

# PORT PERRY

*Before There Was*

# COLOUR



BY J. PETER HVIDSTEN



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## Converting Black & White into Colour

Although the discovery of photography goes back 200 years, visual images of historic events go back to cave paintings more than 30,000 years ago.

Pictures are a visual media, providing an insight into our past and history not available through the printed word, and we are fortunate in Port Perry and Scugog Township to have a small selection of good pictures dating back as early as the 1860s.

Port Perry's first photographic studio was opened in the mid-1850s by James Leonard. Leonard and his son were photographers in Port Perry for more than 70 years. Bryant F. Bradley is believed to have been the first photographer in Prince Albert, setting up his "Sunbeam Studio" in 1861.

What I have attempted to do in this book, is to illuminate century old black and white photographs by adding colour. This is no a new concept. Photographs, and in particular post cards from the early 1900s were often colourized by artists, who took original black and white photographs and added colour. You will see samples of these on the following pages.

During the mechanical process of "colourizing" for this book, the colours interpreted from the old photos proved to be far from accurate, requiring many hours of colour correction with Photoshop, or other similar applications. Most often the sky does not reproduced properly, so many pictures have the sky and clouds added to enhance and brighten the final product.

The colours, although not one hundred percent accurate, do provide a glimpse of what our town and villages looked like a century before colour photography became popular.

This book has been divided into five chapters, featuring: pre-1884 fire; residential homes, commercial district post-fire, paddle-wheel steam boats, and Scugog's villages and hamlets. Short descriptions of the subject matter of the photographs has been also been included

My sincere thanks to Paul Arculus for allowing the use of historical descriptions, from his books: *Merchants of Old Port Perry* and *Steamboats On Scugog*. Also to talented artist, the late Les Parkes, illustrator for the sketches of the steamboats.

J. Peter Hvidsten

*NOTE: Photographs in this book have been colourized from black and white pictures archived at the Scugog Shores Museum Village & Archives.*

## CHAPTERS

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Queen Street, Port Perry looking east toward Lake Scugog with Scugog Island in the background in 1853. The general store and post office operated by Joseph Bigelow, is the building to the left.

## SCUGOG VILLAGE 1853



This scene of Water Street, Port Perry, shows the large number of mills operating on the Lake Scugog waterfront in 1853. To the right of the picture is the steamship Woodman which began service on the lake in 1850.

**NOTE:** Above photos come from wood-engraving by William Armstrong, first published in *The Anglo-American Magazine*, Toronto, in January 1854. The original illustrations were in black ink only, but were later reproduced in watercolour for a catalogue about 1916.

# POST CARD PHOTOGRAPHS

The pictures on this page, and the following page, are reproductions of original black and white photographs, which had been coloured by hand. These cards were printed and distributed to the public approximately between 1910-1930



*Queen Street,  
Port Perry,  
circa 1925.*

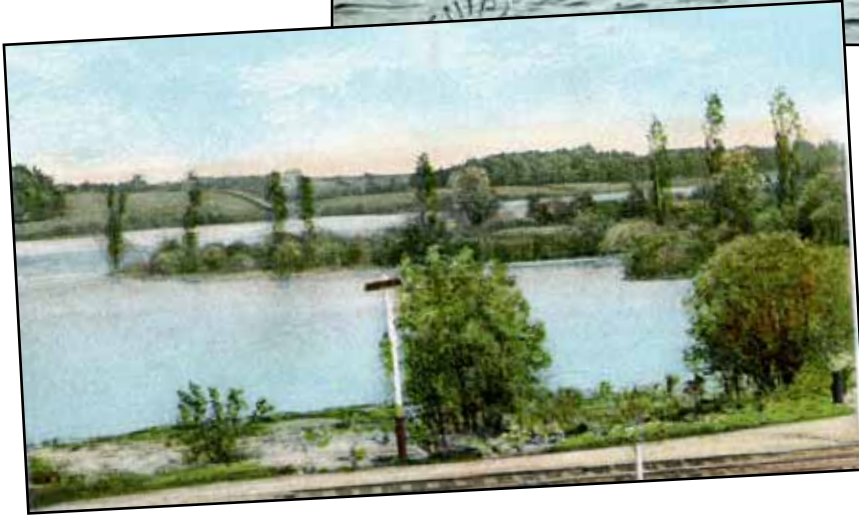


*Lakeside Park  
Port Perry,  
circa 1920.*

*The High School  
Port Perry,  
circa 1920.*



*Town View from  
Lake Scugog  
circa 1910.*



*The Lakefront Bay  
Port Perry,  
circa 1920.*

*Street Scene  
Port Perry,  
circa 1925.*



*Railway Station  
Port Perry,  
circa 1920.*





# *Chapter One*

Port Perry  
before the  
fire of 1884

*NOTE: Colours in these photographs are not always accurate, and are intended only to approximate original colours of buildings and objects, etc. Blue skies have been added manually, to enhance the pictures.*

# Port Perry Union School

Queen Street - Port Perry

Construction got underway on a new educational facility for Port Perry more than 140 years ago, and when completed it was one of town's most important and impressive structures.

Port Perry Union School, named since it combined both a high and public school, was located on the same property as the present high school, but closer to Queen Street on what is now the south lawn. The imposing structure, visible high above the downtown, opened on March 6, 1874, and stood like a beacon for more than half a century.

An article in the local newspaper, the *North Ontario Observer*, reported that the official opening was held on March 6, 1874. The *Observer's* editor James Baird wrote, "The new and magnificent school building, having been sufficiently advanced to admit the pupils, held a celebration to which the public were invited. So successful was the celebration that twice as many attended as could be accommodated in the large room in which the program of entertainment by the students took place."

Unfortunately, half a century later, the celebrated structure was ravaged by fire. The inferno raced through the school building during the evening of Wednesday, April 7, 1926, devouring the building and all its contents, reducing it to a pile of charred wood and brick. By sunrise the next morning, all that was left was the smouldering brick skeleton of the once stately building.

In reporting the incident, *Port Perry Star* publisher Samuel Farmer described the fire as follows: "It was a wonderful spectacle. That roaring furnace of flame, situated as it was at almost the highest point in town, lit up the whole countryside. The walls had been

splendidly built, and retained the fire like the sides of a huge furnace. The flames would leap high above the walls, where the wind would at times catch them and whirl them forward in quest of new fuel."

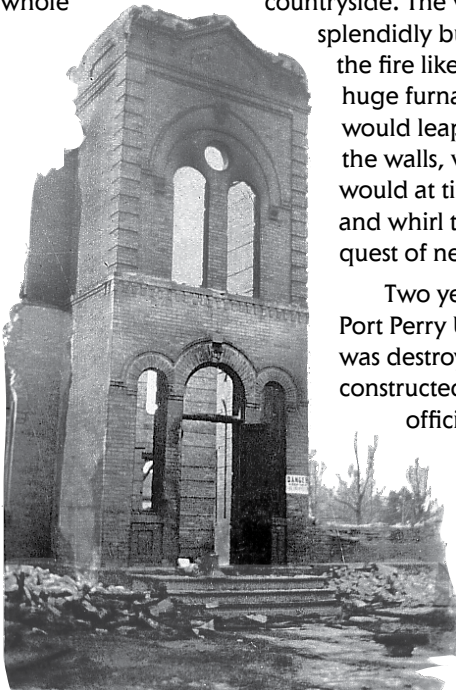
Two years after the Port Perry Union School was destroyed, a modern new elementary/high school (seen below) was constructed, just north of the former Union School. The new school was officially opened on May 18, 1927.

Thirty five years later, during the 1985 school year, a group of students under the supervision of teacher Paul Arculus, excavated the foundation of the old Union School and created a memorial park. A memorial plaque was erected and dedicated on the old Union School site in May 1987 during a school reunion.

Years later the historic foundation and park were destroyed when the Durham School Board began construction of a parking lot on the historic site. The board abandoned its plan, in May 1999, due to public outcry. The memorial plaque still remains.



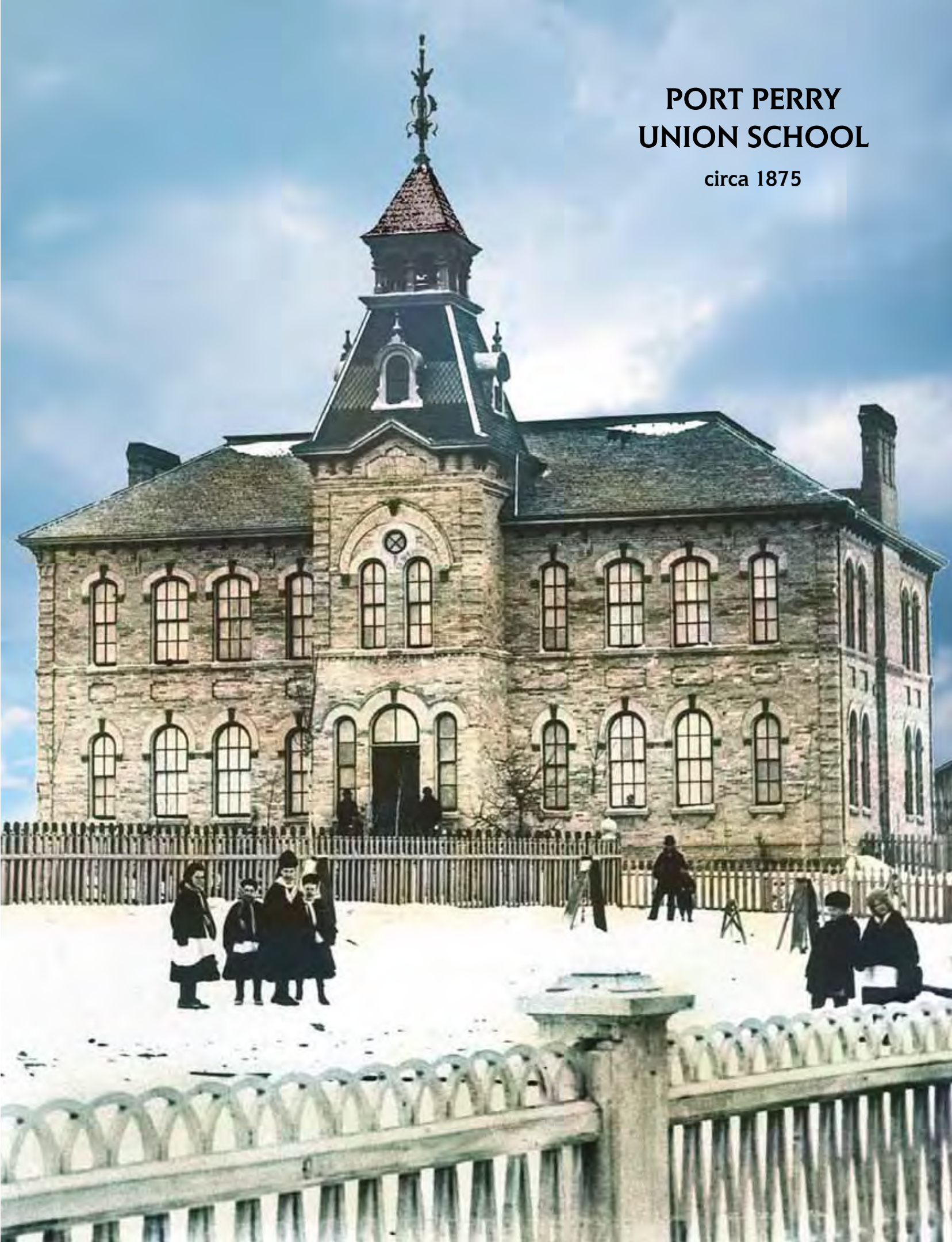
Photographs of the impressive Port Perry Union School taken during the early 1900s.



The tower of Port Perry's Union School was all that was remained after the fire.

# PORT PERRY UNION SCHOOL

circa 1875



# Railroad House Hotel

Lot 68, Water Street - Port Perry



Exactly who and when, the building known as the Railroad House hotel was constructed is unknown, but there are references to it during the early 1874. The land and buildings appear to have been owned by Jessie Ireland, but it was a Daniel B. Denison who was the proprietor of the hotel, which he operated under the name "Denison's Dominion Hotel".

The quaint two-storey, frame structure featured a verandah on each floor overlooking Lake Scugog and the town's busy industrial shoreline. At the northern edge of his property there was an expansive driving and implement sheds facing the street.

Mr. Ireland sold the property to Frank B. Lindsay about 1880 and he became landlord for a number of individuals during his ownership. George Medd was his first tenant, and it was under his occupation the hotel became known as the "Railroad House". The name was most appropriate since the hotel was located directly across from the new railway station, on Water Street.



*Railroad House Hotel, on Water Street, is the building in the centre of this picture, taken circa 1880.*

James Dewart was the next man to take over operation of Railroad House hotel business, in 1882. Dewart was an experienced hotel keeper, having years earlier operated a hotel/tavern near Seagrave, and later the Royal British Queen Hotel in Port Perry, and the Commercial Hotel in Blackstock.

Two years after Dewart leased the hotel, the structure miraculously escaped the great fire of July 1884, which consumed the entire business section of Port Perry. Modern, new hotels were constructed during the rebuild of the town, making the aging Railroad House less of a destination for travellers.

Frank Lindsay, became owner of the hotel in 1888, after James Dewart died. He operated it for only five years before the young man passed away in

1893. Following his death, the hotel and land was disposed of by way of a mortgage sale, in November 1894.

The next purchaser of the hotel property was Daniel and Margaret Whitney who operated it for only three years before Daniel unexpectedly died April 1897 when he was only 47 years old.

There are no records who operated the hotel past this date, but in 1911 Arthur Dowson purchased

the property. The newspaper reported the sale and wrote, "That old building (Railroad House) has long been in a very dangerous condition and an eyesore." Mr. Dowson's intent was to demolish the old hotel and construct a large blacksmith shop.

*Note: This brief history of the Railroad House is based primarily on information available from available newspaper articles. It is not a complete history of the property as more information may come to light if further researched.*



## Blacksmith Shops

Lot 28 - 181 Perry Street - Port Perry

The history of the piece of land and the buildings on it, dates back into the mid-1850s, but it most notably became the site of George U. White's, Port Perry Carriage Works, when he purchased the site in 1868. The property is located just south of Queen Street, on the site of today's Scugog Township offices.



*A.H. Reynolds' blacksmith shop, and A.W. Allin's Carriage Shop on Perry Street, Port Perry, circa 1895.*

Andrew H. Reynolds purchased the property from Mr. White in 1874 and erected a two-storey blacksmith shop with a large verandah stretching out from the second floor accessible by an exterior staircase. In this building he had his offices, woodwork and wheel making shop.

A second building, just north of Reynolds', was a single storey blacksmith shop about 30' by 60'. Both of these buildings were destroyed in the 1884 fire. After the fire he erected a single storey building to replace his original blacksmith shop.

Following Andrew Reynolds retirement, the two buildings were used as blacksmith shops and for other uses for many years. The Reynolds shop, was used up until 1980 before it was removed to make room for a parking lot for the new Port Perry Municipal office.

# Ontario Carriage Works

Lot 74 - 135 Perry St. - Port Perry

The Ontario Carriage Works building was constructed in 1884, following the destruction of the original factory during the fire of July 1884 which razed the entire business section of Port Perry. Construction on this attractive new building began almost immediately after the fire.

The main structure was described as a two-storey red brick building, with white (yellow) brick trimmings, 40'x 82' in size, with lumber sheds in the rear, 20'x82'.

Miraculously, in less than two months the new factory was completed and by the first of Octo-



ber 1884, production had resumed in the manufacture of fine carriages, buggies, wagons and sleighs on the main floor of the new building.

The northern section was the blacksmith shop with the carriage trim shop upstairs. The middle section had the wood shop on the street level and the paint shop upstairs. The southern section of the building had the showroom at the street level.

The building changed hands a number of times, but it continued as a carriage manufacturing facility until automobiles became more popular than carriages. It was sold in 1912 to a new owner who opened a Ford dealership in the building. The building has also been home to a lumber company, shoe factory, knitting mill, tractor dealership and repair shop, a liquor store, and the most recent use for the building is a local craft brewery.



# Grain Elevator

Lot 122 - Water Street, Port Perry

George Currie began construction of a large new grain elevator near the busy railway station at Port Perry's lakefront in April 1874. The elevator was reported to be built on a stone foundation measuring 24 inches thick and above the foundation the entire structure was made of wood.

It had a 58 foot high frame constructed of huge pine beams and the exterior was covered with 2x8 inch lumber to a height of 26 feet. The remaining height was covered with 2x6 inch lumber, and the joints of the boards were covered with one inch thick vertical boards. When completed the massive structure was painted a rusty red color, known as Grand Truck Railway (GTR) red.

Although one of the most important buildings in the village of Port Perry at the time, George Currie sold the elevator to Aaron Ross during 1876. Mr. Ross operated the grain business alone, as the A. Ross Elevator, for a number of years before his son William became a partner. At this time the name was changed to Ross & Son elevator.

The Ross & Son elevator was the only building in the commercial core of Port Perry to escape being consumed in the great fire of July 1884.

After the death of his father in 1896, William continued to operate the elevator until 1911 when it was sold to James Lucas. Mr. Lucas operated it until 1919, when he became a partner of Hogg & Lytle, whom he sold the business to in 1927.

While under the ownership of Hogg & Lytle, a fire destroyed the offices in August 1918. Within a month of the fire, new offices were constructed and main building was extended to the south to accommodate three more bins.

Hogg & Lytle sold the elevator to Toronto Elevators Limited in 1949 and began operating under the Master Feeds name. In 1956 a large 21' x 36' addition was extended to the north creating six smaller bins to store more ground grain. At the same time, a garage was added to the north end of the new addition.

In 1961, Toronto Elevators Limited, amalgamated with Maple Leaf Milling Company Limited forming a new company. Maple Leaf Mills as it became known, was the last company to operate the building as a grain elevator.

Fred Burghgraef, of Whitby, purchased the building in December 1980. He removed much of the elevator equipment, renovated and rented the building to tenants. His son Jim opened Port Perry Auto Supply in the building in 1981.

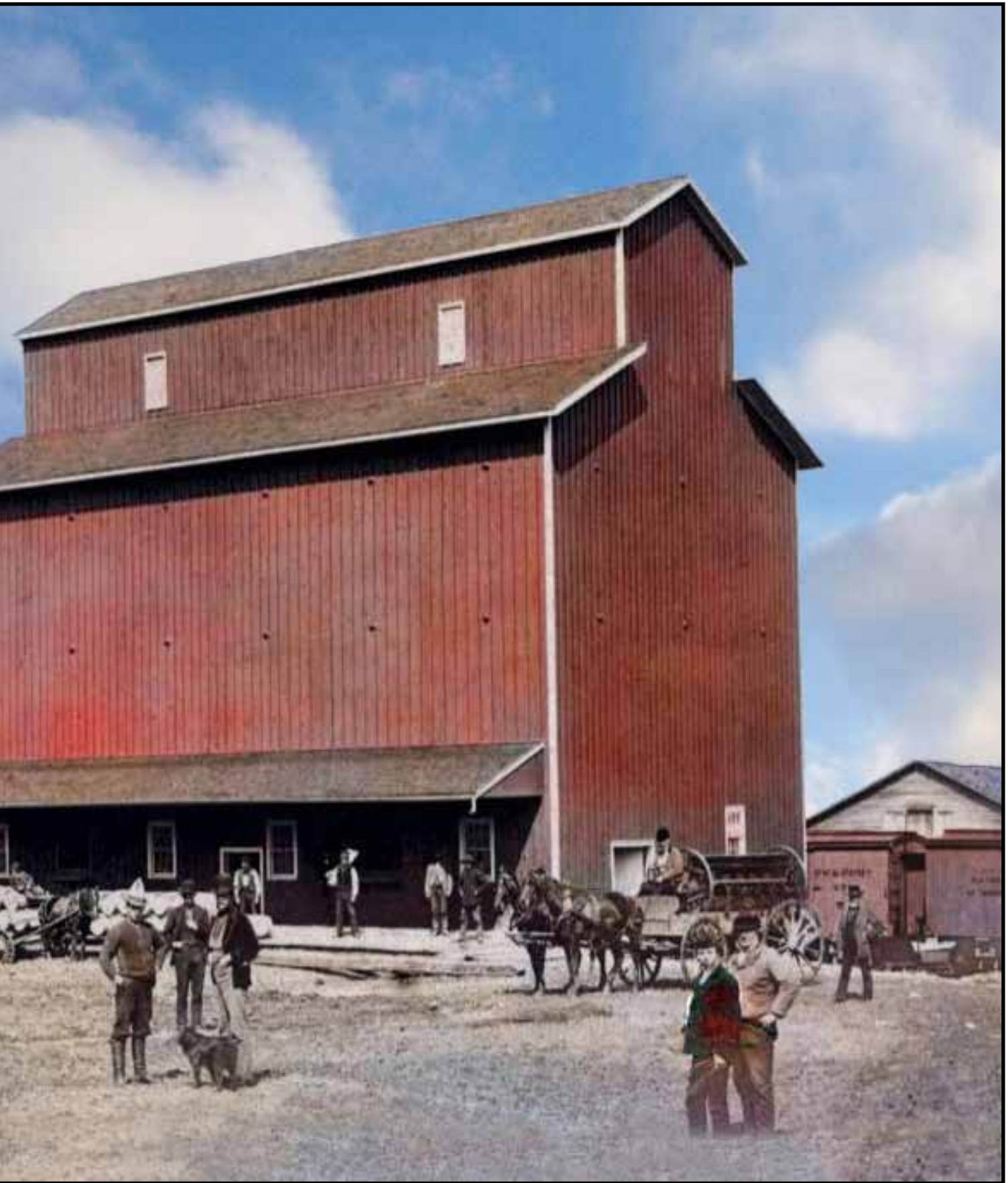
The Burghgraef family sold the old mill to Scugog Township in 2009 for \$1.1 million.



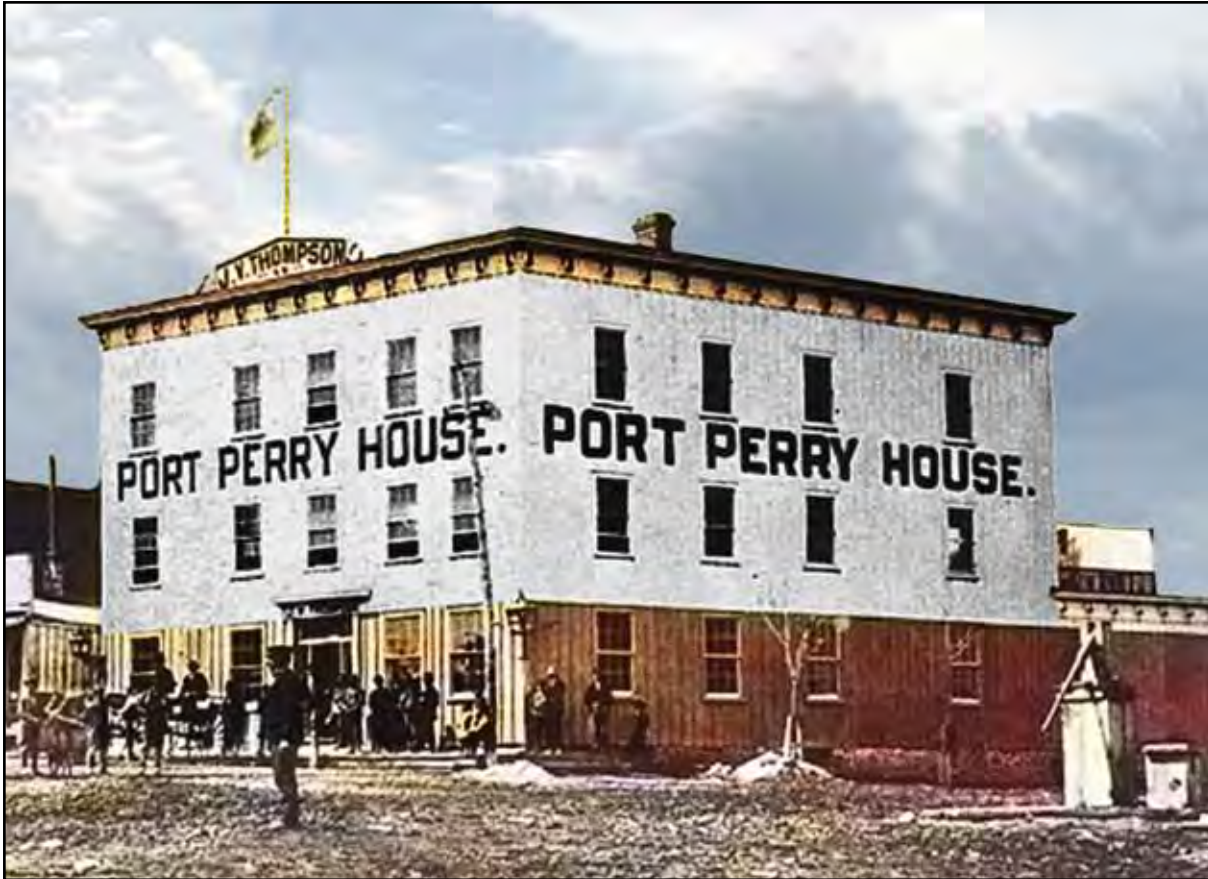
*Port Perry's grain elevator and office when owned by Hogg & Lytle circa 1930.*







*Port Perry's grain elevator was operated by William Ross when this picture was taken, circa 1880.*



# Port Perry House

Lot 1 - 145 Queen St. - Port Perry

James V. Thompson was the man who purchased one of the most valuable pieces of vacant land in Port Perry and built this substantial hotel. The site was at the intersection of Queen and Water Street, with a magnificent view overlooking Lake Scugog

Thompson and his family arrived in Reach Township about 1869. An experienced hotel keeper, he began construction of a substantial three-story frame hotel, which when completed he called the Port Perry House.

Details of the building are few, but it was of frame construction and housed more than 20 rooms on the upper two floors, while the main floor would have provided a reception area, kitchen, comfortable meeting rooms and a bar. Behind the building were large stables and sheds to accommodate travellers rigs and horses.

In 1879, the hotel was leased to John Ruddy and Mr. Thompson, whose health was failing, moved to Greenbank.

Disaster struck on November 26, 1883, when a fire erupted at the rear of the Port Perry House burning the hotel to the ground. The flames then travelled west, levelling and about one-third of the business blocks along the north side of Queen Street.

In February 1884, James Thompson returned to Port Perry to begin rebuilding. He was one of the first to lay down big timbers to begin construction of a new brick building. When completed he named it the "Thompson House".



*Photo illustration of what it might have looked like during the time of the fire.*

# Aaron Ross Block

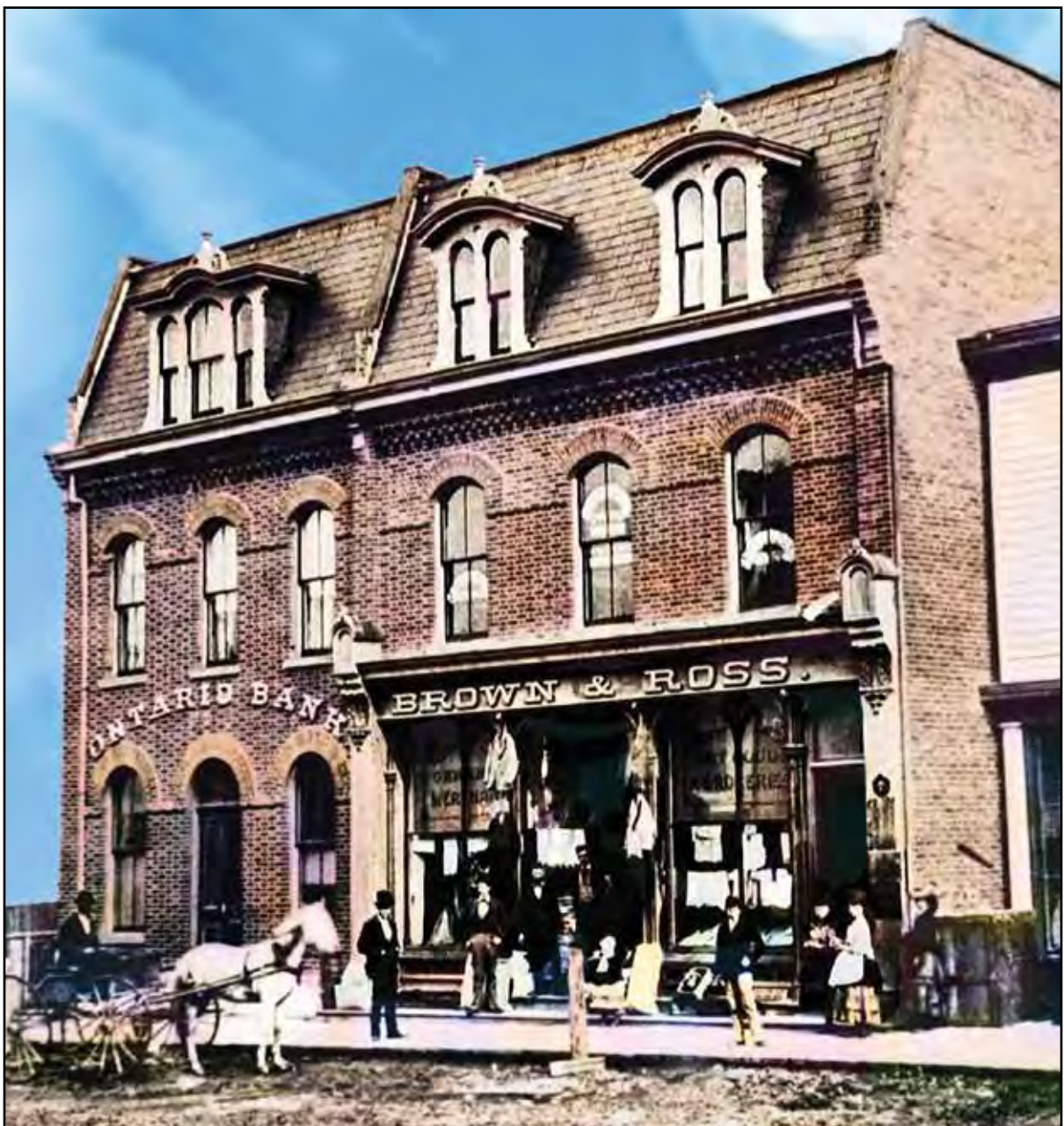
Lot 66 - 168 Queen St. - Port Perry

This grand, imposing building was constructed about 1871 by Aaron Ross, on the southeast corner of Queen and Water Street, Port Perry. The most notable feature of the modern three-storey red brick building was its stylish Mansard roof, the only building in the town to feature this style roof.

The structure was split into two units – the eastern half occupied by the Ontario Bank, and in western half Mr. Ross opened a general store in partnership with Mr. Brown, operating under the name Brown & Ross.

Of the tenants who occupied the upper floor, most notable was David J. Adams, one of the town's respected insurance agent and brokers.

As with all of Port Perry's pre-1884 building, the Ross building was destroyed in the fire of July 1884. A fire which leveled the entire business section of the village.



# Port Perry GTR Railway Station

Lot 1 - 145 Queen St. - Port Perry

The locomotive "Scugog," without any cars, arrived at the Port Perry railway station unannounced, and a day ahead of schedule on November 15, 1871. A number of people including Port Perry's first stationmaster, Isaac Davis, turned out to welcome the lone locomotive.

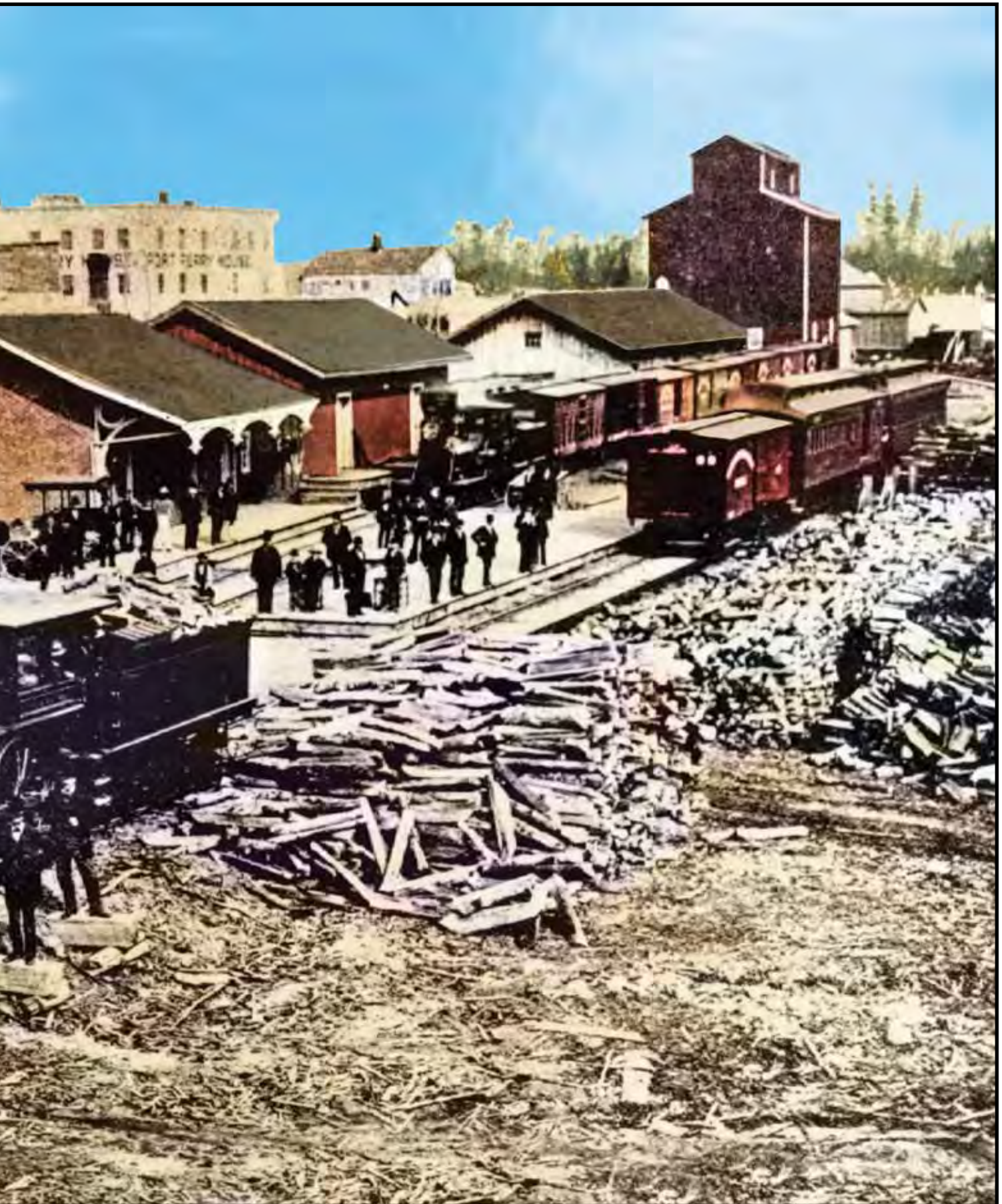
The engineer and his companions on the footplate were treated to a quickly prepared celebratory meal at the Sebert Hotel across the road from the unfinished station.

A week later, November 23, 1871, the first official train made its way to the northern terminus from Whitby.

Although enthusiastic crowds gathered along the route, the inaugural run of the PW&PPR was carried out in a comparatively subdued manner. There were no bands and no festooned streets to welcome the first official train.

Nevertheless, at Port Perry there were speeches and a banquet to commemorate the arrival of the "Scugog" and its cargo of officials





# Bigelow's Royal Arcade

Lot 5 - 145 Queen St. - Port Perry

On December 14, 1852 Joseph Bigelow purchased Lot 5. The site began its business life as the location for Bigelow's general store. The original store was torn down in the fall of 1868 in order to make way for a new and impressive three story brick building.

This was Joseph Bigelow's "Royal Arcade", the largest and most extensive building in the community. It was opened for business in April 1869. It occupied the whole of the original lot 5. Initially the ground floor of the new building was divided into 4 departments. The second floor held the Bank and a law office while the third floor was divided into further office space. On the eastern side of the 3 story brick building, he had the following departments; carpets, millinery and dry goods.

In the middle section were the boots, shoes and groceries and the Royal Canadian Bank, for which Bigelow was manager. This bank had opened its doors in the earlier building under his management in 1867. The Royal Canadian Bank failed nationally in 1868. This middle store

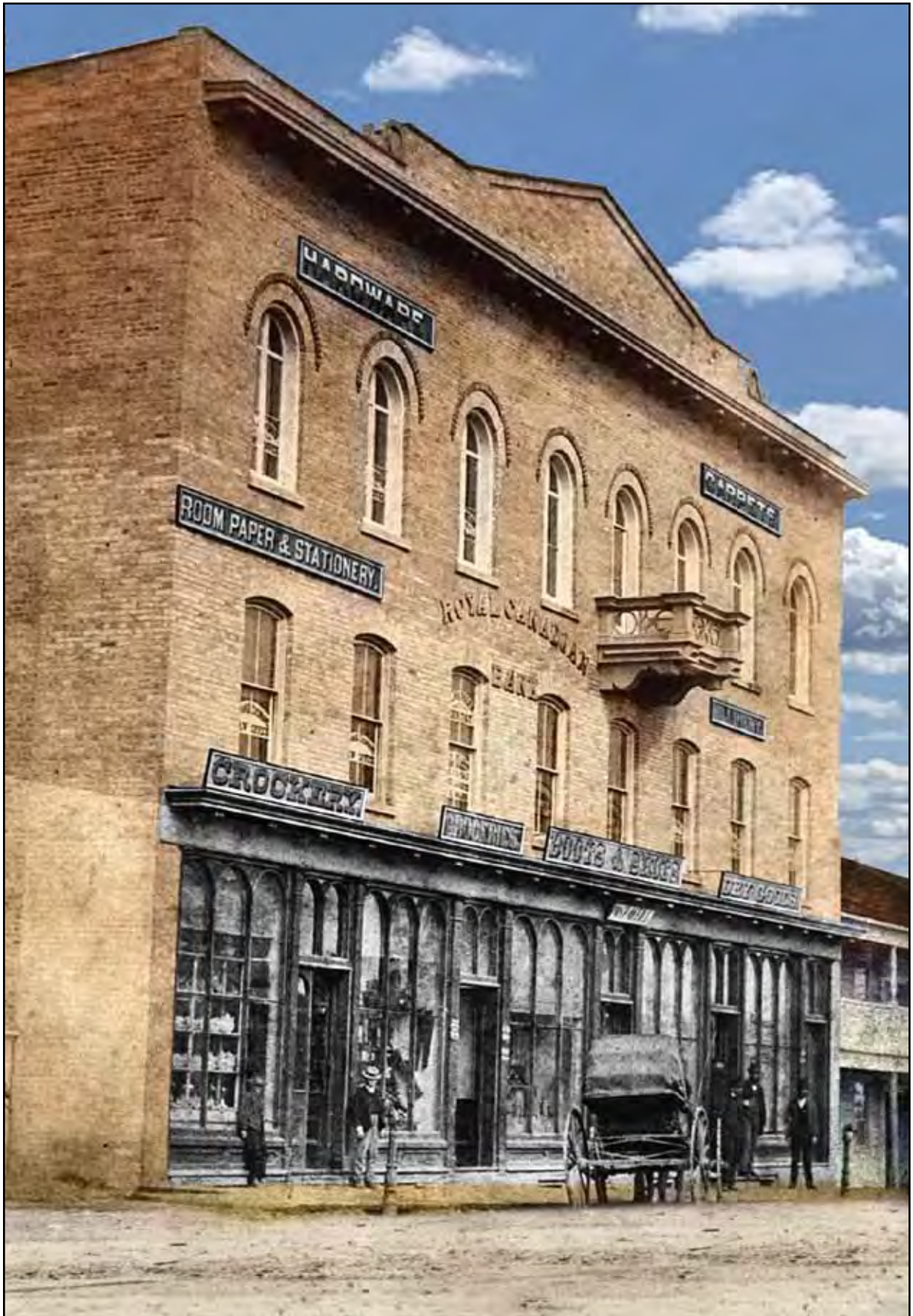
of the block then became the Phoenix Drug Store run by C.C. McGlashan. McGlashan sold out to A.J. Davis just before the 1883 fire. In the western section of the building Bigelow had hardware, wall paper, stationery and crockery.

In 1878, Bigelow sold the store in 1878 to Jonathan Blong a Toronto businessman. Rather than operate the entire store himself, Blong rented sections of the building to a number of people who operated a variety of businesses including; a hotel, the Pheonix Drug Store and hardware merchants Lang and Meharry.

In November 1883, the entire building was destroyed by a fire which started near the Port Perry House hotel, just a few lots away to the east. Immediately following the fire, Jonathan Blong hired Whitby architect A.A. Post, who designed an impressive new five-store building, which became known as the Blong Block.



*Joseph Bigelow's first home was located on Lot 5, Queen St., beside the massive Bigelow Arcade building.*



*Bigelow's Arcade was the largest and most impressive building in downtown Port Perry when it was built in 1869.*

# Port Perry Downtown

North Side of Queen St. - Port Perry - Circa 1878









# T. Courtice Block

Lot 9 - 217 Queen St. - Port Perry

In October 1874, Thomas Courtice moved into a new brick building which he had built on the western side of the lot while W. Trenbeth, merchant tailor occupied the eastern and corner site. The original Courtice building only used a little over half the frontage of the property.

After the 1884 fire, Courtice erected a much larger building occupying the frontage of the entire western half of the lot, i.e. sections three and four. This new building had two street level stores separated by an entrance to the upstairs.

Courtice had been in business as a partner of Mason in Prince Albert before 1856. When Mason left the partnership, Courtice joined up with John Rolph. This partnership was dissolved just before the 1884 fire.



# G. Currie Block

Lot 8 - 209 Queen St. - Circa 1880

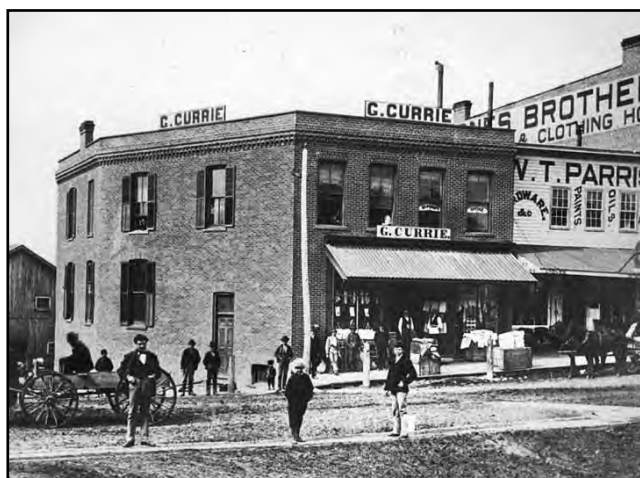


Joseph Bigelow purchased this property from the Perry estate in 1859 and the land remained unoccupied for a few years.

In 1870 George and Mark Currie purchased the property and erected a wooden building to house a general store. Two years later they replaced it with this substantial two story brick building.

The entire business section of Port Perry, including the Currie Block, was destroyed by fire in July 1884.

A new two-storey building was erected in during the fall and winter of 1884-85. It housed two stores on the ground level and rooms in the upper section.



# Jones Bros. Block

217 Queen St. - Port Perry

William Jones came to Port Perry in 1868 and went into partnership with Thomas Paxton. The William and Charles Jones purchased Paxton's interest in the clothing and general merchandise business and the brothers built an impressive three story brick building here 1873, operating their business under the name "Jones Brothers".

They operated a clothing and dry goods store on the western half of the building and a general store in the remainder. Unfortunately, Charles Jones had personal financial problems and he declared personal bankruptcy and moved to Manitoba, leaving his brother William to run the business by himself.

William eventually sold the business to Abbs and Patterson. Charles returned to Port Perry two years later and formed a partnership with Daniel R. Davenport to purchase the business back. They lost everything in the 1884 fire. Davenport, discouraged by the loss, sold the property.



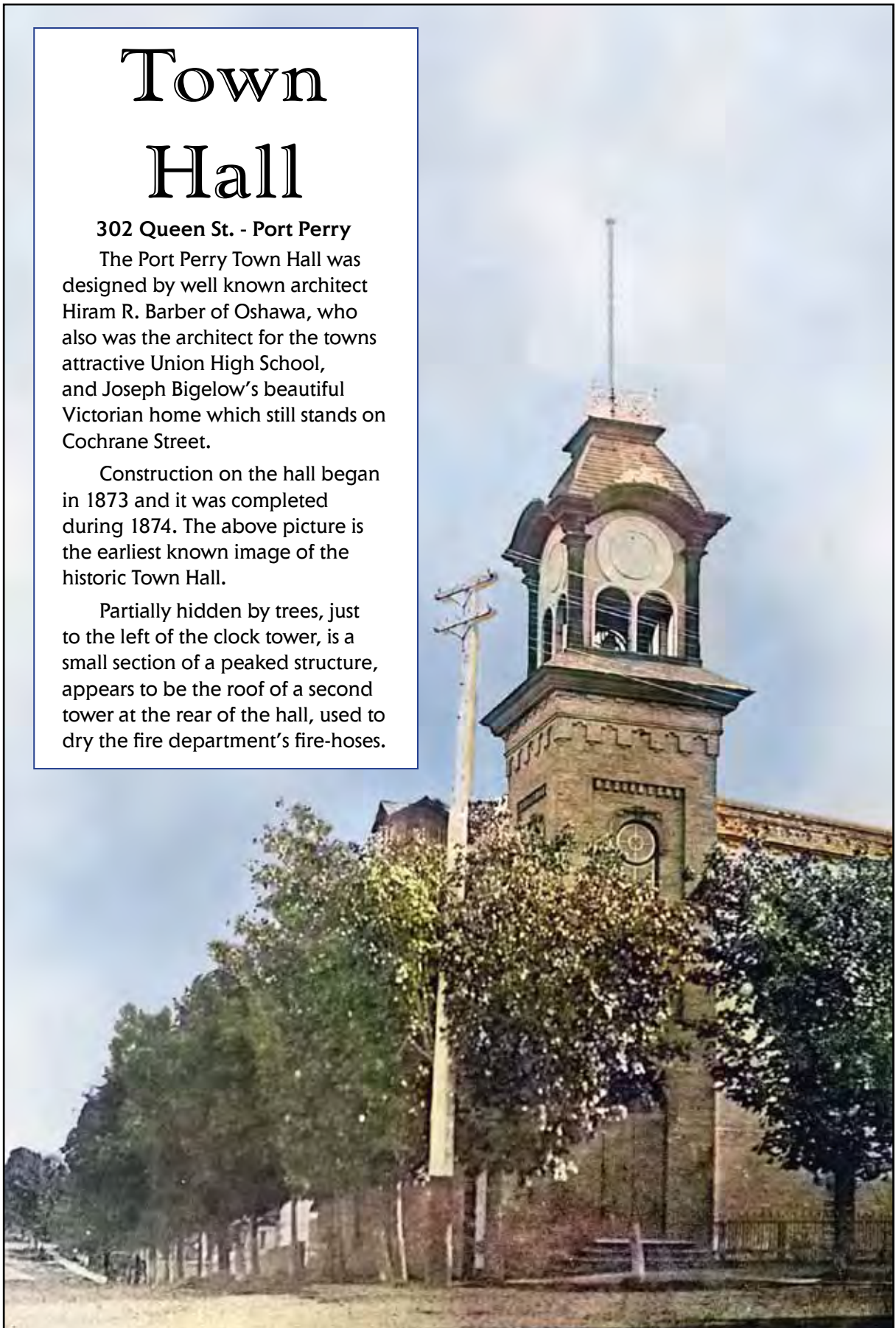
# Town Hall

**302 Queen St. - Port Perry**

The Port Perry Town Hall was designed by well known architect Hiram R. Barber of Oshawa, who also was the architect for the towns attractive Union High School, and Joseph Bigelow's beautiful Victorian home which still stands on Cochrane Street.

Construction on the hall began in 1873 and it was completed during 1874. The above picture is the earliest known image of the historic Town Hall.

Partially hidden by trees, just to the left of the clock tower, is a small section of a peaked structure, appears to be the roof of a second tower at the rear of the hall, used to dry the fire department's fire-hoses.





# Paxton & Tate Foundry

247 Perry Street - Port Perry

Early records indicate that the original foundry constructed on this Perry Street site was built about 1857 and was known as the Port Perry Foundry.

Reference is made to the foundry in the December 13, 1866 issue of the Port Perry Standard which says - "a large foundry and agricultural implement manufactory on the north side of Perry Street, occupying about one acre of ground and comprising of two 30' x 60' buildings, an engine house and blacksmith shop are all nearly completed." The foundry is owned by a Mr. A. Martin Gibson, who was reported to be a first-class workman.

About November 1867 the foundry was purchased by Joseph Bigelow and Thomas Paxton, and was operated as Paxton, Tate & Co. Foundry in the manufacture of agricultural implements and mill machinery. They employed between 30 and 50 workers.

Madison Williams took over ownership of the Paxton, Tate & Co. Foundry in 1897 and built it into a thriving business. Chief outputs of the foundry were quick-cut sawing machines and turbine water wheels.

The foundry site saw many changes during this period, and at one time was chosen to become a great gas-engine factory - "The Weber Gas Engine Company." But the Weber company went no further than building a large concrete foundation on which to construct it's new factory.

In 1910, after 40 years of operation, the old Paxton, Tate Foundry was torn down, leaving only the old Weber foundation which still exists around the outer edge of the property.



# Port Perry Post Office

Lot 14 – 269 Queen St. - Port Perry



Joseph Bigelow resigned as Port Perry's postmaster in 1869, and Henry Gordon took over the position. A few years later, he moved the post office to this newly constructed, two-storey brick building at the corner of Queen and John Street. The post office operated from the eastern unit of the new building.

Henry Gordon was one of Port Perry's leading entrepreneurs and political figures. In addition to his role as Postmaster, Gordon was a financier dealing in mortgages, insurance and real estate. He ran his business interests from the west side of the building.

The Post Office was moved into a new building at 271 Queen St. (Lot 9) after the destructive fire of 1884. This building was purchased by the village of Port Perry. It was completely renovated and became new location for the town's public library, with an official opening in January 1917.

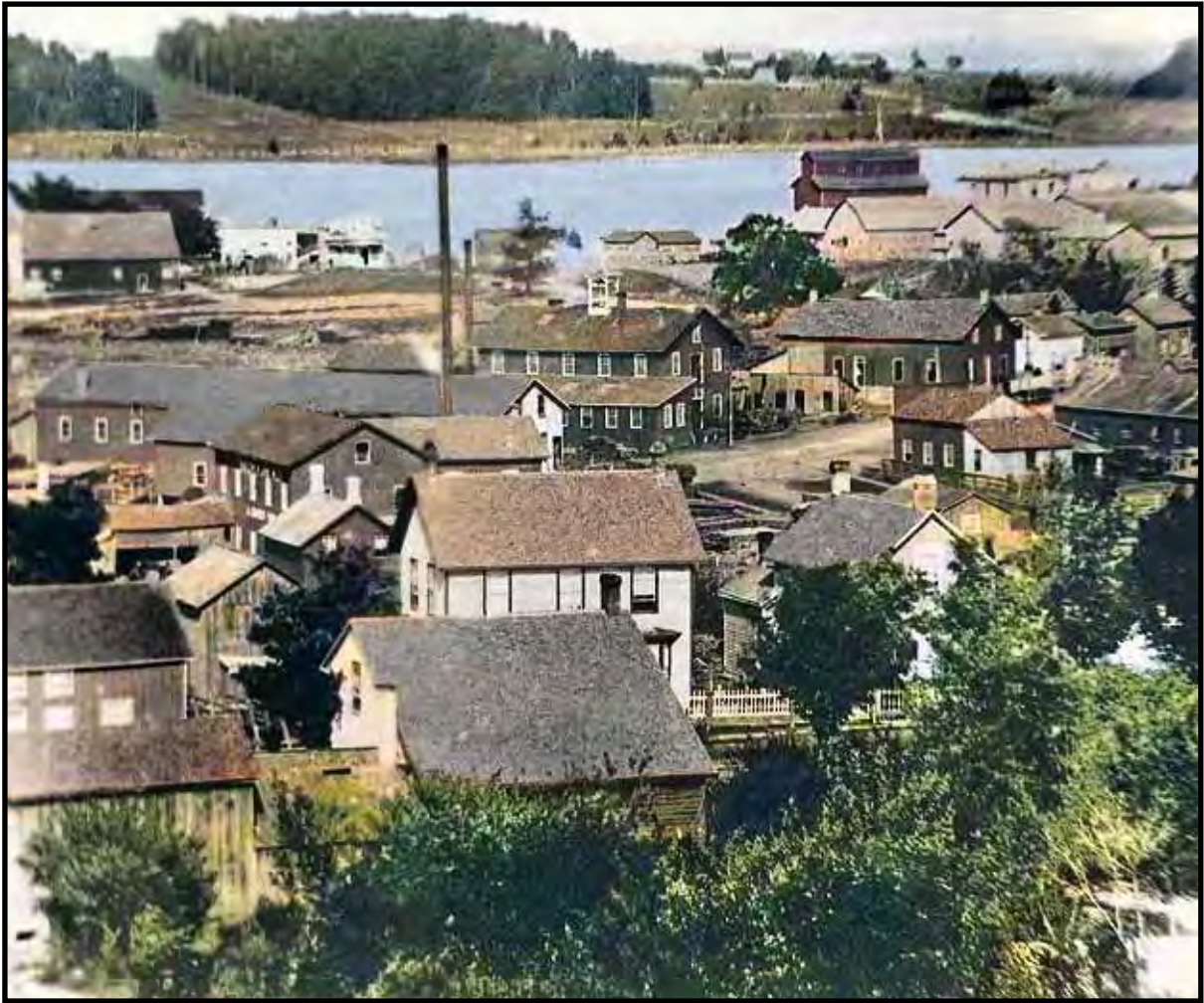
It was torn down in 1934 to be replaced by a new impressive library which was opened in May of 1935, and dedicated to the memory of those who had paid the supreme sacrifice in 1914-18.





# Industrial Port Perry

Central core of Port Perry circa 1890



This unique photograph, showing a view of an industrial section of Port Perry, is believed to have been taken from the home of Joseph Bigelow on Cochrane Street.

Looking east, from high on the hill, the photo shows the heavy industrial concentration of building along the lakefront and near the intersection of Perry and Paxton Streets, where today there are homes and a Scout Hall.

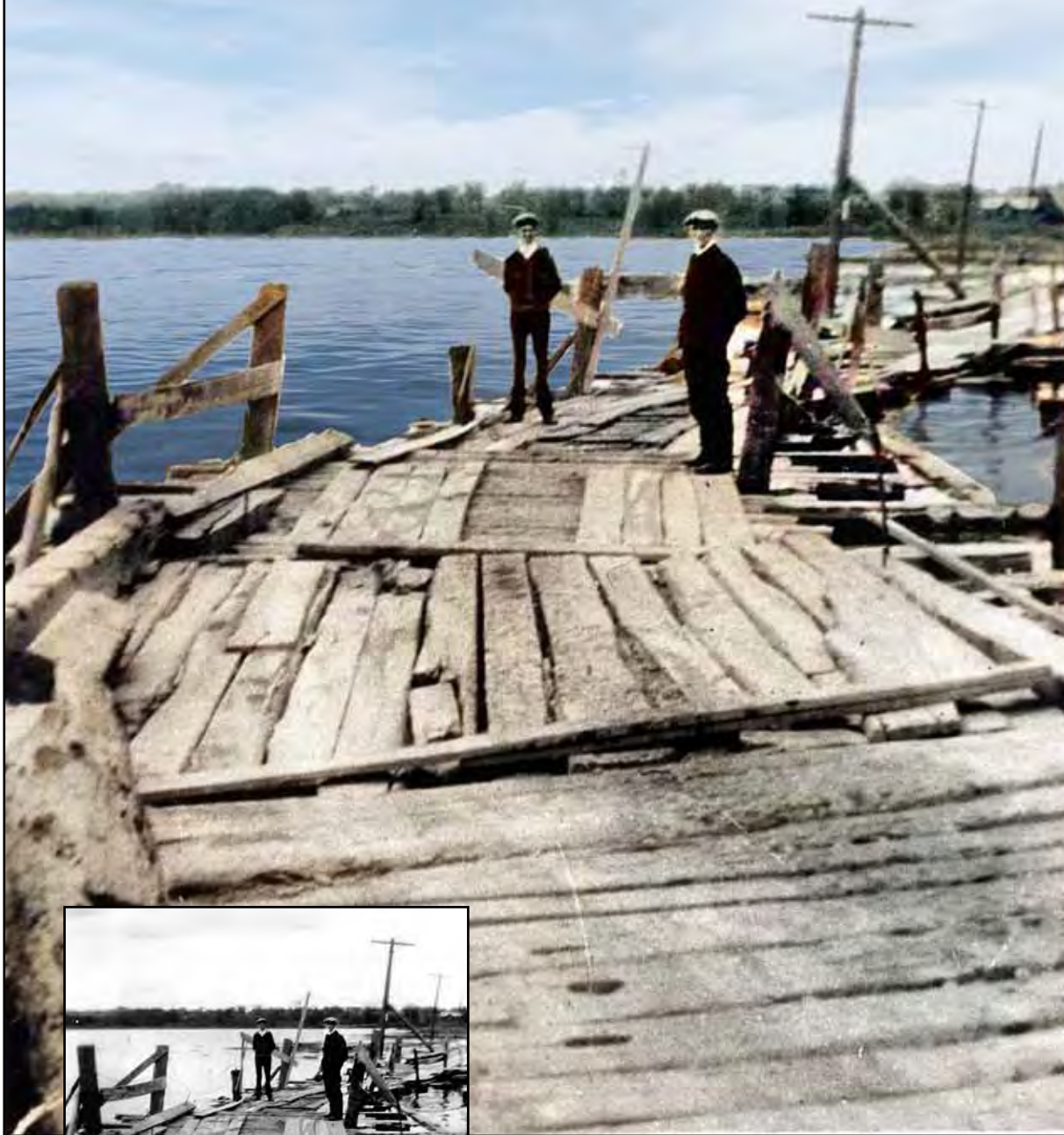
The building in the centre, shows a building with a cupola on Perry St., which is the Paxton, Tate Foundry. At the time this photo was taken it was operated by Madison Williams.

Another familiar building is the large grain elevator on the shore of Lake Scugog.



# Scugog Floating Bridge

The bridge from Port Perry to Scugog Island 1856



Plans and specifications for a bridge were completed in the spring of 1856, and the tender of John Bowers ,of Port Perry, was accepted to construct the Scugog Bridge. Work began immediately and the floating bridge was completed about August or September that year.



# *Chapter Two*



## Port Perry Century Homes



*NOTE: Colours in these photographs are not always accurate, and are intended only to approximate original colours of buildings and objects, etc. Blue skies have been added manually, to enhance the pictures.*



The elegant residence of Joseph and Elizabeth Bigelow, circa 1890.

# *Residence of* Joseph & Elizabeth Bigelow

Lakeshore Drive (Kent Estates), Port Perry

Construction began on Joseph and Elizabeth Bigelow's new home, "Fairview Villa", during the fall of 1876. When it was completed it was one of the grandest and most elegant homes, not only in Port Perry, but in the province.

The Bigelows moved into their elegant new home in 1877, and here they raised their family while entertaining in a comfortable style. They had one daughter Emma, and four sons.

A significant and newsworthy event which took place early in their occupancy was the wedding of their daughter, Emma to William H. McCaw. In what was Port Perry's biggest wedding of 1878, Emma Bigelow married Port Perry jeweler, William H. McCaw. The house was large enough to accommodate the hundred or so guests.

As the reached their senior years, Joseph and Elizabeth found the house was too big for them to take care of alone, so they invited their daughter Emma, William and their family to live with them, and to share in upkeep required to keep the immense house in order.

The Bigelows lived in their beautiful home for the remainder of their lives, Elizabeth dying in 1914 and Joseph three years later in 1917.

The home remained in the Bigelow's extended family until 1980, when the house was sold. Since that time there have been a number of owners of this important historic home.



The "Bigelow" residence, 1972, almost a century after it was built.



*Residence of*  
**Dr. John & Carolyn Sangster**

Lakeshore Drive (Kent Estates), Port Perry

This magnificent estate home, the residence of Dr. John H. Sangster and his wife Carolyn was once described as one of the stateliest and choicest houses in the land. The home was built following the destruction of their first home by fire in March 7, 1881.

The Sangster home was beautifully located at the northern edge of the Port Perry, on a low rise of land overlooking Lake Scugog and Scugog Island. The property today is known as Kent Estates.

The commodious house was constructed of white brick and trimmed with elaborate wood ornamentation and ironwork on the roof. Most of the round-topped windows were accented with shutters and the porches and verandas were beautifully crafted.

The expansive grounds which surrounded the house, featured extensive environmental gardens, groves of beeches and several acres of primitive forest. The residence had a well-stocked conservatory as well as grape and hot houses.

Dr. Sangster and his wife Carolyn lived here from 1882 to 1893. As with their first home on this property, the magnificent estate residence was destroyed by fire on February 28, 1893.

*Residence of*  
**David & Annie Adams**

156 Cochrane Street, Port Perry



David Adams built this home during the summer of 1872. The original building had a verandah with a curved sloping roof and elaborate gingerbread decorations.

The roof was adorned with two chimneys and an ornate belvedere, or “widow’s walk” on the roof. The belvedere was full height and had three windows at the front and rear and two at each side with a small fenced deck around it.



Interior of the Adams residence, circa 1885.

On the death of David J. in 1910, the property was deeded to his son David Douglas. David died at the age of 34 in 1918, and property was then passed on to Hibbert and Blanche Hutcheson. Blanche was the daughter of David J.

The house remained in the Hutcheson family until 1960. Since it was constructed it has undergone many changes, but the house still remains on today on the Cochrane Street property.



*Residence of*  
**Joshua & Mary Ann Wright**

155 King Street West, Prince Albert

This large Reach Township property, located just west of Prince Albert was originally owned by George Currie, an industrious businessman who operated a general store along with his brother Mark in the thriving little community.

Mr. Currie sold the property in April 1875 to Joshua and Mary Ann Wright. The Wrights constructed this sturdily built two-storey frame home with a unique and unadorned tower over the front entrance. This home is the largest surviving wooden home in the community from that period and is the only wooden home with a three-storey front tower.

The Wright's extensive property was surrounded by large trees and the whole property was enclosed by a decorative wood fence which protected the expansive lawns, gardens and orchards.

Joshua Wright was one of the area's most active and influential political leaders for more than 30 years, being elected councillor and reeve in both the township of Reach and in Port Perry.

Mr. Wright passed away in February 1898, and in April the following year the house he had called home for almost a quarter of a century was sold.



*Residence of*  
**Mark & Agnes Currie**

94 Ella Street, Port Perry

One of Port Perry's earliest large brick homes constructed by Mark Currie in 1873, a year after moving to the village from Prince Albert. The house was constructed high on the hill overlooking lower Port Perry and Lake Scugog.

The large two-storey home was constructed of yellow brick and featured a decorative wrap-around verandah with the main entrance facing east. The original house had approximately 1,100 sq. ft. on each floor with the popular centre hall plan.

Apparently influenced by the growing popularity of towers on many new brick homes during this period, Mr. Currie later added a tower to the front of his residence. The 9' x 8' tower provided a main entrance at the east side of his home, and also two doors on the lower level leading to the covered porch on either side of the structure.

The Curries family continued to live in the home until 1897, at which time it was taken over by their son William M. Currie.

The next person of prominence to own the home was Samuel Farmer, owner and publisher of *The Port Perry Star*. Mr. Farmer purchased the Currie home in 1925 and it remained in the family until 1968. Various people have lived there since that time.

The home still remains on the hill, opposite the high school, on Queen Street.



Mark Currie's home on Queen St., circa 1880, with the Port Perry Union School in background.

*Residence of*  
**Samuel & Annie Jeffrey**

**220 Cochrane Street, Port Perry**

This property, beautifully situated on Cochrane St. offered an excellent view of Port Perry, Lake Scugog and Island when it was purchased in 1883 by Thomas Courtice. Mr. Courtice was well known and respected Port Perry manufacturer of harnesses and saddles, who partnered with Samuel Jeffrey in 1887. It was Mr. Courtice who had this elegant home built.

The two men operated Courtice and Jeffrey Harness Shop until Courtice died at the age of 71. Prior to his death, Mr. Courtice transferred ownership of this property to his family and in 1926 the homestead was sold to his former partner, Samuel Jeffrey.

The house remained in the Jeffrey family for almost 30 years. Mr. Jeffrey passed way at 93 years of age in 1952. His wife Isabella remained in the family home for about two more years before selling the property in April 1954.

The house has undergone many changes over the past half century, under the ownership of a number of owners, but it is still a beautiful historic home.





*Residence of*  
**Richard & Jane Harper**

1431 Highway 7A, Port Perry

The property on which this home was constructed was originally part of a 200 acre parcel of land owned by the Vansickler family. About 1874 a small section of land was severed from the property. Two years later it was purchased by Richard and Jane Harper.

Mr. Harper constructed the stately home, with its tower, similar to a number of other homes in Port Perry. About five years after moving onto the property, Mr. Harper began construction of a large barn to the north-east of his home.

Later that year while working, stacking hay in the rafters, he fell 20 feet to the floor of the barn and was killed instantly. His tragic and untimely death drew the following comment in the local newspaper, *"The deceased had been in this locality but a few years but he left traces of his activity, enterprises which will keep his memory for years to come. The magnificent buildings which has erected are an ornament to the locality and proof of his intelligence."*

Mr. Harper was 47 years old when he died. His wife Jane sold the property.



*Residence of*  
**Thomas & Eleanor Forman**

**386 Queen Street, Port Perry**

Thomas Chalmers Forman, who was better known as “T.C. Forman”, was one of Ontario County’s legendary business pioneers, operating a successful grain business in Prince Albert for more than 35 years.

In 1885, he decided to move his family to live in Port Perry. Forman bought an attractive lot, on the south side of Queen St., overlooking the village of Port Perry and Lake Scugog, in March 1885. Here he built this impressive home, which was a similar design to his Prince Albert residence. The major differences in the two homes was that his newer home was built with yellow brick instead of wood, and included a bay window on the north side.

The two-storey, hipped roof home, with end chimneys, has the traditional three bays. In the centre bay, the front door at the ground level has a transom and side lights. The full front verandah is covered by a flat roof which acted as a floor for the balcony above. At the centre of the verandah, was a glassed-in porch protected the front entrance.

The home remained in the Forman family until it was sold in 1941. This historic century home is located on the southwest corner of Queen and Caleb Street.

*Residence of*  
**William S. & Amanda Sexton**

**386 Queen Street, Port Perry**

This attractive two-storey frame house was located on one of three lots owned by William Sexton, on the west side of Water Street, behind the Port Perry House hotel (now Bank of Commerce). The lot overlooked Lake Scugog and the heavy industrial lands along the its shoreline.

Mr. Sexton purchased the property in 1855 and a decade later, in November 1866, he took out a mortgage to build this house. When it was completed the following year, he and his wife Amanda moved into the neat, and attractive home with it's large porch extending along the south and east sides.

William S. Sexton had purchased the saw mill of Thomas and George Paxton in the early 1850s, located just south of the village dock on the waterfront. This dock later became known as Sexton's Wharf. He carried on the lumbering business until the pine forests around Scugog Lake became exhausted.

Mr. Sexton lived in his commodious house on Water St., behind the Sebert Hotel until 1877, when due to financial problems it was take over by the Ontario Bank.



*Residence of*  
**Alonzo & Susan Sexton**

386 Queen Street, Port Perry

The property on which this attractive home is situated was purchased by William S. Sexton in 1854. Located at the intersection of North and Simcoe St., it featured a unique mansard style roofline, which gave the large house a full third floor. It was one of only two houses built with this style of roof in the village during that time.

William built this home in 1871, for his brother Alonzo, who worked as a manager at his brother's large and active saw mill and lumber yard along Port Perry's lakefront.

The house was described as having eight rooms and a kitchen. The living section of the house faced south onto North Street and was about 25'x30' in size. There was an addition on the north side which was the kitchen and pantry area.

The house was not overly elaborate, but the wrap around porch, decorative posts and trim, arched windows, and the special attention to the window trim along the mansard roof, made the home look very striking and large.

William Sexton's businesses ran into financial troubles in the mid 1870s, and since he was holding a mortgage on this property, the house was taken over by the Ontario Bank in 1877, forcing Alonzo to move out of this home.

The next notable owner of the house was Sara Paterson, wife of well known lawyer Norman F. Paterson. Mr. Patterson also held the position of clerk of the Village of Port Perry for a number of years.

The Patersons purchased the house from the McMurtry family in October 1888 and lived there until it burned to the ground in November 1890.





*Residence of*  
**Dr. Samuel & Bertha Mellow**

**249 Queen Street, Port Perry**

Many of the properties in downtown Port Perry were owned by Robert Perry during the developing years of the town. This property, lots 12 and 13, located on the north side of Queen Street in the central part of town, was part of Mr. Perry's extensive landholdings.

Dr. Samuel Mellow is best known as the owner of the property, but another physician, Dr. Samuel E.C. McDowell purchased the double lot in 1890. Three years after arriving in town, he married, Emma Parrish, the daughter of well respected local businessman William L. Parrish. He took out a mortgage for \$3,5000 the same year to construct this residence for his new bride, and an office just east of the house for his medial practice.

Dr. Samuel Mellow and his wife Bertha arrived in Port Perry in 1894 and in January 1895 he purchased the home and property from the McDowells. It remained in the Mellow family until after his death in 1925. At least four more physicians practiced medicine from this property before it was purchased by a developer, who constructed a large addition on the front of the building.

Today, only the peak of the roof can be seen from the street, but the original house remains, tucked in behind a row of commercial establishments.

*Residence of*  
**Dr. Orr & Sophia Graham**

250 Queen Street, Port Perry



One of Port Perry's leading businessman, Joseph Bigelow, owned this property until he sold it in 1880 to Samuel Graham. Mr. Graham was a well-respected and enterprising blacksmith who operated his business from a small wooden structure on this Queen Street site. He later became owner of the Ontario Carriage Works.

Like so many other buildings in the commercial core of Port Perry, Mr. Graham's small blacksmithing buildings were destroyed in the fire which swept through the town in July 1884.

A few months after the fire, Sam Graham's property was purchased by young veterinarian, Dr. Orr Graham, who after graduating, returned to his home town and began his practice in veterinary medicine.

Between 1885-1886 the Dr. Graham built this handsome residence, with stables in the rear for his veterinary practice. The house is among the more unique homes in the community because of its brickwork; layers of yellow brick following the upper and lower lines of the windows, and the detailed brickwork above the double front and side windows at the upper level.

After serving the residents and farmers of the community for close to a quarter of a century, the Grahams sold their home in October 1910.





*Residence of*  
**Edward & Mary Ann Purdy**

**15272 Simcoe St., Port Perry**

This attractive, centrally located property, was home to one of Port Perry's leading businessmen throughout much of the late 1800s and early 1900s. The lot on which the house sits was originally part of a large parcel of land consisting of two lots on Simcoe St. and two lots on Queen St. The large property, which flanked the Port Perry's Town Hall on two side.

Mark Currie built his house in 1874, facing east, fronting on today's Simcoe Street. The yellow brick house had many distinctive architectural features. Originally it had a railed verandah stretching around the east and north sides. The verandah had a flat roof with a railing providing an outdoor area for the bedroom level. Access to this upper floor verandah was gained through a door in the upper north wall. This verandah eventually became unsafe and was removed in the mid-twentieth century. An unusual cross shaped roof bracket accents the upper gable.

Shortly after completing the building, Currie sold it to Henry and Mary McKenzie. Mr. McKenzie was noted photographer in the village from 1869 to 1886. The McKenzies lived in the home until the fall of 1889 when they started construction of a new home south of the Central Fair Grounds.

They sold the Simcoe Street house in October of that year to Edward and Mary Ann Purdy. Edward H. Purdy was held in high esteem in the community and at one time or another filled almost every official position in the community. He served as a councillor for eight years, Reeve for five years, Clerk-Treasurer for seven years and was elected as a Board of Education trustee for four years. He also served as a Justice of the Peace and a magistrate. As a result of his experience in the courts he was referred to locally as "Judge Purdy."

The Purdy family lived in the home for 56 years. Mr. Purdy died in 1935 but his wife stayed here with her family until October 1946.

*Residence of*  
**John & Marion Burnham**

53 Perry Street, Port Perry

Thomas S. Corrigan began construction of his impressive home on this Perry Street property in the spring of 1878, but not long after completing the house, he ran into financial problems, and was forced into selling his new home.

It was purchased March 1880 by Judge Zaccheus Burnham and his wife Sarah, of Whitby. Following the death of Sarah, the Burnham's only son, John W. Burnham and his wife Marion assumed ownership of the family residence.

This house is another outstanding example of Victorian Italianate architecture. Although not as large as the Cochrane Street examples, it still has many of the features of that design – the yellow brick, the generous eaves, the round topped windows and the tower over the front door.

In the Burnham house however, the features are somewhat less dramatic. The tower has only two storeys in contrast with the more elaborate three and four storey examples elsewhere in the community and the roof brackets are noticeably absent from the Burnham house. Nevertheless the main body of the house, and particularly its Perry Street façade has been well preserved and it remains an excellent example of the era. It is interesting to note that the tower faces Perry Street, impressing passersby, rather than taking advantage of the house's commanding view over Lake Scugog.

In February 1967, after almost 77 years in the Burnham family, the house was sold outside the family and the new owner converted the house into apartments.



*Residence of*  
**Joshua & Frances Curts**

181 Scugog Street, Port Perry



This impressive residence was the home of Joshua and Frances Curts for more than 30 years. Mr. Curts was an respected local businessman and served as Reeve of Port Perry for three consecutive terms during the 1880s and 1890s.

Mr. Curts purchased the property about 1890 at which time he constructed this new home, which became known as "Lakeview Lodge." The chosen name was fitting as the home looked northeast over the water of Lake Scugog and Scugog Island.

While the Curts residence was not as large or impressive as Dr. John H. Sangster's palatial "Beechenhurst" home, it boasted many of the same features, including a large atrium. The impressive three storey red brick residence was located along the southern shoreline of Lake Scugog, just three blocks south of Queen St. It had a turret, wrap around verandah and a green house.

The home was conveniently located at the west end of the Scugog Bridge (7A Hwy. causeway) and only two blocks from the railway station. The Curts family lived comfortably in the home until it was destroyed by fire on the afternoon of November 4, 1930.

*Residence of*  
**William & Carol Wilcox**

177 Cochrane Street, Port Perry

William M. Wilcox purchased this vacant Cochrane Street property in 1872 from Joseph Bigelow and constructed this unique home on the property.

The yellow brick home has a mansard roof, a design developed in France in the 1600's and later copied in North America. The design was developed in order to provide more living space on the upper level than the conventional gable roof. A few homes were built in Port Perry using this design but this is the only remaining Victorian example.

For more than 40 years, William and Carol Wilcox and their descendants lived in this home, but in February 1914 ownership was transferred to Cyril C. Jeffrey and his wife Annie. He and various members of the Jeffrey family lived here and took ownership of the property. Hazel Slemmon, daughter of Cyril and Annie lived there until October 1980 when it was sold.



Back yard of the house when owned by the Jeffreys.





*Residence of*  
**Elizabeth Paxton**

**391 Queen Street, Port Perry**

Three sons of Elizabeth Paxton – Thomas, Charles and George, started construction of this commodious Queen Street home for their mother in 1870. The following spring, she took residence in the large new home.

The Paxton family had a proud history in the Port Perry community. The Paxton brothers played a major role in the economic foundations of the town through their development of several commercial enterprises including the ownership of sawmills and real estate.

Charles Paxton was a partner in the establishment of the Paxton Tate foundry here in 1867, and was also involved in land development with Joseph Bigelow and lawyer William Cochrane. Joseph Bigelow married their sister Elizabeth in 1854.

This prominent property, which overlooked downtown Port Perry and Lake Scugog, remained in the Paxton family until 1928 when it was sold by Florence (Paxton) Hamilton to Tena and Herbert Collacutt.

Over the years the stately home has had a number of renovations and additions but it still retains its essential shape and appearance. The three bay design has a center doorway with sidelights. The entire home with its generous and attractive brackets supporting the eaves, have all been enhanced with the recent addition of an appropriate verandah across the full width of the front.



*Residence of*  
**Frederick & Ethel Kent**

**434 Lakeshore Drive, Port Perry**

The land on which this historic home is located, was originally the estate property of Dr. John H. Sangster. Mr. Sangster lost two homes to fire while living on this property, before selling the exceptional property and leaving Port Perry.

The next notable owner was Jonathan Blong, a longtime resident of Port Perry, who is probably best known as the man who built the beautiful "Blong Block" on Queen Street. He purchased the property from Dr. Sangster and built this large new frame residence.

In 1911, Frederick Kent, a Toronto jeweller, purchased the eight acre property from Mr. Blong. He became the man most responsible for its development, turning it into a spectacular garden paradise in just a few short years. He installed irrigation, terraced gardens and lawns, a bowling green, a reflecting pool, fountains, urns and planted thousands of flowers. He later purchased an additional 17 acres abutting the property to expand the gardens and called his summer residence "Beachcroft."

Years after Mr. Kent died, his wife, Audrey, sold the property and a subdivision was constructed where the former gardens bloomed. The historic old home still stands today at 434 Lakeshore Drive.



# *Chapter Three*

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## Port Perry after the fire of 1884

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*NOTE: Colours in these photographs are not always accurate, and are intended only to approximate original colours of buildings and objects, etc. Blue skies have been added manually, to enhance the pictures.*



Downtown Port Perry a day or two after fire reduced the town to ashes on July 4, 1884. The picture was taken from near Queen and John St., looking east towards Lake Scugog.





Only the large Grain Elevator near the lakefront, and the partially rebuilt Curts and Henderson block escaped total destruction from the devastating fire.



## Queen Street, North Side

looking east from Perry Street - circa 1910



*Photograph from a circa 1910 post card.*

# Queen Street, North Side

looking west from Water Street - circa 1915



*Photograph from a circa 1915.*



# Queen St. West, North Side

Western block of Queen Street. - circa 1890



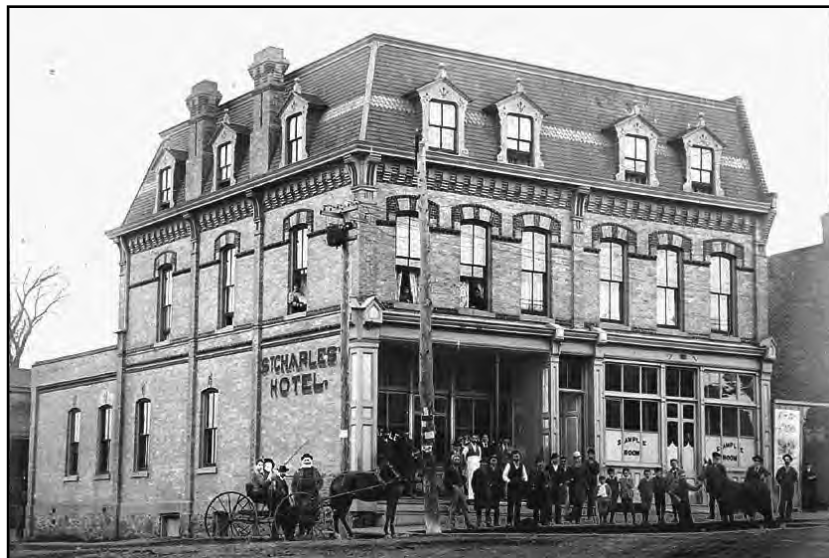
*Photograph from a circa 1895.*





## St. Charles Hotel

Corner of Queen and Water Street - circa 1895



# Queen St. West North Side

Looking west along Queen Street,  
circa 1900.







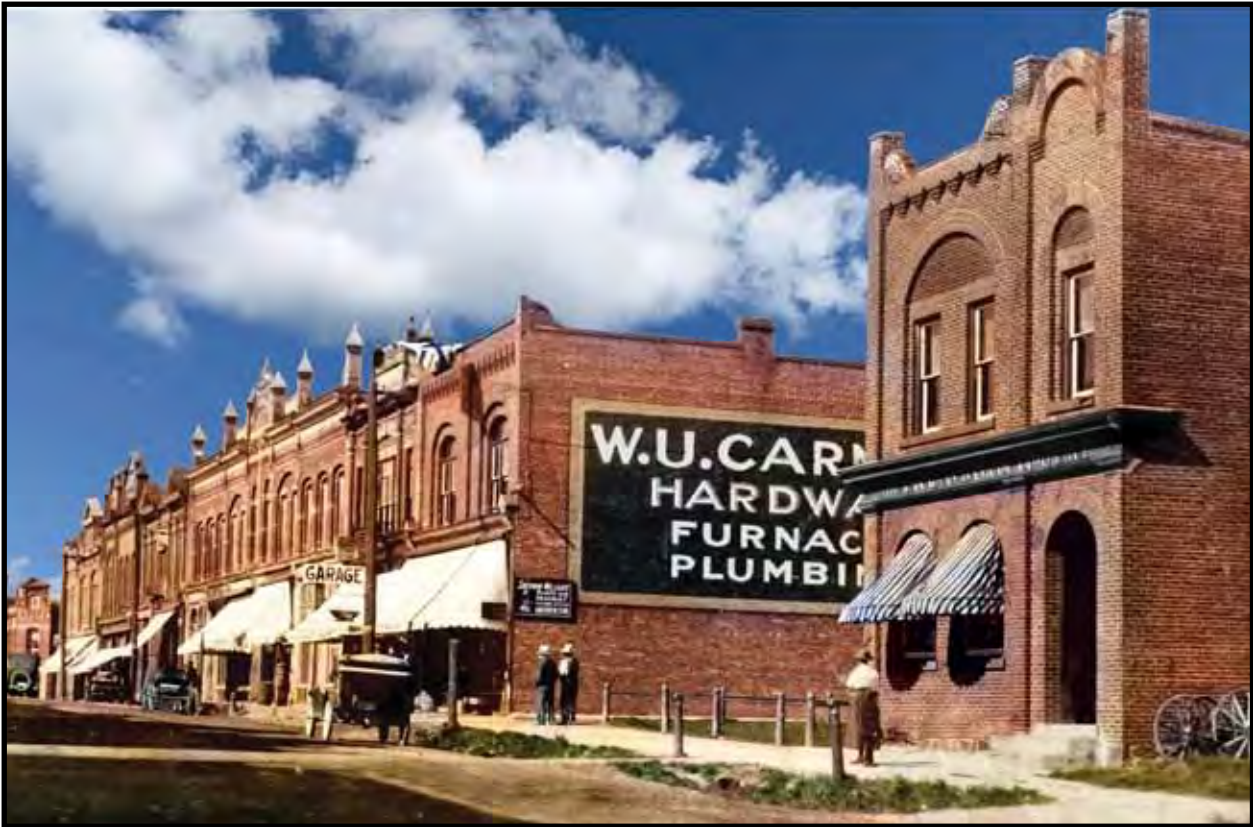
## Port Perry's Lakefront

Photos taken from the causeway and Scugog Island, circa 1895.









## Queen Street, North Side

View looking west, from Water St. - circa 1914

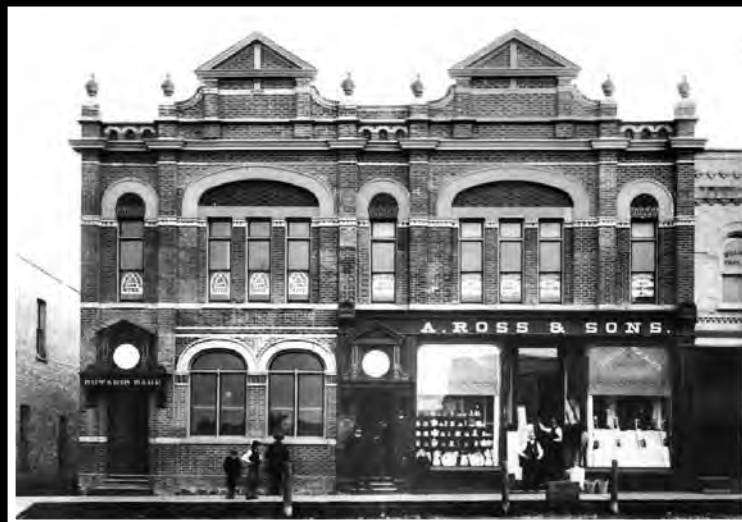


# Aaron Ross & Sons Block

Current home of Brock Dept. Stores - circa 1888



*Photograph from a circa 1895.*





## Carnegie's Union Mill

Lakefront Port Perry, north of wharf - circa 1935



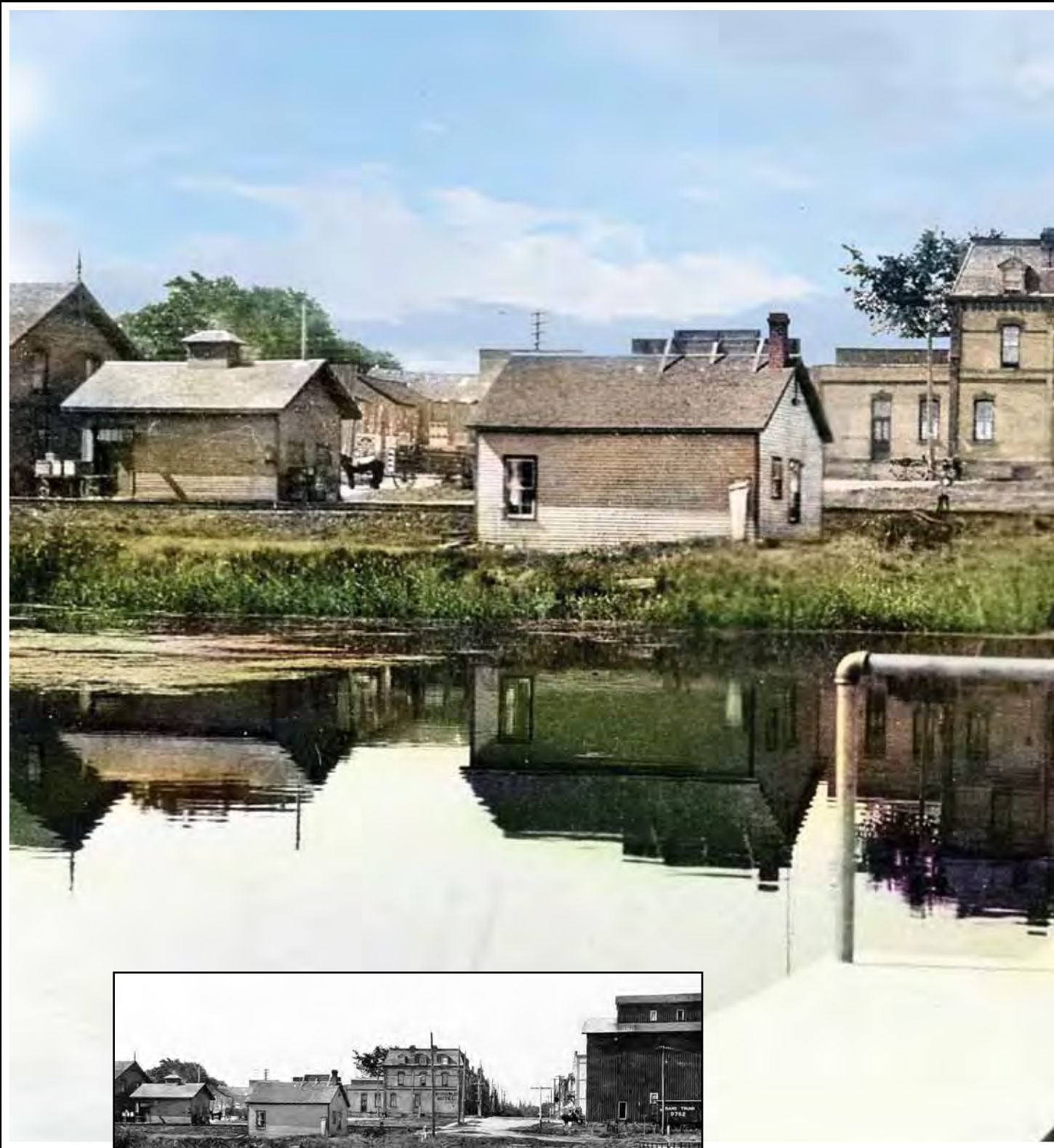


## Queen St., West South Side

View looking west towards Town Hall - circa 1935



*Photograph taken about 1935.*





## Looking West on Queen St.

Postcard photo taken from end of wharf - circa 1910

# Port Perry Railway Station

Train heading south at the station - circa 1912.







## Port Perry Railway Scenes

Passengers walking to Queen St., from station.



Looking north towards the water tower, station and grain elevator.


# Port Perry Railway Station

Crews arrived at station to begin laying cement roads in 1920.






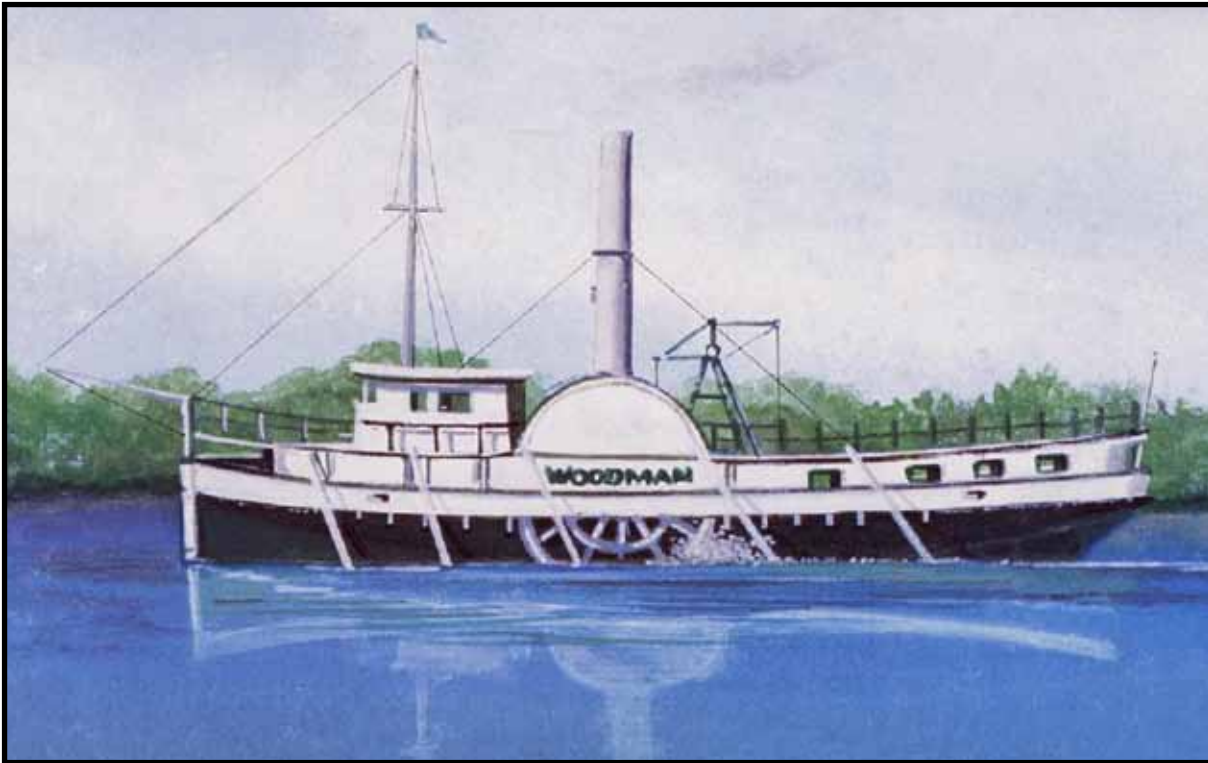
# *Chapter Four*



Lake Scugog's  
Steamboats &  
Paddle Wheelers



*Information in this section is provided courtesy of  
Paul Arculus, historian and author of "Steamboats on Scugog".*



*Painting of the Woodman by Peter Moore for the cover of Scugog The Early Years.*

## Woodman Steamer

The Woodman was the first steamboat to be built in the Kawarthas. Peter Perry convinced Cotton and Rowe of Whitby to finance the construction of the Woodman. It had a Gartshore engine with a 12 flue boiler and was capable of speeds of over eight m.p.h.

Its maiden voyage was from Port Perry to Lindsay on April 25, 1851.

Chisholm captained her for three seasons. Its primary journey was the 30 mile route from Port Perry to Lindsay, making stops at Port Hoover, Washburn Island and Caesarea.

In 1854 it was badly damaged by fire while at the dock at Port Perry. The owners sold her to George Crandell. This was the first of many steamboats to be owned by Crandell. Under him the Woodman ran three times per week between Lindsay, Bobcaygeon and Bridgenorth.

By 1864 the Woodman had been relegated to towing and was taken out of service in 1866.

**Dimensions:** Length: 110 feet, Beam: 30 ft., Gross Tons: 108. **Horse Power:** 25 h.p.

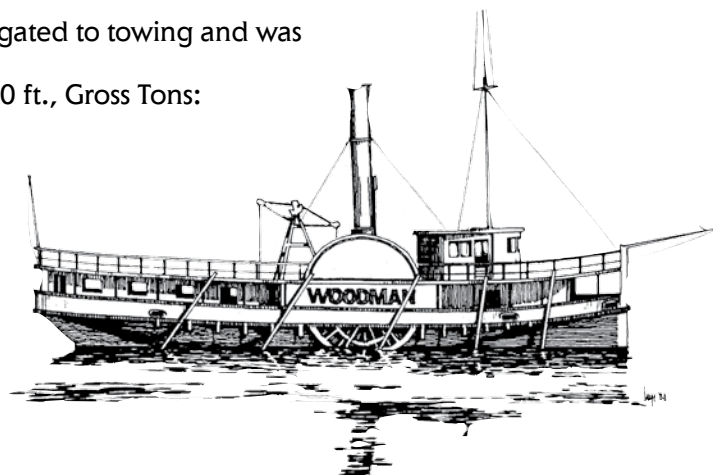
**Propulsion:** Side paddlewheels

**Date of Build:** 1850

**Location:** Port Perry

**Builder:** Hugh Chisholm

**First Owners:** Cotton and Rowe,  
Whitby, Ontario.



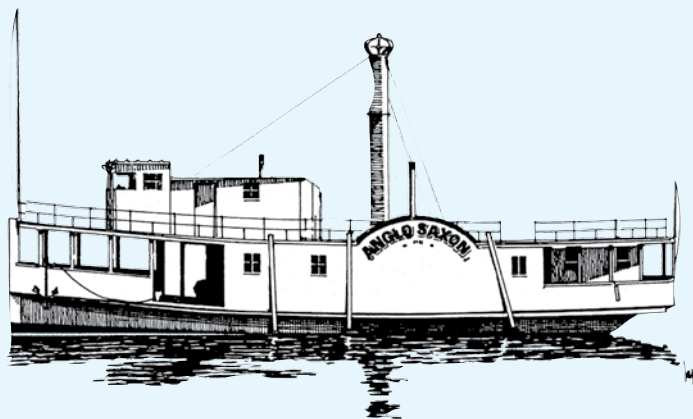


## Steamship Anglo Saxon

There were several vessels registered with the same name. It was launched April 1867, and used primarily to tow logs from around Lake Scugog to the Bigelow and Trounce mill at the Port Perry waterfront.

The engine was built at A.M. Gibson's Port Perry Foundry. The vessel was sold in 1883 to a Fenelon Falls lumberman and given a refit at Lindsay. The Anglo Saxon was taken to Fenelon Falls in 1888 and left there until 1894 when it was stripped and the remains were towed to Cameron Lake and sunk.

**Dimensions:** Length: 72 feet.  
Beam: 18 ft.  
**Gross Tons:** 69 tons  
**Horse Power:** n/a.  
**Propulsion:** Side paddlewheels  
**Date of Build:** 1866-1867  
**Location:** Port Hoover  
**Builder:** Elias Rogers  
**First Owners:** Bigelow and  
Trounce, Port Perry.



*Steamboat sketches by Les Parkes.*



## Little Steamer Cora

The registry incorrectly lists this vessel as being built at Lindsay. The engine of the Express was used in the Cora. The registry lists the engine as a 1.25 h.p. Doty built unit. Bowerman's son Charles recalls it as a 12 h.p. Polson engine and boiler with an operating pressure of 130 p.s.i. with a safety at 140 p.s.i.

In 1922 she was dragged a shore at Port Perry and left to rot.



**Dimensions:** Length: 55 feet 3"

**Beam:** 9 feet 9"

**Gross Tons:** 23 tons

**Horse Power:** 12 h.p.

**Propulsion:** Screw

**Building Details:**

**Date of Build:** 1902

**Location:** Port Perry, Ontario

**Builder:** John B. Bowerman

**First Owner:** John B. Bowerman



## Crandella Steamship

The Crandella was built from the remains of the Vanderbilt using the engine of the Commodore. Certified for 450 passengers, it was launched in Lindsay on June 4, 1891, with the maiden voyage on July 16, 1891.

The registered length of 122' is probably an exaggeration as the locks at Lindsay and Fenelon Falls are both 120' long. The Crandella was strictly an excursion steamer and ran on a regular schedule to Sturgeon Point and Bobcaygeon.

Over the winter of 1892, the vessel was refitted with a hurricane deck, a new dining salon and larger cabins. In the 1899 season, the Crandella carried a record number of 40,000 passengers.

It was sold in 1901, refitted and launched as the Kenosha.

**Dimensions:** Length: 122 feet  
**Beam:** 20 feet  
**Gross Tons:** 266 tons  
**Horse Power:** 170 h.p.  
**Propulsion:** Side paddle wheel  
**Date of Build:** 1891  
**Location:** Lindsay, Ontario  
**First Owner:** George Crandell





## Kenosha Steamship

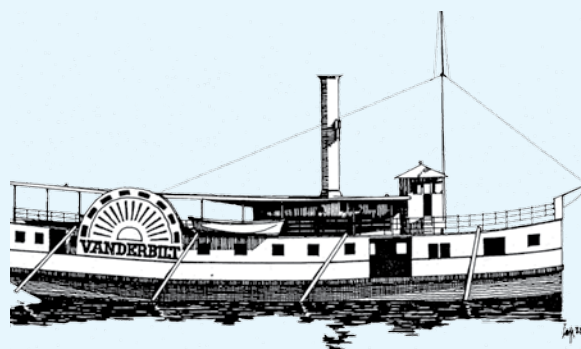
The "Kenosha" started out under the name "Vanderbilt". It was constructed by Thomas Walters for Captain George Crandell in 1872. The trim little steamer had a neatly fitted saloon and promenade deck, covered with an awning, and was used primarily as a passenger ship. The Vanderbilt was destroyed in a fire caused by lightning on September 23, 1881.

Capt. Crandell refitted the Vanderbilt's hull, and renamed his new steamer the "Crandella" and launched it in 1891, with a capacity for 400 passengers. It was sold in 1901, and once again refitted and launched as the Kenosha.

On October 22, 1904 while sitting idle at Lindsay, awaiting transference to winter quarters at Bobcaygeon, fire broke out on board the Kenosha. The Lindsay Post newspaper reported: "Fire broke out between four and five o'clock and burnt to the water's edge in an incredibly short time."

The Kenosha burned in spectacular fashion for over an hour and then settled to the bottom of the Scugog River where the remains layed for nine years.

**Kenosha:** Length: 112 feet  
**Beam:** 19 feet  
**Gross Tons:** 287 tons  
**Horse Power:** 170 h.p.  
**Propulsion:** Side wheeler  
**Date of Build:** 1872  
**Location:** Lindsay, Ontario  
**Builder:** Thomas Walters  
**First Owner:** George Crandell







## Esturion Steamship

The Esturion was originally known as Victoria. Launched in August 7 1884, the Captain at this time was Nicholas Brady.

In 1894 the Esturion was wired for electric lighting, including a powerful searchlight. Over the winter of 1896-97, the vessel was completely rebuilt by Mossom Boyd. Tamarack ribs, white oak planking were used but the boiler and works of the old Esturion were updated and the new engine gave 38 h.p.

A Peterborough syndicate started a new company taking the Esturion out of mothballs. She was extensively refitted and relaunched on June 2, 1913. On July 4, 1913, the Esturion, under Captain White made her first appearance on Lake Scugog on a run from Fenelon Falls to Port Perry.

The Esturion was the last major steamboat to appear on Lake Scugog. On July 22, 1914 she sank at her moorings near Ashburnham wharf. She was afterwards raised to salvage her engines while the hull was left to rot in Little Lake.



**Dimensions:** Length: 96 feet Beam: 28 feet

**Gross Tons:** 118 tons

**Horse Power:** 31 h.p.

**Propulsion:** Side paddlewheels

**Date of Build:** 1883-1884

**Location:** Bobcaygeon

**First Owner:** Mossom Boyd,

Trent Valley Navigation Company

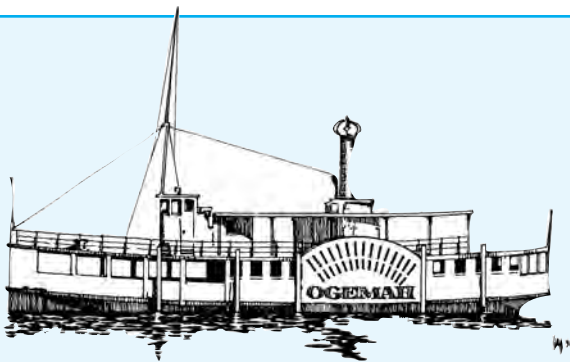


## Steamer Ogemah

The steamer Ogemah was launched in 1854 and was initially used for towing lumber on the Fenelon Falls to Port Perry run. It was noted as towing as many as five barge loads of lumber and railway ties.

It was purchased by the Port Whitby & Port Perry Railway in 1874 for the daily Port Perry to Lindsay run. It became one of the popular excursion steamers during the 1870s, running from Lake Scugog to Bobcaygeon and Peterborough.

On November 6, 1876, the Ogemah was severely damaged by fire while wintering at the Port Perry dock and was scrapped.



**Dimensions:** Length: 103 Beam: 10'7"

**Gross Tons:** 79 tons

**Horse Power:** n/a

**Propulsion:** Side paddlewheels

**Date of Build:** 1853

**Location:** Fenelon Falls

**First Owners:** Wallis and Jameson

*Steamboat sketches by Les Parkes.*



## Maple Leaf Steamship

Initially the Maple Leaf was used to carry passengers and freight between Port Perry and Lindsay. When the railway was extended to Lindsay in 1876, she accepted assignments all over the Trent Severn System.

It was rebuilt in 1897 and listed with the following information: Length: 59'. Beam: 12'. Gross tons: 26 tons. Drive: twin screws.

In 1903 it was registered under the ownership of Elijah Bottum of Babcaigeon. She was scrapped in 1910.

**Dimensions:** Length: 43.5 feet  
Beam: 10.5 feet  
**Gross Tons:** 29 h.p.  
**Horse Power:** 10 h.p.  
**Propulsion:** Side paddlewheels  
**Date of Build:** 1874  
**Location:** Port Hoover  
**Builder:** Isaac Finley





## Otonabee Steamship

The steamship Otonabee was originally launched under the name, City of Peterborough. It was a large ship, 116 feet long with two decks for passengers. It was primarily an excursion steamer on the Otonabee River.

In 1907 the Otonabee Navigation Company was organized and it acquired the City of Peterborough and had it remodelled and renamed the Otonabee.

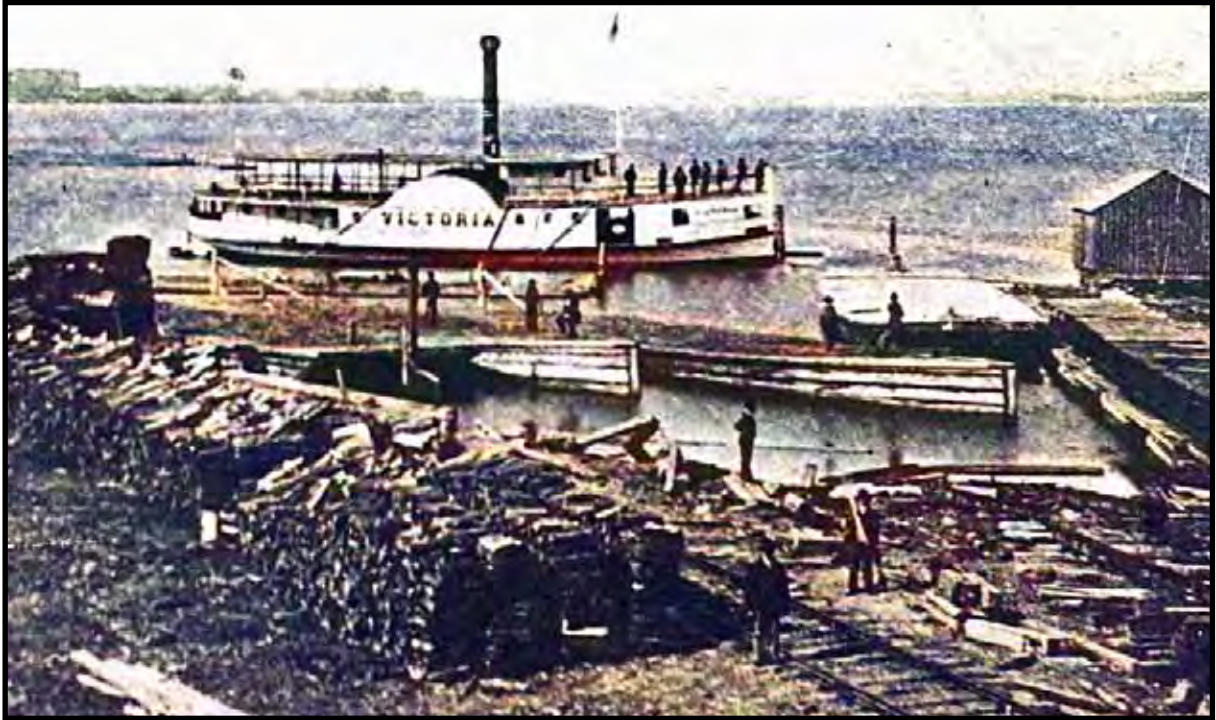
The Otonabee was a sidewheeler, but it was rebuilt with twin engines driving its screw propellers. It was a palatial craft which featured electric lights, a rare feature at this time of steamboats.

Its smoke stack was hinged so that it could navigate under the railway bridges, and the growing number of road bridges crossing the river on its route. In July, 1911, the Otonabee made one of its few trips along the Scugog River to Lake Scugog and down to Port Perry's waterfront.

It last sailed in 1915 and then burned at the wharf at Big Bay Point where its hulk lies under the water to this day.



Steamer "City of Peterborough"



## Victoria Steamship

The steamer Victoria was constructed in Thomas Walters, near Buckhorn in 1867. It was primarily used to haul timber to the Port Perry waterfront. It made its first appearance on Lake Scugog in October 1867. Later it was purchased by the Port Whitby and Port Perry Railway Co. and used to carry passengers and freight on the Port Perry to Lindsay route.

When the railway line was extended to Lindsay in 1876, the vessel was mainly used for freight again and then sold. It was rarely seen on Lake Scugog after 1877.

The Victoria was purchased by Mossom Boyd, of the Trent Valley navigational Co., in 1883, from the PWPPLR as it was no longer need by the railway company.

In March of 1884 the vessel was seriously damaged by fire and was then extensively rebuilt. It was lengthened and the interior was beautifully decorated in birds-eye maple and red velour upholstery. The vessel was renamed the Esturion and given a festive re-launching on August 7, 1884.

### Dimensions:

**Length:** 96 feet **Beam:** 28 feet

**Gross Tons:** 118 tons

**Horse Power:** 31 h.p.

**Propulsion:** Side paddlewheels

**Date of Build:** 1867

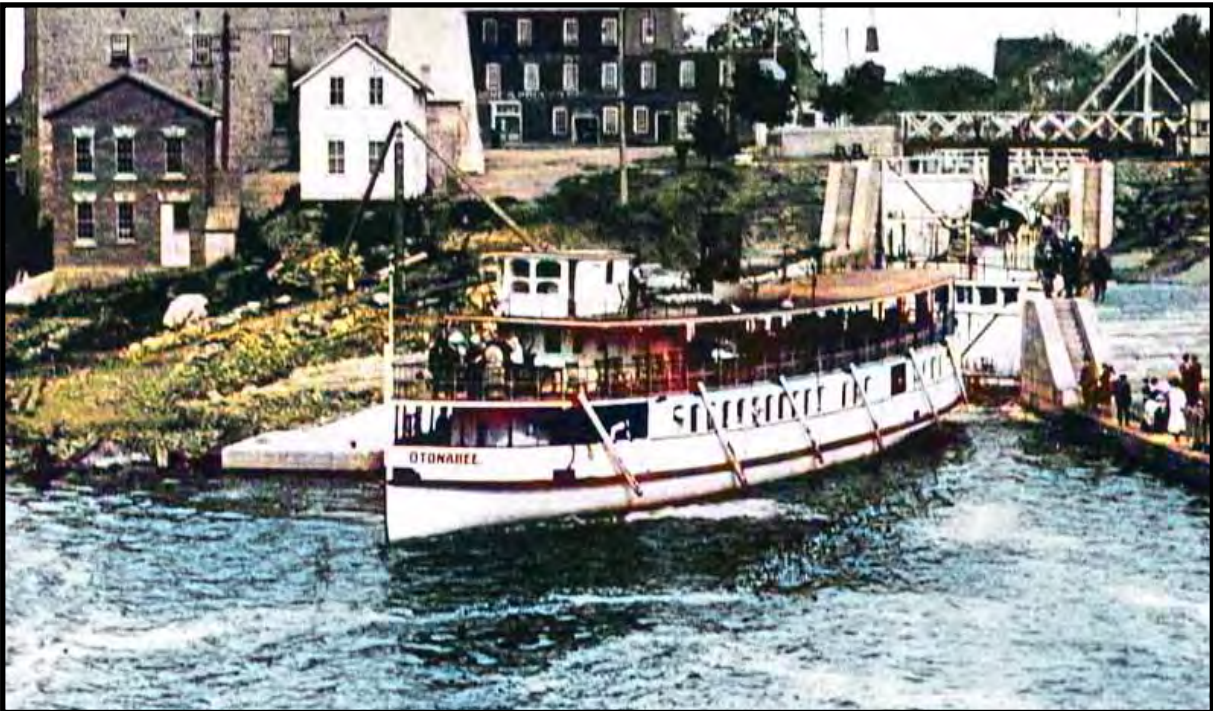
**Location:** Buckhorn



*Note: Colorized photo of the Victoria at the Port Perry wharf, was in very poor condition, impacting the quality of the color.*



Esturian at Lindsay, 1890



Otonabee at Lindsay Locks



# *Chapter Five*



## Scugog's Hamlets & Villages



*NOTE: Colours in these photographs are not always accurate, and are intended only to approximate original colours of buildings and objects, etc. Blue skies have been added manually, to enhance the pictures.*

# Blackstock



*Looking north from the intersection in downtown Blackstock, early 1900s.*



*This classic red-brick building is the Blackstock Public School, which was opened in 1896.*





*The Canadian government purchased part of Lot 11, Concession 4, Cartwright, to construct an Armouries Building, on October 7, 1913. The cornerstone was laid by Sir John Hughes on November 5, 1913. The building had a shooting gallery in the basement and a large hall and meeting rooms on the main floor. In 1950 Cartwright purchased the building for \$2,000 and it was renamed the Cartwright Community Recreational Hall.*



*This photograph, taken at the Blackstock Fair in 1965, shows the old grandstand, which was destroyed by fire, and in the background the Armouries building and the Blackstock arena.*

# Cadmus

## The Cadmus General Store



*The Cadmus General Store, was operated by J.E. Elliott when this circa 1910 picture was taken.*



*Looking east from village of Cadmus, about 1910.*

# Caesarea

This busy little community, in the Township of Cartwright is nestled on the shores of Lake Scugog and was first settled by ??? Caesar. By 1900 it had a post office, Methodist church, public school, blacksmith and hotel. The village population was about 200 people.



*View of the main street of Caesarea about 1937 during regatta weekend.*



*Lakeview House, left, was a rooming home, and the Kenosha Hotel owned by Fred Harran in 1914.*



*This postcard photograph, looking towards Lake Scugog, shows a building in the centre which was the location of the Caesarea post office.*



*Kenosha House Hotel in Caesarea, circa 1915. The hotel burned to ground in early morning fire in July 1952 at Caesarea. Eight tourists escape but Mrs. Tilley Harran, 67, wife of proprietor, died after rushing into the hotel to save some valuables.*



*The Caesarea "Pavilion" is the building located at the lakefront, beside the government wharf.*



*The Caesarea "Superior" grocery store.*



*The Hiawatha Summer Resort, Caesarea, Ont. was operated by Mr. Pengelly when this postcard photo was published in 1912.*



*This building was constructed by George Stevenson for a store, and was sold to Wm. Henry Harron, who renamed the store "Linton House" and took in boarders. (Mrs. Harron had a sister who married a Linton).*



*The Epsom General Store, circa 1910, located on the northwest corner of Marsh Hill Rd. and Byron Street. Mrs. Mary Sager and Mr. Wm. Ackney are seen in this picture by the front door.*

# Epsom

## The Epsom General Store

The history of the Epsom general stores goes back to the late 1840s, when there were two stores in the village. One of them was owned by Anson Button. After Mr. Button left Epsom, it appears there may have been a number of storekeepers, including Timothy Munro, Joseph Huckins and Richard Bray.

Four years after purchasing the store, Richard Bray died unexpectedly, leaving his wife Susan to continue to operating the store. She sold it her daughter Mary Quant and her husband Henry in 1878. The Quants became the new store keepers and also postmasters for the next 13 years, selling it in 1887 to Chester Asling.

The Asling family owned the store when the above photo was taken about 1910. They operated the store until 1935 and were the last family to provide general store services to the community. After it was closed as a general store, the storefront was removed.

The Aslings sold the building Catherine Coates, who sold it to Gordon and Jean Jeffrey in November 1949. Mrs. Jeffrey was the granddaughter of Chester Asling.

When it was closed is unknown, but Mrs. Jeffrey lived in the building, converted into a home, for the remainder of her life.



*The Epsom Wesleyan Methodist Church, now the United Church, was built in 1868 on Lot 12, at the north end of the village. The above photo was taken circa 1900.*



*Epsom SS #11 at Reach Road, and Marsh Hill Rd. was opened in 1876. This picture was taken about 1950.*



# Greenbank



*This early postcard, dated 1914 shows the Methodist (United) Church, top left, and the old St. Agnes Anglican Church, far right. St. Agnes Church held its first service on Sunday, Sept. 27, 1868.*



*These buildings located on the north side of Cragg Road, Greenbank, show the Temperance Hall and a few other building before the steeple of the Presbyterian Church comes into view.*



*The cornerstone for the new Greenbank Methodist Church was laid on July 25th, 1896 and was dedicated and opened for services on December 13th and 14th, 1896.*



*The Greenbank Presbyterians constructed this Presbyterian Church just east of the intersection, on Cragg Road. The congregation held a Dedication Day, and the church was officially opened Sunday, November 10, 1878.*

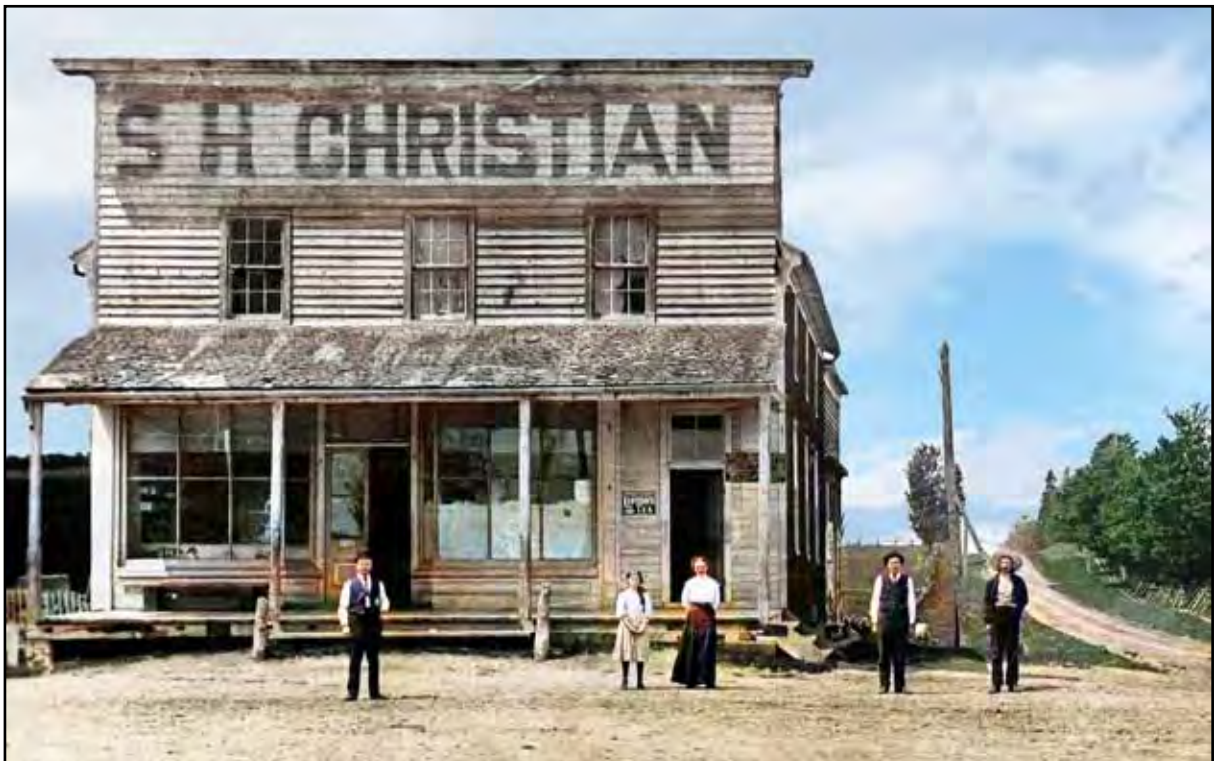
# Manchester

## The Manchester General Store

Samuel Hill Christian throughout the 1860s and 1870s was a leading community figure, noted for his public spirit. He was a leader in mercantile pursuits, operating S.H. Christian General Store on the southwest corner of Hwy. 12 and Regional Rd. 21, Manchester, the business centre of the township of Reach Township at this time.

He was also extensively engaged in the purchase of grain, and his expertise was often called on to judge the commodity anywhere it was to be found. In 1875, he financed and constructed a grain storehouse at the Manchester railway station, just south of the village.

His popularity as a buyer made him famous across the county. His success as a business man and grain buyer was phenomenal up to the time of the great slump in the price of barley during the 1880s. He served as Reach Township Reeve in 1886.



*Samuel H. Christian's general store, Manchester as it looked when owned by Crosier's about 1914. This buildings is the same as the photo at right, but shows the road which goes to Utica and a farm building at the top of the rise in the road.*





*The G.T.R. Train Station in Manchester with the train arriving from Whitby and points south to pick up passengers and milk buckets. Next stops on the line were Prince Albert and Port Perry before carrying on to Lindsay.*

### **The Station & Grain Elevator**

This postcard pictures, circa 1910, shows the GTR train heading north from Whitby into the Manchester railway station. The station was located about one-and-a-half miles south of the village, on the east side of Hwy. 12.

As early as 1872, residents of the area began to complain about the condition of the station, describing it as, "the miserable little 4'x6' hut which has been under course of erection for the past half a dozen of years sits looking black and piteously on passers by. This is dignified with the little station house, but which from all appearance will be rotted down with very age, ere it gets enclosed."

Two years later, Samuel Christian, at his own expense graded and layed the tiles for a siding, from which merchants dealing with grain could load and unload. The owners of the Port Whitby & Port Perry Railway agreed to lay down the iron rails. It was also businessman Mr. Christian who the following year built a large new grain storage facility just east of the station.

The station remained in operation, although not heavily used, until the tracks were torn up in 1941, with the iron being used for the efforts of World War I. There is no record of when the station buildings and grain storage facility were removed.



*This picturesque, tree lined street in Manchester, early 1900s, is thought to be the Rose Street, facing north from Hwy. 7A.*

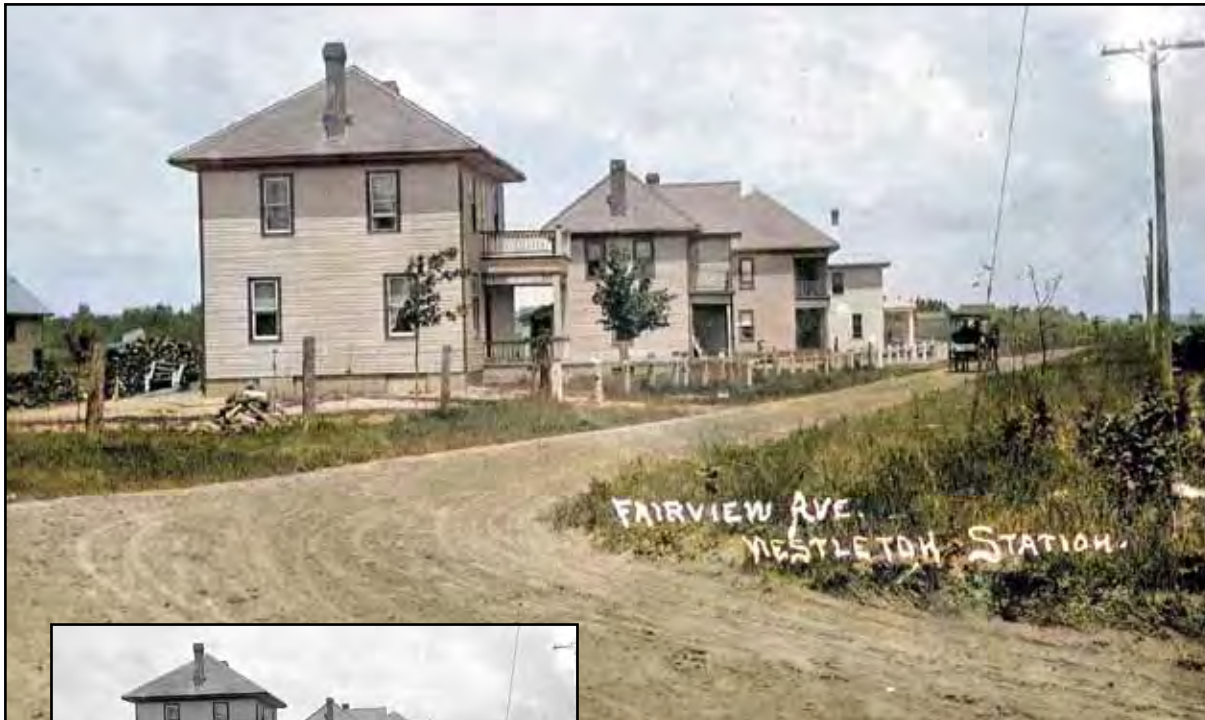
# Nestleton

## Alfred H. Veale's General Store



*Alfred H. Veale's General Store as it looked about 1910. The store was located in the hamlet of Nestleton. Below, Veal's General Store, left, was located at the intersection of Nestleton Rd. and Malcolm Road in the hamlet of Nestleton, and one mile north of Highway 7A., at Nestleton Station. In 1900 the village had a population of 25 people and Mr. Veale was the local postmaster.*





*These houses are located on Nestleton Road north, at Nestleton Station. When this photo was taken in the early 1900s, the street was known as Fairview Avenue.*



*Canadian Pacific Railway constructed a branch railway line from Burketon Junction to Bobcaygeon and it was officially opened for traffic on July 28, 1904. This scene shows the Nestleton Railway Station and grain elevator. Six trains a day used the line, but the tracks were lifted in 1933.*



*The Standard Bank of Canada office, located at Nestleton Station, Ont., about 1916. This bank closed out as the Bank of Commerce in 1932 . It was torn down during the 1940s.*



*A train is seen in this postcard photograph arriving at the station at Nestleton Station, Ontario about 1910.*

# Prince Albert



*This home was known as "Rowan Tree Hall", built circa 1850, and the home of Abner and Alpha Hurd.*



*School in Prince Albert, circa 1875. The portion of the building to the left is now used as a community hall.*





*The Prince Albert general store and post office operated by James and Letta Doupe from this building during the 1950s. It was replaced by a new building and they opened Carload Food Market on the same site in July 1960.*



*The photo, although of poor quality, is the only known picture of the Prince Albert railway station. It was located just east of the four corners of the village, on the south side of the road.*

# Scugog Island



*S.S. #1, Scugog, locally known as Head School, on Scugog Island was built circa 1866.*



*Scugog General Store was located on the northwest corner of Island Road and Seven Mile Island Rd. Owner when this photo was taken was John Sweetman, seen here in front of his delivery truck.*

# Seagrave



*Wagons pull up in front of the Seagrave General Store circa 1885.*



*Ocean House hotel in the centre of the business district, Seagrave, about 1880.*



*The Seagrave railway station was built about 1873, when the line was extended from Port Perry to Lindsay.*



*Seagrave United Church, from a 1909 postcard.*

# Utica



*The Utica Memory Hall seen here on the southeast corner of King Street (Hwy. 21) and Brock Street (Marsh Hill Rd.) circa 1910. The hall was constructed for the village, free of charge, by former resident Thomas Horn in 1899. This unique hall was destroyed by fire on April 9, 1955.*



*Scugog Section No. 5 Schoolhouse at Utica, Ontario., built in 1882.*



*The girls of the Utica Bluebird Club are seen in this picture standing in front of the Utica 'Red & White' store during the summer of 1937. The store was owned by Charles W. Lackey when this picture was taken. Jacob Dafoe operated Dafoe's House hotel and general store from this site from about 1866 to 1905.*



*The girls of the Utica Bluebird Club are seen in this picture standing in front of the Utica Memory Hall about 1937.*

**PORT PERRY**  
*Before There Was*  
**COLOUR**

