now housing the Standard Trust which came along when the C.I.B.C. acquired the old Sebert Hotel property on which the bank built its fine new building.

Leaving Queen Street, on Water Street were the two Coal and Lumber establishments. One was Reesor's, then situated where the Old Railway Station stood and Lake Scugog Lumber, which was located where now stands the Library.



Lake Scugog Lumber, circa 1958.

Both these businesses relocated when the Park was developed – Reesors moving to the site at the corner of Scugog and Water St., where we now have the plaza, and Lake Scugog Lumber, which is still operated by the Griffen family on the Oshawa Road. This is now a greatly expanded industry, since it was the first to get into the

business of manufacturing trusses for which it has long been famous.

Forty years ago we didn't have much industry. One small harness factory, Jeffery and Taylor's was located on the north side of Queen Street just east of the Port Perry Star building. On Perry Street was a small shoe factory situated near where is now the Liquor Store. Both of these industries ceased operation during the 1940s.

The industry which I believe was most widely known was Peel's Chick Hatchery, famed for its Barred Rock Chicks, not only locally but throughout Canada and even in other countries as well.



Peel's Poultry Farm complex, circa 1950.

Then about the time I arrived in Port Perry, so did Arthur Brunton, one of whose activities was breeding Rhode Island Reds. These too brought fame to our community when Brunton's Rhode Island Reds were introduced to India.

Attracting industry to smaller communities was not easy 40 years ago, but in the late 1940s the old Town Hall was leased by a corset manufacturer from Drummond, Quebec and seemed to do well for a while.

About the same time the Tease family established a factory for making sports sweaters, socks and such in what had been the shoe factory on Perry Street. When this building was destroyed by fire, a new building was erected on Perry Street, north of Queen, and this industry too brought some fame to Port since it (for a time) produced the socks and sweaters for the Toronto Maple Leafs.



The Tease Knitting Mill, Perry St., circa 1950.



Flamingo Pastries factory, 1971.

Then, a short time later, Ken Jackson established his "Butter Tart Factory" and it seemed that overnight Flamingo Tarts became a well-known and very popular product far beyond the bounds of Port Perry. Around the same time the Coulter Metal Stamping Plant was erected on the Oshawa Road; it is now of course the A. G. Simpson Plant.

Our present Municipal Building is the third in the time that I have lived here and it (the building) was first erected as the Tease Knitting Mill. It is interesting to recall that the Municipal building in 1942 stood on this same site. It was a very small, frame building, it didn't appear to be much larger than a one car garage, but it was adequate for the times. However, after the War it was found to be too small and so moved to what is now Prentice Barber Shop. That too in time became too small and on Mr. Teases' death the factory building was acquired by the Village, remodelled and enlarged to become the Municipal Building now serving those needs.



Port Perry Municipal Office, circa 1970

Culture & Recreation

There were four churches in Port Perry in 1942, Anglican, Presbyterian, Roman Catholic, and United. The War Memorial Library, now the Y.M.C.A. and the Lawn Bowling Green on the adjoining property were of a standard far superior to that found in many smaller communities, and were very popular and well used by the citizens.

The old Skating Rink was situated (as I recall) on the site now occupied by the Kinsmen's (Scout) Hall. The Fairground, still in the same location, has undergone much growth and improvement. Even 40 years ago, our

Fair was well-known far beyond our community since it was noted for one of (if not the) leading Holstein Show in Ontario.

This record would not be complete without mention being made of the "Old Hospital", the yellow brick building, now a residence on the west side of John Street, between Mary and Casimir Streets.



Port Perry Hospital, 1940.

Port Perry and surrounding communities had much reason to be proud of this hospital which came about because of the vision of Drs. David and Robert Archer. This was the first General Hospital in the then Ontario County.

Oh yes, there was a hospital in Oshawa, but before then Oshawa was a separated city and not part of the county. The fact of the Hospital had much to do with my coming here to practice, since I preferred to live in a small community, but I believed strongly that a Hospital was essential to good medical care.



Port Perry Community Memorial Hospital, 1960.

Some time ago a friend asked me "What is the greatest change you have seen in Port Perry since you came here?" Without hesitation I replied, "The roads!"

Forty years ago, the roads were a very important factor in a doctor's everyday life, and I well re-call being stuck in mud on the Oshawa Road at the Townline. I had more trouble in the mud than in the snow, bad though that was in most winters. On one occasion I came to a halt on the third concession by Osler's Forest. Mansell Gerrow was in the same predicament just ahead of me. His bakery van (yes the bakers delivered in the country!) was mired in the mud so he and I piled branches on the mud so our wheels would catch and get us on our way.

My most unforgettable experience with the roads happened one Saturday morning, or rather Friday night/Saturday morning on Hooper's Bridge on 7A. I had been called to Cartwright Township at about 10 p.m. to deliver a baby (let me interject here – all the talk I hear and read these days about "Home Birthing" – I suggest they talk to those who have actually been involved!!).

The spring break had begun and Lake Scugog, as it did every year was steadily spreading across the Highway. I was on my way home at about 3:30 a.m. Saturday when suddenly by motor went dead on Hooper's bridge. I opened the car door, and the water already above the runners flowed into the car. I had only low shoes and rubbers, and the nearest phone was a mile or more away and at that time of the morning farm dogs (or any dogs) are not at their most friendly with stranglers.



Car crossing flooded causeway in the 1950s.

So I closed the door and sat hoping that some-one would come along and report my plight. This didn't happen, but about three hours later my engine started and my car crawled across the cause-way.

That was the first time I ever wrote to the M.P.P. and often regretted that it had to be a complaint. After I got to Queen's Park myself, I asked that M.P.P., the Reverend John Foote, V.C., who was the member to whom I had written, if he recalled my letter. He did and had begun to take action to have something done about that part of Highway 7A that crossed Lake Scugog

I little dreamed on that Saturday morning sitting "in Lake Scugog" that I would be directly involved in having the "Annual Causeway Flooding" cleared up once and for all. But the improvement of Highways and Rural Roads alike has been nothing short of phenomenal and in the case of our community has done much to popularize our area and I believe has been an important factor in our economic and population growth.

So that's what I recall of Port Perry of 46 years ago. Much more could be said in more detail. I haven't touched upon the "NOW". The reader can see what now is. Hopefully this sketch of what was, will help the reader to make comparisons.

Lake Scugog

Published August 15, 1929, Port Perry Star

By Samuel Farmer



Lake Scugog is just about one hundred years old in its present form. Before that time there was a small lake around Scugog, but for the most part the water area was a broad slow creek and endless marsh, and across this water was neither bridge nor road. At the foot of Scugog Island was a great tamarac swamp.

In 1832 an agitation was started to secure better milling facilities for the district, and the Government made a grant of 400 acres of land and certain water privileges to William and Hassard Purdy, at Lindsay, on condition that they erect suitable mills.

As soon as the dam was built by the Purdys, complaints were made of the flooding of lands, and later the tamarac swamp trees began to rot owing to the high water, and a malarial fever broke out, said to have been caused by the rotting trees. This started a small rebellion among the settlers of the Township of Ops, and, arming themselves- as best they might, they marched to Lindsay with the intention of taking the law into their own hands and destroying the dam.

Fortunately, the Mayor of the town and the Roman Catholic priest were able to dissuade the men. The Mayor called out the militia and the priest used those powers of persuasion that be-longed to his office.

Some years later, the Government built another dam at Lindsay, and equipped it with locks and stop logs, so that they were able to control the water supply, and prevent undue flooding. In 1843 further contracts were made between the Purdys and the Government by which the former were to have the privilege of using the surplus water, but "not to such an extent as to impede navigation."

In those early years from 1850 on, fairly large steam craft were able to make the trip between Lindsay and Port Perry. Among these boats might be mentioned the following: The Woodman, the Ogema, the Commodore, the Anglo-Saxon, the Maria Louise, the Stranger, the Crandella, and the Cora.

These boats did a very considerable business, and the great event of the year used to be when business was called to a halt, and for the day the "palace scow" took all the Port Perry people who could get away for an excursion down the lake.

Those days are over, and of late years there has been no shipping of this kind. The Cora, the last of these boats, is lying high and dry at the mill, and at present it looks as though its last trip had been taken. Their place, has been taken by a large fleet of gasoline launches and boats.

There are many reasons for this change. Part of it

is due, of course, to the disappearance of the trees, which supplied the main articles to be shipped-lumber. But in addition to this change, there has been another condition that has made it impossible to run these boats even if the lumbering business were flourishing as briskly as ever.

Gradually the lake has been filling up, because low water allowed a most plentiful supply of weeds to grow year after year. For a while there was a tendency to blame the owners of the mill for an excessive use of the water supply at Lindsay; but of late years there has been no water used for milling purposes.

Another factor has entered into the problem, how-ever. The Government undertakes to regulate the amount of water in the lakes, and although the water may be high in the spring, it is allowed to run away rapidly by the removal of the stop logs, the reason given being that the lake has to be kept at a medium height to make provision for times of freshet.

This is the point where there is considerable difference of opinion between those who use the lake and those who regulate it. A trip was taken down the Scugog River by the writer to see what damage, if any, would result if the water level were kept a foot higher than the present summer level. So far as could be seen the damage would be very slight, as the land that might be flooded, is underwater in any case in times of freshet, and is not suitable for anything except pasture of an indifferent character.

After making many inquiries at Lindsay. it is felt that if the water were kept a foot higher than at present no great damage would be done, and much benefit would follow no far as the south end of Lake Scugog is concerned, because the higher water would help to drown out the weeds.

At the time of our visit all the stop logs were in. and the water was at normal height required by the Trent Valley Canal control. There is room in the dam for two more stop logs, but it would not help matters to put

them in, because the logs are as high as the spillway now, and the water could only be kept at a higher level by adding a foot of concrete to the spillway.

Some features of the present unsatisfactory condition might be remedied at very little cost. First, as the channel that is the road for navigation follows the original creek, it is very winding, and requires to be kept properly buoyed. This work was well done by the Federal Government some years ago, but nature has removed some of these marks, and they have not been replaced.

This being the case, strangers easily get out of the channel and into the endless weed beds. The proper buoying of the channel would have a tendency to keep the channel free of weeds.

Next, there should be a better study of the needs of Lake Scugog. At present all records end at Lindsay locks, and Lake Scugog seems to be something that is to be regulated rather than conserved.

Continued low water has allowed the weeds to grow to such an extent that cottage owners and fishermen find great difficulty in getting out to the main channel, and are constantly at work at considerable expense to keep the channels open to the waterway in the Lake.

In spite of this serious disadvantage, the investment in property on the shores of this lake is very considerable.

In addition to the Village of Port Perry, with its 1,150 population, there are the following summer resorts and camping places: Caesarea, with a summer population of about 800; and a whole bevy of places like Pine Point, Williams Point, Armstrong's Point, Washago Bay, St. Christophers, Washburn's Island, Lakeside Beach, Pettit's Point, Stephenson's Point, Collin's Point, Black's Beach, Mr. Osler's great reserve, and that wonderful place, the summer home of Mr. and Mrs. A. R. Wilson – and

"Beechcroft" the noted and beautiful home of Mr. and Mrs. Frederick A. Kent.

In all these places, and many other spots along the shores of Scugog Island there is a big investment, and the investors feel that some effort should be made to conserve the resources and a reasonable navigation in Lake Scugog. It is worthy of note that those who invest in Scugog Lake shore property are not living in shacks, but in very substantial summer cottages. One might elaborate this point considerably, but space forbids-the fact is that the Lake deserves proper attention.

Naturally, the greatest asset to Lake Scugog is its fish, and these are conserved by reason of the weeds. But these fish that have brought hundreds of fishermen to the Lake, could be increased if a proper fish ladder were put in at the north end of the spillway at Lindsay.

At present the fish cannot come up the Scugog River from the other lakes at spawning time, but swim helplessly round in the flume under the distillery, where many of them have met with an untimely end before they added to the fish population of the future.

There is now another menace to fish conservation in the establishment of a fur farm upon the Nonquon, the natural breeding ground of bass and muskellunge.

The stream is fenced with a close wire screen that prevents the free passage of the fish at spawning time. If the production of fur is important enough to warrant this menace to fish conservation, then there should be proper breeding grounds maintained in some such place as the Osler reserve.

Lake Scugog is a natural playground for people of Toronto and Oshawa. It is only a run of about an hour and a half by auto from Toronto and very effort is made to look after the comfort of the visitors when they come.

Finally, an inspector should be appointed to this lake to study its needs and conserve its resources.

Section Four



PORT PERRY THE BEAUTIFUL



In 1906, Joseph Bigelow wrote the following extensive article chronicling the history of Port Perry back for about 65 years. The article was written under the heading "Port Perry the Beautiful" and was published in the North Ontario Observer commencing on February 22, 1906.

Port Perry the Beautiful and its Environs A Prosperous Town ————— A Charming Country

Port Perry Past and Present

By JOSEPH BIGELOW, ESQ.

The history of Port Perry extends back for about sixty-five years, at which time it was scarcely known, only as a landing place and camping ground of the Indian and the fur trader, and the landing place of the Indian trail between Scugog Lake and Lake Ontario at Oshawa.

Evidences of the early occupation of the place is in the finding of arrow heads and stone implements where once roamed the untamed Indian with his dusky mate and children of the forest in pursuit of game, and happiness in anticipation of a full meal, affording a very unreliable means of support, especially during severe and prolonged winters, which must have entailed much suffering in their exposed condition in the bark covered wigwams with scanty clothing. Their little ones must have suffered extreme hardship in their crude homes and on the trail – the squaw carrying her papoose on her back – in their pursuit of fresh hunting grounds.

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

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

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

The raising of the waters of the lake by the building of a dam at Lindsay on the Scugog River about



Joseph Bigelow

the year 1832, overflowed this low lying land, killing all the timber, which was subsequently cut down by incoming settlers, for fire wood, now presenting a partially submerged waste of marsh stumps and bare weather-beaten relics of a bygone age, now the feeding ground of millions of wild ducks. This is now held by a company as a game preserve, and is a real paradise for sportsmen.

Speaking of the Indian and Indian traders, one John Sharp was murdered by an Indian (Ogetonicut) on Washburn Island. The Indian was subsequently arrested and taken to Toronto, then Little York, for trial. It was then learned that the crime was committed in the Newcastle district. Little York being in the Home District, the trial could not take place there, and he was transferred to the Newcastle District, where the offence was committed.

It was arranged that the trial should take place at Presque Isle, on the 7th of October, 1801. Judge Cochrane, Solicitor-General Robert Isaac Gray, Sheriff Angus McDonald, Deputy Sheriff John Fish, in charge of the Indian, went down the lake in the Government schooner "Speedy", Captain Paxton, for the place of trial at Presque Isle. The vessel was lost, and all on board drowned. The John Fisk referred to was the great



Looking north from Port Perry over Lake Scugog and Scugog Island.

grandfather of our townsman, Mr. Bigelow, who has the administration papers respecting his estate.

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

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



Reuben Crandell's first cabin near Manchester.

Mr. Perry had his purchase about 1845 laid out in lots, which was the first commencement of the town. A frame storehouse was erected on the south side of the corporation wharf. About 1846 Thomas and George Paxton built a saw mill, followed by another built by Samuel Hill, afterwards becoming the property of W.S. Sexton. These men carried on the lumbering busi-

ness until the pine forests around Scugog Lake became exhausted. In 1858 another saw mill was built at the west end of the Scugog Bridge, by Stephen Doty, an American, afterwards becoming the property of Mr. Bigelow.

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



Peter Perry

The first hotel was built in 1848 by Harrison Haight, on the south side of Queen Street, on the property at present owned by Mrs. Sinclair. This was followed by another hotel built by S.E. Crandell on land now occupied by the Bank of Commerce.

In 1848 and 1849 was built the plank road from Port Whitby to Scugog Lake, nineteen miles in length, made of three inch pine plank, ten feet long, with three stringers, three by six pine, the whole distance. Figure what that would be worth to-day.

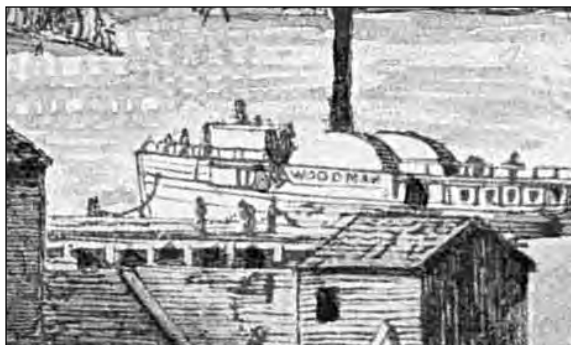
Over the road was hauled immense quantities of masts, square timber, white oak, and West India pipe staves, mostly rafted and brought to Port Perry from the Townships of Scugog, Mariposa, Fenelon, Ops and Cartwright. The plank road at this time afforded the only outlet for these products of the forest, as well as other traffic and travel. At this time nearly the whole town was a forest, the north side of Queen Street from Water

Street to John Street was forest, only enough timber being cut away for Crandell's hotel.

From Dr. E. L. Procter's house (305 Queen St.) to the school house (Queen & Rosa St.) there were a few acres cleared, but all north was bush. On the south side of Queen Street from Mr. T.C. Forman's residence (386 Queen St.) to the Town Hall and south to the 5th concession was a cedar swamp.

East and south of the Town Hall was a small clearing made by Elias Williams. South of Mary Street all was bush land. At this time not more than half a dozen houses constituted the embryo town.

In July, 1851, a hurricane passed through the Township of Reach and Port Perry, killing two people and



The steamer Woodman at Port Perry dock about 1853

overturning a frame house, carrying it across the road about where John Cassidy's house now stands.

In 1851 the first steamboat was built by Hugh Chisholm, who was also her first captain. The boat was owned by Cotton & Rowe, of Whitby. Some two years afterwards she was badly damaged by fire, and was sold to George Crandell, who repaired her and made tri-weekly trips between Port Perry and Lindsay.

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



The steamer Ogema.

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

The present generation of people have but a vague conception of the hardships of their pioneer ancestors who toiled and slaved to make homes for themselves and their children. The children can now have fine horses, splendid carriages, good schools, houses good enough for the palace of a king and pianos and other luxuries for the family.

In striking contrast this to the log shanty, the big open fireplace, the log barn, the yoke of oxen, the homemade jumper and the three-cornered harrow of the pioneer, who did the chopping and clearing of the land, saving the ashes, rinsing off the lye, boiling it down to the consistency of soft sugar — called black salts — to be made into pearlash. This, and the making of potash was quite an extensive industry during the clearing of land, to obtain a little money or pay store bills. A pearlash works was carried on by Richard Lund, located where Charles Vickery's office now stands. These were the days when square o.g. clocks were pedalled through the country and sold on long time at twenty dollars each.

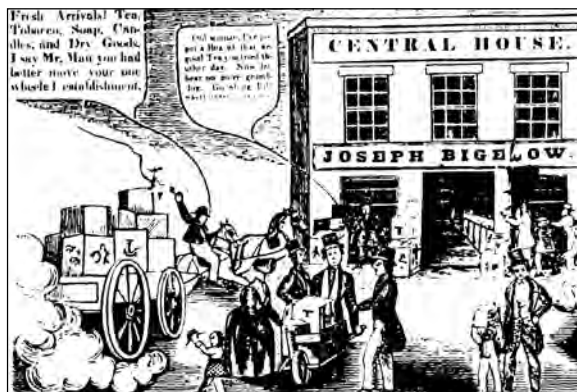


Illustration from a poster advertising Joseph Bigelow's Central House, printed in January 1861.

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

In 1852 a post office was opened, Joseph Bigelow being appointed its first post master. After the opening of the post office a daily stage was started between Whitby and Port Perry. A new name for the place instead of Scugog Village was desirable, and it was called Port Perry, after the founder of the village, Peter Perry, who

was a prominent merchant and grain buyer of Whitby, and was a Member of Parliament for East York in the Parliament of Upper Canada, the sessions of which as the time were held in Toronto.

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

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

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

THE SUGOG BRIDGE

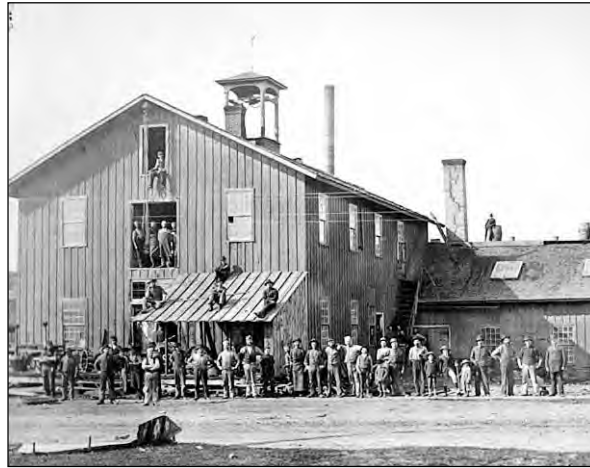
The next milestone in Port Perry's progress was the building of the Scugog Bridge by the County of Ontario in the years 1853-1854, connecting Port Perry with Scugog Island. This was a floating bridge, but was afterwards filled in, making a solid, permanent roadway. Previous to this a ferry had to be operated during the open season between the Port and the Island.



The Lake Scugog "floating" Bridge.

Next was started a stove foundry, by John Cameron of Toronto, and managed by William Shipman, erected where Swan Bros. carriage shop now stands, afterwards burned down.

Next was a flouring mill, built by Thomas and George Paxton, later becoming the property of James Carnegie. This was destroyed by fire in June, 1902, but has been replaced by a modern, substantial brick building.



The Port Perry Foundry - 1887.

Next in order was the building of the Port Perry Foundry, owned by Joseph Bigelow and Thomas Paxton, and operated by Paxton, Tait & Co., in the manufacture of agricultural implements and mill machinery. This is at present owned by Madison Williams, whose orders for turbine wheels and mill machinery come from all over the Dominion.



Madison Williams

Following the upward progress of the town, was the opening of a branch of the Royal Canadian Bank, of which Mr. Bigelow was the manager for five years, retiring to give greater personal attention to his extended business. Shortly after, in 1870, the building of the Port Whitby and Port Perry Railway was commenced, of which Mr. Bigelow was president during its construction.

The Paxtons, Sextons, and Edward Major were some of the moving spirits in this undertaking. Mr. Bigelow, after the completion of the railway, sold out his interest and withdrew from the company.

Shortly after this the Ontario Bank opened a branch, first in the office at present owned by Mr. Carnegie, until a better premises could be obtained, subsequently moving into the premises at present occupied by the Western Bank, of which Mr. H. G. Hutcheson is the manager. The Ontario Bank subsequently withdrew its agency.

Following this was the opening of a branch of the Central Bank of which the late Wm. McGill was manager, but the branch was compelled to close through mismanagement and losses at the head office.

CARTWRIGHT ROADWAY

The building of the Cartwright roadway was undertaken in 1890, connecting Scugog Island with the Township of Cartwright, to which the people of the town contributed largely, and which has proved so beneficial to the town, and a convenience to the whole country.

Then followed the establishing of a branch of the Canadian Bank of Commerce, of which the present manager is Mr. Charles Ballard.

In the year 1866 the "Port Perry Standard" was established by Mr. Edward Mundy. Shortly after this the Ontario Observer, published at Prince Albert, was removed to Port Perry. This is owned and conducted by Mr. Henry Parsons.

After the completion of the railway all the business men of Prince Albert removed to Port Perry. These included Thomas C. Forman, Aaron Ross, George Currie, John Diesfeld, J. H. Brown, Thomas Courtice, late of Courtice & Jeffrey, William Brock, and others.

Adam Gordon from Manchester, M.P.P. for North Ontario, came to Port and built a grain elevator where the Matthew Edwards egg storehouse is located. This was afterwards destroyed by fire.

Port Perry was incorporated in 1871. Mr. John Nott was appointed by the County Council to take the census, and this established the village's claim to be incorporated. Port Perry, therefore, commenced business on her own account on the 1st of January, 1872, when the first council was elected, of which Joseph Bigelow was reeve. Henry Gordon, treasurer, and Duncan Mckercher, clerk. Councillors were A. N. Sexton, Caleb Crandell,



Ross Grain Elevator - Port Perry.



Town Hall - Port Perry.

W. Tait and John Phillips.

The Ross grain elevator was built by George Currie in 1873, and is now operated by William Ross in his extensive grain business.

In the same year the town hall was built, also the Public and High School building. The High School has an enviable reputation as an educational institution. Its fame as such is known throughout the Dominion. The Principal is Mr. Dugald McBride, who has held the position for the past 34 years. Many of his pupils hold prominent positions in Canada and the United States. Port Perry has turned out many able men in all walks of life.

In 1884 occurred the great fire, which burned down the whole of the business portion of the town, from Water Street to John Street, the only building left being Mr. Tummond's grocery and feed store. The fire entailed a loss of between two and three hundred thousand dollars. Not discouraged, however, her people went at it with a will, and rebuilt their premises better than ever.

THE VILLAGE OF PORT PERRY

Port Perry at present contains about 1,600 people, and with the Prince Albert suburbs added, aggregates about 2,000. The town is situated on the west side of Scugog Lake, opposite Scugog Island, which forms a separate township, containing about 10,000 acres, and is fully settled with prosperous farmers. The Island contains an Indian reserve of 800 acres, on which is located a band of about 40 Mississauga Indians.

Port Perry is situated on rising ground from the Lake, rising to an elevation of 117 feet within a distance of three-quarters of a mile, in one of the finest agricultural and stock-raising districts in the Province.

The highest elevation of the town is nearly 700 feet above Lake Ontario, Scugog being 568 feet above Ontario. The town is 49 miles from Toronto by rail via



Port Perry razed by fire in July 1884.

Whitby, and is noted as one of the most healthy towns in the Dominion. As such an altitude the air is always fresh, pure and invigorating, which makes the place a most pleasant one summer or winter. The residential streets are embowered in shade trees, which form a wind break in winter and a cool shade in the heat of summer, and add very materially to the beauty of the town.

Who can say Port Perry is not a most delightful place to live in, having, as it has, so many local advantages. Situated on the shore of a beautiful lake, having a magnificent panoramic view of Scugog Island, forming an enchanting and beautiful scene of farm and hillside, not easily excelled.

Residents of the town who have seen this panorama of nature every day for years fail to see it as strangers do when visiting the town. Strangers express themselves delighted and surprised with the beauty of the town, the fine houses, the well-kept lawns, the shady trees, the neat appearance of the town generally, its fine view of the Island, and its many other advantages.

The town possesses a municipal lighting and waterworks system, good railway accommodation, good hotels, fine stores, one Methodist Church, one Presbyterian Church, a Baptist, an Episcopal, a Roman Catholic, and a Catholic Apostolic Church.

There is a first-class Public and High School, also telegraph and telephone services. Boats, during the season of navigation, can leave the docks at Port Perry, going as far east as Hastings on the River Trent, via Peterborough, a distance of about 150 miles in an easterly direction, and northwesterly to Balsam Lake.

On completion of the canal from there to Lake Simcoe the present year, boats can enter that lake, visiting Orillia, Barrie, Beaverton and Jackson's Point summer resorts; and on the final completion of the Trent canal vessels from here can go down the St. Lawrence to the sea, or west to the Upper Lakes, taking in all the cities of the lakes from Midland to Duluth, Chicago, Detroit or Cleveland.

Mr. Joseph Bigelow, whose portrait appears on the front page of this issue, and to whom The Observer is indebted for the article on "Port Perry, Past and Present", was born in the Township of Tecumseh on November 9, 1828.

His father, Hiram Bigelow, owned a flour and saw mill in the township, but moved with his family to Lindsay in 1844. Mr. Joseph Bigelow and his twin brother, Joel, came to Port Perry in 1851 and started a general store under the firm name of J. & J. Bigelow. After a time Mr. Joel Bigelow removed to Whitby, where he opened a store.

Mr. Joseph Bigelow remained in Port Perry, and has ever since been most intimately connected with the rise and progress of the place. He has occupied positions of honor and responsibility, and has amassed a competency. He owns a beautiful home on the hill (*Cochrane St.*).

There's no citizen of the town more honoured and respected than Mr. Bigelow, and The Observer but voices the hope of all citizens that their esteemed townsman may be spared to enjoy many years of happy life in the prosperous town which he has so helped to create.

THE CHURCHES



Port Perry Methodist-United Church 1908

THE METHODIST CHURCH

The Methodist congregation of Port Perry has the finest church building in the town, corner of Queen and Lilla Street, an engraving of which is given in this paper. The building is a commodious one, with school-room in the basement. The membership of the church is now 300, whilst the Sunday school has an attendance of between 175 and 200. The congregation will this year celebrate its

20th anniversary.

Rev. B.G. Greatrix is the present pastor. He came to Canada from London, England, and was educated in Cobourg and Victoria College, and was ordained to the ministry in 1883. Mr. Greatrix has occupied pulpits at Stouffville, Darlington, Newcastle, Atherly, South Monaghan, Cavan, Little Britain, Cannington, Trenton, Campbellford. This is his second year here.



Anglican Church of Ascension

CHURCH OF THE ASCENSION

It is now almost half a century since the Anglican Church was first represented in this township. Rev. Mr. Pentland was the first missionary appointed to conduct religious services. He was followed by Dr. Grant and he by Rev. Mr. Fornere, in 1860. In that year the present church edifice in Port Perry was erected.

The incumbents of the parish since the retirement of Mr. Fornere have been Rev. Geo. Nesbitt, Rev. Dr. Carry, Rev. Joseph Fletcher, who occupied the field for ten years, Rev. Wm. Locke (1902), and the present rector, Rev. Geo. Scott, who came in 1903. Last year, 1908, the congregation built a handsome rectory on the lot adjoining the church, at a cost of \$2,200.

Rev. Mr. Scott is an Irishman by birth, who was trained for the Ministry in England. He graduated in theology in Arden's College in 1878, and later completed his Arts course in Durham University. He was ordained to the ministry by the Bishop of Toronto in 1889, and was assigned to the mission of Minden and vicinity. From there he went to Cookstown, then to Warkworth. On resigning Warkworth he visited England, and served there for a time, and on returning to Canada was appointed to Port Perry, where he has been eminently successful in his work.



St. John's Presbyteriana Church, Port Perry.

ST. JOHN'S PRESBYTERIAN CHURCH

The Presbyterian church of Port Perry was organized almost half a century ago so near to the half century mark that the congregation proposes to celebrate the jubilee during the fall of the present year.

The present church building, on Queen Street, was erected nearly 40 years ago, and in it the congregation has been worshipping ever since.

In the summer of 1903 the congregation erected a manse for their pastor, on North Street. The building is a very handsome one, and makes a most comfortable home.

The present pastor is Rev. Wm. Cooper, B.A., who was inducted into the pastoral charge here on November 7, 1899. Mr. Cooper graduated from the Toronto University and Knox College in the year 1894. He then took a post graduate course/in New College, Edinburgh, Scotland. For years he was pastor of the church at Listowel, Ont. Mr. Cooper is exceedingly popular with his people and amongst the citizens generally.



Port Perry Baptist Church

THE BAPTIST CHURCH PORT PERRY

The Baptist cause in Port Perry was organized in 1866, the first pastor being Rev. J. King, of Brooklin and Port Perry. The congregation at the beginning worshipped in a hall, until they were sufficiently numerous and strong to purchase a meeting place of their own, when they secured the building they now occupy.

This was an old Mechanics' Institute building, but was remodelled for its present use. Some years later the comfortable school room was added, and improvements have been made from time to time.

During the years the church has had some exceptionally strong men as pastors. The predecessor of the present pastor was the Rev. J. C. McFarlane, who resigned in 1904.

In the fall of that year Rev. Thos. Hagen accepted a call to the pastorate. Mr. Hagen was born in London, England and was educated at Mr. Spurgeon's College. He was ordained to the ministry in Great Yarmouth, and subsequently filled several other pulpits in England before coming to Canada in 1892. His first charge in this country was at Almonte, where he remained for seven years. He then went to the Northwest, but returned to Ontario and settled at Keady, near Owen Sound. Port Perry was Mr. Hagen's next and present pastorate, and he is doing good work here.

PORT PERRY HIGH SCHOOL By Principal Dugald McBride

The Port Perry High School was founded in 1868. It did not take its place among the High Schools of Ontario under very promising circumstances; the accommodations were limited, and there were but few of the appliances necessary to do efficient High School work. Some good work, however, was done.



Dugald McBride

There were enthusiastic teachers at the head of the school, and energy and enthusiasm can sometimes make up for the lack of appliances. Many middle-aged people in this neighborhood look back with pleasure to their student days spent in the first years of the existence of the Port Perry High School.

The trustees and ratepayers, however, as some greater people are wont to do, took the "High School" question into their "most serious consideration". After a good deal of discussion, the majority decided that Port Perry should have a school "second to none in the Province in scholarship and discipline.



Port Perry Union School

They proceeded to carry this decision into effect by erecting the present fine school buildings, and engaging the necessary teachers. The new buildings were opened for the reception of pupils in March, 1874, and in 1876, after a special inspection and examination, the Board was much pleased to receive from the Education Department of Ontario the following reports:

General Report – Conspicuous for the neatness and completeness of all the appointments, and for the admirable order which pervades the whole.

Special Report – The school is doing excellent work in

preparing high class honor students for the University. Some of the pupils are among the foremost men in University College.

In the same year the Education Department held the first of the Intermediate examinations. When the results of the examinations were published it was found that the Port Perry High School had surpassed all the other High Schools, and all but two of the Collegiate Institutes of the Province.

For some years the chief work of the school was the preparation of matriculants for the universities, and candidates for public school teaching. In both these departments its students were eminently successful. Some of its pupils took high honors and scholarships at almost every University in Canada, and for some years Port Perry had nearly a monopoly of preparing public school teachers, not only from the surrounding district, but also from the adjacent counties.

The high standing of the school and the excellence of the work done, were recognized and generously acknowledged by leading men in every part of Ontario. The Port Perry school was held up as an example of what could be done in a comparatively small school by good organization and efficient teaching.

With the changing needs of a rapidly developing country, new demands were made upon educational institutions. The most pressing of these demands was in the department of science. It was recognized that in order to turn the vast resources of our country to the best account, the services of men of the highest scientific training and attainments were required.

While the most important part of this training is obtained in the different schools of science connected with the universities, yet it must be admitted that the benefits a student will derive from attendance at a School of Practical Science, will depend a great deal upon the training he may have received in the High School where he prepared himself for matriculation.

The Board of Trustees, impressed with this move, took steps to meet, in the fullest manner, the needs of science students. One of the largest class rooms in the building was fitted up as a science room, and it is safe to say that in its accommodations, equipment and general conveniences, there is no better science room in any school in Ontario.

The success of Port Perry students in the department of science has been extraordinary. It would be invidious to mention some names, and it is impossible to mention all, but it may be said that many of them have reached not only high positions, but the highest, and today some of them are regarded as the highest authorities in their respective departments. They fill the responsible positions of superintendents and inspectors and managers of some of the largest works on the continent.

While every care has been taken to secure the intellectual training of students, their physical training has not been overlooked. The grounds were recently acquired, and they have been graded and levelled and seeded down, so that now they form an excellent field for drill, as well as for all the sports in which boys indulge.

On the girls' side of the grounds, there are fine lawns surrounded by beautiful shade trees, and there is ample space for playing lawn tennis, basketball, croquet, and all the other outdoor games usually played by girls. In the upper storey of the main building there is a gymnasium where the scholars can amuse themselves when the weather is too cold for outdoor games.

In conclusion it is the determination of the Board to maintain in the future as in the past a "school second to none in Ontario in scholarship and discipline".

THE PORT PERRY PUBLIC SCHOOL

The magnificent school building on the hill overlooking the town and Lake Scugog is shared by both the High and Public schools. The building was at the time of its erection one of the most modern and model school buildings in the Province.

The structure occupies a most commanding position, and is regarded with pride by the citizens. In the past eminently successful teachers have occupied the position of Principal of the Public School. Today the occupant of that position is Mr. R. F. Downey.

Mr. Downey was born in Peel County, near Bolton, was educated at Weston and Toronto Junction. He began teaching ten years ago in S.S. No. 10, Albion. He attended the Normal College in 1901-1902, and came here and assumed the Principalship of the school in September, 1902. Mr. Downey has the assistance of five teachers, and during the Model term an extra teacher is engaged.



R.F. Downey

To show how successful Mr. Downey has been as a teacher, it is only necessary to say that all the pupils who have been set to try the Entrance Examinations have been successful. The same result has been attained in the Model School.

There are at the present time some 225 pupils in attendance at the school. The following are the teachers on the staff of the Public School: R. F. Downey, Principal; Misses P. MacNeil, F. Paxton, B. Bedford, P. McLean and E. Emmerson.



Jones & Son store Port Perry

JONES & SON General Merchants

The general store of Jones & Son takes high rank with the general stores of any town in the county. The departments include dry goods, groceries, gents' furnishings, clothing house furnishings, millinery and dressmaking.

The building occupied is 39 x 105 feet, two stories and basement, and was built by Mr. Jones for his own use after the big fire of 1884. It is a splendid home for the splendid business enjoyed by the firm. That the heads of the firm understand the art of store keeping is very manifest, for the goods are well selected and well displayed, and the premises are as "neat as a new pin".

There are eighteen persons in all engaged in this large mercantile establishment. In the store and office there are seven, in the millinery department five, and in the dressmaking section six. In the millinery and dressmaking a large trade is done, skilled and artistic ladies being in charge of these departments. The stocks comprise the very best, and the variety is extra large and thoroughly up-to-date. Ladies' ready-made goods are in large variety also. Fur goods and furs for both sexes are handled, and a satisfactory trade enjoyed in this line.

In connection with the grocery department a large trade is done in farm produce. The firm buys large quantities of butter and eggs for shipment. The bulk of the eggs go to Toronto, and the butter is sent to the cheese sections of the eastern part of the Province.

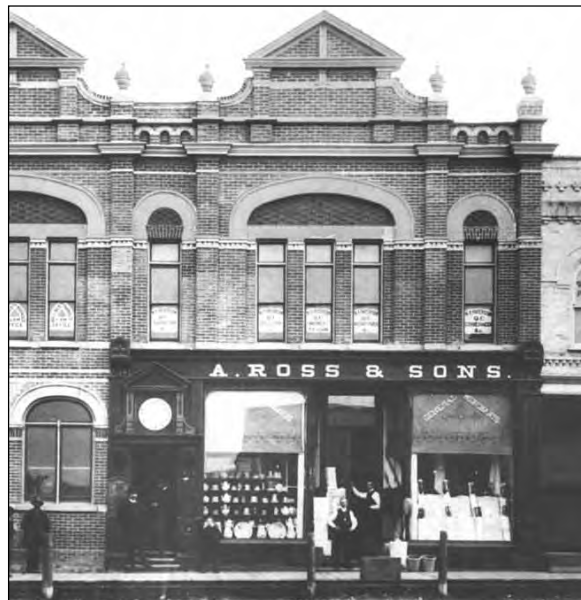
Every part of the business is followed with the keenest attention, the aim being to conduct a store first-class

in every possible feature.

The building is heated by furnace, and is well lighted by windows and electricity. It is a cheerful and airy looking store, where the shopper might reasonably find attraction.

Mr. C.W. Jones, the senior partner, is a native of Orono, and came to Port Perry in 1871. He took the management of the Paxton & Jones store - the last named member of the firm being his brother. He occupied this position for two years, when the business was purchased by the Jones Bros. It was so continued for eight years, and sold to Abbs, Patterson & Reid. Mr. C. W. Jones then became associated with the late Sheriff Paxton in iron mining, and later went west for two years. He returned with Mr. D. R. Davenport, and the two bought out the J. M. Wightman store and later the Abbs, Patterson & Reid business.

The fire soon destroyed their stock of \$45,000. The business was resumed in the basement of the town hall, till the present block was erected, when possession was taken of it. Mr. Davenport not being contented here, the business was sold to Hillyard & Reid, and the partners went to California. In two years, Mr. Jones returned and resumed business. In the spring of last year he took into partnership his son, Mr. G.M. Jones, who had been teaching school for some years, four of them being in the Whitby Collegiate Institute.



Port Perry Union School

A. ROSS & SONS General Store

The business of A. Ross & Sons was established in Port Perry in 1876, nearly 30 years ago. The store has always enjoyed its share of the patronage of the people of this district, and has contributed largely to the re-

quirements of the community during all this time. It suffered during the great fire of 1884, and later in the fire of 1901, but on both occasions arose from the ashes, and is perhaps now one of the handsomest stores outside the city of Toronto.

It has the modern swell front, and the interior arrangements for the convenience of customers is all that could be desired. It adjoins the Western Bank to the west. The firm handles dress goods, staple dry goods of every kind, small wares, ladies' ready-to-wears, furs, men's furnishing of over description, including ray made clothing, house furnishings, carpets, curtains, etc. Boots and shoes are a specialty.

The groceries, in a separate department, are kept fresh and up-to-date. They have added a special meat department, where at all times a display of cooked meats, as well as all kinds of cured meats, are kept constantly in stock.

They have great facilities for handling food stuffs as well as cereals of every description. Ten people are employed the year round catering to the comfort of the people who trade at this store. There is certainly no finer store in Ontario County than that of A. Ross & Sons.

The interior is large and beautifully lighted. There is an appearance about the arrangement of the goods, the neatness and cleanliness of the store, which bespeaks the thorough mastery of the art of store keeping, and an artistic temperament in the arranging and decorating, and in the dressing of windows. It must certainly be a great pleasure to the citizens of the town and vicinity to have in their midst so complete a mercantile establishment.



William Ross

WILLIAM ROSS **Grain and Seeds**

In 1896, Mr. William Ross succeeded to the business of his father, the late Aaron Ross. Mr. Aaron Ross had been identified for 30 years in the purchase of grain and seeds from the farmers of this community.

The warehouse at Seagrave and the elevators at Port Perry and Manchester afford ample facilities for the handling of the large business which is done with

the farmers. Every kind of cereals and seeds grown for sale in this locality are freely bought and sold. The business has been so long established, and so favorably known, that farmers always feel satisfied with their dealings.

William Ross, ex, M.P., was born in Prince Albert in 1856. He received his education in our most excellent Public and High Schools, and took a degree in the B.A.B. College, Toronto. He has occupied all the municipal offices in the gift of the people, and in 1900 was the candidate for the Liberal party of South Ontario for the House of Commons, to which parliament he was elected.

Mr. Ross gave a great deal of his time to the public. During this parliament some very important measures were passed, and it was his pleasure to support, with his voice and influence, such schemes as The Grand Trunk Pacific Railway, the appointment of a Railway Commission, and many other measures which were in the interests of all the people. He was a candidate for the election of 1904, but unsuccessful. Mr. Ross is a business man with a large business interest in the community, and commands the confidence of the people.

Not only is Mr. Ross well-known as a business and public man, but as a private citizen no one stands higher in the estimation of the people. His influence is always on the side of that which makes for the good of the community. He is a staunch member of the Methodist church, and may be counted on every time for aid to every movement which has for its object the betterment of social and moral conditions.



George Jackson

GEORGE JACKSON **Auctioneer**

Mr. Geo. Jackson, the popular auctioneer of Port Perry, was born on Scugog Island, and lived on a farm until five years ago.

About ten years ago he began his work as auctioneer, and his natural ability for the work has been splendidly developed by practice during the years, so that today there is no auctioneer more popular or successful in this part of the Province. Indeed his reputation is wider than the province, for he has frequently gone

outside Ontario in the performance of his duties.

He was honored a few years ago by being chosen by the Dominion Commissioner of Live Stock to inaugurate a series of Provincial Auction Sales of live stock, which are still carried on. He has conducted these sales at Woodstock, N.B., Ottawa, Toronto, Hamilton, Guelph, Goderich, North Bay and Port Perry, and a sale is to be held here on March 2, next.

Locally Mr. Jackson is in great demand, and from September until April he is pretty generally kept busy. Just now he is conducting a series of monthly sales of horses, vehicles, etc., at Fanning's Sale Stables, Lindsay. These sales are growing in interest.

Mr. Jackson is a lover of animals, has made a study of them all his life, and is in consequence well posted as to the points of a good animal.

Mr. Jackson conducts an implement business also, his office and sheds being on Water Street. He is agent for the Frost & Wood Co., and handles all kinds of farm implements and machinery and binder twine.

Mr. Jackson's home is on Queen Street, where he may be reached by phone No. 31, and as the town has a continuous service, he may be called up at any time.



Carnegie's Union Mill

UNION FLOUR AND LUMBER MILLS

James Carnegie, Prop.

The flour, lumber and planing mills of Mr. James Carnegie constitute one of the main industries of the town of Port Perry. The mills are located side by side on the shore of Lake Scugog, to the north of Queen Street. They are, also, on the line of the G.T.R., with which they are connected by a switch. The flour mill is a three storey brick building, 40 x 70 feet; the planing mill is of frame, as is also the sawmill.

This industry was established a great many years ago, and came into the possession of Mr. Carnegie in

April, 1888, he having purchased it from the Ontario Bank, who had as manager of the plant Mr. W. J. Trounce.

At that time the flour mill was a frame structure, with the stone system of grinding. The business done was small, because of the inferior quality of the flour made. Soon after Mr. Carnegie took possession he remodelled the mill, changing from stone to roller system. Mr. Carnegie set himself to winning back the trade of the district which had been diverted to other places, and it was not long before he had succeeded in his purpose, and practically all the trade for the town and district for many miles was done at this mill. The capacity after remodelling was 75 barrels per day.

In June, 1902, a fire occurred in the mill, which completely destroyed the building and the costly equipment which had been put in.

Mr. Carnegie was away from home at the time, but was immediately summoned. There was no use "crying over split milk", nor of being discouraged at the very heavy loss entailed, so Mr. Carnegie at once set himself to the task of re-building. The present substantial brick structure is the result. The fire occurred in June, and in September of the same year the new mill was in operation, equipped with the most modern and perfect milling machinery, having a capacity of 90 barrels per day.

The mill has been steadily running ever since, and is taxed to the utmost to keep pace with the demands made upon it. Besides the making of flour, the mill does an immense business in feed grinding. Farmers from a distance of twenty miles bring grain here to be chopped, getting it home with them the same day.

The head miller is Mr. Jas. Hortop, a thoroughly practical and capable man, who has been in the mill for sixteen years.

Mr. Carnegie buys all the wheat he can locally, and brings the residue required from the Northwest. His market is a local one.

The saw mill owned by Mr. Carnegie is kept busy during the summer season. It has a capacity of 1,500,000 feet. There is also a shingle cutter, which manufactures a considerable quantity of shingles. The saw mill is driven by a separate engine, but the flour and planing mills are operated by a splendid 150 horse power engine. The logs for the saw mill are largely cut on Mr. Carnegie's timber limits in Durham County, and are brought to the mill in rafts drawn by Mr. Carnegie's tug "Stranger",

The planing mill, adjoining and to the north of the flour mill, is well equipped with all the necessary machinery for planing, as well, as making sash, doors, mouldings, etc. — in fact anything in woodwork required in modern building.

Just here it may be said that several of the employees of the flour and planing mill have been in Mr. Carnegie's employ since he acquired the mill, eighteen years ago, while some of them have been with the mill for a longer period. Altogether Mr. Carnegie employs some twenty hands. The saw mill employees spend the winter in the woods getting out timber for the following summer's cut. All the product of the saw and planing mills finds a local market.



James Carnegie

James Carnegie Biography

Mr. James Carnegie is a Scotchman by birth, drawing his first infant breath in Kincardineshire. He was one of seven brothers, and his father before him was one of seven, all of whom were millers. Jas. Carnegie is the only one of his father's sons who has followed the vocation of miller, but he can fairly say that he comes from a milling family.

He found his way to Canada in 1865, when 22 years off age. His first business enterprise was in Reach Township, where he conducted a flour mill west of Manchester. Selling this he went to Raglan, in East Whitby Township, where he owned and operated flour and saw mills and 1 farm of 50 acres. He remained at Raglan for eleven years, during which time he gained his first experience of municipal affairs in the Township Council.

In April, 1868, Mr. Carnegie, having sold his property at Raglan, came to Port Perry and purchased the flour mills from the Ontario Bank. He has been a valued and useful citizen during these 18 years, and the industries he operates have proved of much value to the town.

When in the year 1897 the present system of electing County Councils was instituted, Mr. Carnegie was elected to represent Port Perry and Scugog division, and he has been returned regularly five consecutive times.

The second year of his tenure of office he enjoyed the distinction of being elected Warden of the County. During the building of the County House of Refuge, Mr. Carnegie was chairman of the building Committee, and has been chairman of the Board of

Management since the Home of Refuge was established until this year, when he voluntarily retired. For five or six years, Mr. Carnegie has been chairman of the Finance Committee of the County Council, the most important committee of the Council.



COURTICE & JEFFREY

Wholesale and Retail Harness Makers

In industry which is worth considerable to the town is the manufacture of harness conducted by the above firm. It is worth a great deal because it gives employment to from 20 to 30 hands, nearly all of them skilled workmen and drawing high wages.

The work is a continuous one the year round, conducted only as a retail trade until the year 1887, when a partnership was formed between Mr. Courtice and Mr. Samuel Jeffrey, which continued until the death of Mr. Courtice in 1901. The business was then taken over by Mr. Jeffrey, who is still successfully carrying it on.

From its inception in 1854, the business was a success. Some how or other it catered to needs that were widespread, and though there were many manufacturers of harness in the country, the product of this manufactory filled the bill so completely as to win a large sale.

Thus while before the partnership the trade was a local and retail one, as soon as the two men joined forces they launched out upon a venture in manufacturing for the wholesale trade, and success attended their efforts along this line also. They also began dealing in saddlery hardware, robes, fur coats, and all the paraphernalia requisite for horsemen and their steeds. For these they find as ready a sale as for their own manufacture in harness, and a successful business has been built up during these years.

The firm manufactures the very best and handsomest kinds of harness, as well, as the heavy kinds for more strenuous work. All of it is as good as can be

made anywhere, and the firm are not afraid to put their product against that of any competitor, the trimmings handled by Courtice & Jeffrey are assembled from widely different points.

While some of the fittings and trimmings are of Canadian make, many are imported from England and the United States. A set of harness, therefore; may be composed of parts produced by many hands in widely distant points in two continents,

The product of this firm's factory finds a market from the Atlantic to the Pacific, and wherever it goes it gives splendid satisfaction.

Mr. Samuel Jeffrey, the present head of the firm, is a native of Port Perry, and is an enterprising and energetic business' man. He has served six years in the town council, two of them as Reeve. He has been three years on the School Board, and was chairman of the Board last year. This year Mr. Jeffrey has accepted a place on the Board of Water and Light Commission, in which position he can serve the town capably. He is treasurer of the commission.



Dr. Orr Graham

**DR. ORR GRAHAM,
Vertinary Surgeon**

Dr. Graham is given the credit of having one of the largest veterinary practices in the province outside of the large cities.

Dr. Graham is a son of the late James Graham, and is a product of Reach Township. He received his early education at the Saintfield public school, and his veterinary lore was imbibed at the Ontario Veterinary College, from which he graduated in 1884.

His father being an extensive breeder of stock, the young man acquired ' a practical knowledge of animal life while a boy, and his love for domesticated; animals probably led him to learn the art of treating their diseases.

Upon graduating Dr. Graham hung out his V.S. shingle in Port Perry, and from the start, patronage came his way until now his practice is an extensive one. In 1885-1886 the doctor built the handsome residence

he now occupies on Queen Street. He is a member of the School Board, and has been so for 12 years. He is a Presbyterian, a Mason and a Workman, and a good citizen in every way.

**R.G. VANSICKLER
Livery**

The livery business of Mr. R. G. Vansickler is a long-established one. It is found on Water Street, the rear of the St. Charles Hotel.

Mr. Vansickler has a thoroughly well-equipped stable, with stylish horses, neat harness, handsome vehicles. Night or day this genial liveryman is ready to cater to the travelling public. His long experience has acquainted him with the needs of his patrons, and has taught him about all there is to know of his business. Strangers to the town will make no mistake if they find their way to the livery on Water Street when wishing to take a drive for business or pleasure.

**THE SEBERT HOUSE
Louis Bandel, Prop.**

The Sebert House in Port Perry is a large and comfortably appointed hotel, which stands on the north side of Queen Street, corner of Water Street, just at the entrance to the business section of the town. In years gone a frame building stood on this site, and was used to cater to the needs of the travelling public.

In the great fire of 1884 it was burned to ashes, and from the ruins there emerged the present brick structure built by Mr. James Thompson. The building consists of three storeys and good cellar; has large, airy dining room, large hallways, office and bar room, and a well-furnished parlor upstairs, and has 25 bedrooms.



The Sebert House Hotel

The house throughout is splendidly furnished – the carpets are costly, the bedroom furnishings are handsome and neat, everything bespeaks a large outlay of money in equipping the house. The contract for refurnishing throughout was given only a few years ago to the Rogers Furniture Co., Toronto, and they did their work well.

The house is lighted by electricity, heated by hot water, has the modern conveniences of bath and closet, hot and cold water, etc. The ceilings are metallic, which adds considerably to the handsome appearance of the interior.

In stabling accommodation this house is well equipped, there being room for 100 horses, while the yards and sheds are extra large and afford accommodation for scores of teams and vehicles.

This hotel is exceedingly handy for the travelling public, being within a few rods of the railway station. There are four sample rooms in the house, and a very large proportion of the commercial trade comes to this house. To add to the conveniences of its patrons a barber shop is conducted in connection. The proprietor claims that his house enjoys a large farming patronage, and one can easily believe this from seeing the vehicles in sheds and yards.

The former proprietor of the Sebert House was Mr. Louis Sebert, formerly of the St. Charles Hotel. It was he who refurnished the house at great expense just before selling to the present owner, Mr. Louis Bandel. Mr. Bandel was a Whitby boy, and for 15 years conducted a barber shop in the county town.

In November, 1902, Mr. Bandel purchased the property, and has been making a success of his new vocation as landlord. He enjoys a large patronage, and is popular with all classes of his patrons. During the ice races here each winter a large share of the sporting fraternity stay with Mr. Bandel, being able to find stabling for their horses.

A. WILLIAM ALLIN

Blacksmith and Carriage Maker

The premises of Mr. Allin are located on Perry Street, not far from Queen Street. The buildings consist of a commodious blacksmith shop, with wood-working shop in rear, and a large show room for carriages.

This building Mr. Allin erected some years ago, but he owns the blacksmith shop as well. Years ago, Mr. Allin built carriages, but times have changed, and today he lets others do the making, while he does the selling. But he does all kinds of repair work.

He handles the celebrated Tudhope carriage, and usually gets in a car load of cutters for the winter trade and a car load of buggies for summer. The Tud-

hope Co. is one of the largest makers in Canada, and their product holds a high reputation.

In blacksmithing Mr. Allin of course does a general trade, but he makes a specialty of, and excels in, horse-shoeing. He employs skilled helpers, and is a thorough workman himself. In tire setting he also specializes, for he has a cold tire setter, by which he can get a tire without removing it from the wheel. This is a quick process, too, for a set of four tires can be completed in 20 minutes.

Mr. Allin came here from Utica 18 years ago, and has been a useful citizen and successful business man during the years. He was a member of Council for several years, is treasurer of the S.O.E., and is M.W. of the A.O. U.W. He owns a very handsome residence on Perry Street.

FREDERICK D. McGRATTAN

Dentist

The comfortable and well equipped dental parlors of Dr. McGrattan are in the Allison Block, south side of Queen Street. Dr. McGrattan was born in the town of Uxbridge, and was educated there. He graduated from the Royal College of Dental Surgeons, Toronto, in 1896. He immediately came here, finding an office over McCaw's store, where he hung out his shingle. He moved to the present premises in 1902. This young dentist has already worked up a good practice, which is steadily increasing. He is a member of the local Masonic and Oddfellow's lodges.

GEORGE A. COATES

Veterinary Surgeon

Dr. Coates was born near Port Perry, and after deciding to adopt veterinary surgery as a profession, took a course of study at the Ontario Veterinary College, Toronto, from which he graduated in 1902.

He began the practice of his profession in Lindsay, but only remained there six months. He then came here and purchased the practice of Dr. Elliott, who had been here for about four years.

Mr. Coates has now a very nice practice, and as he is a young man of ability, he will no doubt go on increasing his list of patrons. He treats all diseases of domesticated animals, dentistry being given special attention. His office is at the livery stable of Jamieson & Dennison, and his home is on Lilla Street, three blocks south of Queen Street. He can be called up at either place by telephone.

J. A. LANE

Groceries, Crockery, Bakery

It was a well established business that Mr. J. A. Lane secured when he purchased from Mr. E. H. Purdy in July, 1905. Elsewhere will be found a brief history of the establishment and growth of the business under the ownership of Mr. Purdy. Today it flourishes under the new management, and Mr. Lane enjoys a large slice of public patronage.

In his grocery department there may be found everything usually kept, and that as good as the best. The finest quality of teas and coffees are here found, and this store does a large trade in these. The canned goods are largely stocked, the variety being wide and well chosen.

The flour and feed trade which has assumed considerable proportions, continues to flourish, and in crockery, china and glassware a varied stock is carried. In his bakery department, Mr. Lane takes considerable pride, and he has a good business. He employs two bakers and one driver for wagon. In high grade cakes and pastry this store excels.

Mr. Lane claims to do the ice cream business of the town in the summer season. For that purpose he can cut off a large room at the rear, and this gives ample accommodation.

The store is exceptionally large, and is handsomely fitted up, affording ample space for the various departments.

Mr. Lane was born in the Township of Darlington, and raised in Cartwright Township. He followed blacksmithing for some years, then was a machinist, then commercial traveller for nine years, an agent for the Sun Life Assurance Co. for a time, and then launched out into the present larger and more congenial branch of business life. He appears to be making a success of his venture, and it is the Observer's hope that he may continue to enjoy a large measure of public patronage.

H. L. EBBELS

Barrister and Solicitor

Mr. Ebbels is the oldest practicing barrister in Port Perry. He came to Canada from England when a boy of seven years. His ambition was to be a lawyer, and he studied to that end. In due time he was called to the Bar and is today one of the best-known and most successful practitioners in Ontario County. As a citizen of the town he is highly esteemed, and as a lawyer his opinion is greatly valued.



W.L. Parrish

W.L. PARRISH

Hardware Merchant

One of the largest and handsomest hardware store in Ontario County is that owned and conducted by Mr. W. L. Parrish, situated on the north side of Queen Street, near Perry Street. The store comprises the whole of the building known as the Parrish Block, having two front entrances, and large display windows. The store is 35 x 60 feet, and was built by Mr. W. T. Parrish, father of the present owner, who began business here in 1869. It was in the year 1884, when but 20 years of age, that W. L. Parrish succeeded to his father's business, and up to the present time he has conducted the large business with such success that today it is one of which he has good reason to be proud.

The stock carried consists of hardware, stoves and tinware. Everything that a hardware store should have may be found here, and in great variety. The stock is kept full and well assorted, and is well arranged in the store.

In stoves, Mr. Parrish sells both ranges and heaters of the Souvenir and Treasure make, and the New Idea furnace, made by the Gurney-Tilden Co. There are rows upon rows of handsome looking and useful stoves, any one of which would adorn any home.

In eavetroughing and metal roofing a very considerable volume of business is now done by Mr. Parrish. The tinware, or manufacturing department, occupies the upstairs floor, and everything in tinware or graniteware that can be wished for may be bought here.



W. L. Parrish Hardware store.

Mr. Parrish handles a brand of English paints which give good satisfaction, and of which he sells a lot.

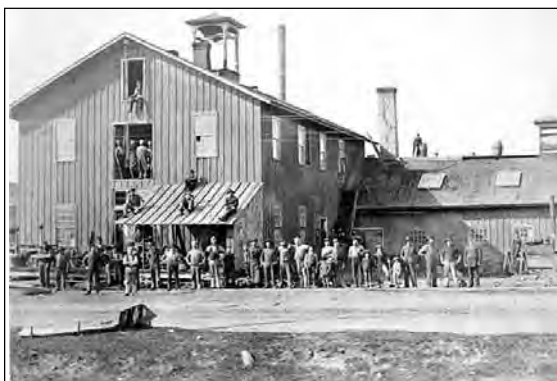
Mr. Parrish was born in Napanee and came to Port Perry with his father's family in 1869, when his father began a hardware business here. The son acquired knowledge of that business under his father's tuition. He has been identified to a considerable extent with the public life of the town, having been a member of the School Board for thirteen years and on the Public Library Board for six years. This year he has the honor of being Reeve, having been elected by acclamation. He owns a handsome home on Cochrane Street. Mr. Parrish was the youngest man on the School Board, at the time of his incumbency of the office, and the youngest man who ever held the position of chairman of the Board.



Madison Williams

MADISON WILLIAMS Founder and Machinist

The foundry and machine business conducted by Mr. Williams is the largest employer of labor in Port Perry, and is the most valuable industry the town possesses. Indeed the citizens have good reason to be proud of this foundry, since its product is of very great value in the industrial world. One has only to have the privilege of going through the works, as the writer had recently, to be impressed with the importance of the manufacturing processes carried on there.



Madison Williams Foundry

This industry has been long established, dating back for 40 years. Previous to its passing into the hands of its present owner, it was for many years carried on by Messrs. Paxton, Tait & Co., who sold to Mr. Williams in 1897.

Since Mr. Williams acquired the ownership the industry has been kept on the hum, and today it is known by its product from one ocean to the other.

The buildings and yards occupied by the works are on Perry Street, and cover an area of some six acres altogether. The business office is entered 'from Perry Street, and immediately opening off it is the machine shop — a place of much activity and great interest. Ponderous and many are the machines required to do the work, and there skilful and trained mechanics guide the costly machines in their operations, and by them is produced work requiring great strength and the utmost accuracy. In this shop may be found a large new planer costing \$3,000, besides several smaller machines for a similar purpose; two boring mills, three or four lathes, shape:, gear cutter, shaping lathe, upright drill, radial drill, steel saw, bolt cutler, etc. Immense in weight and gigantic in strength are these inventions for lightening and quickening and cheapening the manufacture of iron and steel into the finished machine.

Upstairs over the machine shop is the woodworking shop, where all the necessary machinery for that purpose may be seen at work.

In the foundry a staff of moulders were seen preparing the moulds for casting — a process which takes place every second day. The sand for the moulds is obtained from Hamilton. Very large castings, weighing many hundreds of pounds, are made in this foundry, and besides all the castings required for their own use, the firm casts large pieces for outside trade.

The pattern room is a decidedly interesting place, and many thousands of dollars are locked up in the hundreds, if not thousands, of patterns that are stored away or kept for frequent use. There seem to be patterns of almost every conceivable size and shape, and were these to be lost or destroyed a grievous delay and loss would be occasioned in the manufacture of the product of the works.

The blacksmith shop, storehouse for machines in course of construction, lumber sheds, all parts of the works were visited. 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 works quite independent of the town's lighting plant.

But readers may be more interested in the output of the plant than in the plant itself, and the engraving

shown here of, latest improved fast-cutting saw mill of the Lane type gives one an idea of the nature of the output of this industry. Mr. Williams manufactures turbine water wheels and saw mill machinery, and the saw mill has a capacity of 50,000 feet per day, and is a splendid machine. Another most useful machine is the tie or log siding machine, which will cut over 3,000 ties in ten hours. There has long been wanted a machine which would slab opposite sides of a log at one operation, and do it rapidly and perfectly. This machine is provided with two circular saws, and will slab both sides of logs from 4x4 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 Favorite, the Lock-port shingle and heading machine, the improved lath mill, the improved belter, 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 special attachments such as dogs, beams, set works, rope feed, guage rolls, etc. are of the latest devices for best service.

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 connection. The catalogues supplied to enquirers 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.

Mr. Williams is sole owner of this splendid industry, and is making a great success of it. Mr. Williams is a native of Port Perry, and was engaged for years in conducting a liquor store before purchasing the foundry and machine works. He has had experience in the town council, having been on the Board for two years. He owns a good home on John Street. Mr. Williams through his product, makes the name of Port Perry known from one end of the land to the other, for he finds a market for his machines all over the Dominion. May his industry long continue to flourish.



E. H. Purdy's store on Queen Street.



Edward H. Purdy

E. H. PURDY Coal, Wood and Seed Merchant

Mr. E. H. Purdy is as well known as almost any of Port Perry's business men, for he has been in business here for nineteen years, and has been in the council for twelve years, four of them as Reeve. This has brought him into touch with the citizens and the life of the town very intimately.

It was in 1887 that Mr. Purdy engaged in a flour, feed and seed business on a modest basis, having purchased from Curts & Henderson. In 1895 he added groceries to his stock, and later crockery and provisions. In 1897 he purchased the Lang & Meharry Block. This was destroyed by the fire of 1901, and upon the site he erected the present commodious building, 66 x 110 feet, which not only houses the store, but is also the home of E. Hooey, barber; S. T. Cawker, butcher; and D. J. Adams, private banker. In the new building a bake shop was constructed, and a bakery and confectionery business added. Ready-to-wear clothing was another line of goods put in, so that the business became many sided and wide-reaching.

In 1905, Mr. Purdy sold a part of his business to Mr. J.A. Lane, retaining the seed department only.

It may be said that in 1903 Mr. Purdy had joined Dr. Archer in conducting a coal business, and this is continued at the present time, the firm's coal dock lying beside the G.T.R. tracks. Mr. Purdy makes his office at the store, as formerly, where he may be found during business hours. In wholesale seeds a very large trade is done, also a good local coal trade.

In 1893 Mr. Purdy began to serve his fellow citizens in the Council, and for the years 1903-4-5 was elected reeve by acclamation. Under his regime as reeve the municipal water and light systems were installed.

Mr. Purdy had the honor of recently being appointed a J.P. for the county. He is a member of several fraternal societies, amongst them being the Masonic, the I.O.T., the I.O.O.F. and the Loyal True Blues. He owns a fine home on Lilla Street and lives a useful and active life in the community.



Thomas Graham

THOMAS GRAHAM **Farmer and Stock Breeder**

Scugog Island, surrounded by the waters of Lake Scugog, and about a mile from Port Perry, where the road crosses to the island, is the home of many prosperous farmers, and contains some ten thousand acres of splendid land. Amongst these farmers the name of Thos. Graham stands first. The boy was born in Reach Township and came to the island in 1875. He has now been farming for 25 years. Twenty years ago he bought the farm of 90 acres, where he now lives, lot 2, 7th concession. The farm is splendidly situated on rising ground, and from it a magnificent view is had. The soil is of such excellent quality that good crops are always obtained. The land was originally covered with pine forest, and it has been a herculean task to remove the stumps, but by the aid of a powerful machine this has been accomplished, and today Mr. Graham's farm is clear of stumps and in a splendid state of cultivation. On the farm is a, fine brick house, ample in size and very comfortable. The large barns are built in L shape, and are 40 x 62 and 36 x 56 in size. The stone foundation beneath makes ample and comfortable stabling for his large herds of cattle and horses.

Mr. Graham has an orchard of two acres, and grows some of the finest apples one would wish to see or to eat. The Kings, Baldwins, Spies, Graham's Golden, Mann and Golden Russett are some of the standard varieties, and the samples seen were excellent.

The grains and grass seeds shown the writer were beautiful samples, and from alsike seed alone. Mr. Graham realizes about \$500 a year.

Three years ago Mr. Graham purchased 85 acres adjoining and to the east of his farm, and this he has cleared of stumps, and has put in fine shape. Altogether he has 175 acres of as fine farm lands as one could find on the island or anywhere else, and the "proof of the pudding" is in the fact that the land produces such excellent crops.

As a breeder of pure bred stock Mr. Graham is as prominent on the Island as he is in other respects.

He certainly has some fine animals. He has twelve excellent milch cows, ten of them pure bred Shorthorns. Their progeny comprises a fine bunch of youngsters. The father of the last bunch of calves is Scottish Prince, a splendid two-year-old bull; then there is Red Oxford, a fine young bull of 14 months, who is now in service. The male calves are 10 months old, and are - Scottish Choice, red; Scottish Stewart, red; Scottish Pride, red and white; Scottish Lad, red and white. Heifers - Miss Scottie, roan, 9 months; Scottish Maid, roan, 9 1/4 months; Scottish Flirt, roan, 10 months; and two younger calves. The strains represented by this herd are the Kate Henry family, Duchess of Balsam, running into Old Grace Darling, and the Flattery family tracing to Flattery (imp.), noted for milking and beef qualities. These young animals are for sale, and should make excellent sires and dams.

Mr. Graham has nine head of horses, three of them registered breeding mares, one of them being a two-year-old beauty, and one a year older, also a fine animal. About 100 pigs are bred and fattened each year, and some 60 fowl are kept.

Mr. Graham is an intelligent and public spirited citizen. He has been in the Township Council for years, and occupied the reeve's chair for several terms. He is now clerk of the township. He has been identified with the Scugog Agricultural Society for many years, and was President of the fair held in Port Perry years ago. He is President of the Clydesdale Association of Reach, Port Perry and Scugog. He is in constant demand at fall fairs as judge, and is an excellent judge of stock of all kinds.

GEORGE PETTET, SR.

Mr. George Pettet, who has reached the age of 81 years, and is yet remarkably smart and strong, is one of the large land owners of Scugog Island.

Mr. Pettet was born in 1825, in the City of London, England. He came to Canada in 1858, and located near Prince Albert, where he lived for two years. He then purchased a farm of 50 acres on Scugog Island, Lot 2, Con. 2. This small farm has been extended till now Mr. Pettet owns 300 acres.

His farm abuts the lake, and at the water's edge, Mr. Pettet erected some eight cottages, the first one about 12 years ago. These are for the accommodation of tourists who wish to spend a holiday near the water. For years when the fishing in the lake was good these cottages would be occupied for three or four months during the summer.

Mr. Pettet has been in the Council of Scugog Island, and also a member of the School Board. His partner in life still lives to share with him the comforts that the years have gathered. They have been blessed with a family of ten children.



David J. Adams

DAVID J. ADAMS
Banker and Broker

A very considerable business is that done by Mr. Adams as private banker and real estate broker, whose office is in the Purdy Block.

Mr. Adams is a native of the County of Ontario, and began business in Prince Albert in 1860. He came to Port Perry in 1871, and has been closely identified with the commercial life of the town ever since.

Besides handling a lot of money for investment, good openings for which he finds, he negotiates the purchase or sale of many properties, and thus has a thorough knowledge of the real estate market and of every property in town. All kinds of insurance risks are also placed for clients.

Mr. Adams is assisted by his son, Mr. D. D., who is also competent in the several branches of the business. The young man is fond of a good horse, and handles a number of them. He is also a member of the town Band. Mr. D. J. Adams owns a handsome home on the hill on Queen Street, north side.

R.J. WILLIAMSON
Piano and Organ Dealer

Mr. Williamson has been in the musical instrument business for 35 years. As a boy of 10 he accompanied his father on his journeys, and played the organ for him as he tried to make a sale.

Mr. Williamson came here from Peterboro in 1392, and has done a very successful business. He represents the Bell Organ and Piano Co., and says the Bell is a big seller. His territory is Whitby, Reach and adjoining townships, also Clarke and Manvers, and he covers his territory thoroughly.

The Raymond Sewing Machine is handled, too, by this energetic agent, and sold on "friendly terms". Selling pianos seems to run in the Williamson family, for not only was the father a piano man, but a brother in Toronto sold 80 Bell pianos last year. Mr. Williamson is a piano and organ tuner, and he can repair instruments as well.

T.J. WIDDEN

Groceries, Boots and Shoes, Crockery

A very nice, neat store is that conducted by Mr. T. J. Widden, exactly on the corner of Queen and Perry Streets. The front is not very large nor attractive, but like a piece of pie the store widens as it recedes from the front.

The wedge shape of the store does not interfere with the carrying on of a good, square business, and this is the kind Mr. Widden conducts. He is a native of Reach Township, is Mr. Widden, and came here and learned merchandising in local stores.

In 1891 he began business for himself in the present premises, and has enjoyed a steady growth of trade. He feels handicapped by want of room, but his store though small is as neat as a pin and clean too. A general trade in groceries is the main business of the store, and the stock is kept beautifully fresh, but a stock of crockery is carried, and the turnover in this line is considerable, and a fair trade in boots and shoes is enjoyed. A new telephone has lately been installed, and patrons may order now by phone, and have the orders quickly delivered.

Mr. Widden was on the School Board for some years, and for a time was secretary. For ten years he has been one of the auditors of municipal accounts. He is always interested in civic matters, and is willing to further the interests of the citizens by any effort in his power. Mr. Widden owns a home, corner Queen and Bigelow Streets.



Thos. Widden in his store on Queen Street.

D. PERKINS

Tailor

Mr. Perkins has had an extended experience in the tailoring business. He came to Canada from England fifty years ago, and located at Prince Albert. He learned the tailoring business there, and then was cutter in Milton, Ont, for some years. For twenty-five years, Mr. Perkins conducted a general store and tailoring business in the village of Greenbank, and two years ago came to Port Perry and opened up a tailor shop in the Blong Block. He had enjoyed a large patronage while in Greenbank, and a great many of his customers then made, have patronized him since his removal here. Only a few weeks ago Mr. Perkins bought out the tailoring business of Mr. M. F. Lacel, and has taken possession of the latter's premises on the southern side of Queen Street. Mr. Perkins long experience enables him to give the very best possible fit, and he carries an A1 stock of imported and Canadian goods.



John Nott

JOHN NOTT

Cabinet Maker and Furniture Dealer

John Nott has practically grown up with "Port Perry, having been here or in its vicinity for 63 years. Mr. Nott was born in England in 1825, and came to Canada in 1842. He settled in Prince Albert, but later went to school and learned the trade of cabinet making in Oshawa. In 1847 Mr. :

Nott started business here, when the a village was known as Borelia. On the building of the railroad he moved down to the hub of things: In the fire of 1884 he was a sufferer, without insurance. Again in 1897 he was burned out, and afterwards came to the present stand beside the St. Charles hotel.

Mr. Nott has held a useful and important position in the county. For years he was collector for Reach Township; then he was appointed to take the first census of Port Perry village; he has served on the School Board for several years, and has been in the town council. In 1875 Mr. Nott was appointed a Justice of

the Peace, which position he has held for 31 years. In that time over 700 convictions were made before him, only three of which have been successfully appealed.

Mr. Nott is still in the furniture and undertaking business, and is yet hale and 'hearty for his age, and looks to be good for many years of work.



Peter Christie

PETER CHRISTIE, M.P.

Mr. Peter Christie, member for South Ontario in Use Dominion Parliament, is a well-to-do farmer of Reach Township, his home being near the village of Manchester, where he owns several farms, his residence being "Dundrennen Farm". Mr. Christie is a native Canadian, he being born in Reach Township. He is of Scottish ancestry, however, his people being an ancient and wealthy family of the Land-of-the-Heather.

There is no better-known or more esteemed citizen in the Country than Mr. Christie. He has been identified with public affairs for thirty years, and has held every office in the gift of the people. As a young man he entered the Municipal Council where he would have been yet only his party wanted him for the more honored and responsible position of Member of Parliament, to which he was elected in December, 1904, defeating the former member, Mr. Wm. Ross, of Port Perry. It is said of Mr. Christie that he was never defeated in any election contest that he entered. He is lovingly spoken of as "Peter" by all who know him.

Mr. Christie has given much attention to stock-raising, and he has many fine animals in his herd. He is a member of the syndicate which owns a Clydsdale horse, and he encourages in every way a more profitable form of agriculture.

Mr. Christie has a family of three sons, one of them having distinguished himself as an electrical engineer, having been a lecturer at Cornell University, and holding several other lucrative positions in the United States.

JAMIESON & DENNISON

Livery

For about forty years Mr. Wm. Jamieson has been before the public of this vicinity first as carter and teamster and later as livery man. For twenty years he was engaged in the carting business, and twenty years ago added a general livery business. His stables at first were on Perry Street, but in 1905 he purchased the present premises beside the Bank of Commerce, and was joined by Mr. J.C. Dennison. Here the firm have plenty of stable room besides immense sheds for carriages. They have twelve good horses, and some 35 wheeled rigs. In addition to a first-class livery business, the firm do carting, teaming, water the town streets, and carry the mail. The business is really extensive. A person can get a very fine turnout at these stables - one he need not be ashamed to drive.

Mr. Jamieson is a very well-known and much respected citizen of the town, whilst his new partner is a young man also much esteemed throughout the community. Mr. Dennison is a carriage painter and trimmer by trade, and followed this occupation previous to engaging in the livery business. He is fond of sport, and takes an active interest in hockey, lacrosse, tennis, curling, etc. He was secretary of the recent ice races here. Each fall finds Mr. Dennison in the wilds during the open season for deer, and he likes nothing better than to have a gun in his hand and a dog at his heels.



Dr. David Archer



Dr. Robert Archer

DRS. ARCHER & ARCHER

Drs. Robert and David Archer are brothers, who work splendidly together in their medical partnership. They are sons of the late Robert Archer, of Cartwright Township, Mr. D. Archer was educated at the Bowmanville High School and Toronto University, graduating with the M.D. degree in 1890. His brother studied at the College in Brantford and at Trinity University, Toronto, taking his degree in 1891. The former took a post graduate course in London and Edinburgh, and came here in 1891, whilst the latter practiced in North Dakota for six years, joining his brother here in 1897,

after a post graduate course in New York.

The firm has a nice office building in a central location on Queen Street, and one or other of the brothers are almost always at the office. Dr. D. Archer lives in a splendid residence to the east of the office, whilst Dr. R. resides on Mary Street. The former has been a member of the School Board for the past seven years.



W.E. Yarnold

W. E. YARNOLD, Ontario Land Surveyor

W. E. Yarnold, Esq., O.L.S., was born in England, and when quite young came to this country with his father.

He was educated at the Simcoe County Grammar School, conducted by the late Frederick Gore, of Trinity College, Dublin.

After finishing his education he was articled as a student to the firm of Rankin & Robinson, Provincial Land Surveyors, of Toronto, and during the term was engaged in the Government survey of several townships in the County of Grey.

In 1854 he obtained his diploma as a Provincial Land Surveyor, and began the practice of his profession in Prince Albert, County of Ontario, and has been a resident of the county up to the present time, the last twenty-four years of which has been spent in the village of Port Perry.

He occupied the position of County Surveyor for a number of years, and acted in the capacity of engineer to nine or ten township municipalities; and lately completed the survey of a drain under the Municipal Drainage Act seven and one-half miles in extent through a swamp for the municipalities of Medonte and North Orillia, and has seen service on several important railways of the Province.



William H. Harris

**W. H. HARRIS,
B.A.,LL.B.**

Mr. Harris hails from Cleveland, Ohio. He studied in Canada, graduating from the Toronto University in 1891, and after taking a legal course was called to the Bar in 1894. Mr. Harris came to Port Perry in 1901, and began the practice of his profession. The same year he was appointed Clerk of the Municipality, which position he holds today, and he makes a most excellent officer.



James Parr

JAMES PARR

Mr. Jas. Parr of Blackstock was born in the Township of Cavan, County of Durham on January 3, 1858. He moved with his father's family to the Township of Darlington in the year 1842. He attended the public school in Enniskillen, and the Bowmanville Grammar School, and a private Academy kept by Mr. Loscombe in that town.

Taking a certificate to teach what was then called a common school, he taught in the Township of Cartwright from 1859 to 1863. He then farmed in, Manvers one year (1864), moving to a farm in Cartwright in 1865, and continued farming till 1900, since which time he has lived -retired in Blackstock.

Mr. Parr was elected a councillor for Cartwright Township in 1867, and held the offices of Councillor, Deputy Reeve and Reeve continuously until 1891. He was Councillor about seven years, Deputy Reeve for two years, and Reeve for 14 years. He was Warden of the Counties in the year 1889.

He was appointed an associate coroner by the Sandfield Macdonald Government for the United Counties of Northumberland and Durham soon after Confederation, made a police magistrate by the Hardy Government in 1899, and a Justice of the Peace by the Whitney Government in the recent commission.

Having lived in Cartwright the best years of his life, he naturally thinks it by far the most desirable locality in which to spend his declining years. Mr. Parr was married in the year 1891, and has a family of 7 children.



W. H. Leonard

**W.H. LEONARD
Photographer**

Photographer Port Perry's excellent photographer comes by his talent for the work legitimately, as his father, the late James Leonard, practiced his vocation of photography in this district for half a century.

W. H. has been in charge of the gallery here since his father's death twenty-two years ago. His gallery is on the corner of Queen and Perry Streets, with the entrance off Perry Street.

Mr. Leonard owns the building and the block right to the corner. Mr. Leonard executes some most excellent pictures, and finishes them in any of the leading modern styles desired. Many of the engravings in this paper were made from photos taken by Mr. Leonard. He enjoys a very large trade, and is apparently prospering.



C.H. Allison

C. H. ALLISON
Druggist

The genial Charlie Allison, as his fellow citizens call him, first saw the sun shine in Port Perry, and he likes the quality of the air and sunshine here to this day.

He was educated at the Public and High Schools here and served an apprenticeship to pharmacy in local stores.

He graduated from the Ontario College of Pharmacy in 1893, and in the autumn of the following year purchased the drug and stationery business of T. C. Nicholls, it being a business which had been established 40 years ago by the late C. Allison, uncle of the present owner. The premises are known as the Allison Block, south side of Queen Street, and the store is a large and fine one.

Besides a regular stock of drugs and drug sundries there are two or three other strong features to this store. The prescriptions are given extra care, and two special preparations are Clane's Chemical Hair Food, and McLean's Blood Pills. These are great sellers because they have great virtues.

Mr. Allison is an optician as well as druggist, and he has a special room for testing sight, and all the appliances for doing it. He has given this much study.

In stationery, fancy goods, etc., Allison's store is splendidly stocked, and the children are provided for in the matter of school books. Picture post cards and souvenir views are a feature of this store. Mr. Allison is a first-class amateur photographer, and he has taken many views of town scenes and buildings which he has had worked up into souvenirs. Of these he sells a great quantity.

Mr. Allison handles the Toronto papers, and has orders for 250 copies daily. This he claims to be by long odds the biggest trade in town.

Mr. Allison is public-spirited. He is a musician, and joined the band upon its organization a few years ago, and has been secretary of it since its inception. He is also a member of the Masonic Order.

He has time for more public duties, and is now serving his second year in the Council, having been elected both times by acclamation.



James Leask

JAMES LEASK
Cattle Breeder, Farmer

One of the finest farms in the Township of Reach is the 250 acres composing lot 17 in the 11th concession, and its owner, Mr. Jas. Leask, is the best known and most famous breeder of prize cattle, not only in the township, but in the county, and in many respects is without a peer in the Province. Mr. Leask's specialty is Grade cattle, and the breeding of these has made him famous and has helped greatly in making him one of the wealthiest farmers and breeders in Reach Township.

Mr. Leask's home is near the village-of Greenbank, and occupies a commanding position on high ground. From his home a magnificent view is obtained of the surrounding country for miles, and few prettier views could be found in the county. All about him are the homes of well-to-do farmers - each possessing an appearance of thrift and comfort.

On this large farm, the soil of which is clay loam, there are 200 acres cleared and 50 still in bush, which will furnish a wood supply for many years to come. Three acres of splendid bearing orchard furnishes all the fruit required by the family, and a considerable quantity for market.

The dwelling house is a comfortable, roomy frame, 30 x 40 feet, two stories. The barns on this farm are broadside the road, and are striking in this section of fine buildings - 60 x 140 feet being the size - with a stone foundation all around of a liberal height, making the stabling beneath airy and comfortable.

The stables are laid out most conveniently for easy feeding of stock, a feed room running between two rows of stalls, with chutes from above for feed to descend when wanted. A large windmill on the barn drives grain chopper, root pulper and water pump, so that nature aids in caring for the large herd of animals stabled here. An immense root house extends almost the length of the barn along the north side, and is convenient to all the stock.

The barn above is very large - there being three threshing floors, each with a commodious granary. The barn, on the occasion of the reporter's visit,

seemed -almost filled with feed - hay, straw, grain -but it must take a tremendous quantity to supply the large herd of cattle and horses stabled by Mr. Leask.

A Breeder of Prize-Winners

But it is as a breeder of prize-winning Grade cattle that Mr. Leask has built up a reputation that is the envy of the breeders of the Province. Mr. Leask began farming for himself in 1883, the farm being part of that owned by his late father, Mr. Alex Leask.

This farm had been rented for ten years to Mr. Ross, who was a prominent breeder of Grade cattle. Indeed he owned a large herd, and when he sold off by auction the proceeds of the sale amounted to over \$8,000. Mr. Leask purchased four good female Grades and one Shorthorn bull at Mr. Ross' sale, and these were the foundation of the herd which has since grown to be the wonder and admiration of Canada.

In 1889 Mr. Leask began exhibiting his animals at the leading fairs of the Province, and at once he was eminently successful, sweeping everything before him. Encouraged by his successes, Mr. Leask put his best thought and skill into the breeding and feeding of his stock, and year by year saw him in the lead of all competitors at Toronto, Ottawa, London, Guelph, as also at all the local shows he had opportunity to attend. Everywhere he was a prize-winner, and his animals were the admiration of the multitudes who gathered at these yearly exhibitions.

During the sixteen years that Mr. Leask has been showing, he has won literally thousands of prizes. In his stables, he has prize tickets enough on the walls to cover the four sides of a large room, and in his home he has boxes full of ribbons and rosettes, besides which the ladies of the home have worked up scores into fancy cushions and adornments for the walls and chairs. From the walls hang many handsome frames, each holding a diploma won in his numerous competitions, and many unframed lie in the drawers of Mr. Leask's desk.

But the prizes which Mr. Leask values most, and with good reason, are three magnificent silver trophies won at the Guelph Fat Stock Show. "Flo", a splendid heifer. In 1900 won first prize as a two-year-old, also the Holliday silver cup, valued at \$75, as best animal any age or breed shown at the Provincial Fat Stock and Dairy Show. The cup was won a second time by the steer "Champion" in 1901, and it then became Mr. Leask's property.

The Bell Piano and Organ Co. offered a magnificent silver trophy valued at \$275 for the best pair of animals any age or breed, bred and fed by exhibitor, and Mr. Leask carried home the cup, won first by "Clinker" and "Flo" and won a second time by "Champion" and "Bess". These prize-winning steers and heifers weighed when shown over 1800 lbs. each.

The third trophy which graces Mr. Leask's parlor is a silver cup presented to the County of Ontario to the Winter Fair as a prize for competition. Won first by Mr. Leask's steer and heifer, "Bobs" and "Kate", and a second time by "Whiter Lily" and, "Champion Knight". This was in 1903.

Mr. Leask had as heads of his herd for four years the splendid Shorthorn bull, "Moneyfuffel Lad" (20527); then "Royal' Banner" for two years, until he was sold for \$500; then a calf of Royal Banner, each of these were in their time famous prize-winners. The present head of the herd is a handsome young bull, "Gloster's choice," bred in Ohio.

Mr. Leask has sold Grade cows for breeding purposes to the Minnesota Experimental Farm; has sold a heifer calf for \$150, and beef steers and heifers for \$180. Calves of his breeding have gone to the States, where in 1905 they won first prizes in a list of 41 competitors. Mr. J. Leask has won as much as \$700 a year in prizes at various fairs.

Today his herd numbers 65 animals, all good ones, but many of them beauties. Gradually Mr. Leask is drifting into the breeding of Shorthorns, and almost half his herd today are that breed. Mr. Leask thoroughly understands the good points of an animal, and how to feed and produce the best results. He finds also that the well-bred animals are the most easily fed, and by long odds the most profitable. Buyers seek him from all parts of the continent.

In horses, Mr. Leask has twelve good farm animals, some of them being Clydesdales.

James Leask Biography

Mr. Leask was born on the farm he now owns, in the year 1860. His father, Mr. Alex Leask, came to this country from Aberdeenshire, Scotland, in 1852.

He settled on this farm and ultimately acquired 650 acres of land. On a trip to Scotland in 1872 Mr. Leask died, and for ten years this farm was leased.

Jas. Leask is one of the most intelligent farmers in the township, thoroughly versed in all farm and stock matters. He has for some years been a member of the School Board, is a staunch Presbyterian, and worker in the Sunday school, of which he is treasurer.

He married Miss Annie Perkins of Greenybank, and an interesting family of three sons and two daughters make the home life of Mr. and Mrs. Leask as nearly ideal as one might wish.

THE SKATING RINK

H. Tummonds, Proprietor

Port Perry boasts of having one of the largest skating rinks in the county at 80x160 feet. It is situated on Lilla Street, and was built ten years ago by Mr. Robt. Hicks.

In 1905 Mr. Tummonds purchased the property and

is now running it, with the assistance of Mr. George Raines as ice manager.

The rink is whitewashed on the interior, which makes it very much lighter. There are 38 incandescent lights to illuminate the rink at night. There are dressing rooms for both ladies and gentlemen, and a good system of checking is in use. Skating nights are Monday, Wednesday and Friday, and Saturday afternoon;

Hockey practice for gents on Tuesday and Thursday, and for ladies on Monday and Friday nights. There is skating for school children two evenings a week. The band is in attendance one night a week, and for carnivals. The rink is largely patronized.



William Brock

WILLIAM BROCK General Store

In the McCaw Block on the north side of Queen Street may be found the general store of Mr. Wm. Brock. In the history of this store may be seen a natural growth and development incident to a shrewd and business-like management.

Mr. Brock is from Newcastle, Ont., and came to Port Perry when but a youth. For 13 years he clerked in the store of Mr. Aaron Ross, father of Mr. Wm. Ross, ex-M.P.

A quarter of a century ago he began business for himself in the store where the post office is now situated. Twenty years ago he moved into the present stand. But the space at his disposal at first was just the half of his present store, and only one storey at that.

In a year, however, he acquired the other half, which doubled his space. In another six months he secured the upstairs over the whole store, thus doubling again the room at his disposal.

In his store Mr. Brock carries Dry Goods, Groceries, Boots and Shoes, Clothing, Crockery, Wall Paper, Carpets, Oil Cloths, Window Shades, etc., and a very large stock indeed is found here. Besides the goods on display, the cellar is used as a storeroom where goods are kept ready for the shelves, and where the crockery department is displayed.

Mr. Brock conducts his business on methods of his own, methods which are proving successful. Mr. Brock watches the markets very closely. His trained eye seeks out the bargain centres, and he is alert to every opportunity for picking up stocks at snap prices. As an instance of that, after the great Toronto fire, Mr. Brock purchased three car loads of goods that had been but slightly damaged. These he brought to Port Perry, and placed in stock. The people of the town and vicinity were apprised of the purchase, and given opportunities of buying what they wanted at most tempting prices. During the almost two years that have elapsed these goods have been disappearing, until today three wheelbarrows would hold all that are left.

Mr. Brock has lately picked up thousands of yards of linen - such as table covers, etc., which he is able to sell at a substantial decrease on the usual selling price of such goods. Thus, Mr. Brock has continually some snap to offer his customers - and this is good merchandizing.

In the two staple lines of butter and eggs this store does a wholesale trade, and for these spot cash is paid. This store is prepared to handle 1,000 lbs. of butter a week, and eggs in very large quantities for these the highest price is always paid. This store takes all kinds of farm produce - dried apples, poultry alive or dead, feathers, etc.

This is pre-eminently the farmers' store, and the farming community appreciate this fact. Mr. Brock is forehanded enough to buy for cash, and he saves many dollars a month on discounts.

On the upstairs floor will be found a very large stock of wall papers, carpets, oil cloths, etc. This store's grocery department is kept fresh and up-to-date, and the boot and shoe department will be found especially well stocked.

Messrs. Fred and Harold Brock, sons of the proprietor, assist him in the conduct of the store, and they are young men with whom the people like to deal.

Mr. Brock owns a nice home, corner of Ella and Elgin Streets. He has not had time to take any part in the public affairs of the town, but has given his attention to the development of his business. His success is the natural outcome of his diligent efforts.

E. PEARN Baker

Mr. Pearn has had an intermittent business experience in Port Perry. He came here in 1889 from the town of St. Marys. For nine years he was in the employ of Mr. E. H. Purdy, and then he took the western fever, and went to Manitoba. He came back in a few years and purchased the Deshane business. This he soon sold and went to Woodville, where he was in business for three years.

He returned to Port Perry in 1894, and started the

present business. He bought the building he occupies, called the Hiscock Block, where he carries on a bakery and confectionery business. He has a nice little store, and enjoys a good patronage. He has three hands employed. He carried a good stock of fancy goods, as well as bakery and confectionery supplies. In the summer he does an ice cream trade of large proportions. The bake shop is in rear of the store. Mr. Pearn claims the quality of excellence for the output of his shop and store.



William Kennedy

WILLIAM KENNEDY
Grain Buyer

Mr. Wm. Kennedy is one of the long residents of the town. He has spent a useful and honorable life in the community. He built the first flouring mill erected here in the year 1878, and was a member of the village Council at the same date.

Mr. Kennedy was for 20 years chief of the Port Perry fire brigade, and was a member of the School Board for fifteen years. For the past thirty years, Mr. Kennedy has followed the occupation of grain buyer, and has the name of being a most astute and expert judge of grain. His dealings have always been honorable, and he is held in high regard by all who have come into contact with him.

Mr. Kennedy may be seen every day faithfully at his duties on the market or in the elevator, and the farming community always receive just treatment at his hands.

W.H. DOUBT
Tailor

In the Blong Block on the north side of Queen Street is the tailor shop of Mr. W. H. Doubt. This young man gave his first infant howl in this burg. He went to school here, sledged down the hills, skated on the icy bay and swam in its pellucid waters. He also learned the trade of a tailor here, and launched out in business for himself in 1899. The business has been steadily growing, and Mr. Doubt has to employ six hands to keep pace with the demands of his trade. He

uses the best imported goods, and carries a very considerable stock of well chosen goods on his shelves. His customers number some of the best dressers in town. Mr. Doubt is a practical tailor and cutter, having spent sixteen years in the business. The shop is a bright and cheerful one, and in the rear is the large workroom.

Mr. Doubt is a bright, alert, energetic young business man, and is well liked by his fellow citizens. He is a vocalist, is Mr. Doubt, and sings in the Methodist church choir. His home is on Cochrane Street, where he lives happily with little Doubts growing up about him.

PAXTON & COLLACUT
Dealers in High Class Harness Horses

The above firm are amongst the best known and most successful dealers in horseflesh in Ontario County - or in the Province for that matter. The partnership was formed seven years ago. Mr. J. D. Paxton had been in the same business for 25 years and over. He had made a success of it, and was thoroughly posted in regard to harness horses.

Mr. H. L. Collacutt had also given years of attention to horses, and when the two joined forces, they made a team of rare excellence. The stables of the firm are on Queen Street, where usually a number of most excellent animals may be seen. Only high acting carriage horses are handled, and probably 200 or so are bought and sold each year.

One member of the firm is constantly on the road looking up likely animals, which are brought to the stables here and put into first class condition. The Province is scoured for the best that can be procured. The ages at which horses are preferred are from three to six years. The firm frequently receive commissions from parties in United States cities to purchase drivers for them, the price being of little consideration so long as the animal is of the desired kind. This firm, when they find an animal that suits them, seldom allow

THE WESTERN BANK
OF CANADA

The building owned and occupied by the Western Bank of Canada, and known as the "Bank Block" was built by the late Aaron Ross, and was purchased from his estate by the Western Bank about six years ago. It is considered the best built block in Port Perry.

After the fire of 1901, the Bank rebuilt the store (which they lease to Mr. Ross), making it the most modern store in the town, and with one of the finest shop fronts along the line. They at the same time

remodelled their banking house, and artistically decorated the interior, making it the equal of the offices in many large towns, in fact equal to the suburban branches of many city Banks.

Their steel lined vault is the strongest in the district, and the Bank received from private parties valuable papers for safe keeping, free of charge, a convenience that, as may be supposed, the public are not slow to appreciate,

Port Perry is indeed fortunate in having a Branch of the Western Bank, because its interests are and ever have been identified with the prosperity of Ontario County, and having five of its branches in the County, it comes in touch with the requirements of the people as perhaps no outside institution could.

The present manager, Mr. H.G. Hutcheson, whose portrait appears in another column, is a Durham "Old Boy", from the town of Bowmanville, where his father, the late St. John Hutcheson practiced law. Mr. Hutcheson has been at the Port Perry branch for about 18 years, serving in all positions from Junior clerk up to his present post. He has become so well known to the public that there are few who have not either a loan from or a deposit with his office.



John Rolph

JOHN ROLPH
Harness Maker

The author of this sketch is a genial and fun-loving Irishman, who has been a resident and business man of Port Perry for fifty years. He came to Canada in 1852 and here in 1856. For half a century he has carried on a harness making business with success, and has kept as customers father and son to the present day. Mr. Rolph makes everything in harness - heavy and fine - on the premises, also everything in connection with harness. He makes a superior grade of collars, and everything that leaves his shop is first-class. He was a neighbor of the Observer editor for many years, and has been a subscriber to the paper for half a century.

Mr. Rolph is secretary of the Ontario Pine Grove Cemetery Co., and has been on the board since its

organization in 1862. He was in town Council and on School Board each for several years, and was a prominent society man in years gone by. Mr. Rolph has never lost a day by sickness, nor taken medicine, in fifty years. He has many interesting recollections of the early days, which he tells splendidly.



Alex Leask

ALEX LEASK

Mr. Alex Leask is the owner of "Sunny-brae Farm", near Greenbank, Mr. Leask has a good farm of 200 acres with nice frame house and barns 56 x 102, stone cellar.

Mr. Leask crops a good deal, but he also pastures and mows considerable. He keeps 40 head of Shorthorn and Grade cattle, 8 horses, also sheep and a Shorthorn bull and pigs. On his barn is a windmill which he uses to pump water and chop grain.

Mr. Leask is a prosperous farmer and is a good Councillor - this being his second year in Council. Mr. Leask is a member of the local Farmers' Institute, is a Forester' and a Presbyterian. he has a interesting family of four children.



Robert Knight

ROBERT MCKNIGHT
Town Constable

To hold the position of constable of the village and town for a period of 32 years is the record of Mr. Robert McKnight, a brawny, open faced, honest Scotchman. Mr. McKnight came to Canada in 1871. In the spring of 1875 he found his way to this place, and accepted the position of constable, and today he

holds the same position, :
and has filled it creditably these thirty-two years. He has seen Port Perry evolve from a forest into the pretty and thriving town it now is. Not only is Mr. McKnight constable, but he is also Street commissioner, collector of taxes and market clerk. He is a faithful officer in every capacity.

A presbyterian, a Mason and an Oddfellow is Mr. McKnight. He has a comfortable ohm on North Street and a happy family.



Samuel T. Cawker

SAMUEL T. CAWKER
Butcher

For 35 years Mr. Cawker has catered to the needs of Port Perry citizens in the line of fresh meats, and his record for length of business life here is not excelled by many. Mr. Cawker learned the butchering business in Bowmanville, where his family lived, and where a brother now conducts a butcher shop.

For five years before coming here, he conducted a butcher shop for his mother, after the death of his father. His first shop here was on the hill, then he moved down and occupied a stall in the Market Building. That was 21 years ago. Later he moved to Queen Street to the Purdy Block. The fire of 1901 consumed the building, and when it was rebuilt, Mr. Cawker again found a shop in it. This is the history of his wanderings.

There are few nicer butcher shops outside the cities that that of Mr. Cawker. The display window is large, the shop is very bright, neat and clean, a desirable place from which to order meat. Mr. Cawker buys and slaughters' for himself, thoroughly understanding the business in every part. In season he handles poultry, and also a stock of smoked meats at all times. He sends out his wagon for and with orders, and also with a supply of meats from which his patrons may make selection. He employs three hands, and has a thriving business.

W. S. SHORT
Wines and Liquors

Mr. Short is English by birth, having come here from Cornwall, Eng., in 1877. For some years he was engaged in farming in Clark Township. In 1900 he came to Port Perry and clerked for Madison Williams in his liquor store. Seven years ago, Mr. Short purchased the business, and is still conducting it. His store is in the Diamond Hall Block. He carries a full stock of liquors.

Mr. Short is genuinely interested in athletics and



C. J. Browne

C. BROWNE
Implement Agent

Mr. Browne, the veteran implement agent is a son of Mr. Alex. Browne, who was one of the first settlers of Reach Township in 1835. The subject of this sketch was born on lot 5, con. 1, and remained at home till he was 19 years of age. He has been a resident of Port Perry since 1883.

The following year he began business as implement agent, in which he has continued up to the present time. His office and shop are in the building beside the grain elevator, at the foot of Queen Street. It is a most handy and convenient shop for farmers.

Mr. Browne represents the Massey-Harris Co., and has done so for the 21 years that he has been in this business. Everything that this well-known company makes in the way of farm implements Mr. Browne can sell, and their product comprises about everything that is required on a farm, except perhaps plows. Repairs for many other makes of farm implements are kept on hand in the .shop, which is a great convenience to the farming community.

Mr. Browne has been Treasurer of the Agricultural Society since its organization, which speaks well for his interest in such matters, as well as for his faithfulness and ability in that responsible office.

sports. He was secretary treasurer of the hockey team last year, and was manager of the team in 1903, when they won the district championship. Each fall Mr. Short enjoys an outing with the hunters. He was one of those who organized the town Band, and he has played an instrument in it ever since.



John T. Doble

JOHN T. DOBLE
Reeve

This is the second year of Mr. Doble's tenure of the office of reeve, and his eighth year in the Council. Mr. Doble was born in Reach Township, and has lived there all his life.

He is a farmer by vocation, and formerly owned a farm of 225 acres, which he sold eighteen years ago. On retiring from farming he purchased fifty acres, lot 6, con. 12, where he now lives. On this farm is a nice orchard, good brick house and good barns. Mr. Doble keeps a horse and four cows. His post office is Uxbridge, and his home is ten miles from Port Perry.

He is a member of the A.O.U.W., the I.O.F. and in religion is a Methodist. He enjoys the respect and goodwill of his fellow citizens.

WRIGHT CROZIER

Utica is the post office address of this member of the Township Council, and he lives on lot 3, con. 5. He has been farming 25 years for himself, and has 200 acres of excellent land. His residence is of brick, large and comfortable, and he has three large barns. The farm is well watered and there is a good orchard.

Mr. Crozier has 30 head of Grade and Shorthorn cattle, and two Shorthorn bulls. One of them, "General Pride", weighs over 1800 lbs., and is only three years of age. There are 10 horses, 13 sheep and 15 pigs on the farm.

Mr. Crozier has a family of three sons, all young men now. This is Mr. Crozier's second year in Council, and he was on the School Board for three years. In religion Mr. Crozier is a Methodist.



William Tummonds

WILLIAM TUMMONDS
Groceries, Crockery, Flour and Feed

Mr. Tummonds is a general merchant and farmer as well. His store occupies a conspicuous position on Queen Street, south side, corner of John Street, and Mr. Tummonds owns the building and the big lot on which it stands, and has a residence in connection with the store;

Mr. Tummonds handles groceries, crockery, chinaware, provisions, flour and feed, and what is an innovation in a general store - a line of patent medicines. He enjoys a very nice trade, and has a good class of customers.

Mr. Tummonds a few years ago purchased the old fair ground property - a plot of thirty acres - and this he had in crop the past year. Besides this he owns four acres on McDonald Street. He keeps seven head of cattle, two horses and a large flock of fowl. So he may well be called a farmer, as well as a merchant.

Mr. Tummonds was born near Bath, and for years farmed in the Township of Reach. He disposed of his farm to his brother and went to Toronto, where he was in business for four years. Then he sold out and came to this handsome and homelike town in 1877, where success is attending his efforts, and where he is respected as a citizen and neighbor.

CALEB CRANDELL

One of the old residents of this vicinity is Mr. Caleb Crandell, fourth son of the late Reuben Crandell, who was the first settler in the Township of Reach, in the year 1821. He is the oldest son living of the late Reuben Crandell, who was blessed with seven sons and five daughters.

Caleb Crandell owned the whole of Port Perry site in 1835, and even as far west as the Cawker property, and his son is today one of the large property owners of the town and vicinity.

Reuben was the first contractor and builder in the vicinity, and he built many of the most important buildings in this locality at that period.

Mr. Caleb Crandell was for many years a member of the village Council, and he has always been an enterprising and respected citizen. He can tell many interesting tales of the early days, and anyone desiring to be entertained for a few hours by reminiscences of pioneer days should go to Mr. Crandell.

Mr. Crandell well remembers bathing in the waters of Scugog Lake when there was only one dwelling in the vicinity, and that was the one he lived in at that time, and still keeps as a relic of the days of auld lang syne.



Chas. A. Rundle

**RUNDLE BROS.
Implement Agents**

Messrs. W.F. and Chas. A. Rundle are engaged as a partnership in the implement business. Their office and shop is next door to the Observer office on Queen Street.

These young men are sons of Mr. W. H. Rundle, who conducted an implement business in Reach Township for 25 years. They learned the knack of selling farm machinery from their father. The young men were farming in Brock for several years, but gave it up for their present occupation in 1903. They purchased the business of Robert Stillman, and are making a marked success of their venture.

They are agents for McCormick farm machinery and implements, which include binders, mowers, rakes, disc harrows, rollers, etc. They represent the Canada Carriage Co., and sell harness of all kinds, gasoline engines. Brantford Windmills, Perrin's riding plows, DeLaval Cream Separator, Ideal Fencing (and by the way they have just got in a car-load of this well-known-fencing), sewing machines, etc."

They carry a supply of plow points and repairs of many kinds, and they handle harness, blankets, robes, whips - in fact the brothers can sell practically everything in machinery or implements. Their territory is Port Perry and surrounding country. They have two rigs on the road nearly all the time, and have had to engage the services of a man to help them - Mr. E. Virtue - who is experienced in this kind of work.

Engravings of the young men are given here, and

it will be seen that they are bright and alert young fellows. The extent to which their business has already grown gives one an-idea of their adaptability for the vocation they have chosen.



Samuel J. Mellow

**SAMUEL J. MELLOW
M.D.**

Dr. S. J. Mellow, one of the medical practitioners of the town, has his beautiful residence and office located on the north side of Queen Street.

Dr. Mellow was born near the town of Napanee, was educated at the public and High schools of that town and at Queen's University, from which institution he graduated in 1886. His first medical practice was at Bath, Lennox County, where he remained for three years. He sold his practice and spent five years in Bay City, Michigan and came to Port Perry in 1894.

In 1902 Dr. Mellow built the fine residence he now occupies. He has established a splendid practice; is coroner for the County of Ontario; has been in the town council for three years, two of them as Reeve, is now a member of the School Board, and always manifests a practical interest in public affairs.



R.J. Bruce

**ROBERT J. BRUCE
Hardware Merchant**

Mr. Bruce is a native of Cartwright Township. He learned the art of storekeeping in stores in town, and his first business experience for himself was in Cannington, where he bought out a store and ran it for some time.

In 1893 Mr. Bruce removed to Port Perry, and found a store where the Observer now is. In 1895 he erected the building he now occupies, and took possession. The space at his disposal is 28 x 75 feet, and two storeys, and his building is one of the substantial business blocks of the town.

Mr. Bruce does a general hardware business, and carries a complete stock of everything in hardware, as well as stoves, furnaces, binder twine, wall paper, tinware, graniteware.

A splendid line of ranges and heaters is handled by this store. There is Buck's Happy Thought, the Imperial Oxford and Welcome, the National and Classis, the Lauren, Art Garland and Crown Brilliant, and many others.

The Sunshine and Hecia furnaces are sold by Mr. Bruce, and he has placed furnaces in the Bank of Commerce building, the High and Public school building, the Myrtle Hotel, the School in Cartwright Township, the Western Bank, Cannington, and many of the best residences in town.

The store enjoys a large country and town trade in eavetroughing and in metallic roofing and ceiling supplies, also in felt roofs of all descriptions. The Sherwin-Williams paints are sold, and are in big demand.

The upstairs floor is devoted to the tinware and repair department.

Altogether six practical men are employed by Mr. Bruce in this business, which is in every way a prosperous one. The store furnishes ample room, and yet it is filled in every part with the heavy stock . carried.

Mr. Bruce has served in the town council for two years in 1903-1904. He was on the Board when the municipal water and light systems were inaugurated, and in 1905 he was a member of the water and light commission.

Mr. Bruce is a prominent Mason, Workman, Odd-fellow and Independent Forester. He has a comfortable home on Mary Street. Mr. Bruce's yet a young man, and is one of the men of whom the citizens will doubtless expect, and receive, much useful service as a citizen and business man.

A. BONGARD Drover

Few men are better known throughout the country surrounding Port Perry than Mr. A. Bongard, drover, of Prince Albert.

For over half a century Mr. Bongard has lived at Prince Albert as boy and man. He was born in Prince Edward country, and removed to the village where he now lives in 1855. For 40 years, Mr. Bongard has been going up and down the concessions and sidelines of Reach, Scugog Island, Whitby and Cartwright Town-

ships, buying stock of all kinds from the farmers.

He is the veteran drover of the district, and there are none better than he. His long experience has eminently fitted him for his work, and he practically knows all that is to be known about his business. He is a splendid judge of the weight of an animal. Up to two years ago Mr. Bongard exported to the Old Country, but this he does not follow now. His turnover during the year would aggregate \$50,000.

Mr. Bongard has a beautiful home at Prince Albert, and a small farm of 12 acres, where he lives happily with his family.

He has served on the School Board of his Section, and in other ways has proven his interest in the affairs of the community in which he lives.

J.H. DOUBT Boot and Shoe Maker

Mr. J. H. Doubt is a Devonshire man, 36 years in Canada. On coming to these shores he first settled at Columbus, then he went to Myrtle, and came to Port Perry in 1873.

Mr. Doubt had leaned his trade before coming to Canada, and has practised it continuously. His present shop is on the south side of Queen Street, opposite Dr. Graham's office, in the building erected by Mr. Rolph after the big fire.

Mr. Doubt makes boots to order, though his work is largely repairing. He employs a man to help him. Mr. Doubt owns a home on Caleb Street. He is a member of the local lodge of the I.O.O.F.

DOUBT & SON Gents' Furnishings, Hats, Boots

The firm of Doubt & Son is one of the youngest business firms in Port Perry, having been just one year in business on February 1.

Mr. H. Doubt, the senior partner, has a quarter century's business experience behind him in this town, and is one of the well-known and respected business men of the community. He is a native of the "tight little isle", and came to Canada 30 years ago.

He began the tailoring business in this town 25 years ago, and carried on a very successful business up to two years ago. In fact it was the largest tailoring business in town, as many as eight hands being employed.

On Feb. 1, 1905, Mr. Doubt being joined by his son, Mr. A. Doubt, purchased the business conducted by Mr. A. F. Carnegie. The premises occupied are on the south side of Queen Street, near Perry Street. The stock consists of gents' furnishings, hats, boots and shoes, furs and clothing.

The boot and shoe department is the largest, and the stock includes the Geo". A. Slater make for men and the Queen Quality for women; also the Kant Krack and Dainty Mode rubbers.

In clothing the firm handles the "Fit Rite" and C.M. & R. brands and find that they give satisfaction. In hats the "King" and "BorsaUno" are the best sellers, and in caps the manufacture of the F.C. Fraser & Co., London.

The gents' furnishing department is well stocked, specialities being the W. G. & R. collars, and Tookes' shirts, collars, cuffs and neckwear.

This young firm are free users of printers' ink, and advertise extensively and judiciously, and they are enjoying a fair share of patronage.



Geo. A. Rose

G.A. ROSE
Life Insurance

It is not given to every man to become a successful insurance agent, and of those who try that vocation nine out of ten soon drop out of the ranks.

Mr. G. A. Rose of this town is one of those whom nature seems to have intended for this special work, and since he began to sell insurance about three years ago his success has been astonishing.

Mr. Rose's first knowledge of this strenuous world was obtained in Reach Township, where his family resided. He received his education at the Public and High Schools of Port Perry, and then went back to the farm in Reach Township. For some years he farmed, and then became a citizen of Brock Township, where he owned one of the nicest farms to be found there. Here he stayed for 16 years, and came to Port Perry four years ago, upon retiring from agricultural pursuits.

It was almost by accident that Mr. Rose began writing insurance, but he quickly learned that he had the aptitude for that work, and he kept at it, and was so successful that his company soon appointed him General Agent for the county. Mr. Rose represents the Mutual Life Assurance Co. of Canada, a company with a splendid record. The company has at its head some very able men. The head office is in Waterloo, Ont. Last year the company's gain in insurance was greater

than that of any other Canadian company.

Mr. Rose owns a beautiful home on Queen Street, just west of the fire hall (town hall), where with his family he lives a comfortable and happy life. While not taking any active part in public affairs, Mr. Rose is yet a most useful and respected citizen, and is highly esteemed by all who know him.



James Graham

JAMES GRAHAM
Farmer

Mr. Graham first saw the sunlight in Reach Township in 1863. He now owns Lot 10, Con. 14, a farm of 120 acres. On the farm is a frame house, barn 60 x 78 feet, good orchard, and a fine farm it is generally.

Mr. Graham like several of his brothers, and his father (the late Jas. Graham) before him is a lover of good stock, and has 41 cattle and 5 horses. He owns a splendid shorthorn bull, Moneyfuffle Knight.

Mr. Graham is a Presbyterian, a workman, has been a school trustee for six years, secretary-treasurer of the school board for 12 years, and this is his second year in council. He has a happy family of eight children - four of each sex.

Saintfield is Mr. Graham's post office.

SWAN BROTHERS
Carriage Makers and Blacksmiths

Messrs. John and James, Jr., compose the firm of Swan Bros., who carry on a brisk business as carriage makers and general blacksmiths on Perry Street, south of Queen Street.

This business was, established forty years ago by Mr. James Swan, Sr., father of the present owners. At that time, the shop was in Borelia, but was later moved down to John Street, across from the Williams foundry.

For fifteen years that was the location, and four years ago a move was made to the present premises, which the firm had purchased. This building was erected by Johnston & Hobbs, and was occupied by the Ontario Carriage Co.

While carriage building is not now what it was in

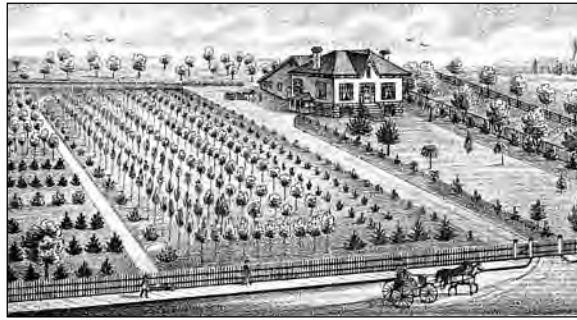
olden times, and very little is done in small shops as a rule, yet the Swan Bros. turn out many vehicles each year. They, of course, purchase many of the parts from large factories, but they also make portions of the carriages, and, having assembled various parts, put them together, paint them, etc., and place thereon their own name plate

In the blacksmithing department a big trade is done in general work and in horseshoeing. All kinds of iron and wood repairing is done. The equipment of the premises is first class; The firm have machines for lightening and making easy the heavier work of the shop.

An invention which has revolutionized tire setting is the Henderson Hand Power Tire Setter, which sets the tires in a cold state without removal from the wheels. The first year the firm had this machine they set 800 tires. This has cheapened and quickened the work to a wonderful degree.

There are five hands in all engaged at this shop, and they are kept busy, the business being an extensive one.

The building is ample in size for the requirements of a very large trade. The brick structure of two stories is 40 x 90 feet, with sheds 15 x 90 feet. The paint shop is upstairs, the entire size of the building, while the show room is on the ground floor in the south-western corner. Some very fine carriages were on hand when the reporter visited the premises recently.



C.C. KELLETT Nurseryman

Within the corporation of Port Perry, and adjoining the old fair grounds, may be found the home and fruit farm of Mr. C. C. Kellett.

Mr. Kellett's farm consists of 15 acres, on which he has a considerable orchard, and where he grows immense quantities of the luscious strawberry. At one time, or 40 years ago, Mr. Kellett conducted a thriving nursery business on these premises, but 30 years ago he began growing strawberries, which now form the largest part of his crop, and of which he had 15 acres last year.

Mr. Kellett has a splendid brick house and good outbuildings. Mr. Kellett has taken some part in public life, and was a member of the town council for two years.

Port Perry's
Industrial
Revolution



BY J. PETER HVIDSTEN