



LOST SCUGOG

ESTATES & PLACES
OF SCUGOG PAST

BY J. PETER HVIDSTEN

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Estate & Places of Scugog Past

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Front Cover: Narrow roadway leading to the Seven Mile Island estate property in 1982.

Introduction

This book brings back some unknown, or long forgotten parts of Scugog's fascinating history. Divided into five sections, readers will learn in detail about the development of *Seven Mile Island* and *Beechenhurst/Kent Estates*, the *Scugog Floating Bridge*, the *Port Perry Grain Elevator* and Birdseye Centre Cabin Park.

Arguably one of the most magnificent of two estate properties was located along the west shore of Scugog Island on an isolated 26 acre parcel of land originally known *Nonquon Island*. This property later became known as *Seven Mile Island* and became the summer estate home of Alex Ross and Mary Wilson during the 1920s and 1930s.

Another equally impressive estate was located just north of downtown Port Perry on a rise overlooking Lake Scugog. This property became known as *Beechenhurst* when owned by Dr. John H. Sangster in the late 1800s. In later years, after it was sold, it was most often referred to as *Kent Estates*.

One of Scugog's most private and mysterious properties lies just south of the Port Perry Causeway. Thousands of acres of marshland and bush make up the *Scugog Game Preserve*, which was accumulated in the late 1890s. After it became private property, local residents battled the new owners both on land and in courts, for access to the land for hunting and fishing but ultimately were unsuccessful. Now, more than 125 years later, the land and water of the *Scugog Game Preserve* remains the private hunting and fishing preserve for the family who owns it.

Another historic structure that no longer exists was the rickety and unreliable *Scugog Floating Bridge*. It was located at the east entrance to Port Perry and today it is known simply as *The Causeway*. But long before the floating bridge was built in 1855, the only access between the mainland and Scugog Island was by boat or barge. Although the rickety bridge was a major improvement, every spring it required costly repairs. Years later it became a permanent bridge.

The final chapter in the book highlights one of Port Perry's earliest and most popular recreation and tourist sites. Birdseye Centre Cabin Park was developed on a rough piece of property at the north end of Water Street, and for more than half a century provided swimming, picnicking and accommodations for people all over southern Ontario.

We hope you enjoy reading about these lost treasures from our community.

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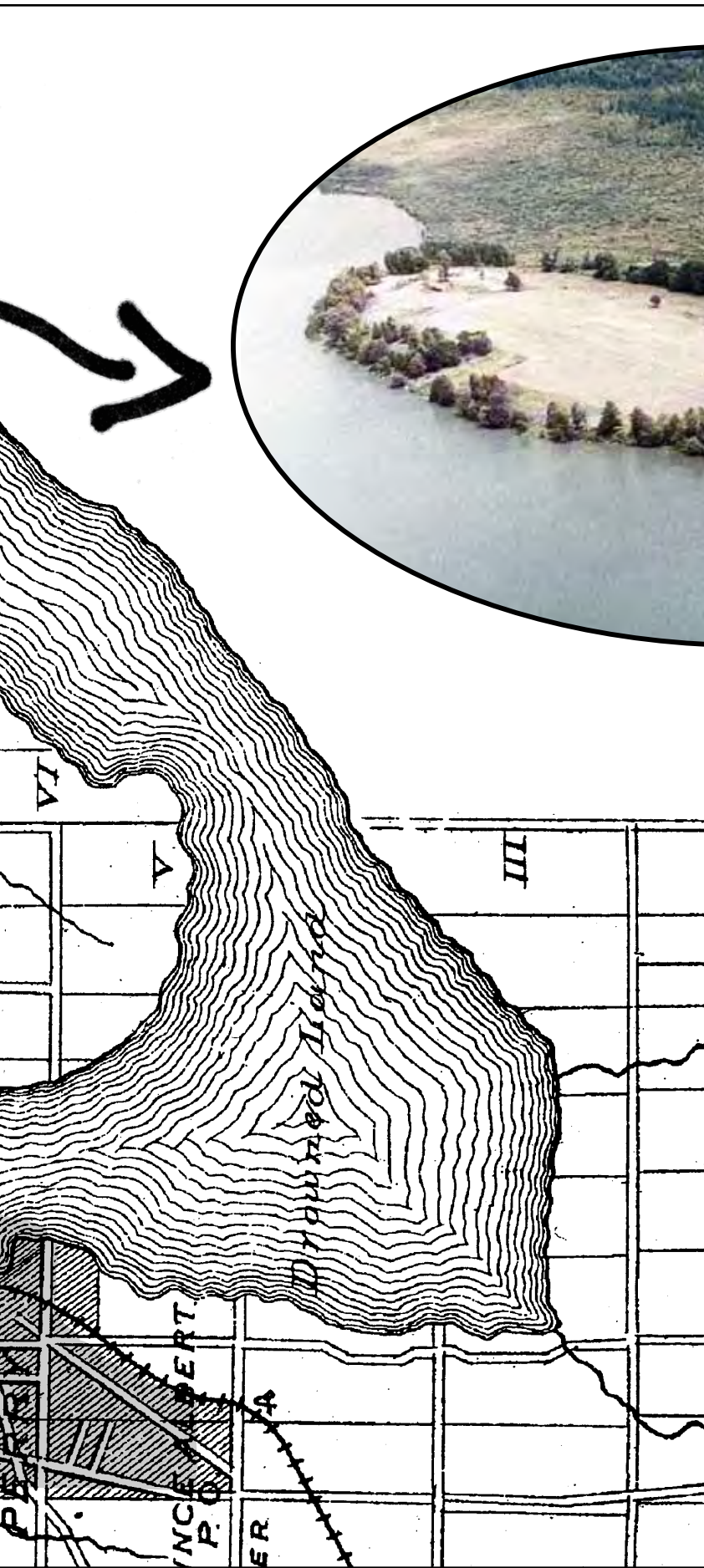
Section One



Seven Mile Island Estate







Seven Mile Island Estate

This map of Scugog Island shows the location of "Nonquon Island" (B), which later became known as "Seven Mile Island." The town of Port Perry is the area shaded (A) at the south end of Scugog Lake, a distance of about seven miles from Nonquon Island.

Map from the Historical Atlas of Ontario County, 1877.

Nonquon Island

Early pioneer owners of the island

LONG BEFORE the first white settlers arrived in the Scugog basin, Seven Mile Island was known as Nonquon Island. A stretch of swamp separated the 50 acre parcel from the mainland, making access to this isolated piece of land on the west shore of Scugog Island difficult.

In his book, *Scugog and Its Environs*, Rev. F.G. Weir wrote, "The Indians used to frequent this spot in the days when they had undisputed possession of the whole country round about, as is shown by the things that have been unearthed - arrowheads, playthings and even skeletons."

Little is known of that time, but the information available suggests that the first white man to own the property was John Griffon, who took possession of it in 1818. He reportedly sold it to John Williams for \$21.

William Alldred, who was the first white baby born on Scugog Island recalled in an interview in 1915, the following list of earliest settlers. He said the first white man to settle on Nonquon Island was Samuel Ratten, who erected a crude log cabin in 1847. Others to follow him were Samuel Frayer, Solomon McVey and Nicolas Lazier, who built the larger log house, illustrated on this page. Then came Thomas Findlay, Edward Nesbitt, Freeman Lansing, Peter Williams, Jr. and Isaac Hadley before it was purchased by Albert Stevens.

Registry office records show Albert C. Stevens purchased the land, which became known as Nonquon Island, in the early 1880s. Mr. Stevens operated the property as a sportsman's home, providing comfortable accommodation for hunters and fishermen, many whom travelled from parts of Canada and the U.S.A., to enjoy the tremendous fishing and shooting available on and around Lake Scugog. While Mr. Stevens and his wife provided adequate facilities for their guests, the property paled in comparison to what it would become through much of the next century.

From the mid 1890s until 1919 the property changed hands a number of times. Some of the owners during this period include: Harry Beasley (1902-09), Silas E. VanCamp (1910), George Cotton (1911) and Thomas Sintzel (1912-19).



In the beginning, Seven Mile Island was known as "Nonquon Island." During the 1880s, this log cabin was used as accommodation for hunters and fishermen coming to Lake Scugog.

The Thomas Sintzel years

It was during the time Thomas Sintzel owned the property that it became known as Seven Mile Island. Sintzel lived in the original log cabin on the property for a short time before beginning construction of a large new house which he named Delmont Cottage.

A news item in an October 1912 issue of the Port Perry Star reported that Seven Mile Island Hotel was a popular spot for hunters, indicating that Mr. Sintzel rented out rooms to duck hunters during the fall. Another report in 1916 suggests that the Island was a popular spot for excursions, where participants could enjoy swimming, boating and picnics in front of the hotel.

While Seven Mile Island was under the ownership of Mr. Sintzel, he also developed a registered plan of subdivision for 19 lots along the north-west shore of Lake Scugog.

Delmont Cottage

Thomas Sintzel erected the Delmont Cottage in 1913 for a summer resort and to improved his Nonquon Island property to such and extent as to greatly increase its value, beside putting the land into the best condition possible.

Mr. Sintzel published a brochure for his new Delmont Cottage about a year later to promote the property. The brochure provided the following information:

"Delmont Cottage is a summer home situated on a pretty Island in one of the most beautiful little lakes in Canada. The cottage is furnished with a spacious veranda which commands a delightful view of Lake Scugog for six miles, and in the evening the lights of Port Perry can be seen glimmering in the distance.

Seven Mile Island on which Delmont Cottage is situated is about 50 miles from Toronto, has an altitude of 500 feet above Lake Ontario and contains about 40 acres, with beautiful shade trees. It is a delightful spot for both young and old.

Some seek rest and quite, while others amuse themselves on the lawn playing tennis, quoits and ball games, while boating, fishing and bathing is an enjoyable pastime and sport for all.

The accommodations of Delmont Cottage are of the best. There is a large sitting room with fireplace and piano, also a stand where stamps, postcards, chocolates and the best brands of cigars, tobaccos and cigarettes may be obtained.

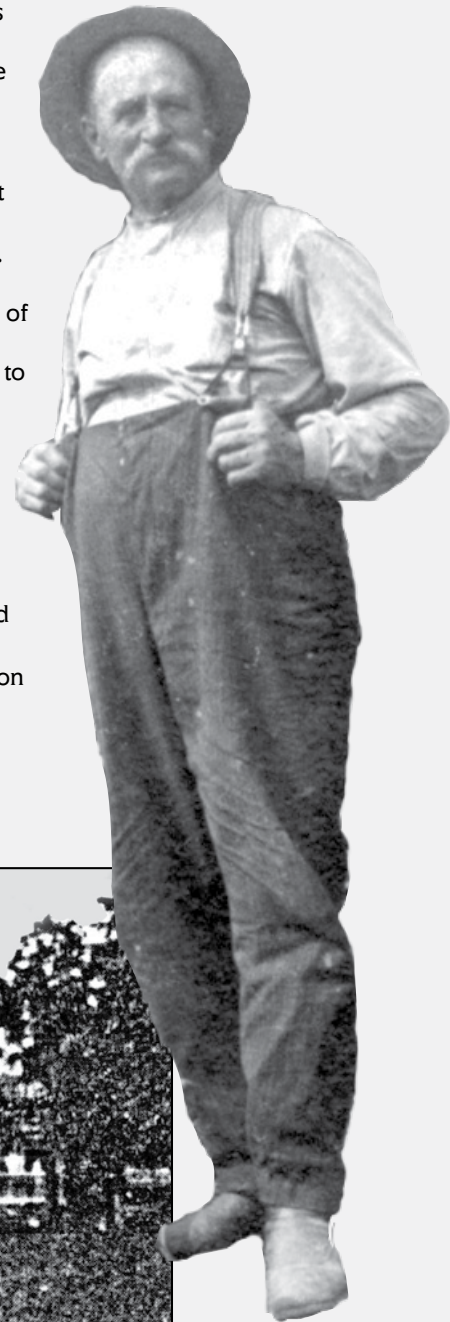
Long distance telephone connections and mail is delivered to the Cottage daily.

The table is most carefully provided for. Butter, eggs, vegetables and fruits are produced in abundance on the Island and there is ample supply of rich milk and cream. The drinking water for Delmont Cottage is drawn from a "well spring" which is unexcelled for its purity.

Boats by day or week can be provided for guests, also gasoline launch for excursion parties. Guests are coveted to and from Island if advised of time of arrival.

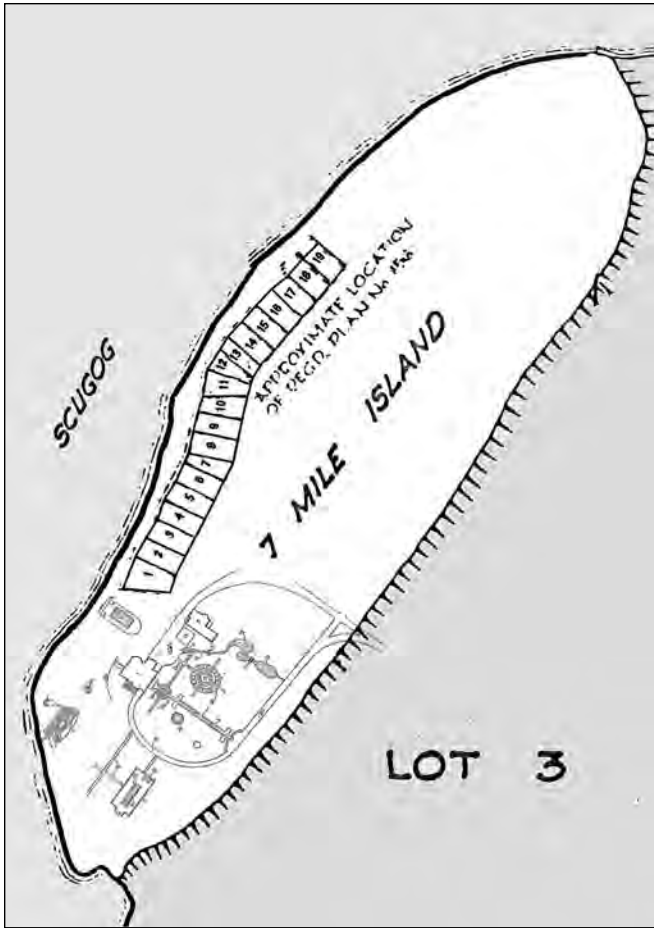
Private reserve for duck hunters, garage for automobiles on the Island.

Address all business letters to Thomas Sintzel & Son, Delmont Cottage, Port Perry, Ontario."



Delmont Cottage 1914

Thomas Sintzel



Thomas Sintzel is seen here on his property at Seven Mile Island about 1914. The original old log cabin, can be seen behind him, and his new Delmont Cottage is behind the trees to the left of Mr. Sintzel.

Thomas Sintzel's 'Plan of Subdivision' for 19 lots, on Nonquon Island (Seven Mile Island) on the north-west shore of Lake Scugog, with later development on south end of Island by Alex Ross Wilson.

Alex Ross Wilson purchased the Seven Mile Island estate property, including Delmont Cottage, from Thomas Sintzel in May 1919



Alex Ross Wilson, left, with Thomas Sintzel. Mr. Wilson and his wife Mary, purchased Seven Mile Island from Sintzel in 1919.



Children sitting on the lawn in front of Delmont Cottage about 1916.



Seven Mile Island is located at the west end of the 11th Concession (now called Seven Mile Island Road), on Scugog Island. The 50 acre property is located on rise in the land that is only accessible along a narrow dirt causeway through the swamp.

Seven Mile Island

The Alexander Ross and Mary Wilson years

On May 2, 1919, Alex Ross Wilson and his wife Mary purchased Seven Mile Island from Thomas Sintzel and began to develop the property into what would become a magnificent estate. Mr. Wilson amassed his wealth as owner of his brother's company, Andrew Wilson & Co., which manufactured the very popular "Bachelor" brand cigars. In 1923 the business was taken over by the Imperial Tobacco Co. Ltd., although Mr. Wilson continued as its president until 1929.

After leaving the tobacco company, Mr. Wilson became vice-president of Consolidated Press Limited of Toronto, publishers of Saturday Night, The Canadian Home Journal and the Farmer's Magazine.

A. R. Wilson was a manufacturer of the popular "Bachelor" brand of cigars.



Recollections of a granddaughter

In a 2006 interview with Eleanor Jarvis, a granddaughter of Alexander Ross Wilson, she recalls the family and Island vividly. "I loved the place dearly and have wonderful memories of it. It was a place of pure enchantment for a child growing up," she said.

She recalls brothers Andrew and Alexander worked together starting in their teen years. They boys were on their own, their father having died years earlier.

"Andrew founded the business, he being older, while Alex as he was always known, was still a minor. The business passed to my Alex after Andrew's tragically early death," she wrote.

When Alex retired and left the business, he bought out the entire warehouse stock of cigars for his own personal use saying, "there will never be a good cigar made again".

After Andrews death, Alex continued to live in the house at 5 Beaumont Rd. in Toronto that he had shared with his brother's family.



Alexander
Ross Wilson a



Over the next few years they assembled a number of small parcels of land abutting the area, until they had accumulated approximately 91 acres. It was during the Wilson's ownership of the Seven Mile Island that this relatively undeveloped land, was turned into an estate showplace.

The Wilsons immediately started work on enlarging Delmont Cottage, adding number of buildings to the property, constructing numerous floral gardens, a swimming pool, tea house, reflecting pool and an elaborate boathouse with a dance hall on the upper level. The property boasted beautifully manicured lawns, rose gardens, bridges, ponds and an elaborate pergola leading to the magnificent 26 room mansion.

Mr. Wilson hired talented Scottish stonemasons to erect huge stone pillars, the shape of cigars, at the entrance to the property and also construct stone fences and walkways throughout the property. The craftsmen came to the estate to do this work after completing the construction of Casa Loma in Toronto.

While residents of Seven Mile Island, Mr. and Mrs. Wilson became quite involved within the community. They were known for their generosity, purchasing new uniforms for the Port Perry Band on one occasion, and donating \$1,000 towards cleaning up Lake Scugog on another.

Occasionally, the Wilsons would open their property to the community for garden parties. On one of these occasions in August 1927 Port Perry Star publisher Samuel Farmer described the event as follows:

"A Gala day on Scugog as Mr. and Mrs. A.R. Wilson opened the grounds of Seven Mile Island for a garden party which the whole community attended."

"We can't think of it, without a feeling of shame, for the way in which the crowd acted was more like hungry refugees than guests."

Mr. Wilson was 71 years old when he died at his home at 5 Beaumont Rd., in the Rosedale district of Toronto, on October 12, 1941, after an illness of about two months. He was survived by his wife Mary, a step-daughter Mrs. Roy McConnell, and a nephew, R.A. Wilson.



The Wilson's main residential building was impressively set on a large manicured lawn. The 5,200 sq. ft. two storey house, enlarged from Delmont Cottage (page 4) had four fireplaces, eight bedrooms, a den, large kitchen and livingroom.

Letters from Eleanor

*Seven Mile Island as remembered by Eleanor Jarvis,
a granddaughter of Alex and Mary Wilson*

Publisher's Note:

In June 2006 I received an unexpected email from Eleanor Jarvis, a granddaughter of Alex and Mary Wilson. In her email she provided an incredible detailed insight into the life and amenities of Seven Mile Island during the 1920s.

Eleanor, 92, of Poulsbo, Washington, wrote to me

over a period of a few weeks, with her vivid memories of what it was like to spend summers on the Island, and also explaining the gardens and facilities available to the family and friends.

Her letters, addressed to me, have been published over the following few pages.

J. Peter Hvidsten



*Wilson House
1984*

June 2006

Hello Mr. Hvidsten.

I have put together as complete and comprehensive a description of the buildings and features of the property as I can.

When the summer house at Seven Mile Island underwent its metamorphoses from Delmont Cottage to Almarie Gardens around 1918-1920 I was unaware, as I wasn't born until a year later, by then the transformation was almost complete.

A few minor tweaks after that gave major results and the house settled in to twenty years of providing comfort and much joy. Comfort and relaxation and casual living were the theme of the design and the decor.

The first floor was simple, just three main rooms and an entrance hall. Starting at the northeast corner and working around clockwise we start at the kitchen which was augmented by a paved and fenced courtyard which also enclosed, on the north side of the house, a wing containing a small self-contained apartment for the use of the help.

At the south end of the kitchen there was a

small service pantry, passing through that one entered the dining room which occupied the southeast corner of the building. The room contained a fieldstone fireplace and a french door which opened onto the drive on the east side, a portico was added here so people arriving and departing by car could reach the house without having to walk through the rain.

This divided the space, making it the new passageway to the hall so the dining room was extended to include a large rectangular bay of glass on the south side that accommodated the glass dining table and provided an unobstructed view of the garden and the lake.

A door on the west wall opened to the entrance hall, the front door being on the left and the stairs on the right. Across the hall another door opened to the living room on the southwest corner. This also contained a fieldstone fireplace and two french doors opening to the veranda on the south and west. At the north end of the living room one entered the billiard room which held a third fireplace.



The beautiful white lattice arbour, surrounded by hundreds of brilliant flowers and shrubs, led to a large water fountain which was located in front of the 28 room main residence of the Wilsons.



Looking north along the shoreline of Lake Scugog. The picture shows the expansive manicured lawns, and the ornate fence which surrounds the swimming pool in the background.

A wide veranda wrapped around the south and west sides of the house, from the front door on the south side to the billiard room on the west, each room having it's own walled off section of it.

The second floor was larger, this achieved by adding the veranda on the first floor and building out over it. On the south and west side, those having the best views, there were five large bedrooms, each having it's own dressing-room or vestibule, two large rooms on the north side which were reserved for the help, an exercise room, and a sitting room which opened to an upper level deck above the portico.

There was also another bedroom off that which occupied the northeast corner but was seldom used due to it's unfavorable location above the kitchen courtyard.

The whole of the upstairs was surrounded by almost floor to ceiling and wall to wall windows which opened out fully, making the whole upstairs as close to being outdoors as could be imagined.

That's installment one, probably in more detail than you ever wanted but you can glean whatever may be useful.

Installment two will follow.

Eleanor.



Taken in 1930 from the top of the estate's water tower, the picture shows the west and south sides of the Wilson's estate, with there beautifully manicured lawns. The decorative fence along the bottom picture surrounds the entire swimming pool area.



A large stone fountain featuring dozens of small sculptures.



Looking across the 50'x24' in-ground swimming pool towards the Wilson's main residence, surrounded by gardens.

Letters from Eleanor . . .

The great "Lake Scugog Women's Swimming Race" from the Port Perry lakefront dock to Seven Mile Island

Back in the mid-twenties, when Gertrude Ederlie and later Florence Chadwick swam the English channel long distance swimming became the rage and women swimmers were the celebrity athletes of the day.

My grandmother who was an avid swimmer thought it would be great fun to sponsor a women's swimming race from the Port Perry dock to the boathouse at Seven Mile Island. Flyers were put out and a silver cup was offered as first prize. Several women entered but began to drop out, one by one.

The day came and a crowd assembled at the dock. The Mayor was there holding the cup and only two contenders showed up: my grandmother and her close friend. The two women plunged in and forged ahead, followed by two boats and a support crew. A third boat brought up the rear carrying the mayor holding the cup.

Her friend began to fall behind but my grandmother churned on, finally reaching the boathouse dock and was ceremoniously presented with the cup.

Someone graciously had it engraved and placed it on the mantle in the living room, I remember seeing it there for awhile before it discretely disappeared and the Great Lake Scugog Women's Swim Race was conveniently forgotten.

That's all for now
Eleanor.

Moving on...

Peter, I don't know if you received my email about the Port Perry to Seven Mile Island swimming race. It may not have been sent. If it was, perhaps I should apologize for being so facetious, but at the time no one laughed more than the participants themselves.

It was just a hint of my grandmother's passion for water sports, swimming, diving, and sailing on Lake Ontario.

It was that passion that caused the swimming pool to go in as soon the house.

Another swimming race

In August 1927, the Wilson's opened up their estate property for a garden party, to which the entire community was invited.

One of the highlights of the days was a swim from Port Perry to Seven Mile Island. Robert Harris and Arthur Carnegie entered the race, but Arthur was take out after a few miles.

Robert finished the race in four hours and thirty-four minutes. Both contestants received a gold watch from Mrs. Wilson.

The Swimming Pool

When the pool was first built, it was roofed over and heated to extend the swimming season. It wasn't very satisfactory in the summer so the roof was removed after two or three years.

Down the bank and under the changing rooms there used to be a big coal furnace that heated the water as it was pumped up from the lake.

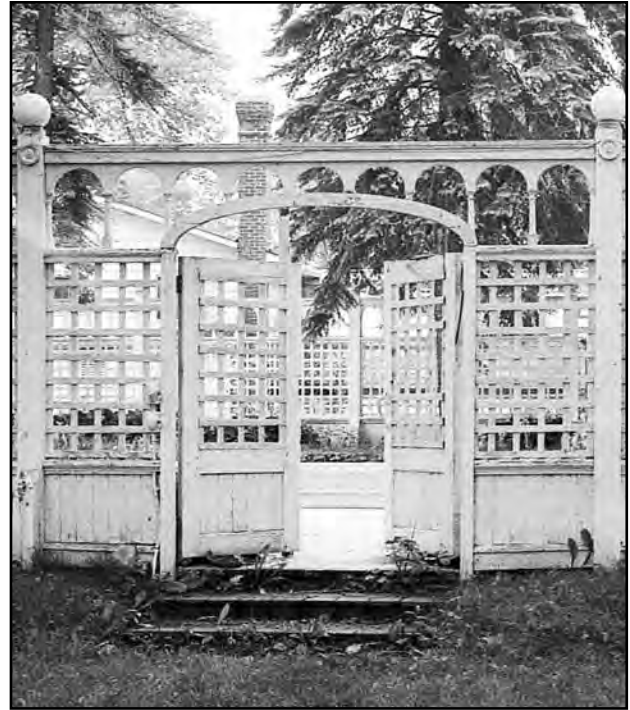
Every winter the pool had to be drained and the straight sides braced with huge timbers wedged between them. They were whole tree-trunks, bark on, and then the whole pool was filled with straw to keep it from freezing and cracking.

After the pool was filled with straw they then built a whole pitched roof over it (at ground level) to keep it dry. No plywood then, no power tools, just boards and hand-hammered nails, and this process had to be repeated every year. I never knew how they got all this into the pool enclosure or, even more curious, how they got it out.

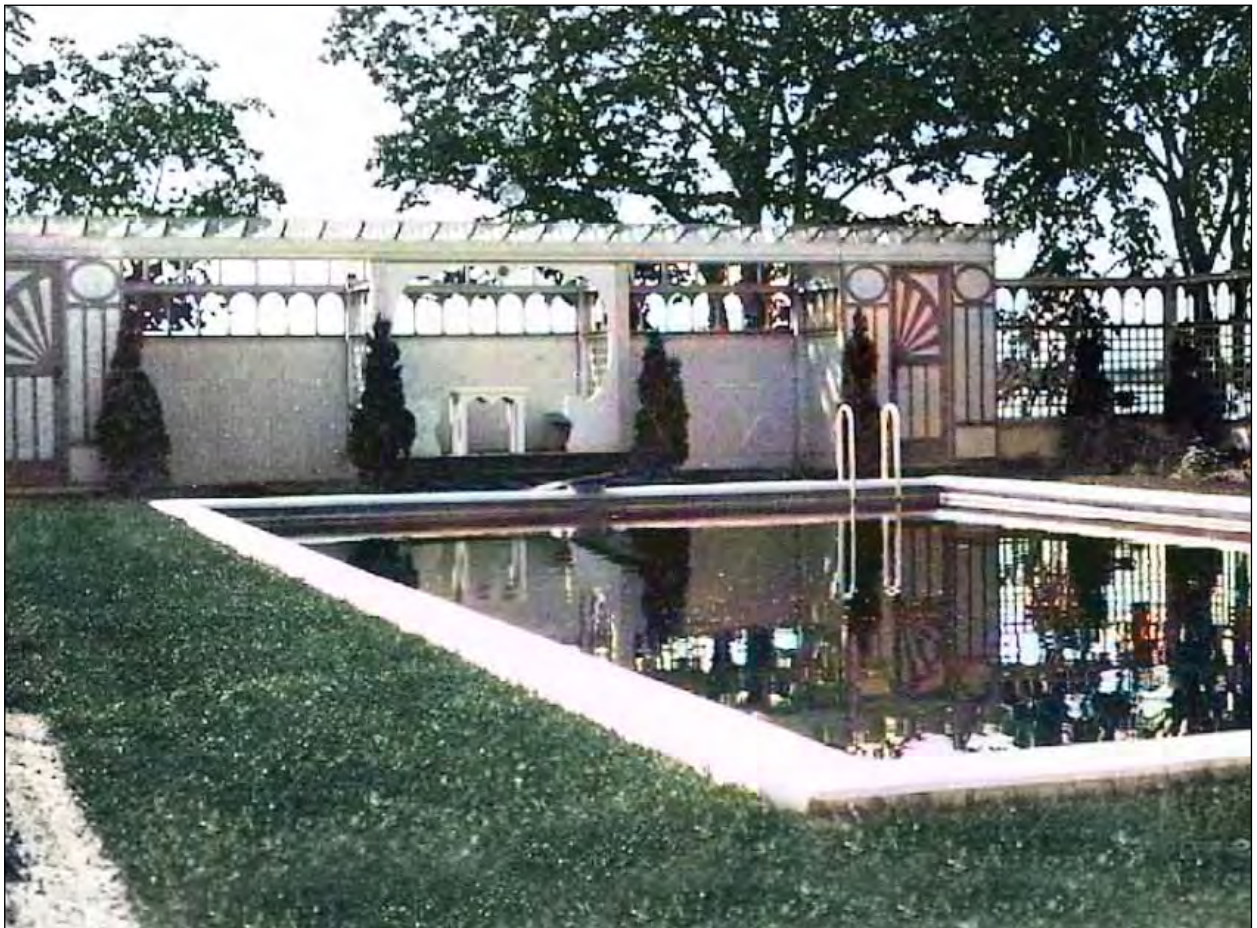
The same procedure, minus the timbers was performed on the fountains and then they were completely boxed over.

More later.

Eleanor.



The entrance and a small section of the ornate wood fence, which surrounds the 50'x24' in-ground swimming pool.



The beautiful in-ground swimming pool, surrounded by an ornate fence had two change rooms at the far end.

Letters from Eleanor . . .

Hi Peter:

I must mention this before I forget it:

The story about the Elys establishing a refugee camp on the island are not unfounded. Mrs. Ely discussed it with my grandmother.

The plan, as she explained it, was to create a place of quiet and seclusion and rest and relaxation for older refugees who had been severely traumatised and needed to be nursed back to health.

Mrs. Ely said that many of the refugees were orthodox and would be offended by the statuary on the island and asked that it be removed before the close of sale.

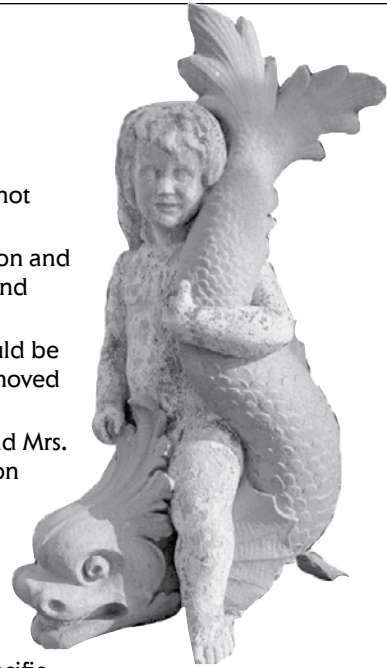
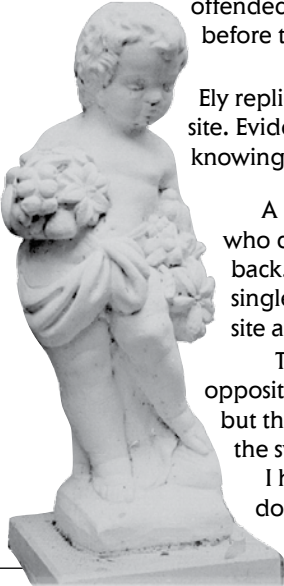
My grandmother said that would be unfeasible and Mrs. Ely replied that she supposed they would just have to bury it on site. Evidently that didn't happen, all though I have no way of knowing if it all remained.

A better plan would have been to contact the sculptor who created them, she might have wanted to take some back. Every piece of sculpture in the gardens, with the single exception of Mercury, was commissioned for it's specific site and were all done by the same artist.

The satyr and nymph had originally maintained a nodding acquaintance from opposite sides of the peony garden facing the portico but the peripatetic pair did seem to get around a bit, at one time they flanked the gate to the swimming pool.

I hope I have cleared up that confusion and set one piece of the puzzle in place. I don't know why the plan was never carried out, but it was considered.

Eleanor.



Hello again Peter:

I was just reading about the Mississaugas on the Heritage Scugog website when your email came in. How delightful to read that they were tall.

My grandmother became good friends with Mrs. Goose, a prominent elder and the two women visited each other frequently. Among the pictures that my family is now searching for was a picture of my grandmother standing under the outstretched arm of Mr. Goose. He must have been at least seven feet tall and well proportioned. I used to wonder how he came to be so tall, now I know he had a right to be, by inheritance.

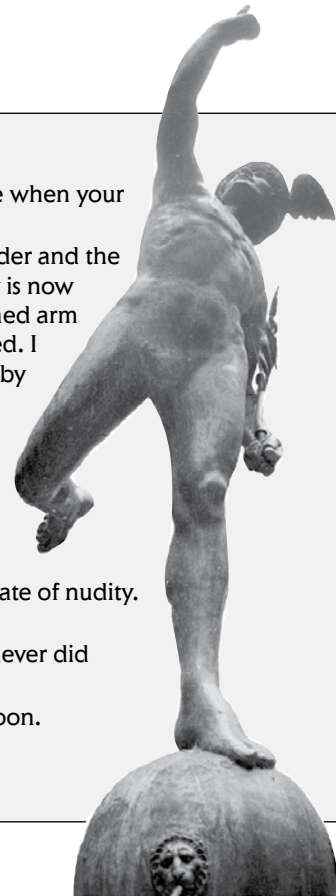
I never knew what his position in the tribe was, I wondered if he was chief. I only knew that Mrs. Goose was a high-ranking elder and seemed to hold a grandmotherly presence over all.

No, sorry I don't know anything about the mercury statue. It was a late addition to the garden I remember when it was delivered in a box and my grandmother calling a hasty conference with my mother over it's complete state of nudity. It was left in it's box until a fig-leaf could be delivered.

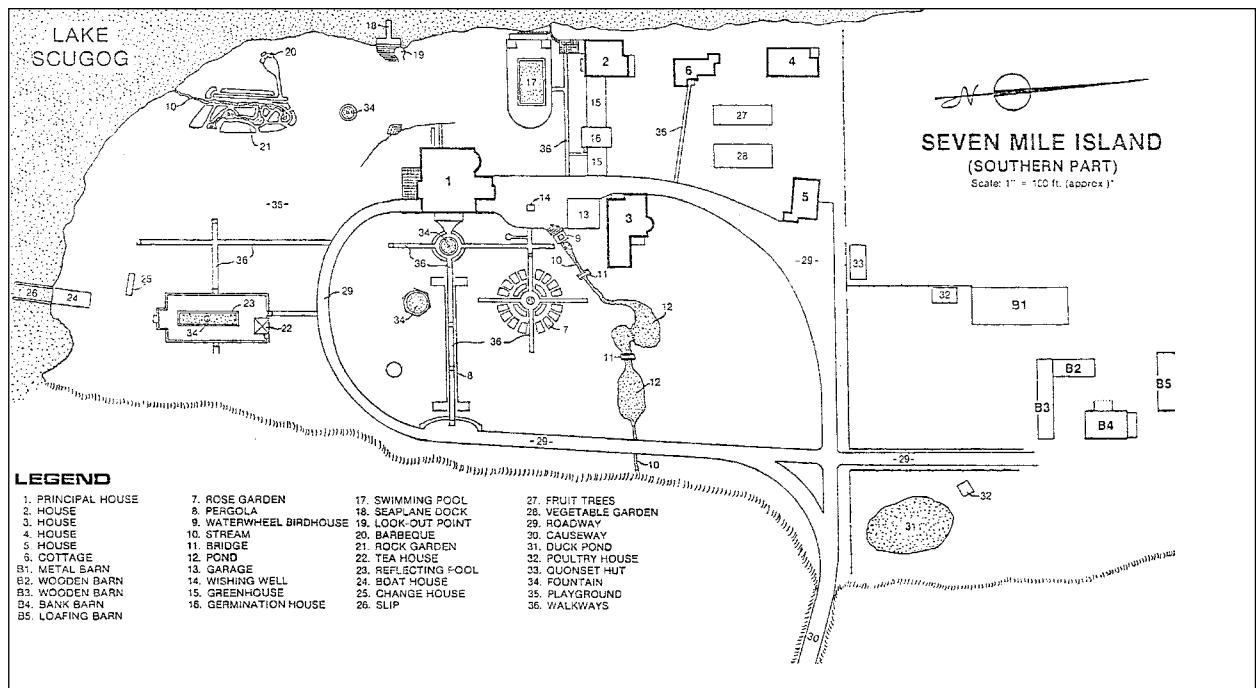
I wasn't very big then, perhaps five or six, but listen as hard as I could I never did figure out what was going on.

I will get to the garden, and then the agricultural part of the complex, soon.

Take care,
Eleanor.



The statue of Mercury, which was located in the middle of the reflecting pool beside the Tea Room.



This site plan shows the south end of Seven Mile Island and identifies most of the buildings and features on the estate.

Letters from Eleanor . . .

June 7, 2006

'Morning, Peter.

I think I will try to describe the garden by viewing it as half a wagon-wheel, viewed from above, with the house as the hub, each direction from the house being a spoke in the wheel.

Leaving the house we would have a choice of directions to take: we might choose to step out through the screened porch off the living room, and face west toward the lake across the wide lawn. The first spoke in the wheel.

On our right would be the pool, and over to the left a fountain with a little statue of a girl with lily pads and flowers that mimic the lily pads and flowers in the fountain. but we might stroll over to the lookout, that little tiled and wrought-iron railed bay that extends out over the bank.

We could sit for a while and enjoy the view: or we could walk south, passing under the long row of tall graceful elm trees that mark the shoreline, until the lawn ends and we have to search for the path through trees and shrubs.

If we follow it we find ourselves passing through a strange little formation of paths and rock work.



We would then be at the south end of the garden, and might meet someone who had started from the front door; the second spoke of the wheel.

Walking south across the lawn they would pass to the right of a well-groomed bowling green, and beyond that, a badminton court and an archery range.

At that point we might meet and stroll together to the boathouse and perhaps pause for a while on the upper deck to watch for herons and bitterns and other wildlife in the marsh.

Coming back we might stop at the reflecting pool to watch the fish, perhaps, or, if the day is growing warm, to take cool refuge in the teahouse. Leaving there, we could



These pictures, taken in 1925, show the framing and construction of the cement dock and entrance to the boathouse at Seven Mile Island.



Left, the two-storey boathouse at Seven Mile Island.



The tea house, right, located at the north end of the reflecting pool, which was void of water and filled with leaves in 1982.

Indian artifacts unearthed

Hello Peter

Another thing I meant to mention was that a rich lode of Indian artifacts was unearthed during the excavation, arrowheads, points and tools of all description, grinding stones and other items.

They were all stored in a cupboard under the stairs and I don't suppose the new owners had any idea that they were found on the premises.

Tomorrow: The garden, I promise.

Eleanor

take the paved walk up to the drive and return to the house.

Back at the house, if we stand under the portico and look along the third spoke of the wheel toward the east, we are facing a wide half-circle of garden with walkways and flower beds filled with fragrant peonies and delphinium.

A high white lattice screen curves around to embrace it. The screen is divided in the center to open into a long pergola. Against each half of the screen stands a statue, a nymph on the left, a satyr on the right, each half- turned to the other to exchange a glance.

We may choose to walk down through the rose- covered pergola which descends very gently to the eastern edge of the garden, or we may turn to the right and passing through a hedge, come upon a fountain built in the shape of a beehive, of rocks and whimsy. It is populated by sculpted elves and fairies, frogs and rabbits with water trickling down over mossy stones.



Entrance to the magnificent white lattice covered pergola, which leads to a large fountain near the main residence.



Above, a large dove aviary with an old mill-wheel which turns, moving water through a series of small canals in the flower gardens.

Below, a unidentified woman and child relax beside the reflecting pool and tea house about 1920 at Seven Mile Island.

If we leave this fantasy we enter another garden space of lawn and a more sober fountain with a dignified tier of splash basins.

A swing round to the left will take us back to the pergola, and crossing through it we find ourselves in the rose garden, a circle divided into concentric circles, and then again by paths raying out from the center where a gazing-globe standing on a pedestal reflects the fan-shaped beds edged with box and filled with roses, the whole surrounded by a clipped cedar hedge.

"There is a tall structure on our right that appears to be a windmill, but is in fact a pigeon house."

Here we will turn west again and pass through the hedge. A walkway will take us back to the house and the drive as it widens to approach the garage; but first, on our right there is a tall structure that appears to be a windmill but is in fact a pigeon house. White fan-tail pigeons, and pouter-pigeons strut proudly about, showing off their plumage and impressive fan of feathers.

A few more steps and we come to the well, a heavy stone structure with a handsome roof of thick cedar-shakes. We might mistake it for another garden fancy but it is a working well, supplying the house with cold, clear drinking water as the only potable alternative to the fishy-tasting lake water.

Now we are almost back to the swimming pool and have completed our walk around the garden but we'll just look inside the white lattice fence at the pool-surround of





A view of the Wilson's residence taken near the fountain in the floral gardens just east of the house.

paving and Turkish tiles, the roses lining the fence and spilling over Turkish urns. the white painted lounge area flanked by cabanas .

We've done the tour of the oldest part of the garden but there is one thing more.

I had said my grandparents wanted a Japanese Garden and it was finally installed, the last garden area to be so, but it is outside of the half wagon-wheel device I chose and in a new part of the whole complex.



To reach it you would walk through the rose garden and a little distance away, or you could find it by returning past the pigeon house, and here's the clue.

Behind the pigeon house there is, hidden away, a large water-wheel which seems to be turning uselessly as water pours over it into a stream but if you follow the stream you come to a pond and two more ponds and you are in the Japanese garden.

"Behind the pigeon house, hidden away, is a large water-wheel which seems to be turning uselessly."

Two moon-viewing bridges arch over the ponds, young pine trees reach out to them, and large bronze cranes wade in the water. The rocks that line the shore are new and have no moss yet and the plants that dot the banks are small and immature.

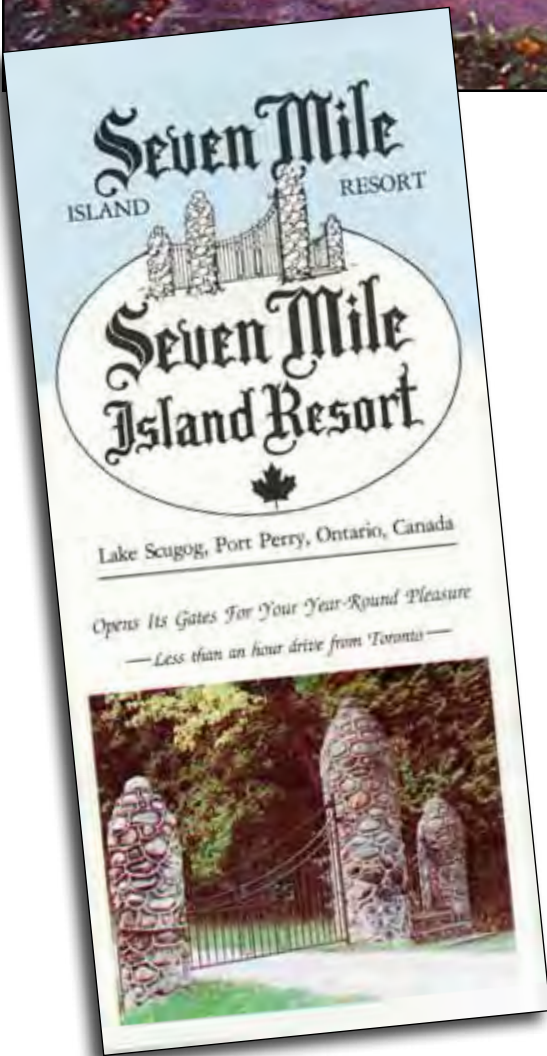
It is a Japanese garden, as authentic as it can be made. but without the years of training by someone schooled in the art it can never become what it was intended to be.

That's about it, Peter - the way it was.

Eleanor.

Publisher's Note: Unfortunately, repeated efforts to connect with Mrs. Jarvis were unanswered, and these emails were the last correspondence we had with her.

There were so many more questions to be answered, but thankfully, her rambling memories provided a more vivid picture of Seven Mile Island during the years the Wilson family occupied their summer home.



The colour photographs on these two pages, were taken in 1984 to be used in an brochure, advertising Seven Mile Island Resort as retreat for special occasions or for photographers and nature lovers.

Rooms in the Wilson House, the original Wilson home, Lindsay House and Durham House ranged from \$65-\$75 per night, or \$410-\$470 a week.

The brochure explained Seven Mile Island as and ideal retreat to celebrate that special anniversary or honeymoon.

"As you enter the gates, you feel that you are leaving the everyday world behind you. The drive along the causeway, which passes through a natural wildlife sanctuary, bring you to your comfortable accommodations.

"The buildings are set in magnificent grounds, a harmonious blend of landscaping and nature - walkways, fountains, statuary, reflecting pools, rock gardens and a 150 foot pergola."



Seven Mile Island Resort brochure 1984-1985



The pictures on these pages were published in a brochure promoting Seven Mile Island Resort for 1984-1985.



When the Elys purchased the Wilson Estate in 1943, the property was overgrown and in a state of disrepair. The main residence was converted into apartments for friends and family to stay during the summer.

Seven Mile Island

The Harry and Freda Ely years

Following the death of her husband, Ross Wilson, Mrs. Wilson lost interest in the estate and about two years later, on September 4, 1943, she sold Seven Mile Island for a mere \$18,000 to Harry S. Ely and his wife Freda. Mr. Ely was one of a group of four men who joined forces to purchase the property but before the deal closed, his three partners backed out, leaving Mr. Ely to arrange financing for the purchase on his own.

Harry Ely was the owner of "VanKirk Chocolate Corporation," a chocolate manufacturing company located at 301 King St., Toronto. The company made chocolates and chocolate bars for a variety of stores, including Loblaws, Dominion and Eatons, and also provided chocolate bars under the "VanKirk" name for movie theaters. He was probably most famous for developing a baking product under the brand name "Chipits."

Harry Ely passed away when he was only 41-year



Harry and Freda Ely with their daughter Elizabeth at Seven Mile Island about 1948.





The south entrance to the main residence, about 1948.

old, but the firm continued under the management of his wife, and later with the help of Freda's second husband, Henry L. (Harry) Fogler.

The VanKirk company was sold to an American firm, and was later purchased by the Hershey Co. "Chipits" are still produced by Hershey today, using the same logo designed by Harry Ely more than 60 years ago.

Mrs. Freda (Ely) Fogler, now more than 93 years of age, remembers when they purchased Seven Mile Island from Mary Wilson, it was in a state of disrepair and neglect. "The lawns looked like hay fields," she said, and remembered working "like fiends" to cut down the waist high grass and clean up the property.



The beautiful arbor, as it looked about 1948. At the far end is the water fountain in front of the house.



The pictures on this page were all taken in 1943 before the Elys purchased the property. The large water fountain found in front of the main residence was often used as a wading pool by the children.

While owner of Seven Mile Island, Harry Ely also purchased two farms adjacent to the island estate, but outside the main gates on the mainland of Scugog Island.

Mrs. Fogler recalled that the family was not initially received with open arms in the community, speculating it may have had something to do with them being Jewish. Gradually the family did become accepted, and they did much of their shopping in town for groceries and summer clothing. She particularly remembered shopping at Bentley's Jewellers, Brock's Department Store and the two local grocery stores, Dowson's Red & White and McKee's Superior store.

Freda Ely spent most summers at Seven Mile Island with her two young children, and her parents, who lived in a small cottage on the property overlooking the lake. Mr. Ely lived at their Old Forest Hill Rd. home during the week, while he was tending to business, but arrived at Seven Mile Island almost every weekend to relax and to enjoy his leisure time raising and breeding Palomino ponies.

They converted the large residence into apartments in which family and friends could stay for the summer months and enjoy horseback riding, swimming, sailing, pool-side parties and leisurely strolls around the beautiful grounds.

There were about 16 children of various family members living at Seven Mile Island throughout the summer, so a day camp was started, with a camp director and counsellors hired to run the children's programs. "Camp Ely" was operated near the reflecting pool and also in the upper storey of the boat house. The Elys provided playground equipment, swings and a sandbox, and the councillors taught the children crafts, played water games in shallow water of the reflecting pool, learned how to ride ponies and enjoyed hayrides. The children also had a roped-off area in the lake, near the boathouse, where they swam and played in the shallow water along the shoreline.

Camp Ely provided summer programs for 16 children of family members who spent the summer living at Seven Mile Island.



The children of "Camp Ely" posed for this picture in front of the big house during the summer of 1950.



These stone pillars, built in the shape of cigars, guard the entrance to Seven Mile Island. The pillars were built by Scottish stonemasons hired by Alex Wilson after they had completed building Casa Loma in Toronto.

Among the noted families who brought their children to the island camp was comedian Frank Shuster.

Rumors that the property was being used as a refugee camp, for children rescued from Europe during the war, are unfounded, but the fact there was a summer camp for children on the estate, may have led to this rumour.

Although Harry Ely died in 1950, it wasn't until June 1958, that Mrs. Ely disposed of their summer home. She said the Island was truly a wonderful place filled with many unforgettable memories, and regretted having to give it up.

Rumours of children rescued from the horrors of war were being kept there were unfounded.



This building photographed in 1948, became the summer residence of Harry and Freda Ely.



Patrick 'Paddy' Harrison



The Wilson Home, pictured during the winter of 1970.

Seven Mile Island

The Patrick Harrison years

Mrs. Fogler sold Seven Mile Island for about \$50,000 to a company called Harrison Holdings, which was owned by Patrick Harrison and his wife Lucette.

Mr. Harrison was a mining engineer at the time, and initially he and his wife used the property as a summer retreat. Eventually, the Harrisons moved in and took up permanent residence at Seven Mile Island, spending an estimated \$1 million on improvements to the property, including construction of two guest houses for his daughters.

Mr. Harrison continued to live on the property for

a number of years following the death his first wife, but in September 1981 at the age of 80 years, he decided to sell the estate and listed the property with W. Frank Real Estate of Port Perry.

The property was originally listed in for \$750,000 but it took almost two years to sell the property. But finally, ownership changed in July 1983, with a registered Ontario corporation with Chinese principals purchasing the estate property for \$630,000.

During 1983, the Ching Chung Taoist Society of Canada, began work converting the main house into



The former Wilson House, home to Patrick and Carmelle Harrison, when they lived on Seven Mile Island in 1982.

Tour of Seven Mile Island

By J. Peter Hvidsten - July 1982

The Harrison's held an Open House on Seven Mile Island in July 1982, inviting a number of area residents to their island retreat for a barbeque and to view the property, which they had just listed for sale.

To reach the 26 acre estate property, we pass through two tall, cigar-shaped pillars and proceed along a narrow 1,650 foot causeway. Over-grown brush and trees crowd the roadway and provide a beautiful canopy for the brief trip between mainland Scugog Island and this private hideaway situated in the middle of 65 acres of wildlife sanctuary.

Upon reaching the island, the narrow roadway winds past two of the five houses on the property before ending in front of the main residence.

The two-storey "Wilson" house consists of 28-rooms and covers about 2,600 sq. ft. per floor. On the main floor is a 24'x17' kitchen which leads to a large dining area.

Beyond another set of doors is a large living room, which incorporates beamed ceilings and a fireplace. In all there are four fireplaces in the main residence. The upper floor is taken up by eight bedrooms, a large sitting room and a den.

Leaving the house, moving west along the



The 1,650 ft. causeway leading to Seven Mile Island.



Long arbor leading to gardens and the main residence.



Entrance of the arbor leading to the residence.



The two-storey boathouse was located at the south end of the island on the shoreline of Lake Scugog. The second floor was surrounded by 35 large windows lighting the spacious room, below, which featured a dance floor.



One of the beautifully crafted stone-lined, cement walkways found throughout the property. This one leads to the lake and boathouse, seen above.



Photos on these pages taken August 1982

shoreline of Lake Scugog is an enormous rock garden with a small stream running throughout and a massive stone barbecue.

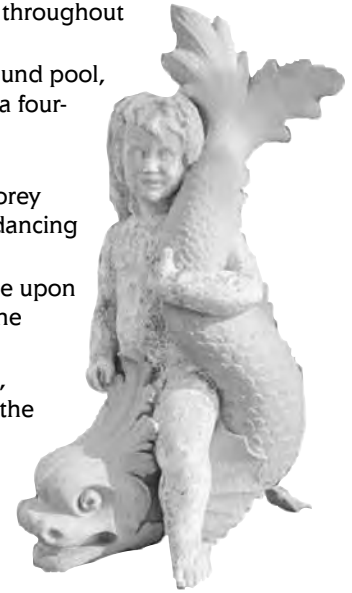
Not far away is a lookout point, seaplane dock and a beautiful 50'x24' in-ground pool, surrounded by an ornate lattice fence and globe lighting. And next to the pool is a four-bedroom house with greenhouses and a germination building.

Proceeding south, past the main residence again, we come upon one of the numerous stone-lined walkways. One of these leads to the lake and a large two-storey boathouse. The upper section of this building was used for elaborate parties and dancing during the 1920s and 1930s.

Strolling from the boathouse, along another of the stone walkways, we come upon a stone teahouse nestled at the end of a 62'x14' reflecting pool. In the middle of the pool is a bronze statue of the Greek God "Mercury."

Moving along from this tranquil setting we arrive at the roadway once again, and as we travel along the circular drive we arrive at an ornate pergola flanked at the entrance by two of the dozens of statues found throughout the property.

The pergola, an ornate lattice covered walkway, leads us back towards the main residence and to a large fountain, birdhouse and beautiful gardens on the east side of the house. We also find here a large rose garden with more walkways, a stream and ponds.



The inground swimming pool and decorative fence surrounding the pool at Seven Mile Island as it looked in 1982.



Patrick Harrison the mining contractor

Patrick Harrison was born in Belfast and emigrated to Canada in 1921.

After working as a miner and shaft sinker for a number of years, he became a mining contractor in 1934. His first shaft sinking contracts were in the Val-d'Or area of Quebec.

His company, Patrick Harrison & Co., was to dominate shaft sinking in North America from its inception in 1934 until its demise in the 1980s — sinking almost 600 shafts during that period.

The firm's largest and most difficult project

involved shaft-sinking and development at Inco's Thomson mine in Manitoba.

At Steep Rock Iron Mines, he was asked to lower the water level of Finlayson Lake without flooding the surrounding area. Harrison did this by driving a 10'x12' tunnel through solid rock along the route of flood channel beneath the lake; explosives were used to blow the plug out and allow the lake to drain.

Patrick "Paddy" Harrison passed died after a long illness at 93, in May 1995.

The Harrisons were know to hold lavish parties, drawing the rich and famous from all over the continent, arriving in limousines and seaplanes at the lakeside dockhouse.



The greenhouse and cabins on Seven Mile Island as they looked in 1982.



Patrick and Carmelle Harrison in 1983, not long before their home on the Seven Mile Island estate property was sold.



Seven Mile Island

under the Taoist Society of Canada ownership

a hotel, a second residence into a restaurant and divided the remaining houses into rental units. After spending \$1.2 million to fix up the resort, the Taoist Society couldn't afford to operate the facility and were forced to sell.

The new owners hired Reg Teeny, who had experience in the travel and accommodation industry as the resort's manager. Teeny hired 20 people to cut the three-foot tall grass and clean up the grounds, and hatched plans to attract cross-country skiers in the winter.

In late 1983 Seven Mile Island was officially opened to the public. They opened an 80-seat restaurant, at which residents from the Scugog area enjoyed lunches and dinners, as well as leisurely strolls throughout this unique property. The operators also planned to build a pub in the glassed-in section of the greenhouse which would operate year-round. It was Mr. Teeny that produced the brochure and pictures seen on pages 18-19.

This venture only last about two years, and then the property went dormant until 1987, when it was leased by local real estate agent Mark Smith and his partner Greg Fish, who along with a syndicate of 12 investors formed a company with the intent of developing the property.

According to Mr. Smith, they immediately started work on restoring the property to its former glory. They repaired the pump systems for the swimming pool and fountains so they were all in working condition, and refurbished and cleaned up the property.

Their work paid off and the resort attracted a steady clientele arriving on Seven Mile Island for luncheons, dinners, strolls through the estate property and to enjoy music and dancing at "Breakers" bar in the old Wilson House.

The group soon realized there was not enough room to accommodate wedding business and larger formal gatherings, so they began plans to demolish the old Wilson House, which was in a state of disrepair, and replace it with a 40-50 room hotel. This plan never materialized.

Other long-range plans of the investors included, the construction of stacked-townhouses along the shoreline at the north end of the island, which would provide rental units when not in use by the owners. Unfortunately, due to financial and market conditions, the project never came to fruition.

Seven Mile Island

Harmony Island Estate



Bill Curry, left, and Bruce Gerrow.

Next to lease the property was Bruce Gerrow and Bill Curry, to establish a retreat for young offenders and youths under the care of the Children's Aid Societies.

Mr. Gerrow and Mr. Curry renovated the former Seven Mile Island Resort into a facility licensed to house 24 youths, and opened "Harmony Island Estate" on October 2, 1992.

The campus included four bungalows, two which consisted of bedrooms, washrooms and common rooms. The third bungalow was for administration and the fourth a kitchen, dining room and common room.

Unfortunately, this venture did not succeed, and Harmony Island Estate for boys was closed couple of years in operation.

Seven Mile Island

Swimming Pool and figurines on the estate in 1998



Sampling of the dozens of figurines found dotted around the grounds of Seven Mile Island in 1998.



The beautiful inground pool surrounded by a decorative white fence, overlooked Lake Scugog.

Seven Mile Island

Gates and causeway to the resort in 2001



Cigar shaped posts, separated by iron fencing, surround the entrance to Seven Mile Island. The posts were created by Scottish stone masons brought in from Toronto, after they finished work on Casa Loma. At right, is the iron gate at the entrance.



This narrow 1,600 foot causeway, cuts through acres of environmental land lined with trees which provide a beautiful canopy for the trip between the mainland of Scugog Island and the private estate on Seven Mile Island.

Seven Mile Island

The "Artis Orbus" arts group years

With the closure of Harmony Island, once again the property sat virtually empty for the next few years. During this time, the grounds and features began to deteriorate rapidly, partially due to vandals who found their way onto the island estate and destroyed many of the ornate statues, buildings, fountains and structures.

During the summer of 1998, after nearly 20 years of ownership by the Taoist Society, Seven Mile Island was once again listed for sale.

Four years later, in June 2002, a group of 21 enthusiastic investors, many from the artistic community, pooled their resources and purchased the property for \$725,000, with the idea of establishing a school for the study of art. The group, Artis Orbus Inc., was headed by Charlotte Hale, owner of Veni Vidi Gallery in Port Perry.

Work began immediately on stabilizing the buildings and damaged structures, as well as cleaning and clearing the property of overgrowth created by decades of neglect.

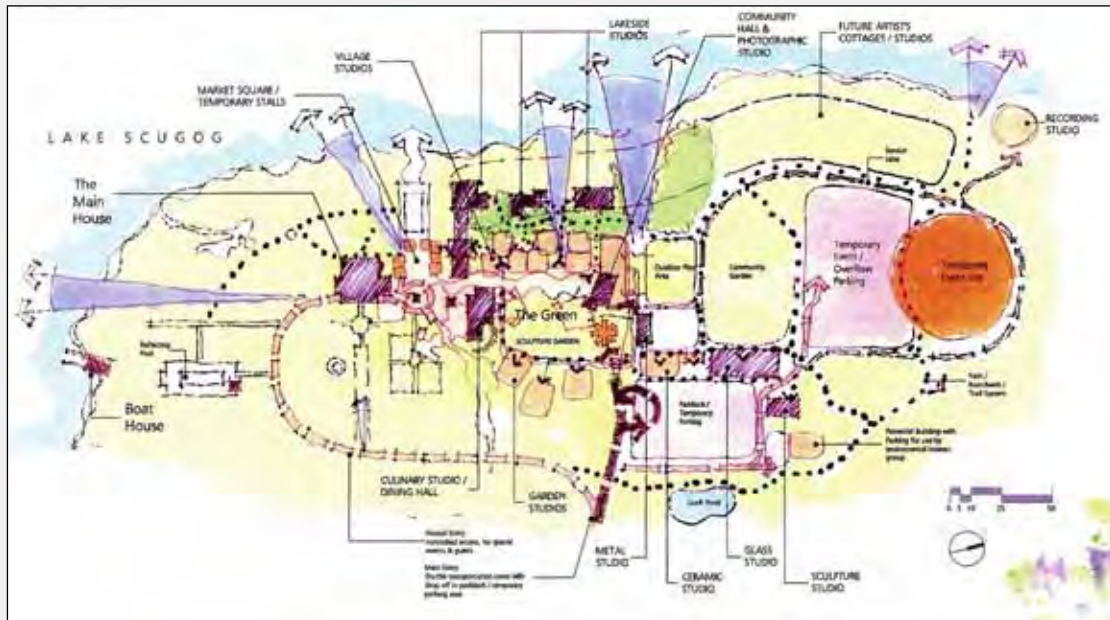
Next the Artis Orbus group began an ambitious plan to create the Seven Mile Island Arts Community. With the assistance of a Toronto based landscape architecture



Charlotte Hale with Fred (Ely) Fogler in 2002.



In September 2002, Freda Fogler, then 92, visited Seven Mile Island for the first time since she sold the property in 1958. She is seen here with, from left, her niece Elaine Lewis, daughter Elizabeth Ely and far right, Charlotte Hale of Artis Orbus.



SEVEN MILE ISLAND ARTS COMMUNITY Preliminary Design Concept

- A. Community Hall:** A multi-purpose community outreach building for larger gatherings / workshops / photo studio / daycare or day camp. The intent would be to build onto the existing building with a 'town hall' prominence terminating the view from the causeway entrance from one direction and the Inn from the other.
- B. Village Studio:** 7 units @ approximately 750 sq. ft each- semi or detached. The design intent is that it would be very cottage-like with a working studio in each/ facing the lane and simple living accommodations to the rear. The studios would be linked by courtyards and gateways; creating a village garden character.
- C. Garden Studio:** 3 units with 1 or 2 bedrooms. These bungalows would sit in the park and enclose the town common / main street with a natural edge. These studios for artists with art forms requiring greater display space.
- D. Temporary Stalls:** Located in the Market Square, ± 7 Temporary Stalls for artists with studios from outside of the community/ students/ workshops/ culinary treats or visiting artists. These could be structures erected on an as-need basis. This would be a hard paved area, with a temporary use/ allowing it to exist for the most part as a public forecourt to the Inn/ Pool/ Water / Garden Features and Dining Hall/ as well as to facilitate vehicular use by the shuttle and service vehicles.
- E. Dining Hall:** The main dining room and center for culinary workshops. It should have excellent access and visibility to the square and main street with opportunities for street cafe tables and courtyard dining terraces. It should also have a connection to the herb / vegetable garden.
- F. Inn:** The main house is restored to accommodate 10 guest rooms. This area/ including boathouse and gardens/ should be restored and maintained as a historic feature of the site. Public access and uses en mass should be only for

special events to preserve the fragility and integrity of the estate environment. It would be perfect for winter/ holiday events or as a meeting place for studio tours.

- G. Greenhouse:** Renovate / restore as a garden art arusio/ with potential opportunity for winter greenhouse/ tearoom. It could also accommodate garden restoration efforts / workshops / working holidays.
- H. Pool:** Restored to former glory for use by community guests. It should sit visibly on the Market Square.
- I. Lakeside Studios:** 4-5 units from the 3 existing buildings, converted into semi-private accommodation, and common with views to the lake. They could be reserved for visiting artists / workshop instructors. While linked by pathways and garden courtyards to the Village Studios.
- J. Artist Cottages:** Approximately 11 detached cottages. Each cottage would have a spectacular view of the lake and sunsets. They may be similar to the 'Honeymoon' cottages at Seaside/ Florida and represent the opportunity to reflect the style and design theme of this development.

We are also indicating potential opportunities for adding buildings/ as studio workshops or for rent/lease by outside groups. We have maintained the parking/ access per Charlotte Hale's concept/ of primarily shuttle transportation only/ from the 'mainland'. We caution that the trees lining this causeway/ providing a great deal of character now/ do not appear to be in good condition. Consideration should be given to widening the causeway to fully service the island and to replant trees to achieve a similar character but with long term planning. Opportunities for event or service parking on the island have been indicated in the paddock area and the open field to the north.

*Report Prepared by Baker Turner Inc. and
N. Barry Lyon Consultants Ltd., Toronto.*



Local politicians and many residents and supporter from the area were on hand for the official opening of Artis Orbus on Seven Mile Island in October 2002. From left, John O'Toole, MPP Durham, Scugog Mayor Doug Moffat, Bob Strickert, and Alex Shepherd, MP Durham Region.

company and a real estate consulting firm, a preliminary design and plan for the project was developed (see opposite page), and the concept was presented to the owners in the fall of 2002.

Seven Mile Island Arts Community, operated by Artis Orbus, held an official opening of the refurbished estate property in October 2002 with a large crowd of invited guests and dignitaries on hand for the official ribbon cutting, which took place at the entrance to the arbor.

Following the formal opening, guests were invited to enjoy the property and take part in a guided tour through the former Seven Mile Island estate.

Unfortunately, the ambitious plans for the estate arts community never did materialize, partly due to financial constraints and also differing opinions of investors on how to proceed.

Despite the problems, the Seven Mile Island Arts Community operated for about two years before making the tough decision to cease operations and sell the property. Sadly, in the spring of the group listed the Wilson's estate property for sale.

Seven Mile Island was placed on the market for sale in early 2005 with a price tag of \$1,250,000.

The Mississaugas of Scugog First Nation purchased the former estate property in mid-June 2005.

7 Mile Island For Sale

A real estate sales pamphlet in 1998 described the property as follows:

"Seven Mile Island is approximately 95 acres of land which includes a 27 acre Island, 28 acres on the mainland and 40 acres of submerged land. Twelve acres of the property is being used as a resort which consists of:

- The Scugog House (restaurant)
- The Wilson House (bar, video room, office and 10 rooms)
- Durham House (four cabins)
- Lindsay House (four cabins)
- Storage house
- Caretakers house
- Greenhouse
- Tea house
- Boat house
- Garage
- Three barns
- Tennis courts
- Inground pool, two sets of docks, six fountains and five ponds or pools



By the fall of 2003, this magnificent estate had become overgrown, run down and was deteriorating from lack of care and maintenance.



Photos taken August 2003

Buildings and structures on the Seven Mile Island estate were in an unfortunate state of disrepair by late in 2003



Above: The dove aviary

Left: The Wilson House in disrepair.

Below: Statue of Mercury with boathouse.



Seven Mile Island

The Mississaugas of Scugog Island, First Nation

Shortly after Seven Mile Island was listed for sale, the Mississaugas of Scugog First Nation made a decision to purchase the property, closing the deal in mid-June 2005 for \$1,250,000.

"The opportunity to buy it came up quickly and we purchased the property," Tracy Gauthier, chief of the Mississaugas of Scugog Island First Nation, told the Port Perry Star during an interview.

Following the purchase of the Seven Mile Island property, Mississaugas officials began the job of cleaning up the property which had continued to deteriorate over the years.

The work included the demolition of the former Wilson House and one cottage, both of which were unsafe and beyond repair. They also filled in the inground swimming pool which in poor shape and dangerous due to neglect.

Chief Gauthier noted, following the purchase, that she was not sure what the future held for the island, but it had potential for the future.

At time of publication of this Seven Mile Island document, no further information was available as to future plans for this once magnificent estate.



This 2006 Google Earth map shows an aerial view of Seven Mile Island and its surroundings. Identified are: A. Seven Mile Island; B. causeway to the island; C. Seven Mile Island Road; D. Island Road; and E. Great Blue Heron Casino.



Random photos taken about 2011 of Seven Mile Island as Mother Nature appears to be gradually taking hold of this former elegant estate property.

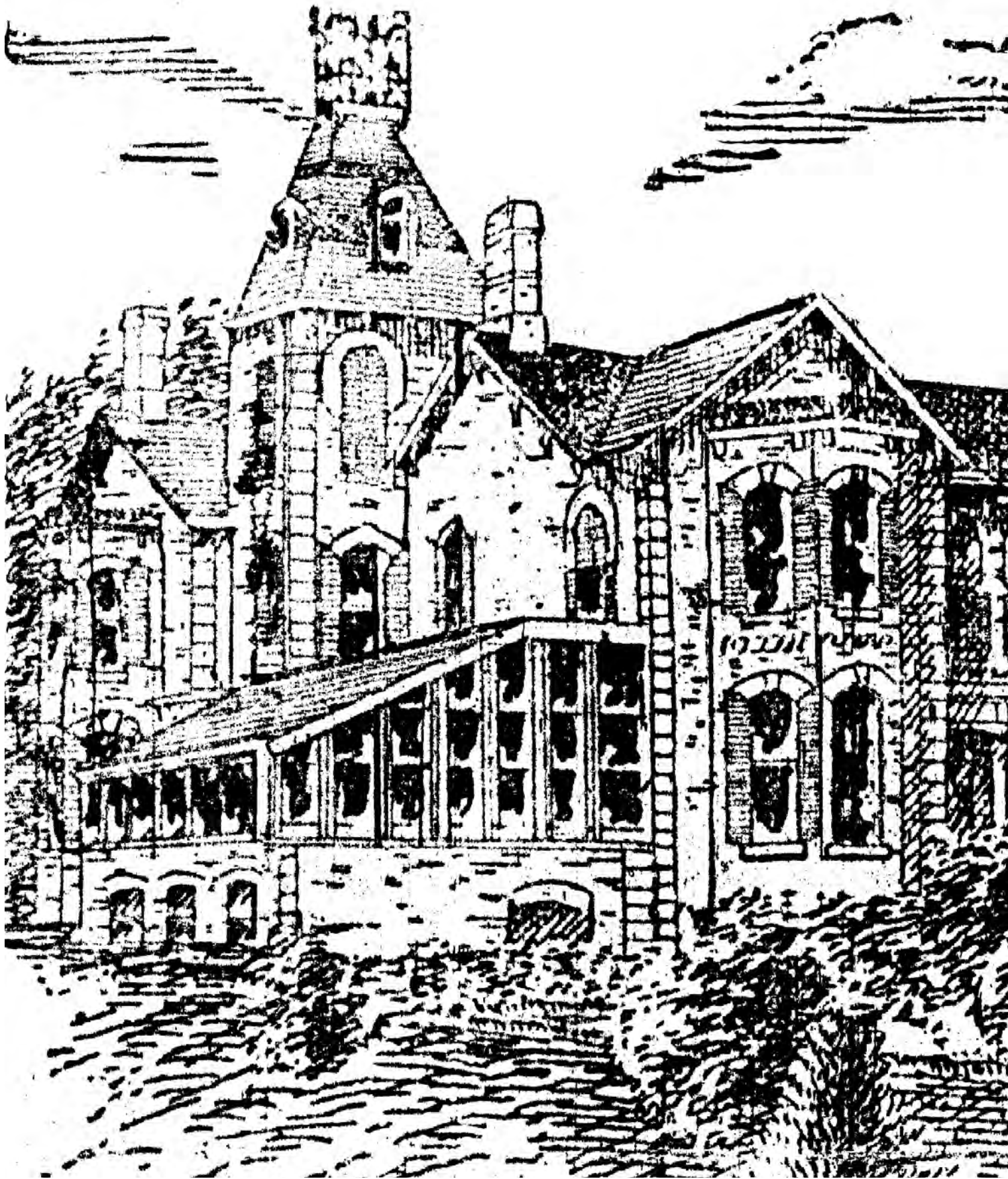


Section Two



Beechenhurst Kent & Estates







Beechenhurst

Estate home of
Dr. J.H. Sangster and his wife Carolyn.

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 18??

The Sangster home was beautifully located at the northern edge of the town, on a low rise of land overlooking Lake Scugog and Scugog Island.

The commodious house was constructed of white brick and trimmed with elaborate wood ornamentation and ironwork on the roof.

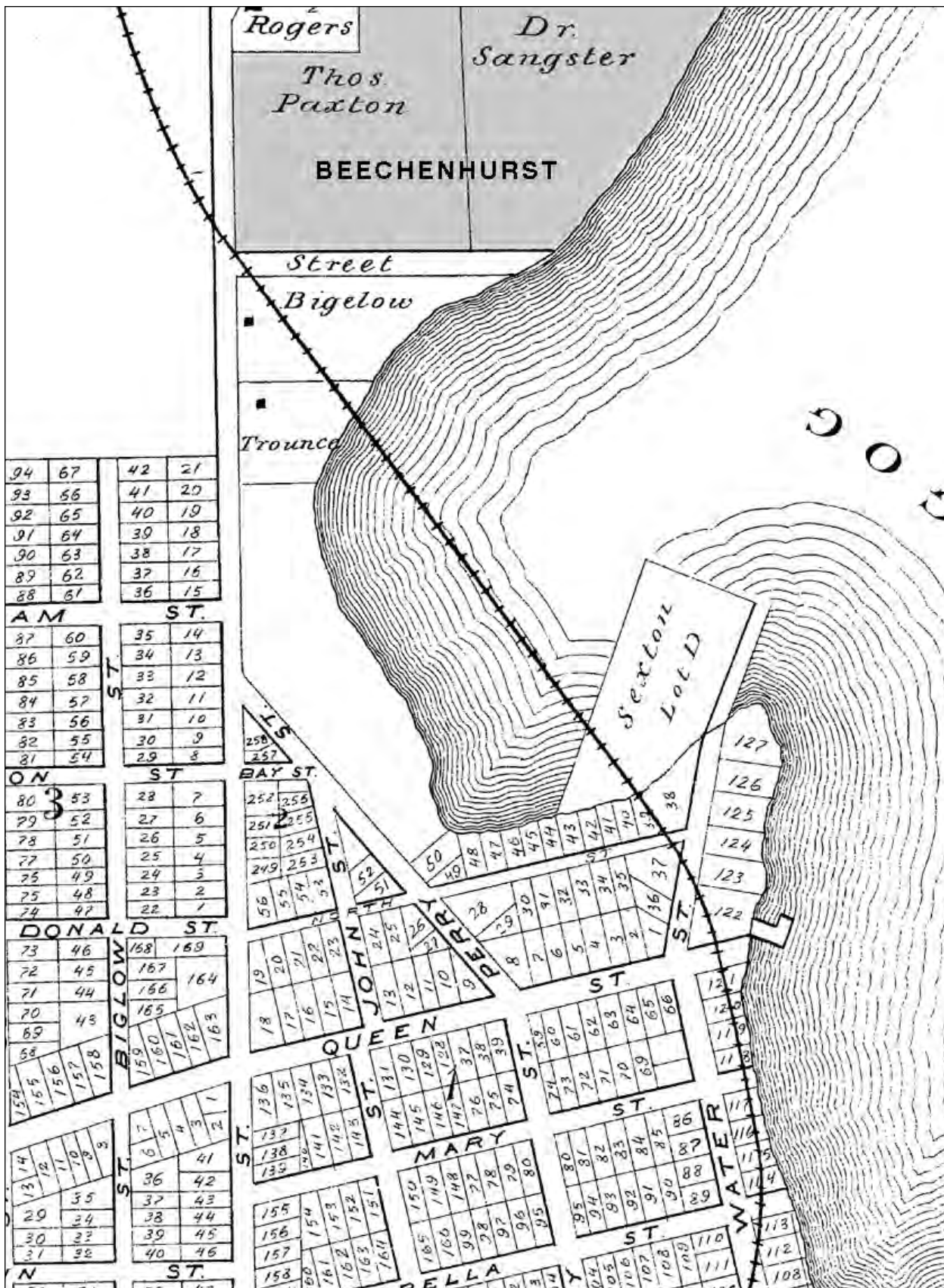
Most of the round-topped windows were accented with shutters and the porches and verandas were beautifully crafted.

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.

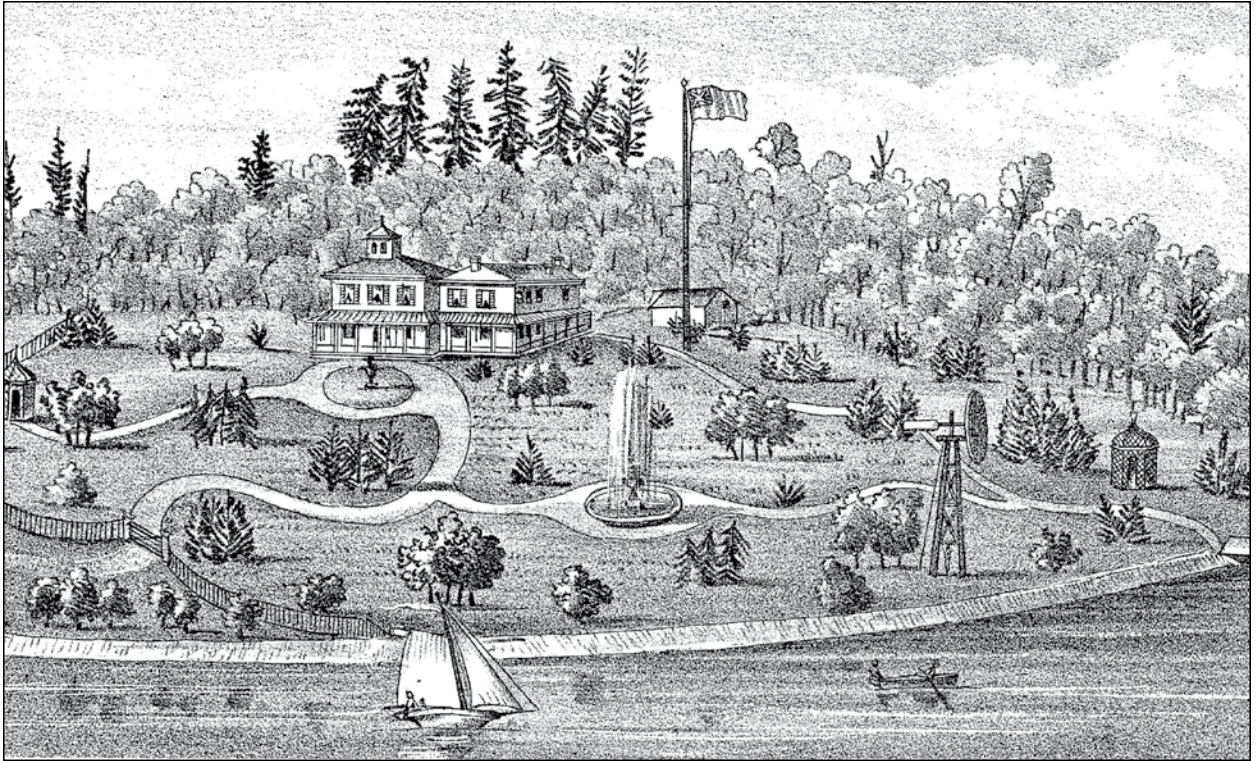
Dr. Sangster and his wife lived here from 1882 to 1893, when their magnificent home was also destroyed by fire.



*Illustration from the Toronto Mail
on Saturday, October 2, 1886.*



Beechenhurst was located just north of downtown Port Perry on a secluded piece of land overlooking Lake Scugog. The property was later purchased by Frederick & Ethel Kent. During their ownership the property became known Kent Estates.



The Beechenhurst residence of Dr. J.H. Sangster, as illustrated in the Historical Atlas of Ontario County, 1877,

Beechenhurst

Estate home of Dr. John H. Sangster

Hidden away in the north-east corner of Port Perry, far away from the hustle and bustle of this active and industrious community was one of the town's most magnificent and desirable properties during the early part of the twentieth century.

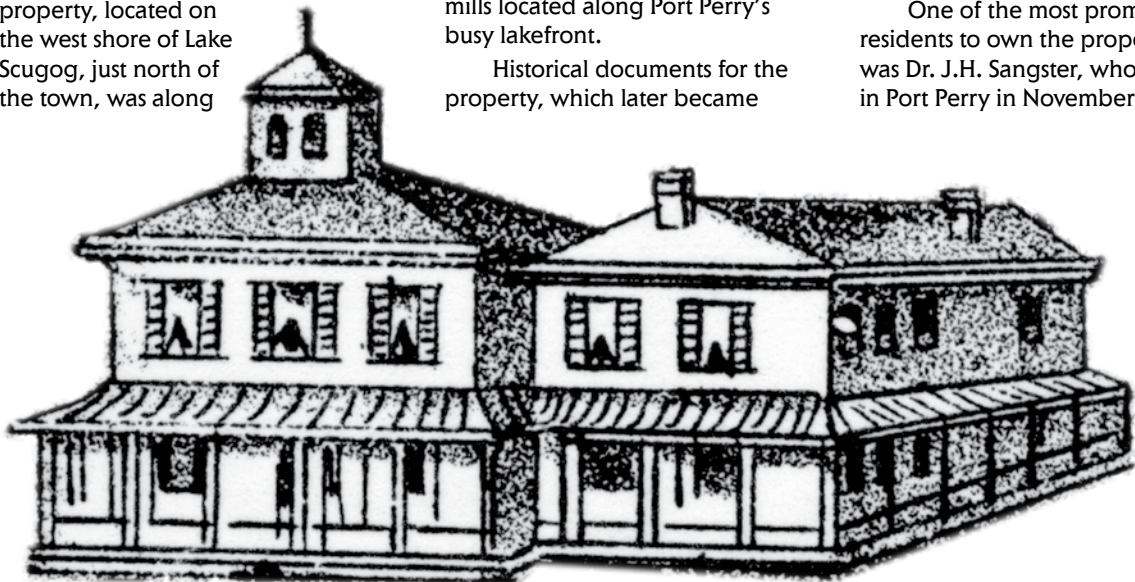
Access to the property, located on the west shore of Lake Scugog, just north of the town, was along

a narrow dirt road overgrown with trees which opened up at the top of a hill and sloped to the edge of the lake. From this vantage point, there was a panoramic south-easterly view of the Lake Scugog and Scugog Island, as well as the docks and mills located along Port Perry's busy lakefront.

Historical documents for the property, which later became

known as Beechenhurst, date back to the early 1800s. There have been numerous owners of the land over the past 150 years, including: Thomas Paxton; Joseph Bigelow; Hugh Lucas; James Carnegie; Madison Williams and Dr. John H. Sangster.

One of the most prominent residents to own the property was Dr. J.H. Sangster, who arrived in Port Perry in November 1874,



Dr. Sangsters home, enlarged from above photo, overlooked Lake Scugog north of the town of Port Perry.

Dr. Sangster moved to Port Perry in 1874 set up a medical practice, and constructed his new home in the north end of town.

opening up an office for the practice of medicine at the corner of Queen and Perry Streets.

Not long after arriving in the village, Dr. Sangster purchased an attractive piece of property on the west side of Lake Scugog north of Port Perry. It was here, nestled among the trees on the slope of a hill, he built a large beautiful home overlooking the lake and the village of Port Perry to the south. He also commenced work on creating beautiful floral gardens, installing fountains and building walkways throughout the property stretching from his home all the way to the shoreline of the lake.

He named his new residence "Beechenhurst," due to the large concentration of Beech trees on the property. Access to his home was inconvenient, being located north of the property along the seventh concession of Reach, so Dr. Sangster petitioned the village council to build a new street. To his delight, in May 1877 Beech Street was opened.

Dr. Sangster continued to manure and improve his property until disaster struck. About 4 a.m. on March 7, 1881 his new home was found to be on fire. All efforts to extinguish the roaring blaze failed and within four hours the house and its contents were completely destroyed.

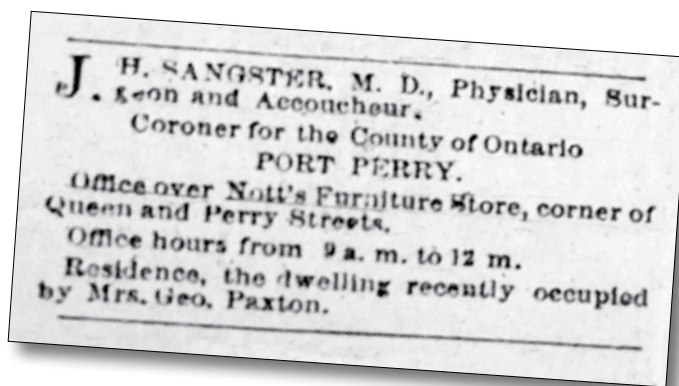
After his home was burned to the ground, Dr. Sangster began plans to build a new house, larger and more elegant than his previous residence. The

result was a magnificent home.

An artist's rendering of the house (page 38, 39), accompanied by a detailed description was published in the 1886 Toronto Globe newspaper. The description follows....

"The residence of Dr. J.H. Sangster is beautifully located on the west bank of Lake Scugog, within the corporation of Port Perry. The house, built by the present owner, is of white brick and is surrounded by very extensive environmental grounds which besides the groves of beeches on the western shore, include several acres of primitive forest, fully improved and detailed.

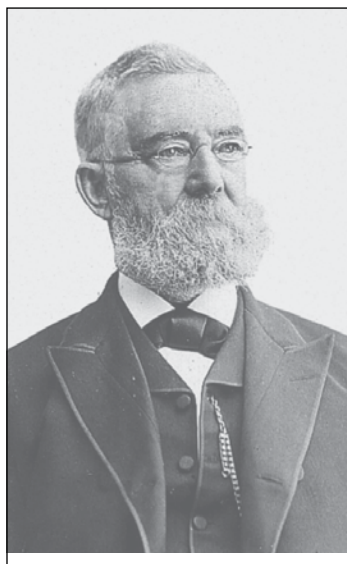
The residence with its ample and well-stocked



Ontario Observer, January 1892

conservatory is said to be one of the finest in the province - its grape and hot houses and grounds form a lovely picture from the lake, and constitute one of the stateliest and choicest houses in the land.

Dr. Sangster is at present engaged in a very large and lucrative medical practice. He was formerly principal of the Toronto Normal School, and is well



DR. JOHN HERBERT SANGSTER

Dr. John H. Sangster was a notable figure in the Canadian medical and education world

Born in London, England on March 26, 1829 he came to Canada with his parents. He received his early education at Upper Canada College, and worked in education until 1871, filling the positions of head master at a number of schools in Toronto and Hamilton.

While teaching as a professor of chemistry and botany at Rolph's Medical School, he began the study of medicine and earned his degree of M.D.

In November 1874 Dr. Sangster moved to Port Perry and set up a medical practice, and constructed a new home at the north end of the town.

Dr. Sangster was a man of exceptional ability and commanded the respect and admiration of all those who knew him. He served as a member of the Ontario Medical Council, published a number of school text books, and was often called on to be a guest speaker.

Dr. Sangster was twice married, in 1851 to Miss Mary Price of Toronto and in 1871 to Miss Caroline Elizabeth McCausland, of Toronto.

He passed away at the King Edward Hotel, Toronto on Jan. 27, 1904, after suffering from a serious heart attack. He was buried at Pine Grove Cemetery, Prince Albert.



Dr. Sangster's second home "Beechenhurst" was this huge yellow brick house which took on the form of a rambling gothic baronial mansion. It featured an elaborate four-storey tower crowned with ironwork, verandahs, a glass conservatory and the tall sturdy ornamentally capped chimneys. It also featured

decorative brackets to the roof with its low pitched gables, the relief like caps to the curved topped windows with their shutters. These were all features of an Italianate villa belonging to an extremely wealthy family.

"The whole structure was enveloped in flames so that the building and contents were in a short time destroyed by the devouring element."

known as an author of the school books in exclusive use from 1860 to 1870.

He was for twelve years professor of chemistry and botany in the Medical Department of the University of Victoria College, and for the seven years immediately prior to his removal to Port Perry in 1874 he was a member of the Board of Examiners of the Medical Council. He has thus been most intimately connected with both the general and medical education of the province.

If this house had survived, it would have been

one of the most elaborate in the province.

Unfortunately in the early morning hours of February 28, 1893, a fire broke out and the home was totally destroyed. A report in the North Ontario Observer described the loss:

"The whole structure was enveloped in flames so that the building and contents were in a short time destroyed by the devouring element. Only a few articles were saved. This was one of the most magnificent and best appointed residences in the province and was furnished in a manner rarely excelled anywhere. The loss is a heavy one, there being only an insurance of \$3,500 on the building and \$3,000 on the contents."

Not long after losing his second home to fire, Dr. Sangster sold what remained of his Beechenhurst property to Jonathan Blong, a local businessman in January 1895.



Jonathan Blong

Jonathon Blong was the builder of the beautiful Blong Block on Queen Street.

Beechenhurst

Estate home of Jonathan Blong

Jonathan Blong purchased the "Beechenhurst" property from Dr. J.H. Sangster in January 1895 and built a large new frame house on the property.

Mr. Blong came to Port Perry about 1882, and immediately took a keen interest in the town. An accident in early life deprived him of the use of one of his legs, and made it difficult for him to enter business in the ordinary way; but he invested money wisely in the purchase and selling of properties.

During his years in business, he purchased the large Royal Arcade building from Joseph Bigelow and converted half of it into one of the finest, hotels in the province, the Brunswick House.

Following destruction of the Royal Arcade building by fire in 1884, he constructed the Blong Block on Queen Street. The building was described as the most pretentious and extensive business structure in Port Perry. It was a two-storey, red brick building, elaborately decorated with white brick facings and a frontage of over 100 feet on Queen St. The building still stands to this day.

Although it was reported he was very attached to the estate, being an avid outdoorsman, Mr. Blong sold it about 1908 to William E. Gimby and moved to Toronto after his health began to fail.



A family gathering outside the Kent Estate home of Frederick Kent about 1911.

Beechcroft

Residence of Frederick A. Kent

Mr. Gimby owned the property for only a short time before Frederick Kent arrived by car in Port Perry in May 1911 looking for a suitable location for a summer home. He ended up purchasing the house and eight acres of land from Mr. Gimby for the sum of \$5,500.

On learning of the purchase, Port Perry Star publisher Samuel Farmer wrote the following article in the newspaper:

"We are pleased to be able to announce that the Gimby property has been sold to Mr. Frederick A. Kent, of Toronto, one of the firm of jewellers of that name.

Mr. Kent came to town last week in his auto. He said that he had been looking for a property suitable for a summer residence at a convenient distance from Toronto. By means of his auto the distance by time between Port Perry and Toronto is very short.

We congratulate Mr. Kent on having secured so desirable a property; and the town in securing so excellent a citizen. Port Perry is undoubtedly one of the most beautiful of Ontario towns and would prove a most suitable place for such persons who enjoy the freedom, and quiet of country life."

Frederick Kent became the man most responsible for the development of the property, turning it into a spectacular garden paradise in just a few short years. One year after purchasing the property, Mr. Kent was reported to have started extensive improvements to the land, installing new waterworks, reshaping and levelling the lawns, building a bowling green, a house for the caretaker and his family; and building a new driveway. On seeing the need for more acreage to fulfill his plans, he purchased an additional 17 acres of adjoining land from Silas E. VanCamp for \$6,650.

Work continued for years as Mr. Kent developed the property, putting in terraced gardens and lawns, a reflecting pool, fountains, urns and planting thousands of flowers and installing all the necessary irrigation. It was during this period Mr. Kent renamed the property "Beechcroft", the name by which it was referred to most frequently during this period. In June 1921, Mr. Kent graciously



Frederick A. Kent

About 1920, Frederick Kent renamed his property "Beechcroft."



Frederick Kent was a member of the Kent Bros. family who were the manufacturer of watches, gold and silverware and clocks at 168 Yonge St., Toronto.

His father Ambrose Kent operated the store with his sons until about 1893.

Ambrose Kent & Sons



From the 1895 Amrose Kent & Sons catalogue.

announced that he would be opening the gardens of his Beechcroft home to the public everyday during the season.

After touring the estate in August 1924, Port Perry Star editor Samuel Farmer described the property as follows:

"For many years Beechcroft, the home of Mr. and Mrs. Frederick A. Kent, has been a noted place in Port Perry; but never so noted or so beautiful as it is today.

Years ago Dr. J. H. Sangster used to keep the grounds after the English fashion. In those days the natural beauty of the place was fostered by those who loved beauty and loved nature. Beechcroft has been sold a number of times during the past 20 years. Mr. Jonathan Blong was in the possession of the property for a number of years and took a real interest in the place.

About ten years ago Mr. Fred Kent bought the property, and from that time it has been improved year by year until it is one of the most beautiful properties in the Province.

Yet an uninformed stranger can come and go, little suspecting that such a beautiful spot is close at hand. Situated on the northern outskirts of the town, Beechcroft is reached at the end of an unattractive road and as you turn in the gate you will think "what a delightful place in which to rest."

You travel the well graveled drive in the shady coolness of the overhanging trees, through

the openings of which gleams of brilliant color can be seen in the sunlight- perhaps a bed of tuberous begonias, some flaming cannas, giant castor beans, asters with great plumed heads in white and the many shades of red, mauve, and purple, or the glorious white blossoms of the hydrangeas.

And all above the trees, clumps of sturdy beeches just now loaded with nuts; evergreens whose branches sweep the ground and shrubbery in pleasing variety mingling with hollyhocks, sweet William, golden glow, delphinium, spirea and flowers that keep a covering of bloom on the well tilled beds.

With all the trees and flowers, there are spacious well-kept lawns, some with a delightful roll to them, and others terraced masses of close clipped green. In the trees and on the lawns, martens and song birds thrive.

Such is the approach to the Rose Gardens. In a place which nature seems to have reserved for just such a purpose as this, stands this crowning evidence of what man and nature can produce when they work in harmony.

Your first impression will be one of wonder that the richness such as lies before you could be hidden away on the lake shore. The trimness and cleanness of it all are emphasized by the mirror pool with its arched sprays playing in the sunlight. White urns containing boxwood trees stand sentry at each of the short flights of white steps that lead from the higher to the lower terraces. A sundial is placed here, and a great mirrored



Two views of the terraced 'middle' gardens located on the sloping hill overlooking Lake Scugog. The property was tiered and decorated with dozens of urns, benches, flowers, trees and shrubs.



This colour postcard shows the magnificent gardens of Frederick and Ethel Kent's - "Kent Estate Gardens", as they looked during the 1920s. The gardens overlooked Lake Scugog, which can be seen in the background, between the trees.



The magnificent gardens of Frederick A. Kent's Kent Estate Gardens' as they looked during the 1920s. In the upper photograph, Lake Scugog can be seen in the background, between the trees.

globe there, each in the place where it belongs, while at convenient viewpoints garden seats and tables in white are placed. Best of all in this white ornamentation are the summer houses in which you can sit and, through a visit of trees, look out over Lakes Scugog.

In this setting of green and white, the roses grow; hundreds of them. The collection includes many rare species, and individual flowers and masses of bloom vie with each other in securing the admiration of the visitor. As the season advances the roses come and go, but through all the summer there is a profusion of these glorious flowers.

Viewing with the rose gardens are the immense peony beds - now past bloom - and the dahlia and gladioli plantings.

You are at perfect liberty to visit Beechcroft and Mr. Kent has with unusual courtesy invited the public to visit the grounds. Such kindness is thoroughly appreciated, not only by Port Perry people, many of whom make frequent trips to the gardens; but by those from a distance. On a recent Sunday, fully fifty auto loads were visitors. Only last Sunday a party drove all the way from Hamilton to see the gardens.

There is one defect to this picture and that is the road that leads to and from the main highway to Beechcroft. It is too narrow and quite unsuited to the growing traffic demands, but it is expected that this defect will soon be remedied."

Over the next decade Mr. Kent welcomed visitors from all over Ontario to his magnificent property. On one occasion in July 1924 it was reported that over 2,000 people visited the grounds to view the Beechcroft Rose Gardens. It was estimated that more than 400 automobiles were lined along both sides of the road from the railway to the property, which had become known locally as Kent Estates.

Many notables came to visit the property including Lucy Maud Montgomery who recorded a visit to Kent Estates in her diary, dated Saturday September 5, 1925.

Thousands of tourists come to see and tour Kent Estate Gardens

The Kent Gardens became a major provincial tourist attraction and in 1922 the *Toronto Telegram* declared they were among the most beautiful in the province.

Its popularity became very obvious when on Sunday, Sept., 17, 1923 more than 1,000 visitors came to see the dahlias in bloom in the Kent Gardens.

On another occasion, Sunday, July 7, 1924, it was reported that more than 400 automobiles and 2,000 people visited the Kent Gardens to see the roses in bloom.



Members of the Kent family relax around the reflecting pool at Beechenhurst in this 1924 photograph. They are, from left, Helen Wellington, Audrey Kent, Mary-Lou Lungston, Mrs. F.A. Kent, Mrs. Smith (mother of Mrs. F.A. Kent), Howard Wellington, Mrs. and Mr. Lungston, Mrs. Howard Wellington (Mrs. Smith's sister).

"Today we went down to see "the gardens" at Port Perry. A wealthy Toronto man is making a hobby of his gardens there. It is a wonderful spot, especially the "Italian Garden" and as I roamed about it and drank in my fill of beauty, life seemed a different thing and childhood not so far off. One felt safe from the hungry world in that garden. I came home with a fresh stock of courage and endurance."

Lucy Maud Montgomery visited the Kent Estate Gardens several times.

Following the death of his wife, Ethel Henrietta, in January 1930, Mr. Kent announced he would not be opening his gardens at Beechcroft that summer. The entire town mourned the death of Mrs. Kent, who had formed many friends during the years she had lived in Port Perry.

Mr. Kent continued to work improving the property, doing extensive renovations to the rose gardens and grounds, but the death of his wife reduced his enthusiasm for the gardens and he closed them to the public shortly afterwards. He donated a large piece of his property, 300' x 370' fronting on Lilla Street (now Simcoe St.), to the Community Memorial Hospital on December 21, 1951. He lived at Beechcroft until April 1955, when he passed away in the hospital to which he had donated property only a few years earlier.



Photographs taken of the interior of Mr. and Mrs. Kent's home at Beechcroft.

Top view shows the brightly lit parlour, and the photograph at left shows a portion of the living room, complete with piano and fireplace.



A view of the Kent parlour from the opposite end of the room.

Lucy Maud Montgomery was a frequent visitor to Kent Estate Gardens

September 5, 1925, Lucy Maude Montgomery wrote in her journal:

"Today we went down to see 'the gardens' at Port Perry. A wealthy Toronto man is making a hobby of his gardens there. It is a wonderful spot, especially the 'Italian garden' and as I roamed about in it and drank my fill of beauty, life seemed a different thing and childhood not so very far off. One felt safe from the hungry world in that garden. I came home with a fresh stock of courage and endurance."



He was buried in the family plot at Mount Pleasant Cemetery in Toronto. Frederick and Ethel Kent had two children, Audrey and Beverly.

On December 22, 1958 a plan of subdivision was registered on part of the Kent property, fronting on Lilla St. (Simcoe), Beech St., Kent St. and forming a new street called Beechenhurst Place.

The remainder of Kent property was purchased in 1973 by a local development group, Vanedward Investments Limited of Port Perry. The company was comprised of local businessmen Ted Griffen, Grant MacDonald,

Howard Forder and Dr. Robert McNab, who divided the property and built homes in what is now known as Kent Estates.

The old Kent homestead still remains today, at 434 Lakeshore Drive. It was purchased by Hans and Dianne Kraupa in May 1975 and later by Kenneth and Joanne Dutka.

The once magnificent gardens of Beechenhurst, which attracted thousands of visitors from across the province are little more than a memory. Thankfully postcards photographs of this estate property, taken during the 1920s, help to remind us of a time past when rose gardens flourished on this estate property.



An elevated view of Frederick Kent's home about 1925.



This large frame house was built by Jonathan Blong during the late 1800s, at his Beechcroft property, and later became the Kent family home. It still stands today on 434 Lakeshore Drive, Port Perry.



This 1920s postcard shows the reflecting pool with its water fountains forming an arch over the surface of the pool, which was located in the Kent Estate Rose Garden.



The Kent Estate reflecting pool without the fountains about 1921.

Section Three



Scugog Marshlands

THE SCUGOG GAME PRESERVE COMPANY

Creation Of
The Osler Syndicate
& Game Preserve

Canada: Past, Present & Future

Reproduced from the Anglo-American Magazine, 1854

Article: Country Sketches with drawings

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.

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.

Opposite page: Wood-engravings, by William Armstrong, which were first published in The Anglo-American Magazine, Toronto, January 1854, accompanied by the story above. The original illustrations were published in black ink.

The colour prints, on the facing page, were later reproduced in watercolour for a catalogue about 1916.



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.



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.



A brief history of the marshlands south of Lake Scugog and the Port Perry Causeway which became the private property and hunting preserve for a small group of Toronto men during the 1890s and remains privately owned to this day.

Above: The village of Port Perry from Scugog Island, sketched by William Armstrong in 1854.

Prologue

THE LAKE SCUGOG BASIN, as we see it today, has no resemblance to what it would have looked like before the arrival of the areas first settlers, almost two centuries ago.

And while this book primarily deals with the issues and development of the land and marsh south of the causeway, it's important to understand how that land came to be. To start, the land mass at the southern end of the Scugog Island and Lake Scugog at one time contained thousands of acres of low-lying marsh land, sparsely covered with a growth of tamarack and spruce trees.

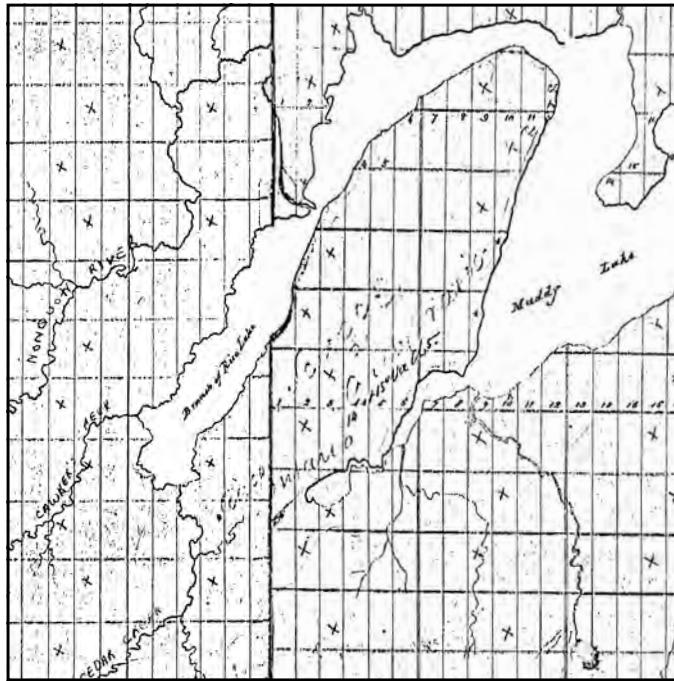
Joseph Bigelow, writing about the this expanse of land in a 1906 article for the North Ontario Observer, observed the vista provided, "the appearance of a beautiful grass covered park, the feeding ground of the buck and doe, at times in large numbers, affording meat for the Indians and early settlers."

William Purdy's dam of the Scugog River, near Lindsay in 1832 had a dramatic impact upon the entire area. Where once a meandering stream trickled north, the Scugog River became navigable from Lindsay to Lake Scugog water overflowed 1,050 acres land along its 30 mile course. The resulting flooding converted a marshy, tamarack forest near its source into Lake Scugog and the marsh lands south of the present causeway.

While many along the route welcomed the higher water, which opened up the area good mills and a navigable stream in an area lacking both, but there was concern that no effort had been made to calculate the effect of the dam, and many lost land or mill privileges because of the drowning.



No one really knows what the Scugog basin looked like before Purdy's Dam in Lindsay was built, but it's fair to say from descriptions from early settlers, it may have looked somewhat similar to the above illustration. The Lake Scugog we know today, simply did not exist. When the first settlers arrived it was no more than a wide marsh between the mainland and Scugog Island with a small stream trickling north through thick growths of marsh grass, rice and tamarack trees.



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

In 1835 a parliamentary committee appointed Nicol Hugh Baird, an engineer, to report on the impact of the dam and the probable effect of its removal. Baird believed that improved navigation was an asset to the area and would tie into government efforts to create a main canal linking Simcoe and Rice lakes, but maintained that a dam with a 5-foot lift, instead of 12 feet, would be sufficient. This structure would reduce both the size of the flooded area and the stretch of navigable waters, but would still allow ample power for Purdy's mills, which, he claimed, could be more efficient.

Baird appeared confident that a road or railway would be built linking Windsor Harbour (Whitby) and Lake Scugog, that the Trent canal (not completed until 1905) would be developed, and that boats would never require more depth. The government accepted his major recommendation that it build its own dam, with a 5-foot lift, below Purdy's. However, it provided no incentive for Purdy to remove his.

The provincial Board of Works had nearly completed its dam before settling with Purdy and his sons the terms for removing theirs. In December 1843 they were granted £400 plus "the use of all surplus water that would not be needed for navigation" in exchange for relinquishing damage claims and keeping the new dam (completed by the summer of 1844) in repair.

Responsibility for the new dam and management of the mills fell upon two of his eleven children, his sons Hazzard Wilcox and Jesse Thomas, for William had transferred most of his claim to them in 1836 and had no remaining interest after February 1839.

The controversy over the dam remained long after the Purdys had left. William Purdy, in tune with the spirit of material development characteristic of the age and of millers at all times, was frustrated. He had improved navigation and provided adequate mills for an area that otherwise had limited potential. Yet, even though he was probably a reformer, the reformers treated his dam and mill as examples of the excesses of the government, and the government provided only guarded support, choosing to believe that Purdy's difficulties were the result of his building his dam too high.



Application to Parliament

APPPLICATION will be made to the Parliament of Ontario at its next Session for an Act giving to Metcalfe Thwaite, Joseph Fisher Eby and Patrick George Close, all of the city of Toronto, and William Murdock, of the Town of Bowmanville, and such other person or persons as may hereafter be associated with them, power and authority to

CONSTRUCT AN EMBANKMENT OR SOLID ROADWAY

From a point on the

SHORE OF LAKE SCUGOG

At or South of and near to Port Perry in the township of Reach to the opposite shore at some point opposite to the place of commencement in the Township of Scugog - Also to construct a similar Embankment, or Solid Roadway from some point on the shore of the said Lake Scugog south of and near to Caesarea, in the Township of Cartwright, to the opposite shore or some point opposite to the place of commencement in the Township of Scugog.

To drain the part or portion of the said Lake Scugog so to be cut off lying to the south of the said Embankment and to rest all the land reclaimed thereby in the said Metcalfe Thwaite, Joseph Fisher Eby, Patrick George Close and William Murdock, and such other person or persons as my be associated with them, their heirs and assigns forever.

Dated at Bowmanville, this 19th day of November, 1878

ROBERT AMOUR
Solicitor for Applicants.

The Scugog Marsh & Game Preserve

THE LANDS SOUTH of the Port Perry Causeway, which are often referred to as the Scugog Marsh, have long been a mystery to most people living in the Lake Scugog area. Residents who have lived in and around the lake their entire life, admit the owners are very private, and most have little knowledge of it's ownership and use. Today, most refer to this large tract of land and submerged swamp, simply as the Syndicate.

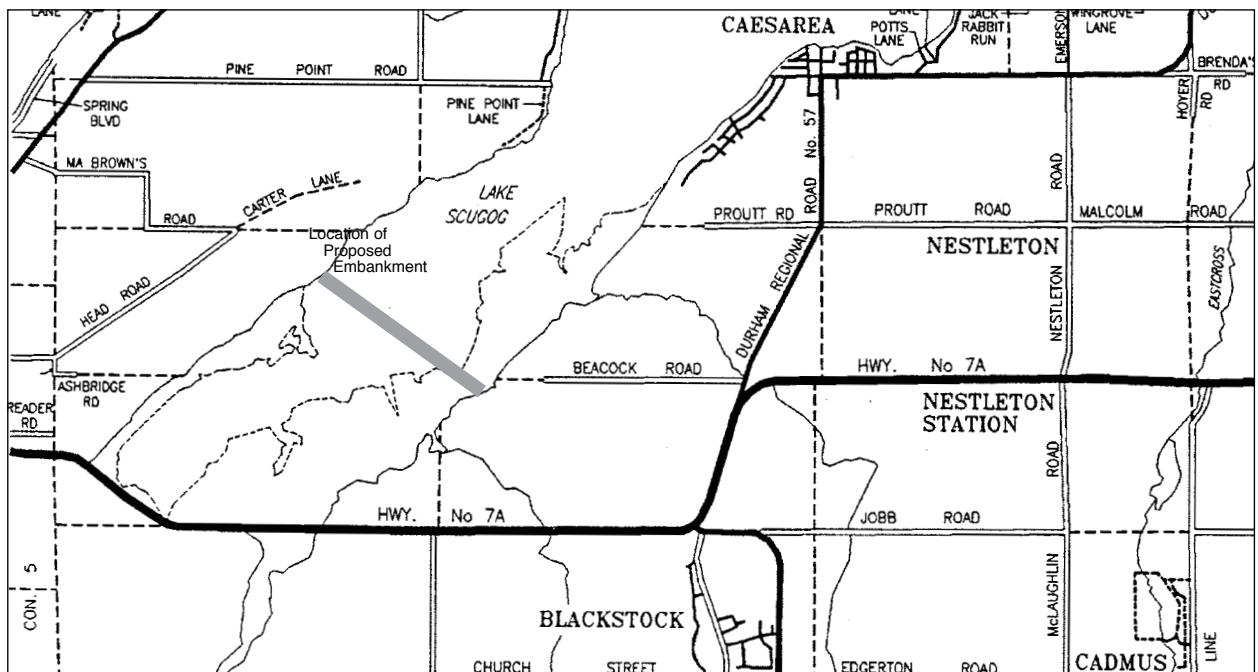
Early newspaper records suggest that the Scugog marshlands were a favourite spot for local sportsmen. In fact up until the 1880s it was one of the most popular spots around Port Perry for hunting, fishing and trapping. In an effort to uncover some of the mystery, we've researched the property, going back to the 1870s, when it first became newsworthy.

During the early part of the century, the land was predominately swamp and marsh, flooded by the construction of the Purdy's Dam in Lindsay in 1830. It wasn't until almost fifty years later the first indications of changes ahead surfaced. In November 1878, an application was made to build an embankment from a point near Port Perry across the lake to Scugog Island, then drain the marsh to reclaim the land. The application made by a group of Toronto men to the Parliament of Ontario, was endorsed by local councils, and on March 11, 1879 the Lake Scugog Marsh Lands Company was formed and the Act became law. Company members included Metcalfe Thwaite, a merchant; Joseph Fisher Eby, merchant; Patrick George Close, Esquire and Robert Armour, Barrister.

LAKE SCUGOG DRAINAGE COMPANY

The Lake Scugog Marsh Lands Drainage Company, was given the power to construct a solid roadway or embankment from any point on the shore of Lake Scugog, not more than one hundred feet north of the present Scugog Bridge leading from the Village of Port Perry to Scugog Island, then easterly or southerly across Scugog Island into the

Advertisement printed in the Ontario Observer, November 1878





All the lands within the yellow border, and much more, belong to the Osler's Scugog Marsh & Game Preserve.



Township of Cartwright. The act also provided for the Company to construct a similar embankment from a point on the shore of Lake Scugog, south or south-west Caesarea to the opposite shore on Scugog Island and to drain all those parts of Lake Scugog and lands lying south of the embankments. When completed all lands drained or reclaimed up to the present high water mark would become the property of the Marsh Lands Drainage Co.

The Company was also instructed to construct a free, public roadway on top of the embankments not less than 16 feet wide, so that wagons and other vehicles could pass safely, and that it must be maintained at that width forever. They would be allowed to cut a drain of sufficient width and depth through the embankment for the purpose of

draining the reclaimed area, due to water buildup from natural creeks or rain fall.

An article in the North Ontario Observer in July 1880 reported that The Scugog Marsh Reclaiming Company was about to proceed with the work on the embankment and that steps were being taken to proceed with the work without delay.

At the same time as the Marsh Reclaiming Co. was preparing to begin work on the embankment, work was underway on completing the final 600 feet of the Scugog Bridge. In an effort to avoid duplicating work, the Marsh Company attempted to take over work on the bridge from the contractor, Mr. Trennam, with plans to build the new part and repair the old in a permanent manner, so as to suit their purpose in the matter of draining the marsh.

NOTICE is hereby given, that within one month after the last publication of this notice, application will be made by the persons hereinafter named to the Lieutenant-Governor in Council for the grant of a Charter of Incorporation by Letters Patent, under the provisions of the "Ontario Joint Stock Companies' Letters Patent Act," chapter one hundred and fifty seven of the Revised Statutes of Ontario, 1887.

1. The name of the Company is to be "The Scugog Game Preserve Company."
2. The objects for which incorporation is sought are, to carry on the business of pursuing, protecting and granting licenses to take game, muskrats, mink and other birds and furbearing animals upon the lands and property which the Company may acquire under the provisions of the said Act and the water covering the same, and generally to do such other acts or things with the said property or with anything which is now, or which may hereafter be grown or found in or upon the same, as may promote the interests of the Company and not being contrary to the laws of this Province.
3. The operations of the Company are to be carried on upon or near Lake Scugog, in the Counties of Ontario and Durham, and the chief place of business of the said Company is to be at Toronto, in the County of York.
4. The amount of capital stock of the Company is to be ten thousand dollars.
5. The number of shares is to be ten, and the amount of each share one thousand dollars.
6. The names in full and the addresses and calling of each of the applicants are as follows:

Henry Smith Osler, Barrister-at-Law, Samuel George Beatty, Publisher, Joseph Kilgour, Manufacturer, Charles Herbert Riggs, Dentist, Frederick Herbert Gooch, Insurance Agent, all of the City of Toronto, in the County of York, and all of whom are also to be the first Directors of the said Company.

MCCARTHY, OSLER, HOSKIN & CREELMAN,
Solicitors for the Appellants. 39-4t

Copy of the actual advertisement printed in the Ontario Gazette in September 1890.

The applicants for The Scugog Game Preserve Company

Henry Smith Osler King's Counsel Toronto lawyer	Samuel Geo. Beatty Publisher, Canada Publishing Company	Joseph Kilgour President, Canada Paper Company	Charles Herbert Riggs Toronto dentist Frederick Herbert	Gooch Insurance Agent
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HENRY SMITH OSLER, K.C. - Born in Toronto, Ontario, Nov. 8, 1862, he was the eldest son of Featherston Osler, a justice of the Court of Appeal for Ontario.

His father was one of the famous quartet of brothers, including the late Sir William Osler, M.D., Sir Edmund Osler and B.B. Osler, K.C., considered in his time Canada's greatest criminal lawyer.

H.S. Osler was educated at Dr. Tassie's school at Galt and the University of Toronto. After graduating from the law school at Osgoode Hall, he was called to the bar in 1886 and began practice under his uncle, B. B. Osler.

Mr. Osler was very modest and retiring, avoided publicity, and published little even on the subjects in which he was most interested. He was an expert revolver shot, an excellent billiard player, a lover of horses and dogs and an authority on art. His chief hobby was hunting, and in 1906 he served as Chairman of the Board of Game Commissioners of Ontario. He made several trips to Africa, ascended the Nile and brought back valuable collections, one of which, including a series of 181 Sudanese birds, are now in the Royal Ontario Museum of Zoology.

In 1918 he began banding birds under the American Bird Banding Association and developed original and effective methods of trapping, which enabled him to make important contributions to the subject.

Two years later at his shooting preserve at Lake Scugog he banded 206 ducks of four species which added much to the knowledge of the waterfowl breeding and passing through that point. This work continued until 1926, but was then suspended as his later years were spent in France.

JOSEPH KILGOUR - In 1909, Joseph Kilgour, President of the Canada Paper Company, established one of Bayview's first country estates, south of Lawrence Avenue. The sweeping two-hundred acre Sunnybrook Farms property was highlighted by a stone gated entry and a magnificent residence with oak paneling, an open gallery and beamed ceilings that created the flavour of an English country manor. Major Kilgour was one of the best known horsemen in North America, maintaining an excellent stable of hunters.

The original farm was considered a perfect model of the day and featured one of the first indoor riding arenas in Canada. Amenities included a viewing gallery, complete with a minstrel's section and grooms quarters. The farm also contained cattle barns, sheep pens, piggeries, heavy horse stabling, a dairy, and a granary, in addition to the show stable. Kilgour had a love for fine horses.

One of his favourite pastimes was riding his prized hunter 'Twilight' across the open fields and wooded hillsides on his property. Regular fox hunts originated at Sunnybrook. Just imagine the scene - thirty to forty pink coated riders following the Toronto Hunt's Hounds across the lush green playing fields on the plateau.

The Kilgour's had no children, so after Joseph's passing, his wife Alice, donated Sunnybrook Farms to the city in 1928 to be used as a park. Today, The Sunnybrook Health Science Centre stands in the place of Kilgour's country residence, while the Kilgour barns were preserved and currently serve as a public riding school and stabling for the Metropolitan Police up until their move down to the stables at Exhibition Place in 2005. The fields are now used for sports and recreation



It would appear this arrangement was unsuccessful, as a report from Ontario County Council in July 1881, indicated that the work had been completed on the Scugog Bridge by Mr. Trennam.

Throughout the next two years, J.W. Codd, president of the Lake Scugog Marsh Lands Drainage Company tried to get support from the Village of Port Perry in constructing the roadway. He argued that it would be far less costly to construct a dam, for drainage purposes, and that he had been induced into a roadway by promises made by village authorities, offering assistance.

In May 1882, Mr. Codd made a proposal to the village fathers, asking that they loan the Company \$10,000 by debenture, and he would agree to have the roadway completed and open for traffic by October of that year. If such assistance was not forthcoming, Mr. Codd said, he would apply to Parliament to have the Act amended so that the Company could build a dam and not a roadway.

Instead, the corporation countered Mr. Codd's offer, and suggested that if the Company would deposit \$150 in the Ontario Bank, Port Perry, they would prepare a by-law for a bonus of \$4,000 towards the construction of a roadway from Scugog Island to Cartwright. The Marsh Land Drainage Company agreed, and advanced the money, but the vote for the by-law, in December 1882, was defeated by 17 votes. The outcome was considered very strange, since for more than 10 years residents and business people of the village had been arguing for such a roadway.

The defeat of the by-law spelled the end for the Lake Scugog Marsh Land Drainage Company's dream of reclaiming the land in the southern most parts of Lake Scugog. The high cost of constructing a roadway, instead of a dam, made it almost impossible for the Company to proceed. The following year, in a final attempt to salvage the project, they applied to Parliament seeking an amendment to the Act which would allow them to build a dam, rather than a roadway, but the request was rejected, effectively bringing the project to an end.

DRAINAGE COMPANY SOLD

With no further use for the marshland accumulated by the Lake Scugog Drainage Company, it was sold in December 1883 to a group of Toronto men, who had plans to make the Scugog Marsh into a private hunting and fishing area for family and friends.

It wasn't long after they purchased the marsh, the new owners began to post signs warning intruders or poachers to keep out with "Private Property" and "No Hunting or Fishing" signs

News of the land being taken over



Signage, similar to the above private property signs found on the property today, were first posted in 1890.

Mr Ross moves that this Council hereby Memorialize His Honour the Lieut. Governor of Ontario not to grant Letters Patent for pursuing protecting or taking game in the marsh lands of Lake Scugog at the head thereof to S. G. Beatty and others applying for the same on the grounds

- 1 That such lands are marsh lands only and not fit for cultivation.
- 2 That the waters of Lake Scugog flow over the same and are in part navigable.
- 3 That parts of fine public roads run through the said marsh.
- 4 That the whole of Lake Scugog affords breeding grounds for wild ducks but that the greater part of and the best feeding grounds for wild ducks are within the said marsh lands.
- 5 That the effect of granting such letters patent will be to grant an unjust monopoly to the applicants - all citizens of Toronto and will include all other persons from hunting or shooting over the said marsh lands.
- 6 That in the opinion of this Council the said Incorporation is sought solely for the purpose of enabling the said applicants to enjoy an exclusive right to shoot wild ducks over the said marsh as against the public who have equal rights.

Passed Oct. 6th 1890

M. Paterson
Clerk.

by a consortium of private "out-of-towners," did not sit well with area residents, in particular those who had hunted and fished in the marsh for much of their lives. In fact some members of the community, defied the posted signs, but would later feel the wrath of the owners when they were hauled into court, prosecuted and fined for trespassing. (See "The Case" on page 77).

The council of the village of Port Perry, in a letter dated October 6, 1890, requested the Lieutenant Governor of Ontario not to grant 'Letters of Patent' to the group, arguing that the effect of granting application would create an unjust monopoly to the applicants - and would exclude all other persons from hunting or shooting over the marshlands.

Norman F. Paterson, clerk of the village, wrote that, "in the opinion of this council the said Incorporation is sought solely for the purpose of enabling the said applicants to enjoy an exclusive right to shoot wild ducks over the said marsh as against the public who have equal rights." (see letter on page 72)

But the objections fell on deaf ears and James Baird, editor of the North Ontario Observer wrote the following, scathing article:



JAMES BAIRD
Editor of the North Ontario
Observer, Port Perry.

TORONTO SWELLS BUY MARSH

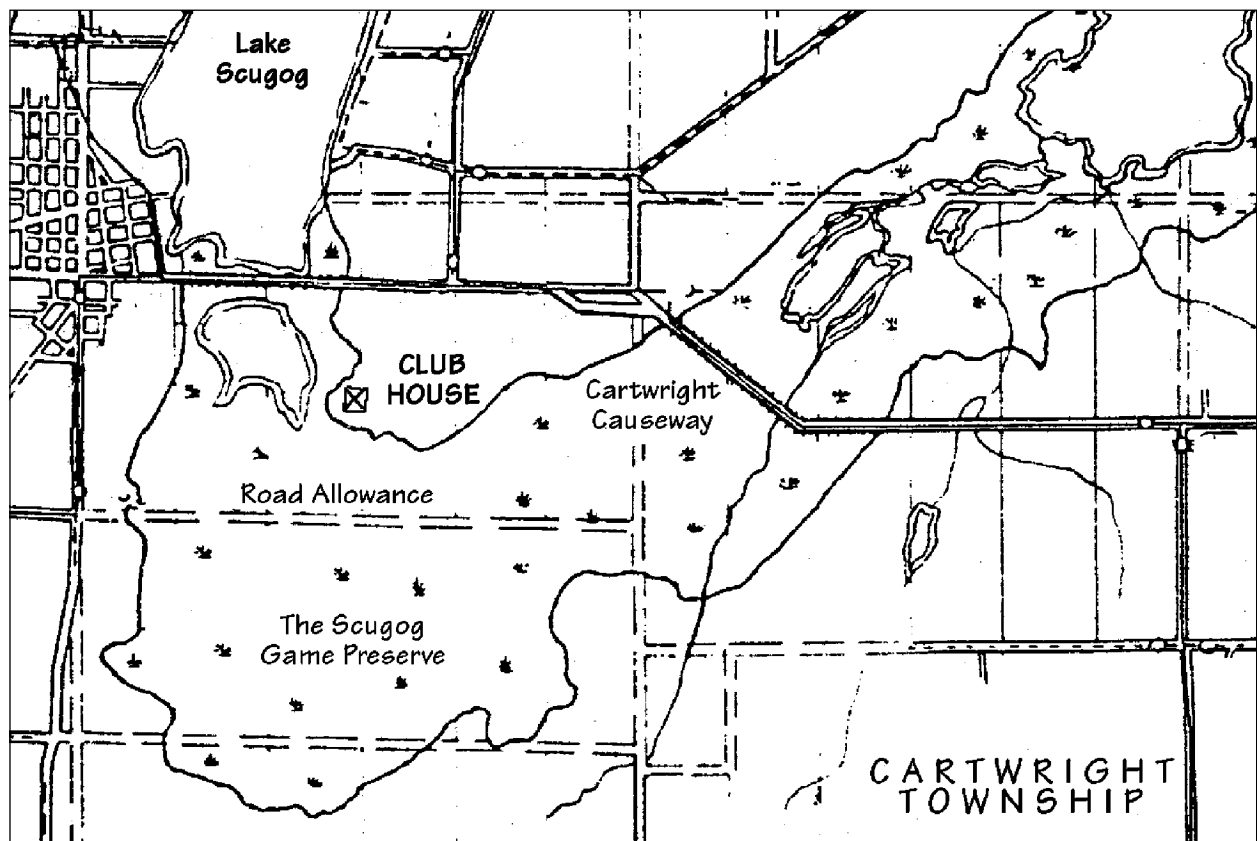
"It appears that a syndicate of Toronto Swells have purchased the Scugog Marsh for the purpose of breeding fish and fowl, and for the foolish purpose of hooking the former and shooting the later.

They also propose to protect the game - such protection as the wolf gives the lamb. They certainly have got more money than brains if they expect that by paying a lot of money to somebody they can secure a monopoly of hunting and fishing on the Scugog Marsh.

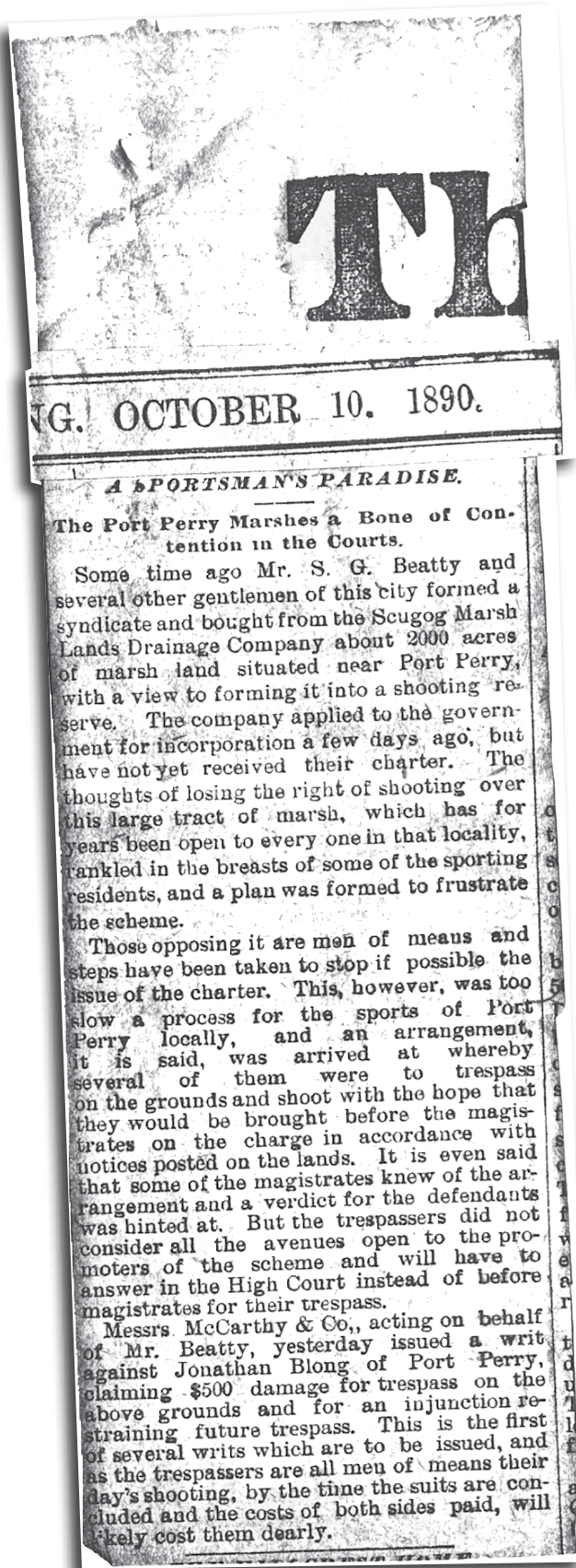
If these would-be notables are allowed to take part with the public hunting and fishing over the Marsh they may thank their stars, but if they get impertinent over it they will be excluded entirely and serve them right.

But their mightiness are putting it on a little too thick when they put up poster forbidding trespass on the Marsh; such modesty on the part of the syndicate would melt the heart of a stone.

Trespass on the Marsh! O, my country! Will the modern Neros allow us to creep past the Marsh on our hands and



Map of Lake Scugog marshlands shows road allowances under the water, causeways, and location of the clubhouse.



Clipping from the Toronto Globe,
October 10, 1890

knees? It is said that they intend to employ a game keeper who will pour all the terror of the law on the head of the unfortunate who may be found on the Marsh or Swamp.

Their bark is perhaps worst than their bite, they may bark away but if ever they attempt to bite we will extract every tooth they have and give them a free and permanent pass to their grab-all home in Toronto

There may be localities where the good natured, broad backed, easily ridden community will smile when they are sat upon, but he that imposes on this community will find he has caught a Tarter."

CONFLICT WITH SYNDICATE

An article in a Toronto newspaper on October 10, 1890, described the conflict between the owners of the Scugog Game Preserve Company, or "Syndicate" and the residents of Port Perry, suggesting that the thought of losing the rights of shooting over this large tract of marsh, estimated at more than 2,000 acres, had rankled some of the sporting residents, who formulated a plan to frustrate the owners.

The newspaper wrote that an arrangement was made with several hunters to trespass on the grounds and shoot with the hope that they would be brought before the magistrates on the charge in accordance with notices posted on the lands.

It was even implied that some of the magistrates knew of the arrangement and a verdict for the defendants was hinted at. But the trespassers did not consider all the avenues open to the promoters, and a writ was issued against Jonathan Blong of Port Perry, in the High Court instead of before the magistrates, with whom the hunters had allegedly conspired. The writ claimed \$500 damage for trespassing on the grounds and also asked for an injunction restraining future trespass.

Lawyers for the Scugog Game Preserve Company, recognizing that relations with the Port Perry "locals" was diminishing rapidly, suggested a letter be written to the local newspaper. A hand written letter, from the law offices of McCarthy, Osler, Hoskins and Creelman, was sent to Mr. S.G. Beatty on October 14, 1890 suggesting that in view of the peculiar nature of the trouble at Port Perry, it might do a great deal of good if a letter were written to the papers there stating the other side of the case, while as much as possible avoiding controversial matter.

They enclosed a draft letter for Mr. Beatty's consideration, which he forwarded to the Ontario Observer in Port Perry. It was printed in its entirety in the October 15, 1890 edition. The letter read as follows:

Dear Sir:

I have learned with much regret that not a little feeling has been aroused in your town by reason of my recent purchase of marsh lands. I am convinced that when the public fully understand the facts of the case, this will at once come to an end and I therefore ask leave to state my position through your columns.

I am no lawyer but am advised by my solicitors that I have an absolute title to the marsh lands purchased by me and a right to preserve and protect game upon them and to prevent trespassing just as any owner of land can do.

The marsh is not fenced but I am advised that the only result of that fact is to prevent my having recourse to the Ontario Trespass Act under which a cheap way is provided for a land owner to protect his right without putting an unfortunate trespasser to the cost of a law suit.

Now if my rights are as I have stated, I think that all law abiding citizens will agree with me that they should be respected. If there is any doubt about the law and any one wishes to test it in a friendly way, I am willing to join them in bringing it before the Courts in the most inexpensive way possible, consistent with the proper presentment of the case. If however any persons persist

in openly defying the law I shall be compelled to take whatever protection the law affords and I think that in so doing I ought to have the approval of the public.

I have no desire to deal hardly with anyone and in proof of this I would point to the fact that although many persons have both trespassed and shot ducks since the notices were posted in the marsh I have hitherto refrained from proceeding under the criminal law as I am advised I have a right to do, and have only instructed civil action to be taken against two gentlemen who are, I have been given to understand, well able to bear the expense. Those who are objecting to the purchase of this marsh by outsiders should also bear in mind that if I had not bought it others would have done so who would perhaps have had more leisure to shoot than myself or my friends.

I feel that I have already taken up too much of your valuable space but perhaps under the circumstances you will permit me to say a word as to the interest of the public in the matter. I have with four other gentlemen applied for a charter incorporating us as a Company but we have not asked for any powers with reference to the marsh which we would not possess as individuals. Only five are not interested and our present intention is to admit only two more, making seven in all who will have the right to shoot in the marsh. At the outside, the charter applied for will only allow us to issue ten shares altogether.

The membership will be confined to men, who like myself, are in business and consequently unable to get away for more than a day or two at a time and the number of days shooting to which each member will be entitled during the season will be strictly limited.

I do not know how many citizens of Port Perry have been in the habit of shooting in this marsh or how many ducks they have been as rule able to kill, but I am informed that numbers of outsiders come every year to your town to shoot, and that the ducks have been so continually shot at that they have become scared and wild.

Now, I will venture to say that the result of the protection of this marsh will be, that fewer outsiders will come to your neighborhood to shoot, and that the ducks having a safe and quiet place to breed in the close season and being able to feed in the open season without being banged at from daylight to dark will come more plentiful elsewhere about the lake, and the result will be that the sportsmen of Port Perry will be able to get better shooting than they have had for years.

Yours truly
S.G. Beatty



HENRY SMITH OSLER

Member of the group who purchased the marshland, in 1880,
seen relaxing at the property.

The same week the letter appeared, a deputation from Port Perry, consisting of Norman F. Paterson, Q.C. and Jonathan Blong came before Reach council. Mr. Paterson, was acting on behalf of Messrs. J.B. Blong and J.M. Davis who were being taken to court for trespassing on the marsh by Samuel G. Beatty and members of the Syndicate who purchased the Scugog Marsh.

Mr. Paterson told council he had written to the Hon. John Dryden concerning the charter applied for by the Company and had received an intimation the he would oppose all such legislation.

He then referred to the action brought about by the company against his clients, and quoted from the Statues, in support of his contention, that in order to be successful in a prosecution for petty trespass the property must be fenced. Mr. Peterson also requested council lease, for a nominal sum, to Mr. Blong and those associated with him, the road allowances vitiated in the marsh land, so as to give the public an inlet to the shooting grounds.

Council agreed to memorialize the Lieutenant Governor not to grant a Charter to the group for the marshlands, and also agreed to lease portions of the road allowance in the 4th and 5th concession of the township running through the marshlands, and also Reach's interest in that portion of the boundary line between Reach and Cartwright Twp. to Mr. Blong at \$1 per year.

GAME PRESERVE PETITIONS COUNCIL

The following spring, H.S. Osler, representing the Scugog Game Preserve Co. attended a meeting of Reach council, requesting a by-law be passed to allow the Company to fence their marshland, and also to lease the untraveled road allowances adjacent to the Company's property.

Over the next few months, Mr. Osler appeared before council on a number of occasions, urging them to pass the required by-laws. Finally in September 1891, the by-laws were introduced, passing their first and second readings, but Mr. F.M. Yarnold, acting on behalf of about sixty ratepayers, petitioned council not to pass the by-laws.

A motion, moved by councillor Leonard Burnett, agreed to lease parts of unopened road in the Scugog Marsh, adjoining the property of the Scugog Game Preserve Co. at a rent of \$20 per year, providing the Company granted the public free right of way over their property in the winter, in addition to the rent to be paid; and that the lease be for a period of 10 years and renewable for further periods at the option of the council.

Mr. Osler returned to council in September, once again urging the by-law be passed. He said that members of the Company had invested a good deal of money in the marsh property, and spent a considerable amount within the community, and while they are willing to do everything to accommodate the public as far as possible, it was unfair to expect them to allow a few people to take advantage of them and injure their property.

He reminded council that the assessment had been increased five times the amount it was a year earlier plus the rent offered for parts of the roads to be leased was most generous. Still no action was taken.

Finally, in November 1890, with Mr. Osler once again in the chambers, council voted on the motion to lease, with two amendments. The first was to strike the words "for a term of 10 years" and substitute "annual lease", and the second was to ad "any person may at any time graze cattle on the property of the Company and are also permitted to enter the property and recover their stock."

Voting for the by-law were Messrs. Allin and Gregg; and against the by-law Messrs. Burnett and Munro. Reeve D. McKay voted 'yea' and declared the motion carried. The By-law was read a third time and passed, and the reeve signed the same and affixed the seal of the corporation.

The passing of the by-law by Reach council came just one month before Mr. S.G. Beatty, owner of the marshland, confronted J.W. Davis and Jonathan Blong in a Toronto court with charges of trespassing and shooting on his lands.



NORMAN F. PATERSON, Q.C.
*Lawyer acting on behalf of
J.W. Davis and Jonathan Blong*



DALTON McCARTHY, Q.C.
Lawyer for G.S. Beatty

The Case - Beatty vs Davis & Blong

The case of S.G. Beatty of Toronto, against J. W. Davis and Jonathan Blong, of Port Perry, claiming damages for trespass on Mr. Beatty's lands, and injuries to his right of sporting over said lands, took place at Osgoode Hall, Toronto, before Chancellor C. Boyd, on December 13, 1890.

The plaintiff (Beatty) alleged that he was the owner of the Scugog Marsh, consisting of lots 20 and 21, in the 4th and 5th concessions of Reach Township, and as such owned the right of hunting, shooting, fishing and otherwise sporting over the same, and that on various days the defendants, while trespassing thereon, killed and took wild duck and other game, and refused to leave or desist, though requested so to do.

Mr. N.F. Paterson, Q.C. acting on behalf of the defendants, Messrs. Davis and Blong, denied allegations of wrongdoing, and argued that the lands were, and always had been, wholly unenclosed, and wholly covered by the waters of Lake Scugog, which waters were navigable, and the lands formed part of what is known as the marsh lands of Lake Scugog, which cover over 2,000 acres. He submitted that they in common with all Her Majesty's subjects had a right to enter on or pass over the said lands for the purpose of shooting, hunting, or fishing, doing no damage to the said lands.

Dalton McCarthy, Q.C. and Henry S. Osler, acting on behalf of the plaintiff, Mr. S.G. Beatty, denied that the water was navigable, and alleged that it was for the most part shallow and marshy and was cut off and divided from Lake Scugog by a solid embankment (Cartwright Causeway) built along the road allowance between the 5th and 6th concessions of Reach Twp. They argued

that the only link between Lake Scugog and the marshland by boat was by means of a culvert under the embankment in which it was possible to pass in a small skiff or pleasure boat.

McCarthy contended that when the level of Lake Scugog was raised about 1844 by a dam erected across the Scugog River near Lindsay, the land formerly above the lake level, was overflowed. He suggested that even if the waters covering the said lands are now navigable, it was non-navigable in its natural condition and the defendants had no right to enter upon or pass through or over the same for the purpose of shooting or fishing, or for other purposes of pleasure.

After listening to all the arguments, Justice C. Boyd reserved his decision until January 6, 1891 when he handed down his judgement stating that the defendants Messrs. Davis and Blong were wrong. He said, "the dependents (Davis and Blong) are in the wrong; they came upon the place, not for purposes of navigation, but to shoot ducks against the protest of the plaintiff (Beatty). The custom relied upon of persons or of the public going to shoot or fish in that locality year after year does not afford any defence in law against the private rights of the owner. The fact of the place being to some extent navigable water, does not justify any interference with private rights of fishing and fowling.

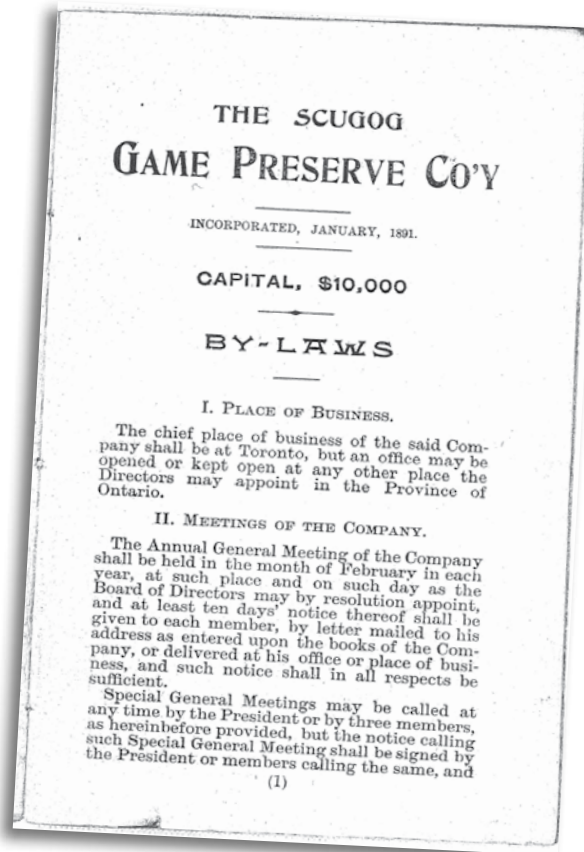
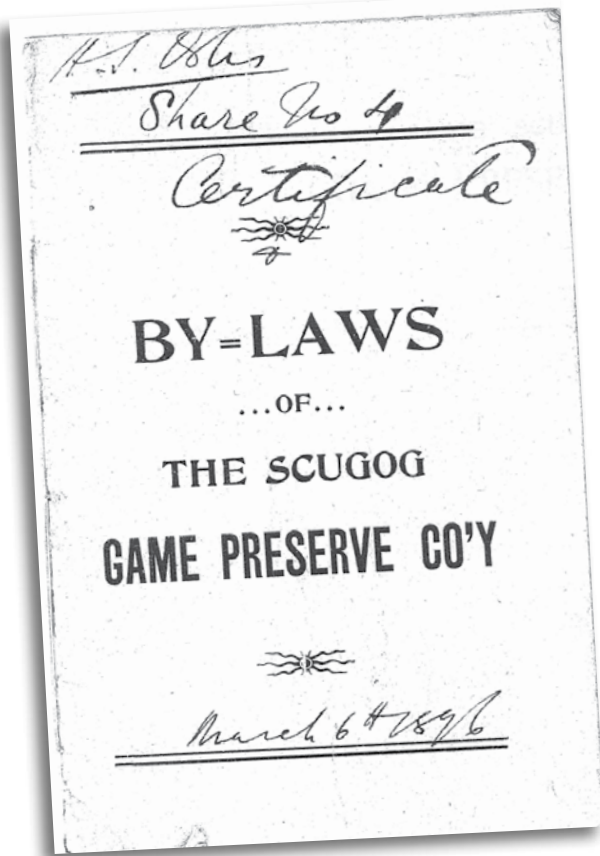
Having regard to the novelty of the action, and the fact that the plaintiff has not entirely succeeded because of the issue as to navigable or non-navigable water I give judgement against the defendants, with \$40, which I access for damages and costs."

THE JUDGEMENT

Ownership of land or water, though not enclosed, gives to the proprietor under the common law, the sole and exclusive right to fish, fowl, hunt, or shoot within the precincts of that private property, subject to game laws, if any; and this exclusive right is not diminished by the fact that the land may be covered by navigable water.

In such case the public can use the water solely for bona fide purposes of navigation, and must not unnecessarily disturb or interfere with the private rights of fishing and shooting.

Where such waters have become navigable owing to artificial public works, the private right to fishing and fowling of the owner of the soil must be exercised concurrently with the public servitude for passage.



Scugog Game Preserve

WITH THE LAW now firmly on the side of the marshland syndicate, local hunters resisted any further urge to challenge the owners of the property, realizing trespassers would be dealt with harshly. The results of the case appears to have brought an end to the two-year conflict between town residents and the owners of the Scugog Game Preserve, although the fact that the land was being monopolized by a group of non-residents wasn't entirely forgotten by locals, as the subject of hunting in the marsh surfaced occasionally.

Despite the animosity felt toward them, by some local residents, the owners settled in and began improving the property for their private hunting concerns.

The original piece of property purchased by the Scugog Game Preserve Co., was about 2,000 acres, but over the years has grown substantially. It is estimated that between 8,000 and 10,000 acres of land and marsh was amassed by Henry S. Osler before he died. The land stretches from the Port Perry Causeway south to the Shirley Road, and winds its way along the shoreline of Lake Scugog back to the Cartwright Causeway, then north, to just south of Caesarea on the east side, and south of Pine Point on the Scugog Island side of the lake.

The only piece of acquired lands known to have been sold, was a 50 acre parcel of Henry S. Osler's Pine Point property, which he sold to a syndicate of gentlemen in May 1915. Subsequently it was developed into a series of cabins along Pine Point Road, most of which still exist today.

There are two separate hunting clubs which have exclusive use of the marshlands for hunting, the 'Duck Island Club' and the 'Long Bog Club'.

The Duck Island Club, leases hunting rights to approximately 1,500 acres of marsh, south of the Port Perry causeway and north of the Cartwright causeway.

In addition to the marshlands actually owned by the family, they also control the "sporting rights" to another 400-500 acres of land, which is actually owned by private individuals. This "sporting right" gives them the exclusive right to hunt or fish on these properties, despite the property being owned by others.

A second branch of the family, operates a hunting group known as the 'Long Bog Club,' which controls about 700 acres of land north of the Osler property on the east arm of Lake Scugog. This land, originally owned by Henry S. Osler, was given to his younger brother Glen Osler many years ago, and is now controlled by members of his family.

(d) Each member shall also be entitled to shoot geese upon the Company's property in the spring of each year, during such time as such shooting is allowed by law.

(e) One half of all game shot upon the premises of the Company, shall belong to the Company, and if any member shall take for his own use or for the use of any guest, more than one half of the game shot by him, he shall be charged therewith, at such rates as shall from time to time be fixed by the Board of Directors.

VII. FIELD RULES.

(a) The priority for choice of positions shall be decided by ballot or drawing, not later than half an hour before the time of entering the marsh each day, and each member must avail himself of his selection by going to the marsh selected within half an hour after entering the marsh under the penalty of forfeiting his right to enter the marsh thereafter.

(b) All shooting shall be done from a punt or boat, and no member shall punt or shoot from the shore, unless after the pond has been opened.

(c) No member shall shoot another who has previously been shot.

(d) No one shall enter the marsh over the Company's property for the purpose of shooting, or for any other purpose, unless in order to do so, but the marsh shall be disturbed in the breeding season.

(e) No member shall take a gun in his boat, unless he has a license to do so.

(f) No one shall enter the marsh after sunrise, and a charge his gun after sunset by this rule shall be determined in the Almanac, a copy of which shall be kept in the boat house.

(g) No shooting shall be done on the Island.

(h) Each member, upon each day upon which he shoots, shall hand to the keeper a written memorandum, showing the name of any one with him, his location, the number and variety of ducks killed, wind and weather, and any other memorandum he may wish entered in the Game Book, and the keeper shall forward the same to the Secretary.

VIII. KEEPER.

The keeper shall be under the sole direction and control of the President and Secretary in the absence of specific directions by the Board of Directors.

IX. FINES AND PENALTIES.

(a) In case of any breach of a By-law it shall be the duty of every member who becomes aware of such breach, as well as the Secretary, to report the same to the Secretary.

(d) Once, at least, in each year, the accounts of the Company shall be examined and the correctness of the balance sheet ascertained by an auditor, who may be a member of the Company, and shall be appointed at the Annual General Meeting of the Company.

(e) At the Annual General Meeting of the Company in each year the Treasurer shall submit an estimate of the amount required to meet the expenses to be incurred during the ensuing year, and such amount shall be voted therefore and for any current obligations of the Company, as may be considered advisable, and each share shall be assessed for an equal proportion of such amount, provided that if any member owns or is interested in more than one share, such additional share or interest shall not be liable to be assessed for the expenses of the Company in any year during which such member shall not in any way make use thereof.

(f) The Directors may at any time direct assessments, if required for the purposes of the Company, in addition to the amount so voted, but not to a greater amount than \$50 per share in any one year, unless authorized by a Special General Meeting of the Company. The Directors may enforce payment of such assessments and of any fines or penalties incurred by any member during the preceding year, in the same way as in the case of a call upon stock.

XI. ALTERATION OF BY-LAWS.

These By-laws may be repealed, altered or added to, by By-law passed at a meeting of the Board of Directors and confirmed by a two-third vote at the next Annual General Meeting, held not less than three weeks thereafter.

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4874.64

Referred to in the foregoing By-laws.

THE SCUGOG GAME PRESERVE COMPANY (LIMITED).

Capital \$10,000. In ten shares of \$1,000 each.

INCORPORATED 1891.

THIS IS TO CERTIFY that *H.S. Oler* of the *City of Toronto* in the County of *York* is the owner of *ONE* share of the par value of one thousand dollars (\$1,000) of the Capital Stock of THE SCUGOG GAME PRESERVE COMPANY (Limited), transferable on the books of the Company on production of this Certificate with the agreement to transfer and to accept the same duly executed and approved by the Company and hereunto annexed.

Dated at *Toronto* this *fourth* day of *March* 18 *96*

Witness

H.S. Oler President.
Jos Kilgour Secretary.

FORM "B."

Referred to in the foregoing By-laws.

I of the of in the county of in consideration of the sum of \$ paid to me by of the of in the county of do hereby bargain, sell, assign and transfer to the said share of the capital stock of THE SCUGOG GAME PRESERVE COMPANY (Limited), to have and to hold to the said his heirs, executors, administrators and assigns, subject to the same rules and orders, and on the same conditions that I held the same immediately before the execution hereof.

And I the said do hereby accept the said share, subject to the same rules, orders and conditions.

In witness whereof we have hereunto set our hands and seals this day of 189

Signed, sealed and delivered in the presence of

L.S.

Approved by resolution of the Board of Directors.

Secretary.
President.

(8)

March 6th 1896
I hold share no 5 of the Scugog Game Preserve Company in trust for Jos Kilgour, H.S. Oler and H.S. Oler jointly, having no beneficial interest therein.

Witness
Chas. Oler

Herby endorse my share and 1/2 share to S.G. Beatty as security for \$2500 being balance due upon attached note as of April 1st 1900 & there being now due the said sum with interest from said date
Feb 7 1902

H.S. Oler
paid April 18 1902

Pages from the 1896 By-Laws booklet of the Scugog Game Preserve Company.

The Clubhouse

TENDERS TO CONSTRUCT a clubhouse on Hemlock Island were called for in October 1892. The clubhouse to be built on a high section of land within the game preserve. Using a memo pad from the McCarthy Osler, Hoskin and Creelman law firm in Toronto, Mr. H.S. Osler drew a crude sketch showing the two storeys, rooms and some dimensions of the proposed building.

It is speculated that Mr. Osler then had someone provide him with an architectural drawing complete with specifications, before sending it out for tender to a number of local contractors. At least three local contractors bid on the job, they being Isaac Foote, John Stovin and Charles Powers, who submitted hand written proposals.

In his proposal, Mr. Foote wrote, "I hereby tender to build your building on Hemlock Island and agree to do all carpentry work including eavestrough, down pipes and galvanized ridges and tower for \$1,445.000 as per plans and specifications furnished."

John Stovin's tender agreed to building house, "according to plan and specification for the sum of \$984.00 and furnish all material except the chimney." He went on to say that he has figured on first class dry material, all hardware and glass set.

The winning tender from Charles Powers, was far more complete in detail. In his submission on October 24, 1892, he wrote the following:

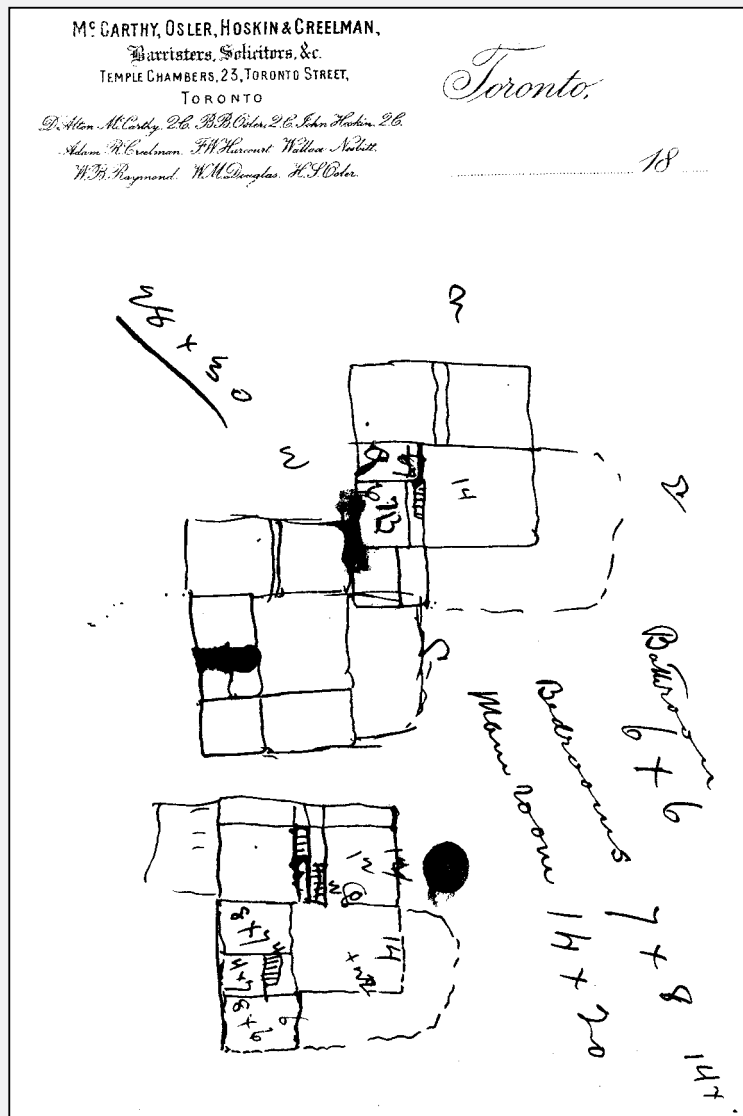
"I have carefully looked over the plan and directions sent for clubhouse and would say that I will build the same as per directions, furnish all material for same, do all work

necessary and leave it ready for lathe and plaster and painting except fireplace and chimney for \$850.00.

A subsequent letter the following month addressed some change, including three closets upstairs, a rail around the verandah, 14 windows to be box frames and hung with weights, double door between club room and hall, adding another \$40 to the contract.

Construction of the 30'x40' two-storey clubhouse began in December 1892. The house was located on a rising piece of land on the east shore of the lake, just south of the causeway, known as Hemlock Island.

The building featured a third-storey tower, surrounded by windows, which provided a perfect vantage point to keep lookout across the marshlands for intruders or poachers.



Henry S. Osler's sketch, on a company notepad, of the proposed club house to be built on Helmock Island, in The Scugog Game Preserve in 1892.



The clubhouse not long after it was constructed in 1893.

Port Perry Oct 24
 To Mr Celler
 Dear Sir I
 have Carefully looked over
 the plan and directions
 sent for Club house and
 Would say
 That I will
 build the same as per
 directions furnish all materi-
 al for same do all work
 necessary and leave it ready
 for bath & plaster & painting
 except fire place & Chimney
 for \$850⁰⁰ Eight Hundred
 and fifty dollars
 On Will do all Carpenter
 & joiner work you to get
 Machine work done and
 Doors & Sash made for
 \$225⁰⁰ two Hundred and
 twenty five dollars and
 will guarantee good satisfaction
 Yours respect-ly
 Charles Powers

Charles Powers tender dated October 24, 1892.



Similar angle of the clubhouse, taken in 2000.

Port Perry Nov 7 92
 in care of M L Brandegee
 Tender for building
 House for Marsh presence
 I will agree to build
 house according to plan
 and specifications
 for the sum of nine hundred
 and eighty four dollars \$984⁰⁰
 and furnish all material
 except Chimney.
 or I will do all carpenter
 work material being found
 for two hundred and fifteen
 Dollars \$215⁰⁰
 I have figured on first
 class dry material, all
 hardware and glass etc
 John Stovin

John Stovin's tender dated November 7, 1892.

Dredging The Channels

CHANNEL DREDGING got underway in August 1827, by O.F. Cummins & Wm. H. Robinson from Toronto. The dredging company began digging the channels through the marsh with a specially constructed steam dredging machine, mounted on a large wooden barge.

The contract specified, all channels were to be dug out to a depth of six feet, with a width of 20' on the top and eight feet at the bottom. It took four years to complete almost 20 miles of channel, at a contracted price of \$2,000 per mile.

After the work was completed, the machinery was removed and the stripped-down barge was pulled into an isolated spot in the lake, north of the Cartwright Causeway, where it still lies today rotting under the water.

The many channels throughout the marsh were dredged for the private use of the owner's family and friends, making the most remote areas of the marshland accessible for hunting ducks.

Today, the channels are still cleared each season, using much the same method and machinery they have used for



No pictures of the actual dredger that carved out the channels in the Scugog Game Preserve have been found, but these photographs of dredgers from the 1920s, provide a idea of the type of machines that may have been used.

decades. An old steel barge is pulled to sections of the marsh which need to be cleared, where it is secured by inserting three heavy wooden poles through holes in the bow and stern of the craft.

The poles are driven into the mud, to hold it from moving, and an old wooden, v-shaped plough attached to 300' of cable, is winched back towards the barge. In the early 1900s, it took six men to turn the winch by hand, but this method was changed when Mr. Murray installed a single piston engine on the barge.

As the blade drags along the bottom of the channel, it pulls the rice, lily pads and other plants out by the roots, freeing the channel for easy navigation throughout the remainder of the season.





This 1999 aerial view of Port Perry, the causeway and Scugog Marsh and Game Preserve shows the miles of canals which were dredged through a large section of the marsh, south of the causeway in the late 1920s.

Almost 20 miles of canals were dug from September 1927 to November 1930, with expensive dredging equipment brought in from the United States.

Following are the details of the dredging contract between the Osler family and O.F. Cummins, of Cummins & Robinson Dredging Contractors, Toronto.

A contract between H.S. Osler and Cummins & Robinson, dated June 1927 stipulated that the contract was for not less than five miles of channel, at \$2,000 per mile. The contractors were to proceed immediately with the shipment of the dredge and were to commence actual dredging no later than August 1, 1927.

Specifications for the channels were, they were to be dug to a depth of 6' with a width at the surface of 20' and the width at the bottom to be 8 feet.

Dredging of the channels took place from 1927 to 1930 with approximately 20 miles of channels being created.

Following are the yearly totals:

- 1927 dredging - 19,260 feet
- 1928 dredging - 34,469 feet
- 1929 dredging - 15,040 feet
- 1930 dredging - 27,207 feet
- Total dredging - 95,985 feet

Based on \$2,000 per mile, the cost of dredging the channels in the Osler's Game Preserve is estimated to have cost more than \$36,000.



Henry Smith Osler was 71 years old when he passed away on December 8, 1933 at his son's residence in Montreal.

In June 1939, the name of the Scugog Game Preserve Co. was changed to the Cartwright Land & Investment Company and about May 1958, it was transferred to Philip F. Osler (son of Henry S. Osler) and other members of the Osler family.

Philip Osler controlled the company until his death in 1992, at the age of 91 years, at which time the shares in the company transferred into the names of his children and grandchildren.

		Total Amount	85% paid	15% drawback
May	- 3400 feet	1159.09	985.23	173.86
June	- 4700 "	1602.27	1361.93	240.34
July	- 4415 "	1505.11	1279.34	225.77
Augt.	- 4886 "	1665.68	1415.83	249.85
Sept.	- 3741 "	1275.34	1085.05	190.29
Octr.	- 1575 "	536.93	456.47	80.46
Novr.	- 450) "	153.41		
"	4040)	1377.27		
		<u>\$9275.10</u>	<u>6583.85</u>	<u>1160.57</u>
EXTRA WORK				
July	- 6 days @ \$75 a day	450.00	382.50	67.50
Augt.	2½ "	187.50	159.38	28.12
Novr.	1 "	75.00		
		<u>\$712.50</u>	<u>541.88</u>	<u>95.62</u>

Copy of the dredging report for 1930 shows the number of feet completed and the cost of the dredging for that year.



This aerial view of the Scugog Game Preserve is located just south of the Port Perry causeway and the section of the marshlands that the Osler's constructed their private clubhouse. Canals dug in the 1920s can be seen cutting through the marsh.



View of the marshlands and canals, looking north across the Cartwright Causeway. Land on both sides of the causeway belong to the Osler family and some of the 20 miles of canals can be seen cutting through the property.



This old wood and steel barge is still used to clear the channels each year. The barge is taken to areas throughout the marsh that require clearing of new growths of rice and lily pads. It is held in place by inserting heavy steel poles through a ring at the bow and stern of the barge. Three poles are driven into the mud to hold the barge from moving, while a winch is used to pull an old wooden, v-shaped plough attached to a cable, back towards the barge.

The large plough is constructed of a steel frame with wood wings, which measure about 14' long and 4' high. The width of the taper at the back of the plough is 10 feet. By dragging the plough along the bottom of the channel, it pulls out the roots of the rice and other plants, freeing it for easy navigation through the summer and fall.



The small barge, top picture, with its ancient single stroke engine and wooden pulley, was still being used as late as 2010 to clear weeds from the channels in the lake and canals on the property, to ensure ease of access to the preserves hunting areas.



An ancient single stroke engine and a large wood pulley on board the barge was used to drag a v-shaped plow along the bottom of the channels to uproot new growth each season.

The Dredging Barge

FOR MORE THAN 70 YEARS, the deck of the old dredging barge, which carved out the canals in the marshland lay hidden from view under the surface of the lake. That was until a dry spell in 2001 exposed the large hulk which had laid undisturbed in Lake Scugog for so long.

A few long-time residents have reported they remember seeing the old steam dredger at work along the causeways, but little else was known about what happened to vessel.

Scugog Island resident Jamie Ross came across the skeletal remains of the old barge, mired in mud on the north side of the Cartwright causeway, while out on the lake many years earlier.

So, with Lake Scugog at one of its lowest levels during the summer of 2001, Jamie asked me if I would like to see the remains of the old steam barge. Armed with cameras and a tape measure we returned to the decaying hulk to record as much information as possible about all that remained.

We discovered the barge had a large platform, measuring 40' x 14' in size. The main beams extended the full length of the structure and measure 14" x 2.5" in thickness. Remarkably, the 12" x 2.5" planks which make up the deck were still solid after all that time, and the moss green stain which was applied more than eight decades earlier, looked almost like new.

Unlike sailing vessels found at the bottom of lakes and oceans, the barge has no monetary value, but it did play an important part in the development of our local history. Other than a few metal pieces, rusty brackets, bolts and nails which were removed from the wreck, the barge was left intact.

Looking back at the decaying hulk as we pulled away, it was sad to think that a part of Scugog's

history would once again be swallowed by the murky waters of the lake. Today, what remains of the barge lies just inches under the surface in its watery grave, waiting for time to reduce it to mulch.

A sad, but not unexpected ending for this large floating platform, which was used to literally carve out a segment of Scugog's fascinating history.

By J. Peter Hvidsten
August 2001



Jamie Ross clears the mud and debris off the deck and finds the planks are still in good condition and retain their green colour. Below, the skeletal frame of the old barge lies rotting on the bottom of the lake.



Marshland Memories

Over the past century, the Scugog Marshlands have been shrouded in mystery, due to the private nature of the owners. In fact, the land has been off-limits to all but a few local people who either know, or have worked for the Osler family.

Former Port Perry mayor, Howard Hall, says he remembers delivering groceries and supplies from McKee's grocery store in town, to the clubhouse when he was a teenager. On occasion he was invited inside by the caretakers, John and Lorena Murray, and recalls being told that Mr. Osler, was an avid hunter who travelled around the world in quest of game. Many of the exotic trophies from his hunts were mounted on the walls.

Mr. Hall also remembers, when he was 12 or 13 years old, his great-uncle, Adolphus Wheler owned about 40 acres of land on the south-west side of the causeway, where Cashway Lumber is today. The property was partially submerged, so they often went out fishing for mudcat at night, and on more than one occasion witnessed a large spot light, located in the tower of the clubhouse, sweeping over the marshlands to keep poachers out. He said he remembers, when the light fell upon anyone who had strayed into the marsh, the trespassers would receive a stern warning they were on private property and told to get out.

EVE HAMPSON

In an interview with Mrs. Eve Hampson, Henry Osler's granddaughter, she said that Mr. Osler didn't really travel the world hunting. In fact, he only spent a couple of years in the Sudan. His hunting consisted mainly of collecting animals and birds for the Royal Ontario Museum, which were used for display and research purposes. She says, that after a couple of years of hunting, he turned in his gun for a movie camera, and much of his footage of wild animals he shot is now stored at the Ontario Archives in Toronto.

Mrs. Hampson recalled that until about 25 or 30 years ago the family used to lease out trapping rights for both beaver and muskrat in the marsh. But when the price of pelts plummeted, trapping was no longer viable, and the practice was discontinued.

IAN BEARE

Ian Beare, a grandson of John Murray, remembers the house had clubroom, which overlooked the marshland, and a large dining room on the main floor where Mr. Osler and his guests would enjoy great feasts at the end of a day, often with duck on the menu. There was also other smaller storage rooms, and a kitchen with a wood stove, from which dinners were cooked. Upstairs there were a number of rooms for their guests.

JOHN & LORENA MURRAY

John Murray and his wife Lorena, lived in an apartment connected to the north side of the original clubhouse. This was their home for about 40 years before they purchasing a house at 279 Queen St., and moved into town, after retiring as estate managers in 1961.

During the 1930s and 1940s many of Philip Osler's business friends, from Toronto and Montreal, would travel to the marsh for a weekend of hunting and fishing. Following a hearty breakfast, they were taken out in punts to the duck blinds set up in the marsh for the morning hunt. The blinds consisted of large boxes with marsh grass woven into the treated canvas sides, which could be easily lowered or raised for shooting or camouflage. When the sides were raised the blind looked like a clump of marsh grass. They also had single person boats called "pups," in which a hunter would stand in a small square metal box, about two feet deep. A similar woven grass camouflaged was used on these small boats

Also taken along to the blind would be the decoys, a lunch and sometimes they even took their dogs to retrieve the ducks. But most often, the game keeper or his helpers would collect the ducks at the end of the day with the help of their retriever dogs. Often, Mrs. Murray would prepare a dinner of roast duck for them that evening, served in the dining room.

During the early part of the century, the marshland would be invaded by thousands of carp each spring, which rooted in the mud and ate the roots of the wild rice growing in the water. The carp destroyed so many rice plants, there was concern for the future of the duck population, which relied on the rice for feed. John Murray constructed a carp barrier, by driving wooden poles side-by-side across some the channels to keep the carp out. About 1950, Ministry officials placed a heavy steel grill in the culverts under the Port Perry causeway, which effectively kept the carp out for many years, although these no longer exist.

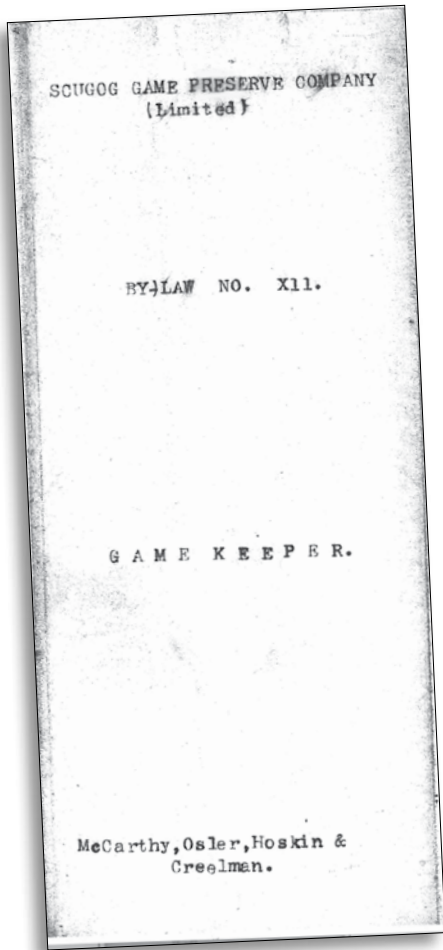


Martin Luther Crandell, poling his way through the marsh.



Results of a good days hunting in the Scugog Game Preserve.

Game Keepers



A NUMBER OF LOCAL MEN have held the position of game keeper, or estate manager as they are called today, over the past century.

John S. McKenzie was the first to hold the position for the Lake Scugog Game Preserve Co. in 1891, and the following year, Martin Luther Crandell took over the job, for which he was responsible for keeping poachers off the property and ensuring the channels were kept open for hunting.

It is believed Mr. Crandell managed the property until John Murray assumed the roll of game keeper about 1911. Mr. Murray held the job for approximately 50 years.

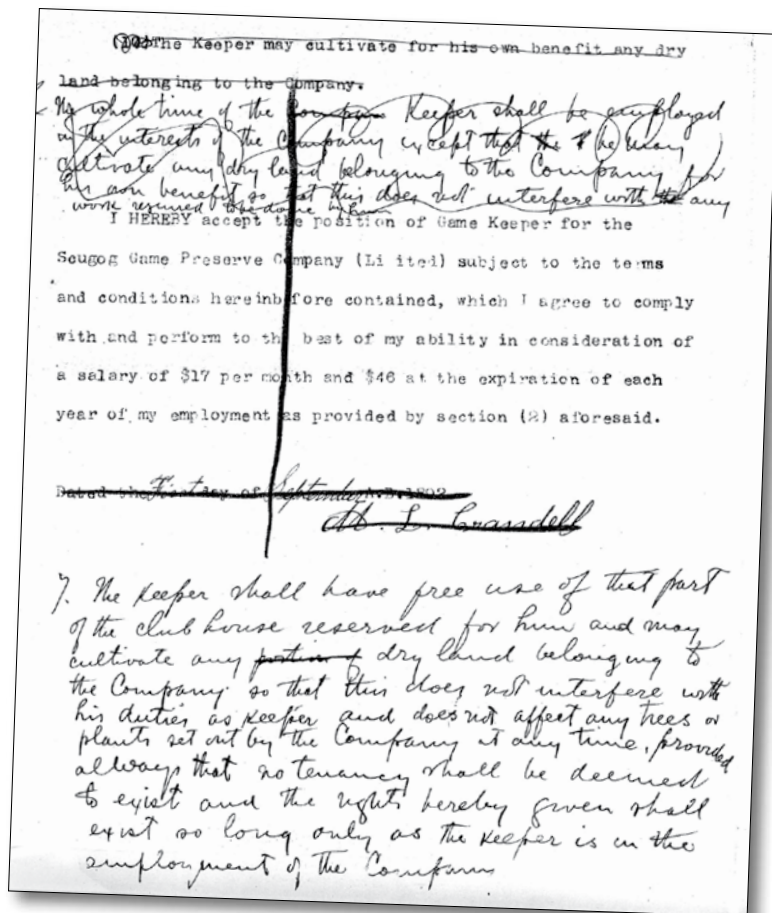
When he retired from the duties at the Osler property in 1961, the job was taken over by Tony Bloemen and his wife Nera, who lived on the property and tended to the needs of the entire estate until October 1996. Although the Bloemens no longer lived on the property, Mr. Bloemen continued to oversee the management of the Osler's extensive logging operations for some years later.

When Mr. Bloemen retired as the full-time caretaker in the fall of 1996, the duties pertaining to the marshlands was turned over to his apprentice, Peter Overgoor and Ann Julia Bajema, who continue the traditions of the caretakers of the past century.

The Scugog Marsh, or more accurately, the Cartwright Land and Investment Company lands are owned by Mrs. Eve Hampson, Ottawa, who is the daughter of the late Philip F. Osler, her son Philip Hampson of Toronto, and other members of the Osler family.



Martin Luther Crandell was the Gamekeeper for the Scugog Game Preserve from 1892 until about 1911. Illustrated here is a section of the original contract between the Scugog Game Preserve Company and Martin L. Crandell, dated September 1892, in which it reserves a portion of the clubhouse for Mr. Crandell.





Lorena and John Murray are seen here with their dogs, outside their residence at the Osler's clubhouse.



John Murray, was game keeper and caretaker of the Osler's Scugog Marshlands Preserve for half a century.



John Murray out in one of the punts with his dog retrieving ducks from the hunt.



Left, Tony and Nera Bloemen at the clubhouse. Right, Tony Bloemen kneels beside the family markers of Philip Featherstone Osler, Henry Smith Osler, Janet Winifred Osler and Harold George Hampson, located under a tree on the property.



Tony and Nerra Bloemen in the clubhouse. The mounted animal trophies on the wall were from trips when Henry S. Osler travelled to Africa to hunt. He later turned his gun in for a movie camera, to capture footage of wild animals.



Philip F. Osler, right, as a young man, outside the clubhouse, and above, years later as an elderly man enjoying a ride through the marsh with Tony Bloemen and "Mote".



Tony and his trusty dog "Mote" out for an inspection of the channels in the Syndicate wetlands.



Peter Overgoor and Anne Julia Bajema (inset) have been caretakers of the marsh property since 1996. Above: Peter takes a run along one of the many canals in the marsh.



Peter and Anne Julia at the old boathouse, near the edge of the marshlands.



The Osler's clubhouse, right with tower, and the caretaker/gamekeeper residence, at the left, about 2000.



The Osler's clubhouse and caretakers residence after renovations in 2008.



This 1954 aerial map show the many channels through the Osler marshlands south and east of the causeway. Starting from bottom of the photo: (A) town of Port Perry, (B) Port Perry Causeway, (C) Osler's Game Preserve, (D) Scugog Island, (E) Cartwright Causeway, and (F) Highway 7A.

Section Four



Scugog Floating Bridge

The first bridge to link Port Perry with Scugog Island was rickety, unstable, and unreliable, but it was agreed by everyone using it, that the floating bridge was better than no bridge at all.

Before The Bridge

LONG BEFORE Lake Scugog was formed, and the Scugog Bridge was built, the lake we see today was primarily a dense marsh between the mainland and Scugog Island, with a narrow river winding its way north through a thick, lush carpet of rice fields and tamarack bush all the way to Lindsay.

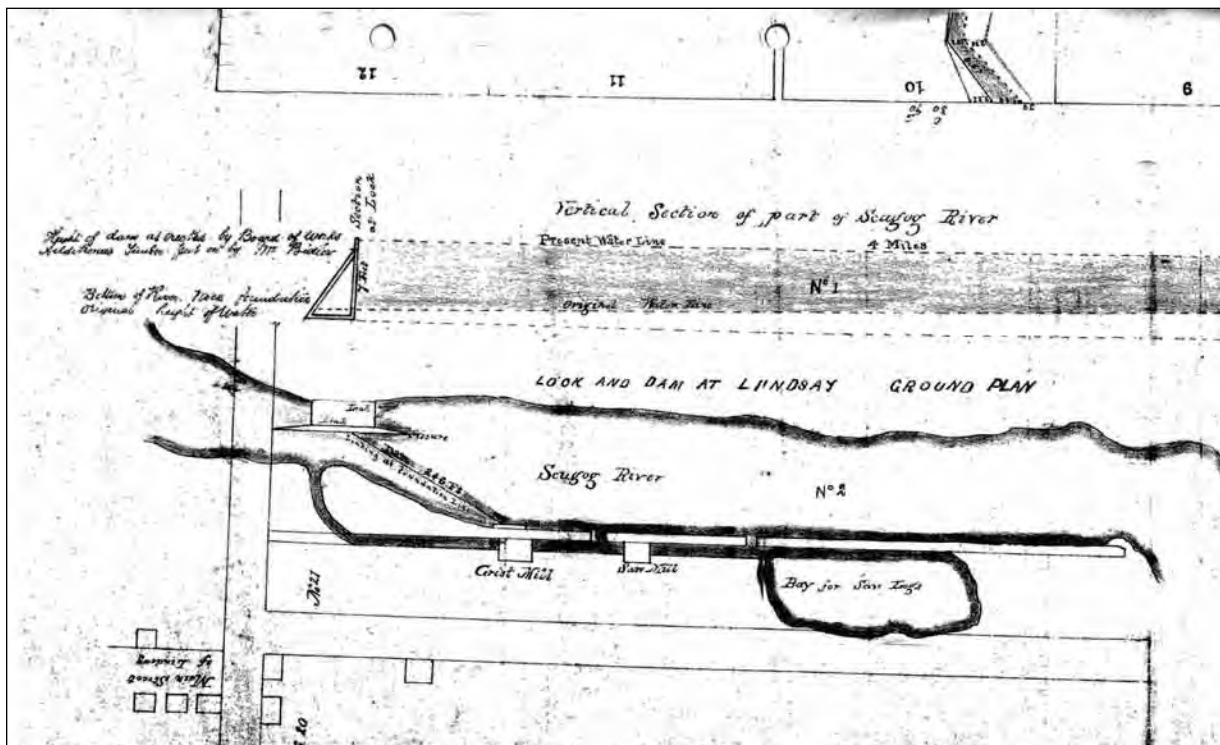
This all changed when William Purdy constructed a dam at what is now Lindsay. Purdy entered into an agreement with the government to build a saw mill and a grist mill on the Scugog River. Purdy's dam and the saw mill were completed by September, 1828. The water eventually filled the millpond to capacity in April, 1829. As the water finally reached the top of the dam, the pressure of the spring floods was too much for the structure. The dam broke. It took another year to rebuild. Thus the saw mill finally began its service in the spring of 1830.

The construction of Purdy's dam changed the entire face of the region. His original 1828 dam raised the level of the water ten feet. In 1829, the final dam was built at seven feet above the original water level. This raised water in the entire Lake Scugog basin by seven feet, thus doubling the surface area of the original lake and killing thousands of mature trees and flooding land.

The Purdy dam had backed the waters of the Scugog over some 60,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted, and a plague of fever and ague

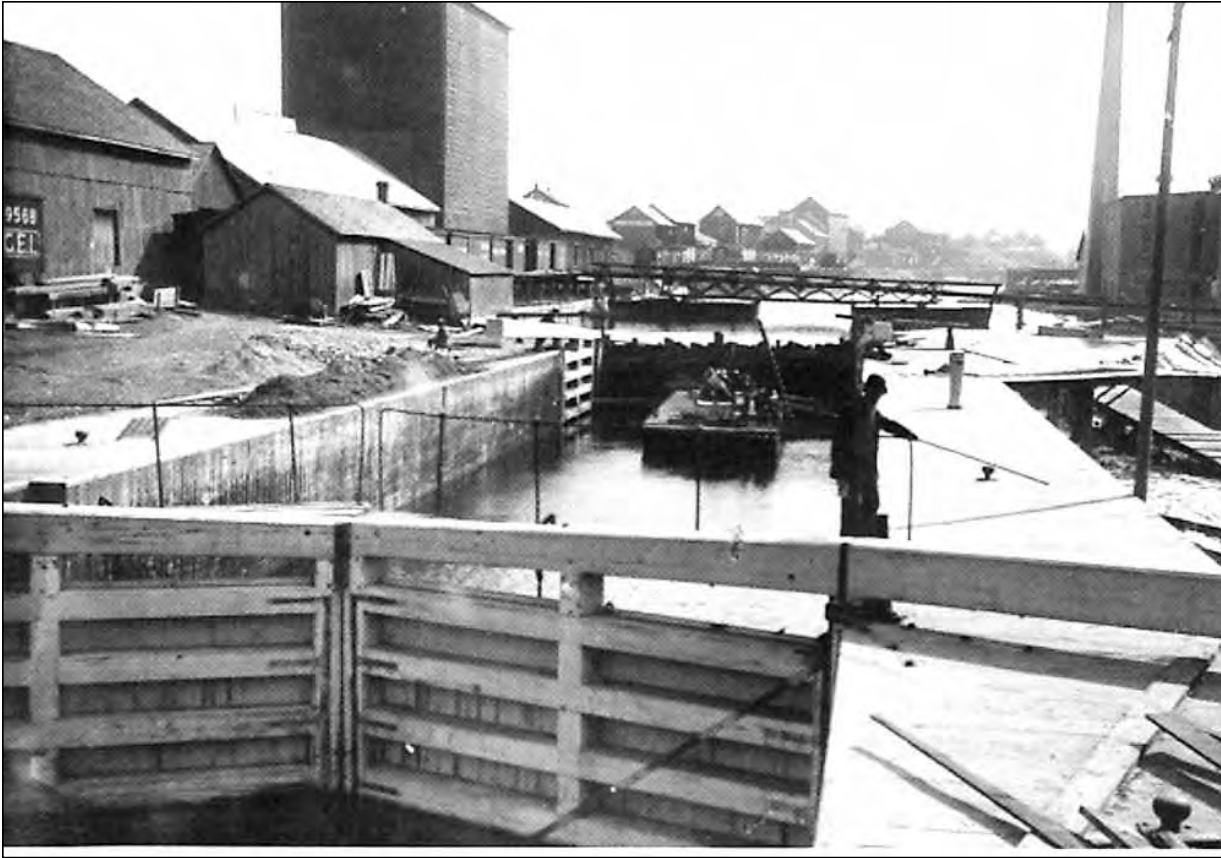


This 1871 map shows how Lake Scugog flows along the Scugog River into Lindsay where Purdy's Mill was located.

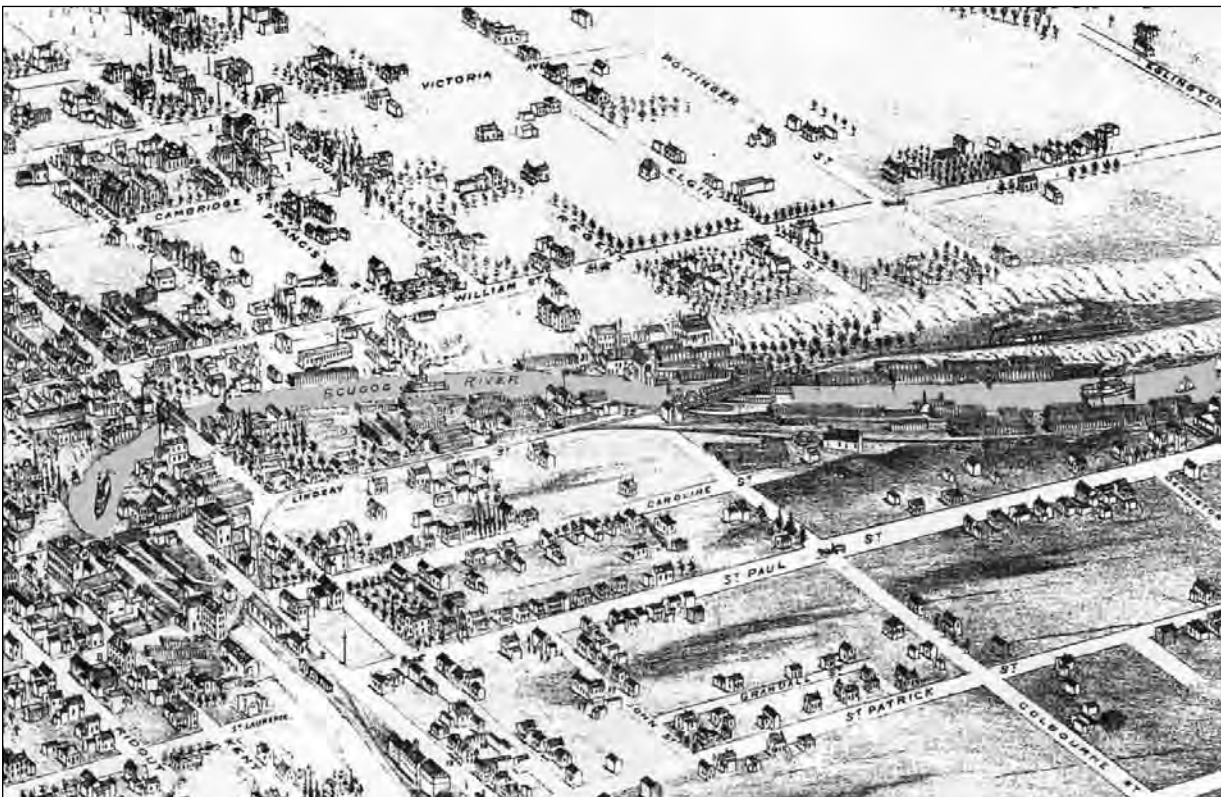


Plan of the new locks and dam to be constructed at Lindsay about 1842.

FORGOTTEN TREASURES



The dam and locks as they looked at Lindsay about 1899. This was the location of Purdy's Dam of 1830.



This birds-eye view of Lindsay shows the Scugog River winding its way past the locks and dam into the town.

The Scugog Floating Bridge

SCUGOG ISLAND as we know it today, was not always surrounded by a large body of water. In fact, for much of the early part of the 19th century, what is now referred to as Lake Scugog was little more than a shallow, murky river, meandering north through thick swamps and muddy bogs.

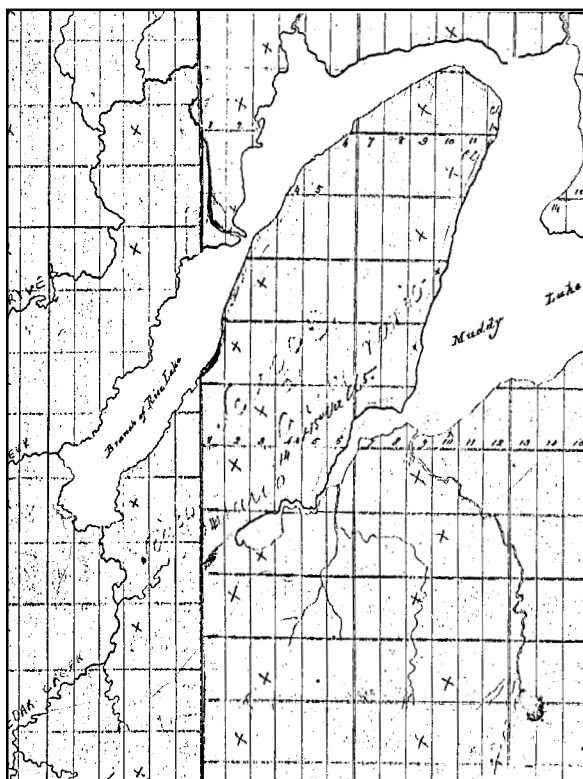
The formation of the Island came into being as the result of flooding caused by a man-made dam being erected near Lindsay on the Scugog River. The resulting floods isolated the high land, which until then was considered part of both Reach and Cartwright Townships, creating an entity of its own ... Scugog Island.

The dam, which known as Purdy's Dam, was the creation of William and Hassard Purdy, brothers who had entered into a contract with the government of the day to build lumber and grist mills along the Scugog River.

After constructing their dam, high water and floods burst and destroyed the dam during the spring of 1829. Undaunted, the Purdy's constructed a new ten foot dam in early 1830, which resulted in the flooding of thousands of acres of land along the banks of the river all the way south to the Scugog basin. Along with the flooding of huge tracts of tamarack bush, hundreds of acres of land just cleared by new settlers were swallowed by the rising water.

The settlers, upset by their losses, repeatedly objected to the dam and petitioned the government, using every legal means to have it removed, but failed in every attempt. By 1838 a deadly fever swept through the area killing a large number of people, and it was speculated it was due largely to the increased numbers of insects that infected the flooded land.

Purdy's Dam remained and Lake Scugog became a permanent feature of the area as new settlers arrived and the spread of settlements on Scugog Island and Reach Township increased over the next decade. But the newly



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



This map of the Lake Scugog region of 1851 appears to show a road going straight east from Prince Albert through what is now the marshlands at the south end of Lake Scugog.

The first rigs to pass over the floating bridge formed a funeral procession.

John Jackson had fallen from a load of hay and was killed. He and brother David had been working on the Island about five or six years when the accident happened.

The floating bridge was not quite complete, and several loose planks had to be laid on the stringers so that the body could be taken for burial in Pine Grove Cemetery

*From On The Shores of Scugog
By Samuel Farmer - 1913*



Horse teams used to cross lake during the winter.

formed lake, and the marsh around it, created plenty of traffic problems for those early settlers.

Boats and barges were operated during the summer season for travel between the mainland and the Scugog Island, and in the winter, travel to and from the Island was often

across the frozen lake. This hazardous method of travel, often ended in tragedy as horses and wagons broke through the ice, especially in the early spring.

One such case was reported when a team of horses crossing the ice on Scugog Lake, hauling a load of maple lumber to J.B. Lazier's factory, broke through the ice, and team, load and driver all went down. The team shot right under the ice and were both drowned, but the teamster was pulled from the freezing water by an Indian who was riding with him on the load.



James S. Gamble

It wasn't until after the formation of the County of Ontario in 1852 that talk of constructing a bridge across the south end of the lake began. The first request came in 1854 from John Snook and other inhabitants of Scugog Island to construct a bridge from the Island to the mainland.

During the January 1855 session of council, Joseph Reader and J.S. Gamble of Scugog Township, requested a grant to aid in the erection of a floating bridge across Lake Scugog between Reach and Scugog Island.

In September that year, at the urging of more than two-thirds of the residents of the United Townships of Reach and Scugog, council enacted a bylaw to raise the sum of £500 towards "defraying the expense of construction a bridge across part of Lake Scugog between the Island of Scugog and the Township of Reach."

An advertisements, published on June 9, 1855 in a Whitby newspaper (right) requesting the increase in assessment, shows the name of those who favoured the action.

Reach and Scugog were governed by one council at this time, so the inhabitants of the Township of Scugog also requested to be separated from the Township of Reach, which the County undertook to do.

To the Reeve and Municipal Councilors of the United Townships of Reach and Scugog.

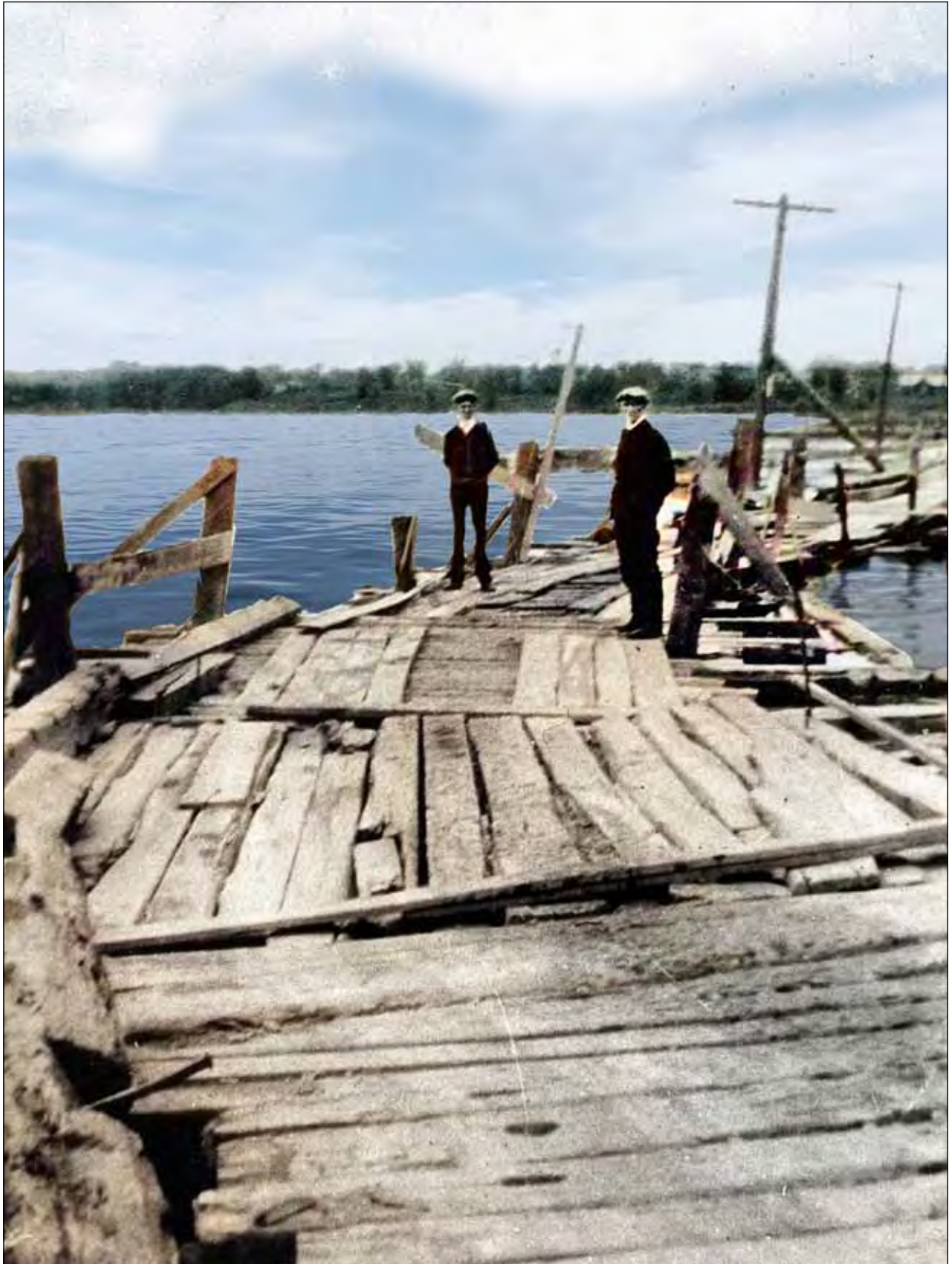
WE whose names are undersigned, being upwards of Two-thirds of the resident Freeholders and Householdors rated on the Assessment roll of the United Townships of Reach and Scugog, representing in value upwards of one-half of the rateable property of the township of Scugog, do hereby request that a Bye Law may be passed by your Council under the provisions of an act passed in the sixteenth year of her Majesty's reign, and intituled "An Act to amend the Municipal Acts of Upper Canada," for levying by assessment on all of the rateable property within that part of the United townships of Reach and Scugog, which is situate within the bounds of the Township of Scugog, in addition to all other taxes, to be rated on such property the sum of five hundred pounds, for the purpose of defraying the expense of constructing a bridge across that part of Lake Scugog, which is situate between the lands in the township of Reach, and the lands in the township of Scugog, on the line between the fifth and sixth concessions, and that the said bye-law may be passed and the rate imposed be placed by the Clerk of your Municipality on the Collectors roll for the united Townships aforesaid, so that the same may be collected and paid over by the Collector to the proper parties before the expiration of the present year.

Dated this thirtieth day of January, in the year of our Lord, one thousand eight hundred and fifty-five.

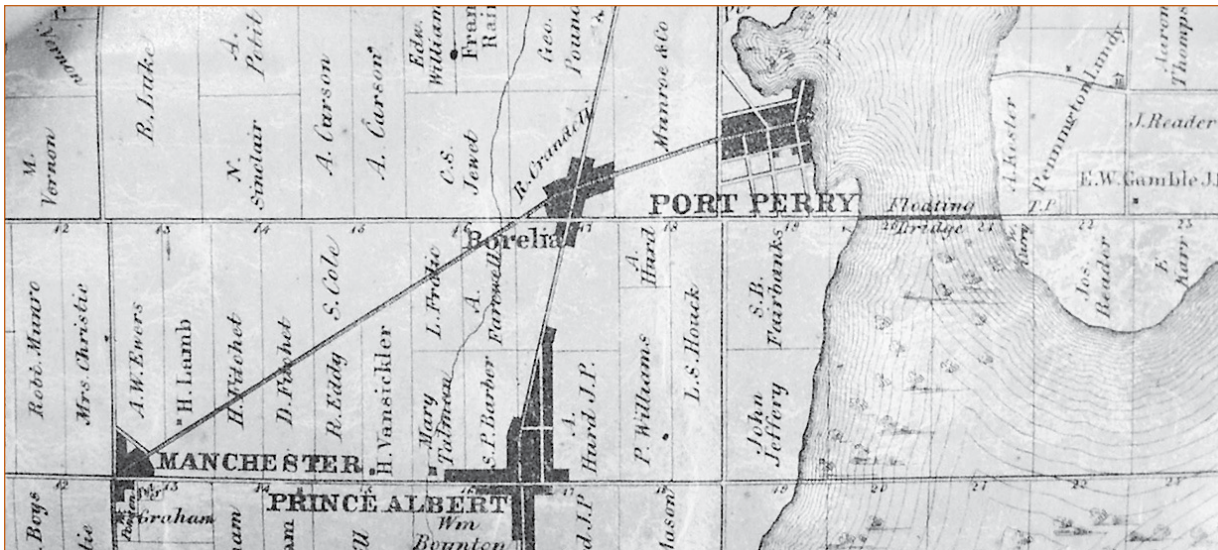
Joseph Reader, George Snook, John Snook, Robert English, Paul English, Aron Thompson, Wm. Rodman, Stephen Savill, Isaac Rodman, Henry Rodman, Lyman Savage, Andrew Orser, Robert McKinley, Henry Coal, Joel Alldredge, John J. Fray, John Frayr, Paul Frayr, Thomas Finlay, Silvester Hadley, John Jackson, Charles Harper, Willis W. Cook, Nathaniel Thorn, Elbridge Foster, Solomon Fieselick, Robert Gamble, Hector Williams, Arnold Kester, Charles Nesbit, Asa Burk, Asa Rogers, Jacob Burnham, Joseph Reader, Sen'r., Henry Smith, Wm. H. Foy, John Foy, Noah Sargent, D. Williams, John Henry, Stephen G. Pickel, William Reader, Jacob Pickel, J. W. Gamble, William Sweetman, Frederic Vinsen, James Dalton, John Bumby, William Burr, William Taylor, John Saddler, John Sweetman, James Sweetman, Rt. Crawford, Samuel Wakelord, John Tupper, Joseph Thorn, Joseph G. Shell, Ezra W. Gambell, Samuel Burr, Joseph Green, E. Gerry, Aron Thompson.

9th June, 1855. 3-111

The Scugog Floating Bridge



Looking west along the Port Perry to Scugog Island floating bridge during the early 1870s.



This 1860 Temaine map of Ontario County shows the "floating bridge" crossing the south end of the Lake Scugog near Port Perry.

With this accomplished, the inhabitants of Scugog were determined to gain easy access to Reach Township, so once again petitioned the County for a bridge to be constructed between the 5th and 6th Concessions of Reach to Scugog Island.

The county fathers agreed, providing a grant of £125 and entering into a contract with the people of Scugog Township to build a floating bridge between Reach Township and Scugog Island and assume ongoing maintenance, (Bylaw #26 - June 22, 1855). Scugog Township passed Bylaw #2 on February 25, 1856 authorizing the expenditure of £1000, or about \$5,000, for the bridge construction.

In his report to County Council in June 1856, County Engineer John Shier reported he had prepared plans and specification and accepted the tender of John Bowers of Port Perry to construct the Scugog Bridge and that work was progressing well and would probably be completed in August. (Seen report on next page).

The work proceeded under the supervision of the County Engineer John Shier and in June 1856, Bylaw #31 was passed, which provided for the assumption of the Scugog Bridge by the County of Ontario.

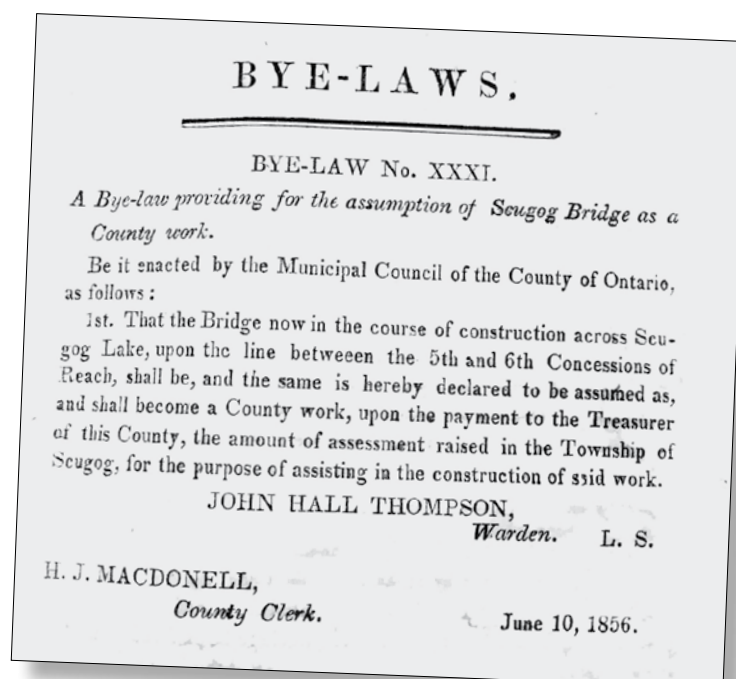
Following the completion of the bridge, services of the Scugog Island ferry boat were discontinued. Dr. W.O. Eastwood, of Whitby, was then practicing at Port Perry and was the first to ride over the new bridge. Up to that time he had to keep a boat for visiting his Scugog Island patients.

Although the floating bridge proved to be a considerable benefit


to both Reach and Scugog communities, and a vast improvement from previous methods, it was very unstable and unreliable.

In 1858, Mr. Shier received a communication from Silas J. Haight and Mr. Wilson Pitman stating it was impossible for them to finish the contract he had taken for erecting cribs at Scugog Bridge due to the soft nature of the bottom.

Building the bridge proved to be far more difficult than even the county engineers had imagined, due to the continual sinking of the embankment and ice damage each spring. In fact the bridge proved to be so difficult to build, Mr. Haight and Mr. Pitman asked to be relieved of their contract



With regard to the Scugog Bridge—Your Engineer begs to report, that agreeably to the Report of the Standing Committee on Roads and Bridges, adopted on the 31st of January, 1856. Immediate after the adjournment of the Council in February last, he prepared plans and specifications for said Bridge, and advertised for tenders for the erection of the same. That on the 1st of March he accepted the tender of John Bowers, of Port Perry, to construct the said Bridge for the sum of £1125, with Isaac Fralick and William White, as sureties for the fulfilment of the contract. The Municipality of Scugog having passed a By-law appropriating the sum of £125, or so much thereof as the construction of said Bridge may cost over £1000, towards the erection of said Bridge, making the amount to be paid by the County £1000 as provided by the aforesaid report. That a Contract and Bond have been drawn up, and executed agreeably to the requirements of the said report, (which are herewith submitted.) That the work is progressing in a most satisfactory manner, and will probably be completed early in August. That Mr. Bowers has been paid on the contract the sum of £175, and that there is now due him the sum of £300. All of which is respectfully submitted.

JOHN SHIER, 
County Engineer

County Engineer's Office,
June 10, 1856.

Engineer's Report, June 10, 1856

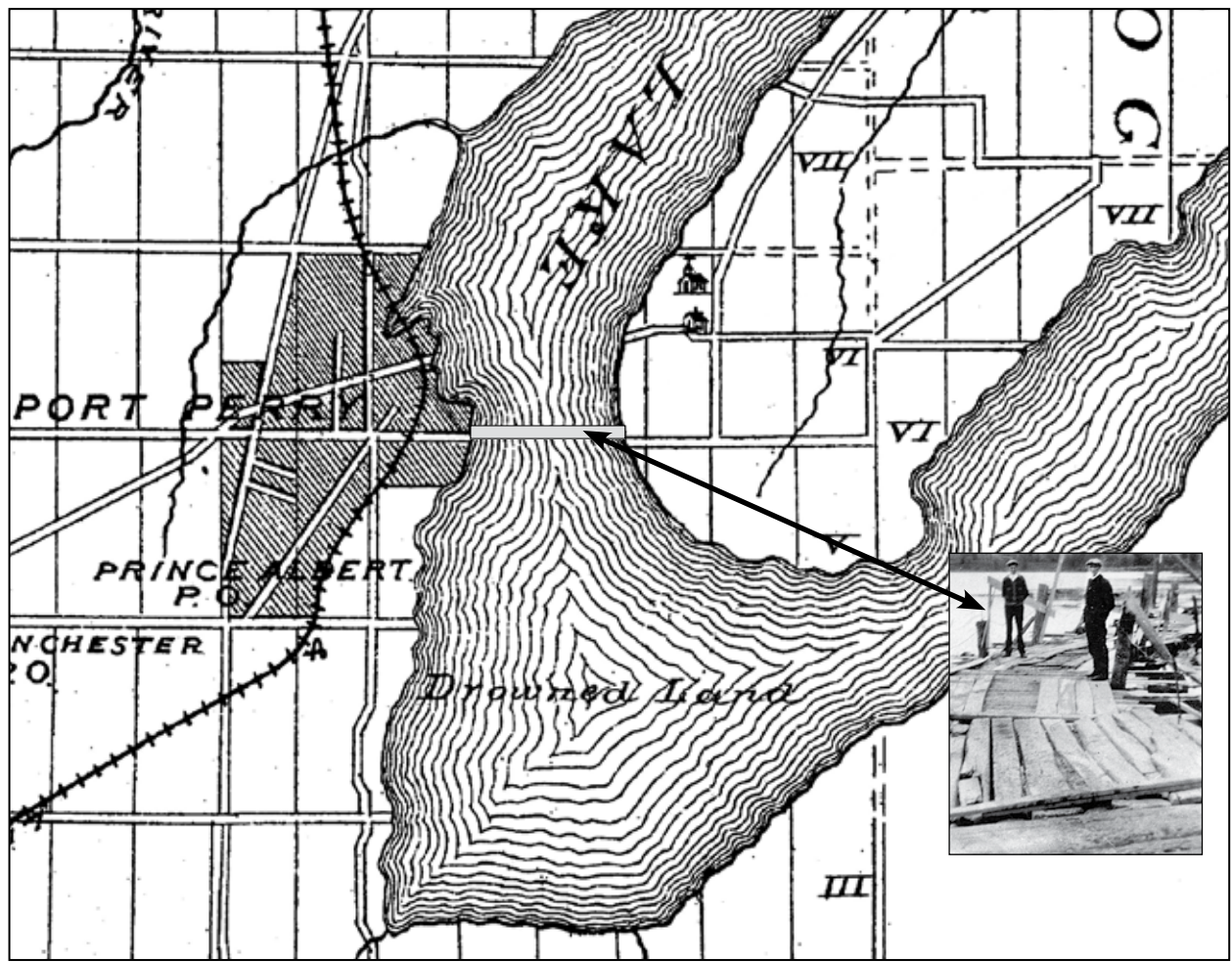
due to the difficulties.

The Roads and Bridges Committee, after weighing all the facts, agreed to release the men from the contracts and paid them a sum of \$670 for the work they had accomplished.

Spring was a particular hazardous time for the bridge, as it was often damaged by winds and ice during the thaw, and ongoing maintenance by the county began to mount, causing considerable grumbling by many members of the council. On one occasion, portions of it went floating down the lake, only to be pulled back by the steamer Woodman.

Despite the improved access to and from Scugog Island, the bridge was plagued by problems each year.

In June 1857, John Shier reported the cribs gave way during the breakup up of ice and the Bridge had been driven from its place by wind and drifted some distance amongst the stumps and logs in the lake, receiving



Map of the lower end of Lake Scugog indicates where the floating bridge spanned the lake between Port Perry and Scugog Island.

great damage and expense to get it back to its proper position.

He added that the cribs were damaged and required repair and that the embankment at the east end of the bridge had settled so that during high water it was nearly all submerged. "It will require to raise the embankment two feet above high water, 18' wider at the top, at an expenditure of about £100.

Again in the spring of 1858, the Scugog Bridge received considerable damage by ice, with a large portion being carried away.

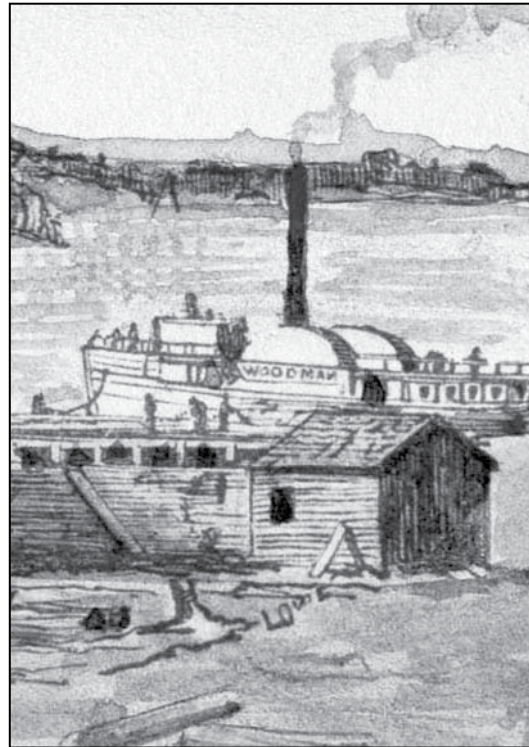
The Engineer reported in June 1858 that "on the breaking up of the ice, a large body of ice, several miles in extent, struck the bridge with great force, doing considerable damage to the bridge and cribs. Damage was repaired with piles put down in place of damage cribs, but the high water completely submerged it for some time."

In May 1869 the Ontario Observer reported, "the bridge suffered terribly in the spring floods and was in deplorable condition; being far from safe, it would require immediate attention and considerable outlay to repair."

The county earmarked \$100 for repairs, but critics of the on-going high cost to maintain the bridge insisted that the principal upon which it had been constructed was a huge blunder and it had cost 50 times more than it was worth in repairs.

The costly repairs of 1869 were the catalyst for a movement by some members of the County Council to put the responsibility for repairs back onto Scugog Township.

In June 1870, a report from Benjamin Foy, Commissioner for the Scugog Bridge, stated the time had arrived when the parties immediately concerned (Scugog and Reach) ought to assume this work, and the committee recommended that the county by-law passed in 1854, for the building and maintenance of the bridge, be repealed. After more than two days of heated debate, County By-law #207, (returning maintenance of the Scugog Bridge to Reach and Scugog) was carried by a majority.



An 1853 sketch of the Woodman, tied up to the docks at the foot of Queen Street, Port Perry.

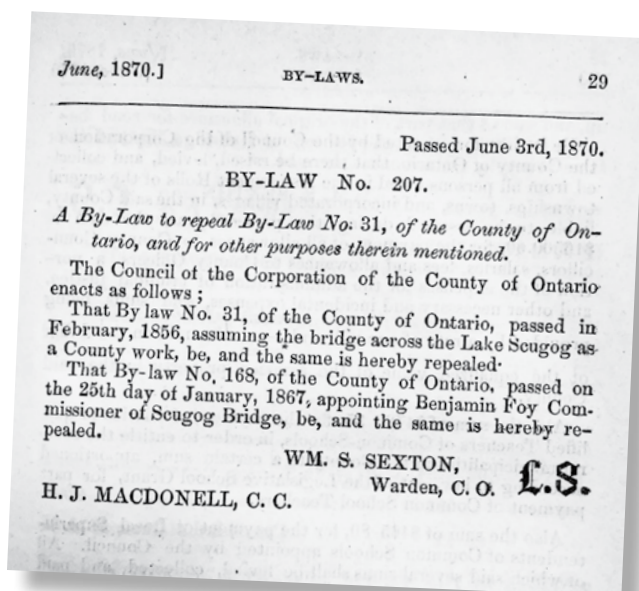
Reach and Scugog were not about to take this lying down, and warned the county it would take legal action to quash the new bylaw if necessary. They hired the Hon. M.C. Cameron, a noted lawyer, who submitted a report to the county in September, 1870.

Mr. Cameron contended that the County Council of Ontario, by way of a by-law passed in 1855, had assumed the work of building a bridge across an arm of the lake and since being completed the bridge had remained under the management and control of the County Council.

He wrote the following opinion:

"I am of the opinion that the Scugog Bridge is a County work, and that there is a contract between the County Council and the corporation of Scugog, and the private contributors which a Court of Enquiry would enforce, and so in neither case is it necessary, it appears to me, to take any legal proceeding to quash the repealing by-law."

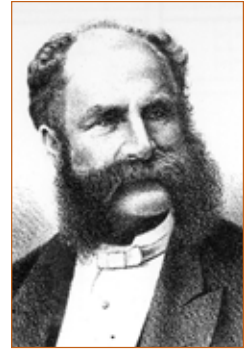
There were several attempts to repeal By-law #207, but it wasn't until January 1872 a County committee consisting of Warden W.H. Gibbs, Reeve White of Pickering and Reeve W.S. Sexton of Scugog, were instructed to look into the matter of the Scugog Bridge, collect the facts of the case and submit them to the best legal authority of the province. The council agreed, in the event his opinion was that the County is liable for the bridge, then it



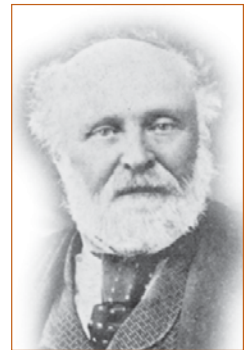
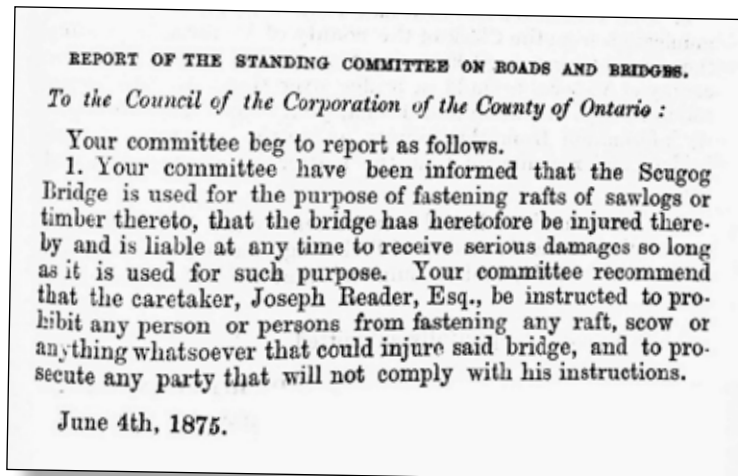
would proceed at once to repair it.

Six months later, James Gordon, Chairman of the Committee of Roads and Bridges, approved the action of the committee who had obtained legal advice regarding the responsibility of the council in the matter of the Scugog Bridge. He recommended Mr. Joseph Reader be appointed the Commissioner of the bridge and that a committee consisting of the Reeves of Reach, Scugog and Port Perry be appointed to inspect the bridge and if found necessary, to expend an amount on repairs not exceeding \$250.

Maintenance continued to plague the floating bridge, and on one occasion in 1875, damage caused by scows tying up to the bridge initiated an action by the County prohibiting anyone from fastening any raft or scow, by which the bridge could be damaged, and for Commissioner Reader to prosecute anyone who did not comply.



Warden W.H. Gibbs



W.S. Sexton

Finally, during the Spring of 1876, work began on the first permanent bridge to link Scugog Island and Port Perry. In an article dated March 2, 1876, James Baird wrote the following report:

"The Reeve of Scugog has introduced a new departure regarding the Scugog Bridge, which from its inception has proved expensive, unsatisfactory and a bone of contention between the County councils and the minor municipalities concerned.

The old shaky concern has only hung in its place by the grace of the winds and floods, which might at any moment have cleaned it out and cut off all further communication between Scugog and Reach, except by boat.

To maintain the rickety concern as it was, caused an annual drain on the exchequer of the County, which made our County fathers fairly groan and every now and again seep to repudiate. But it was of no use, the law held them fast and they had only to grin and bear it year after year with the expectation staring them in the face of being called upon at any moment to build an entire new structure, the old one having been swept away.

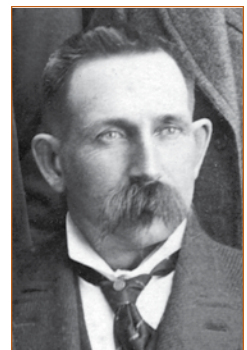
It remained for Mr. Graham, the active Reeve of Scugog to suggest and bring about a new departure as to the future of this bridge and with a view to this object the County Council at its late session granted him a Committee to investigate the matter and advise accordingly.

About the close of last week, the Warden of the county, the first Deputy Reeve of Brock and the Reeve of Scugog met at Port Perry, went and examined the Bridge and determined on an entire change of structure, to replace the present tottering, expensive, unreliable concern with a permanent structure at as early a day as possible.

The result was that a committee consisting of Messrs. James Graham and Joseph Bigelow was appointed to secure the proper brushing and covering of a length of

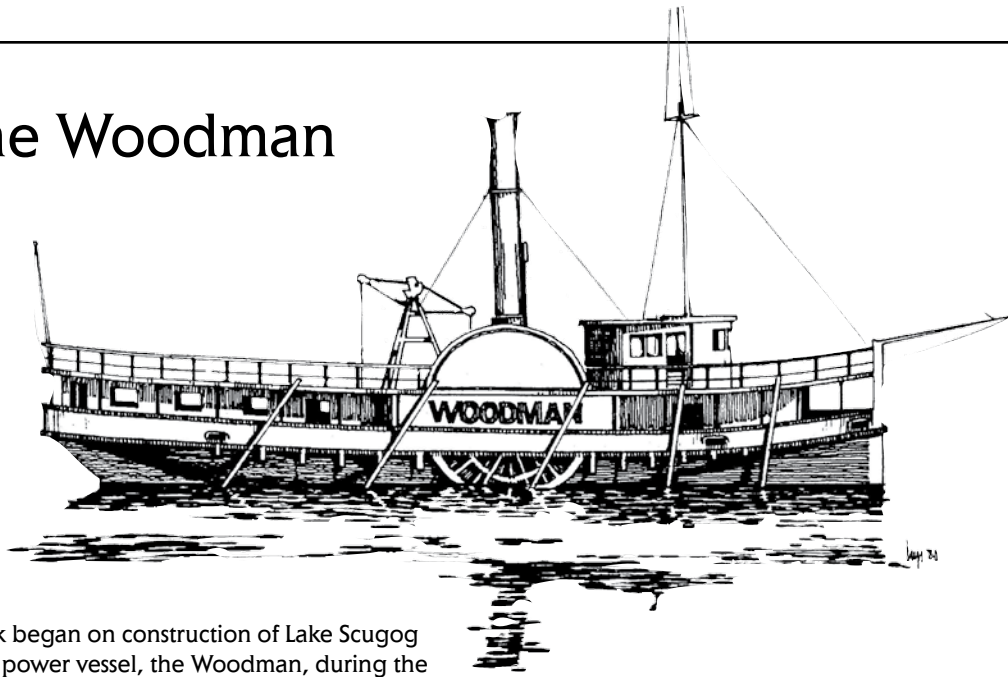


Joseph Reader



James Baird

The Woodman

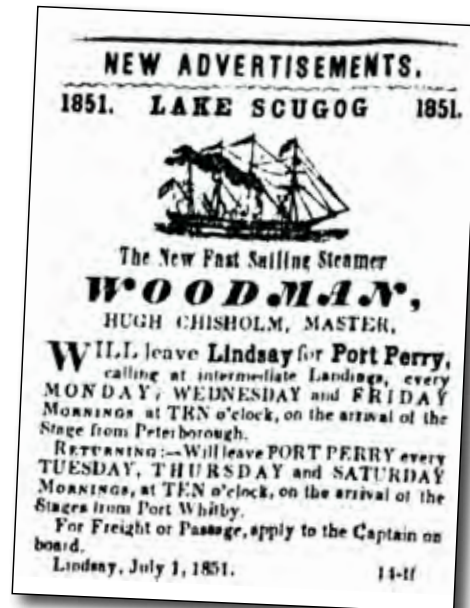


Work began on construction of Lake Scugog first steam power vessel, the Woodman, during the spring of 1850. It was an large vessel, measuring 96 feet long at the keel and had an overall length of 110 feet. Its huge 14 foot side paddlewheels gave it a total width of 30 feet.

There were two main decks. The lower deck had a large lounge as well as separate cabins. The upper deck was open except for the wheel house where the boat's captain commanded his vessel.

The Woodman was launched on August 29, 1850. Excitement ran throughout the whole of Lake Scugog and the Scugog River all the way to Lindsay when it was announced that the Woodman was to have its maiden voyage on April 25, 1851. Dignitaries from Toronto, Whitby and the small settlement of Oshawa came to Scugog Village to board the vessel.

The ship left her moorings at noon and she steamed her way to Port Hoover and Washburn Island. She continued way up the Scugog River to Lindsay where a gala reception was planned. After her maiden voyage, she made the daily trip from Port Perry to Lindsay and then return. Along the way, regular stops were made at Port Hoover and Caesarea.



Steamboat Woodman Specifications

Dimensions: Length: 110'. Beam: 30'. Gross Tons: 108. Propelled by side paddlewheels.

Horse Power: 25 hp Gartshore engine with a 12 flue boiler capable of speeds of more than 8 mph.

Building Details: Date of construction: 1850. Location: Port Perry. Builder: Hugh Chisholm.

First Owner: James Cotton and James Rowe of Whitby.

Remarks: The Woodman was the first steamboat to be built in the Kawarthas. Cotton and Rowe of Whitby financed the construction of the Woodman. Its maiden voyage was from Port Perry to Lindsay on April 25, 1851. Chisholm captained her for three seasons. Its primary journey was the 30 mile route from Port Perry to Lindsay, making stops at Port Hoover, Washburn Island and Caesarea. In 1854 it was badly damaged by fire while at the dock at Port Perry. The owners sold her to George Crandell. 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.

600 feet on the west end of the bridge, which proved a long step in the way of a permanent, inexpensive structure."

Messrs. Graham and Bigelow advertised for sealed tenders to be left at the Post Office, Port Perry, until noon Saturday, March 4, 1876 for brushing 600 feet long, 25 feet wide and 5 feet deep for the west end of Scugog Bridge, and also for covering same with earth or sawdust 18 feet wide and 2 feet deep.

Three tenders were received for the work on the bridge: Mr. J.V. Thompson, \$2,350; Mr. Hulbert, \$1,925; and Mr. N.S. Dyer \$1,750. The contract was given to Mr. Dyer, being the lowest tender and he being considered a thoroughly competent man.

Mr. Dyer's crew began construction of the first section of a permanent bridge between Port Perry and Scugog Island immediately after the ice left the Lake Scugog that spring. Wooden slabs were packed tightly side by side, laid crossways to a thickness of two feet, and then covered with earth. Work continued throughout the summer on the 600 foot stretch of permanent road and in September 1876,

The following progress report was written by James Baird in the Ontario Observer:

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

The pine logs and slabs being under water will be permanent while the surface



Scugog Reeve
James Graham

being covered with two feet of earth and nine inches of gravel over that will constitute a first class permanent roadway which compared with the old floating concern which it is replacing will form a striking contrast.

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

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

Following the completion of this section, the Scugog Bridge came up for discussion again in January 1877 when James Graham petitioned for an additional 600

To the Warden and Councillors of the Corporation
of the County of Ontario

Whitby, January. 25, 1877.

GENTLEMEN :

Having been appointed by the Corporation to superintend the work done by N. S. Dyer, the contractor for sinking six hundred feet of the west end of Scugog Bridge, and to construct a permanent roadway there, I have the honor to report as follows:

That before commencing the work, the Bridge was placed in a proper position, so as to be in a straight line with the roads at each end, (although part of it on which the work was done, was somewhat displaced by the pressure of a large number of saw logs driven against it by a strong north-west wind, and which could not be brought back to place by the united power of two steam tug, made fast to it for that purpose.) It was then sunk, in a horizontal position, by cross timbers placed thereon, twenty-five feet in length, and from two to three feet in depth, forming a good and sufficient foundation upon which to build the upper part of the roadway.

That on the timbers so placed was piled Pine Slabs and edgings, laid in different directions in order to bind them more firmly together and to a height of four or five feet as circumstances required, and on these were placed Cedar cross pieces, twenty nine feet in length, eight feet apart, on which to erect the fence.

On this structure was deposited two feet of earth, twenty-three feet in width, then gravel was put on twelve feet wide, and a foot or more deep, thereby furnishing a good and substantial Roadway twenty-three feet wide between the fences, and the top of which was four feet above the water in the lowest place, when the work was accepted from the hands of the contractor.

In addition to the contract price, that Mr. Dyer received for the work in question, he was paid for extras that were necessary, the sum of \$7140, made up in the following manner:

4800 ft. 2 inch plank for bottom boards of fence at	
\$11 per 1000 ft.	\$52.80
400 feet of plank used in approach at east end of	
Roadway to Bridge	6.60
100 lbs. of Nails	7.00
For use of Capt. Dawes Steam Tug to replace Bridge	5.00
	\$71 40

In conclusion I must say the work was completed to my satisfaction .

I remain, Gentlemen,
Your obedient servant

Prince Albert, Jan. 24th, 1877.

W. E. YARNOLD, P.L.S.

feet of bridge to be constructed the coming season, but Chairman Rowland of the Road and Bridges Committee refused to recommend any further extension of the work for that year, stating a large amount of money had been spent on the first section and they were still not sure if it would stand up. He said the committee hoped to proceed with the work, but warned ... should the construction prove to be a failure, it would be a great cost to the County.

Mr. Graham argued that he had not the slightest misgiving about the durability of the work. He said that the bridge as it was now, was of little service, being impassible the greater part of the year, as accumulations of snow and ice, load the bridge in winter and sink it.

He argued that it would be better to complete the work for a permanent roadway and suggested if the county didn't want to pay for it all at once, they could debenture the work over several years.

"Since 1854 the old structure has cost between fifteen and twenty thousand dollars in repairs. If the work is not proceeded with this year, the remaining portion of the floating bridge may require new planks, which would cost a good portion of the expense of another 600 feet," he said, but the arguments fell on deaf ears.

A year later the Roads and Bridges Committee had a change of heart and recommended that \$4,000 be debentured to complete the remaining 1,300 feet of the Scugog Bridge and for it to be constructed on the same principal as the first 600 feet.

But the idea did not sit well with many members of County Council, who argued that it had cost almost \$3,000 to build the first 600 feet in shallow water and comparatively little mud, so they could not be expected to build 1,300 feet in deeper water with up to 15 feet of mud.

The motion to construct the remainder of the bridge was defeated, but Scugog Reeve James Graham was not about to give up. Six months later, in June 1878 the matter was tabled again at County Council by the caretaker of the Scugog Bridge, who recommended that \$4,000 be granted for the purpose of constructing the bridge and the money be raised by the issue of debentures.



Reach Reeve
Joshua Wright



Men begin repairs to the Lake Scugog floating bridge following extensive damage from ice during a spring breakup, circa 1876.

Mr. Bickell, one of the strongest opponents suggested the bridge was not in a bad state of repair and \$200 would put it into a safe and comfortable condition. But Reeve Graham argued that repairs to the bridge would cost nearer \$1,000 as the timbers were rotting and the floating portion was in need of re-planking.

In an effort to salvage something for the Scugog Bridge, Port Perry Reeve Joshua Wright cleverly manipulated the County to approve having the east end of the bridge filled up in a similar manner to that on the west, and made into a permanent roadway.

A report in the North Ontario Observer, detailed the events of that session of County Council as follows:

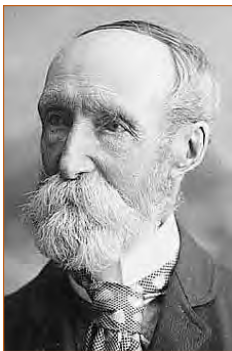
"The Scugog Bridge came in for its annual airing and the Reeve of Scugog (Graham) fought like a very hero to secure a fat grant for that important work. The Reeve of Port Perry (Wright) and the whole Road and Bridge committee stood at his back, but it was no go. He was beaten back and finally compelled to surrender, and in place of his magnificent grant of \$4,000 as he expected, he was sent away with \$150.

But here the diplomacy of the Reeve of Port Perry fairly out generated the majority and led them into a grant even larger than the one they had just refused. Waiting 'till the members returned from dinner, pliable as wax, Mr. Wright innocently moved the report back to the committee to strike out the magnificent \$150 and insert the words that 600 feet be filled in on the east end of the bridge. The good natured council blandly complied and the amended report was adopted.

These will be the most difficult 600 feet and it may take four or five thousand dollars to accomplish the work so that all concerned are indebted to the diplomacy of Mr. Wright for the grant at this time."

An advertisement seeking tenders to construct the 600 feet of permanent roadway was placed in the Ontario Observer following the meeting by bridge commissioners Joshua Wright, George Wheler and James Graham. Four bids were opened at the

Town Hall, Port Perry, on July 2, 1878. Bids included N.S. Dyer at \$4,300., W.E. Yarnold at \$2,500 and Jessie Ireland at \$2,350., and an undisclosed name at \$3,700. Mr. W.E. Yarnold was awarded the contract for the east end of the bridge.



William E. Yarnold

A year later, in June 1879 a special committee of the County Council made an official inspection of the now famous Scugog Bridge, to determine its present condition and immediate requirements. Mr. Rowland, chairman of the special committee reported, "that it (Bridge) is in a dangerous condition, the floating part being much broken and displaced, and recommend that it be straightened and

such temporary repairs made as will be necessary for present use."

The committee recommended the filling up and making a permanent roadway of the remaining portion of the bridge, as soon as practicable, and also the appointment of Reeve Wright of Port Perry, and Messrs. John Adams and Mark Currie to oversee the work. When asked if he had any idea as to what it would cost to complete the work, the chairman replied, "I have not the slightest idea."

Tenders for the building of an Earthway connecting the two sections of the Scugog Bridge already built, were advertised and 19 proposals, ranging from \$6,849 to \$11,200 were received for the

TENDERS WANTED.

SEALED Tenders will be received by the undersigned up to 12 o'clock, noon,
On Saturday, 6th July next,
For Constructing
600 FEET
OF PERMANENT
ROADWAY,
To replace that portion of the Bridge known as
Scugog Bridge.

Plans and Specifications can be seen at the offices of the undersigned Commissioners in Scugog, Port Perry, and Uxbridge.

The lowest nor any tender not necessarily accepted.

J. GRAHAM,
J. WRIGHT,
G. WHELER,
Commissioners,
Port Perry, June 11, 1878.

SCUGOG BRIDGE TENDERS.

TENDERS for the
BUILDING
OF AN
Earthway

Connecting the two sections already built of the Scugog Bridge, will be received by the undersigned up to and inclusive of
FRIDAY, JULY 18th, 1879,

At whose office Plans and Specifications can be seen

The lowest nor any tender not necessarily accepted.

JOSHUA WRIGHT,
Chairman Board of Commissioners,
Port Perry, May 17, 1879.

work. The committee accepted the tender of Wm. Trennam, of Peterborough, and entered into a contract with him to complete the work by October 1, 1880. The contract was further bound to assure a safe means of crossing for people on foot, and that the bridge could not be closed down for any longer than ten days for the passage of wagons or other vehicles.

The contract to assure safety may have resulted from an incident in June 1880, when N.F. Patterson, Barrister-at-law, claimed \$40 in damage for Mr. John Way of Scugog, based on alleged injuries done to two head of fat cattle by reason of their getting off Scugog Bridge into the lake while Mr. Way was driving them over to Port Perry. The claim was disallowed.



John Adams

Reeve Wright came under fire at the County for his methods in tendering the work for the Scugog Bridge and for not accepting the lowest tender (\$6,849) submitted by Mr. N.S. Dyer, the contractor who had constructed the first 600 feet in 1876.

Reeve Wright contended he had accepted the \$7,300 tender of the Peterborough contractor because it was the lowest tender that was any good. He said the job Mr. Dyer had already done was bungled, filled in with rotten wood which was now sinking, and would cost an additional \$1,700 to have repaired. Six months later, June 1880, Mr. Wright was redeemed for his actions when the commissioners reported the work on the Scugog Bridge had been completed in a very satisfactory manner.

At the same time as work was underway to complete the bridge, a company named the Scugog Marsh Reclaiming Co. were given permission to begin construction of an embankment from Reach Township on the west shore of Lake Scugog, to Scugog Island. The embankment was to be built no more than six rods south of the existing bridge. (see opposite page).

To avoid duplication of work, the reclaiming company approached the contractor, Mr. Trennam, with the intention of relieving him of his contract for the building of a permanent section of the Scugog Bridge. This arrangement never happened.

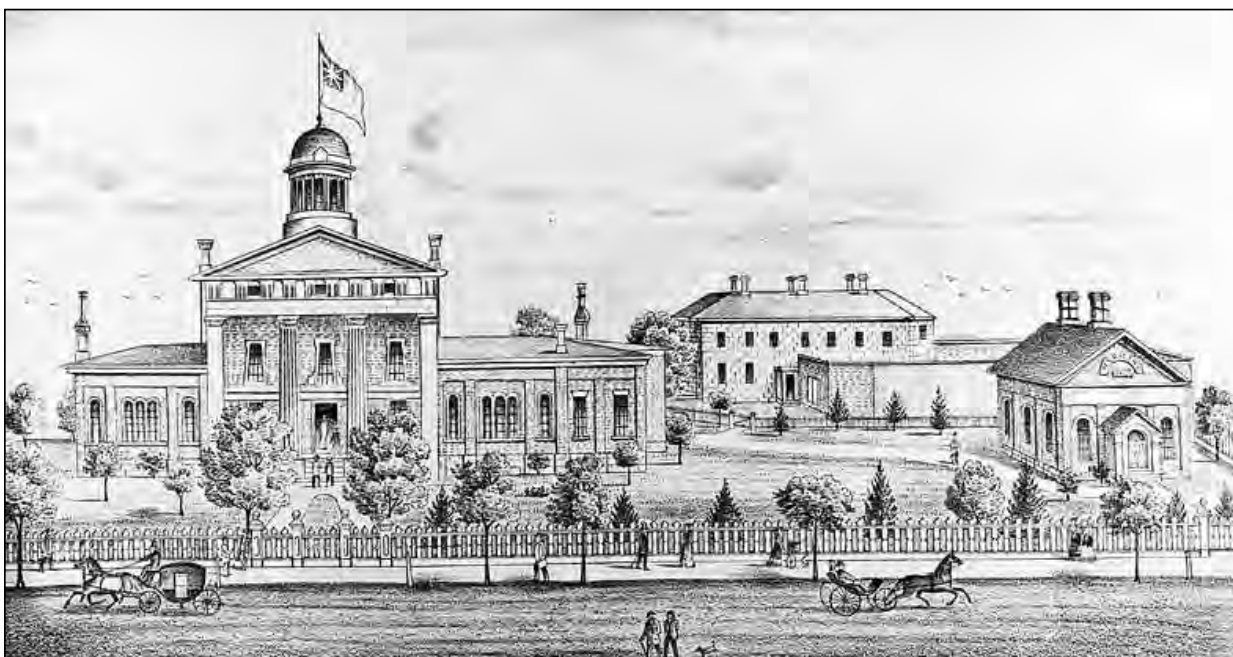
Damage continued to plague the County, as almost every spring the bridge required repairs. Following heavy damage in the spring of 1884 the County treasurer was instructed to repair that portion of the Scugog Bridge, at a cost not to exceed \$300.

November 1878

An application for an embankment or solid roadway was advertised as follows:

“From a point on the shore of Lake Scugog at or south of, and near to Port Perry in the Township of Reach, to the opposite shore at some point opposite to the place of commencement in the township of Scugog.”

The aim of the embankment was to drain that part of the lake south of the embankment and to reclaim the lands (see notice on previous page).



The Ontario County Courthouse, Whitby, where Ontario county council sessions were held.

REPORT OF THE SPECIAL COMMITTEE TO WHOM WAS REFERRED THE PETITION OF M. THWAITE RESPECTING MARSH LANDS AT LAKE SCUGOG.
To the Warden and Council of the Corporation of the County of Ontario:

The special committee to whom is referred the petition of M. Thwaite, asking this council to memorialize the Legislature to pass an act to allow the said M. Thwaite and others, to reclaim certain marsh lands in the vicinity of the township of Scugog, beg leave to report, that your committee, after due consideration of the matter, would recommend—

That this council memorialize the Legislative Assembly, and his Hon. the Lieut. Governor, not to grant the prayer of the said petitioner, by passing the Bill now before the Legislative Assembly.

But your committee recommend that a memorial be presented, praying that a charter may be granted to a company composed of the said M. Thwaite and the other petitioners mentioned in the said bill, and such persons as may be associated with them, empowering the said company to execute the works mentioned in their said bill, and to give them the privileges mentioned therein, but such charter of incorporation shall contain provisions to the effect following:

That the capital stock of the said company shall be at least \$20,000.
 That fifty per cent of such capital shall be subscribed, and also that twenty-five per cent of such subscribed stock shall be paid within two years into some chartered bank, before the election of Directors.
 That the said company shall, within the like period of two years, expend in constructing the said embankment or roadways, at least \$2,000, and in each year thereafter a similar sum, until the completion of the said embankments or roadways.
 That the valuation of the lands, so to be reclaimed, shall be ascertained at the option of the owner, either as is provided by section 20 of "The Railway Act of Ontario," or as is provided in the said Bill now before the Legislature.

All which is respectfully submitted.
 Signed, **MALCOLM GILLESPIE,** Chairman.

Adopted February 1st, 1879.

With both the west and east sections of the permanent bridge now completed, only 600 feet of floating bridge was left stretched precariously between Port Perry and Scugog Island. A section that would not be completed until four years later, after the entire business sector of Port Perry was destroyed by a devastating fire in July 1884.

In an effort to assist the business community rebuild the town, a special meeting of County Council was held in the Port Perry Town Hall on October 14, 1884 to discuss the granting of aid relating to the fires, and also to view and discuss the Scugog Bridge.

Following an inspection tour of the town and the Scugog Bridge councillors began their session. Council considered tenders which had been submitted for repairs to the Scugog Bridge, but none were accepted. Instead, they decided to expend a total of \$3,000 by private contract for the construction for the final 600 feet of the Scugog Bridge.

The work took place during the summer of 1885. A report filed in June noted that the timbers for the improvement were now ready and lying in the waters of Ball Lake, Pigeon Lake and Buckhorn Lake, and are marked and will in a short time be on their way to Scugog Bridge.

When the logs arrived they were lined along the sides of the floating bridge and then the centre was filled with gravel and sand until the bridge sank, forming the foundation and completing the first solid, permanent roadway connecting Scugog Island to Port Perry.

Although spring damage was a common occurrence over the next couple of decades most repairs were of a minor nature until April 1908, when the bridge received one of its most



Application to Parliament

APPPLICATION will be made to the Parliament of Ontario at its next Session for an Act giving to Metcalfe Thwaite, Joseph Fisher Eby and Patrick George Close, all of the city of Toronto, and William Murdock, of the Town of Bowmanville, and such other person or persons as may hereafter be associated with them, power and authority to

CONSTRUCT AN EMBANKMENT

OR SOLID ROADWAY

From a point on the

SHORE OF LAKE SCUGOG

At or South of and near to Port Perry in the township of Reach to the opposite shore at some point opposite to the place of commencement in the Township of Scugog – Also to construct a similar Embankment, or Solid Roadway from some point on the shore of the said Lake Scugog south of and near to Caesarea, in the Township of Cartwright, to the opposite shore or some point opposite to the place of commencement in the Township of Scugog.

To drain the part or portion of the said Lake Scugog so to be cut off lying to the south of the said Embankment and to rest all the land reclaimed thereby in the said Metcalfe Thwaite, Joseph Fisher Eby, Patrick George Close and William Murdock, and such other person or persons as may be associated with them, their heirs and assigns forever.

Dated at Bowmanville, this 19th day of November, 1878

ROBERT AMOUR
 Solicitor for Applicants.

Advertisement printed in the Ontario Observer,
 November 1878

In his address to County Council, Commissioner William Bateman reported, "that the sides of the said roadway which were support by brush had become decayed and wasted away, leaving the road to narrow for public travel.

He said that the road has been widened and raised up with timbers, brush and earth on each side to the new fence recently erected by this Corporation, a distance of 800 feet in length, and that the same is now in a good state of repair.

"The road would be very much improved by a course of gravel being placed in the centre of the road," which he recommended should be done.

Whitby, January 29, 1885

severe pounding by ice since becoming a permanent roadway. Railings and telephone poles were snapped by heavy ice flows being pushed up over the roadway during the spring breakup.

When County Council met in July, Reeve William L. Parrish of Port Perry and Scugog's Reeve were instructed to proceed with repairs. "It is recommended that piles be driven close to the outer edge of the bridge, where possible to retain the timbers forming the wall on the outside of the bridge; to raise part of the structure two feet; to use steel stringer to be covered with cedar timbers and iron rods to keep them in position. Roadway to be from 16 to 18 feet wide."

When completed, repairs to the Scugog Bridge had cost the county a total of \$1,640, but were described as "one of the best pieces of road building in the area."

The next major undertaking to improve the Scugog Bridge came in 1925, when work commenced on widening the bridge to accommodate the use of motor vehicles. A piece of land near the lakeshore of Scugog Island was purchased by the County from Mr. T. Collins, and earth was hauled from the property. These cars, which



The Scugog Bridge finally became a permanent roadway between Port Perry and Scugog Island in the 1880s.



The Scugog Bridge, lined with a protective fence, as it looked during the summer in the early 1920s.

moved along a light track, were used to spread the fill along the stretch of highway.

Three years later, in March 1928, the James Mitchell Co. of Toronto was contracted to build a concrete bridge to replace part of the old wooden structure. The section, which spanned only 20 ft., was 28 ft. wide and required 2,500 ft. of piles, 200 yards of gravel, 200 yards of stone and some 700 bags of cement. The piles were driven 32 feet into the bottom of the lake, through several feet of mud, two layers of clay, and finally imbedded into quicksand. The biggest hurdle was finding places to drive the piles where neither logs or large stones interfered.

During the six weeks of construction, a temporary floating bridge detour was built to accommodate the traffic. The 1928 reconstruction of the Scugog Bridge accommodated the needs of the people of the area for the next three decades, undergoing minor repairs from water and ice damage each spring.

Following a disastrous flooding in the spring of 1960, there were renewed calls for rebuilding and raising the level of the Scugog Bridge, which by this time was beginning to be referred to as The Causeway.



A car makes it way from Scugog Island to Port Perry along the muddy causeway during about 1918.



A car waits for another vehicle to cross the flooded causeway during a spring in about 1940



Construction underway on the causeway bridge during 1928.



A car carefully makes its way across the floating detour, during construction on the bridge in 1928.



Travelling from Scugog Island to Port Perry could be very dangerous during the early months of spring.



A cement pier, bottom left, of the concrete bridge constructed in 1928, which replaced a part the old wooden bridge.

During April, 1960 water in Lake Scugog rose dramatically, with up to 30 inches of water covering sections of both the Port Perry and Cartwright Causeways. On a number of occasions, the causeway had to be closed down to traffic as washouts and ice flows created a hazard for anyone attempting to cross the open stretch.

Port Perry Star - April 21, 1960

CAUSEWAY FLOODED FOR MORE THAN A WEEK

Every spring there is a short period of time during which the causeways are under water. This year has established a record, if not for depth at least for the length of time that the water has remained.

On April 11th water was reported to be many inches deep on the Cartwright causeway. Since then it has reached a depth of up to 30 inches. The Port Perry Causeway has also been under water, up to 20 inches have been reported.

This depth of water has hidden the markers indicating the side of the road and the Dept. of Highways has set up special markers.

Many folks have driven through in spite of warnings and one man went barreling through although waved down with red lanterns. He ended up sitting on the roof of his car for a couple of hours.

Over the past few days, high winds and cakes of floating ice have added to the water hazard.



Telephone poles were the only guide for motorists along the causeway during eight weeks of flooding.



Boats and trucks were used to transport people across the flooded causeway to Scugog Island during the spring floods.

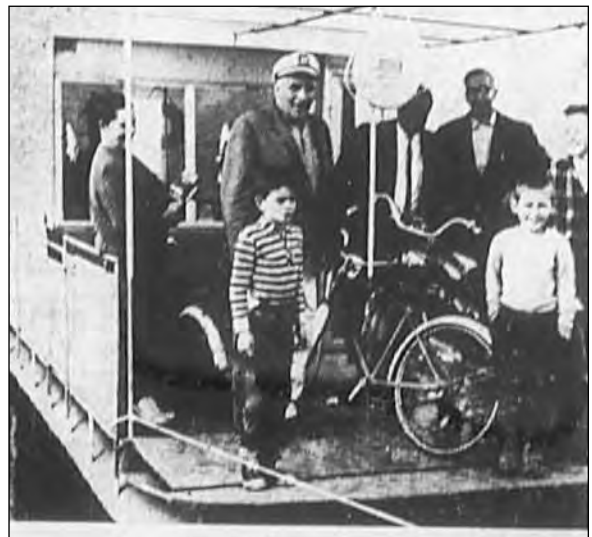


Milt Butson wading in water to take a picture of Lloyd Harrison in his boat during the spring of 1957. Water was almost waist deep over the causeway when this picture was taken. In background is the Island hill.

Another incident in April 1960 was reported as follows:

"During the noon hour on Monday, Mr. Lorne Hunt, a resident of Scugog Island, attempted to drive his Volkswagen to Port Perry. While crossing the causeway the car was pushed off the road by floating ice driven by a wind.

Someone saw the car leave the road and phoned the police, and Pargeter's Garage was also called. Chief R.J. Cameron and Pargeter's tow truck were soon at the scene. Don Wallace, driver of the tow truck and Robert Duff were able to rescue Mr. Hunt who had succeeded in getting out of his car and was found clinging to a pole in the icy waters. He had been marooned about 25 minutes and suffered from severe shock and exposure, and was rushed to Community Memorial Hospital."



Reeve J.J. Gibson, seen right, put his pontoon boat into service as a ferry for residents desiring to cross the causeway in May 1960. Late the Department of Highways provided a shuttle service by truck until the water receded. Above, two trucks wait at the "bridge" for a vehicle from the other direction to pass.



Drivers were taking their lives into their hands when trying to cross the causeway before it was rebuilt in 1960.

The Causeway and Highway 7A

Four weeks ago the water of Lake Scugog rose high enough to flood the Causeways. At that time we were not unduly concerned. This flooding had happened for a few days nearly every spring. If a driver was careful he could take his car through the water without harm.

Four weeks ago we didn't know that the water would rise and rise until it had reached a depth of more than two feet and remain that way for some weeks. All sorts of complications, inconvenience and expense have resulted.

Of course no one HAD to drive through the water, but there are approximately 400 residents of the island who like three meals a day (sooner of later the general) store would run out of some supplies; there are many residents with jobs who cross the water twice a day; people do get sick and require a doctor; children go to High School in Port Perry. Many folk have had to have expensive repairs to their cars, one man nearly lost his life, because of the water over the road. Folk from Cartwright have had to drive many miles out of their way (while the country roads were bad as much as 40 miles) to get to Port Perry only 6 miles away.

For a good many years Highway 7A of which the causeway is a part, has been a political football to be kicked around at election time. During the past twenty or more years promise after promise has been made. Surveys have been made and filed away. This spring we were hopeful that something was being done. The Department of Highways have had surveys crews working for some months. But the surveys don't always mean roads! Local contractors inform us

that the Department does not plan to do any further work on this road until next winter.

That this highway is used a great deal has been simply proven. No one who sees the vast amount of traffic which is on our highways during the summer months in particular can doubt the need for a good road. That the Port Perry merchants are affected by even a temporary closing of the road is reported by nearly all business men who say they have had the lowest slump in many years.

For quite a long time the railway was considered an essential to Port Perry's development. It was eventually replaced by the roads as cars and trucks became the popular means of transportation. During the transition period from rail to roads Port Perry's population was declining. Now Port Perry is growing again. We are near a great industrial area. There is no reason for neglecting our means of communication, our life line. Port Perry has a definite contribution to make to the Province of Ontario in both labour and in food from its surrounding farms.

The suggestion has been put forward by local contractors that much of the preparatory work on the Highway could be done by them under the direction of the Department of Highway engineers. Apparently considerable fill will be needed and all this could be hauled and be settling during the summer months. This seems like a good idea, we hope that the Department will approve the plan.

Let's not just wait until some one does something for us. Let's keep this problem of highway 7A a live subject until we have that good road which had been promised us.

Media reports on rebuilding causeway

Dept. of Highways To Start Work on Causeway Early in September

Following a series of discussions with the Minister of Highways and officials of his department re conditions of Highway 7A, Dr. M. B. Dymond, M.P.P. for this Riding stated that tenders for the reconstruction of the highway for the seven miles from Port Perry To Caesarea would be called in August of this year and the contracts would be awarded early in September. It was originally intended that this work would not be undertaken till next spring, but because of the abnormal conditions obtaining with the spring break-up this year, Dr. Dymond has urged the department to reconsider the scheduling with a view to making sure that our people would not again have to face the possibility of flooding of the causeways such as has occurred this spring. The Department of Highways pointed out they had had to contend with two problems in the matter of this road;

1. It posed some very great engineering difficulties;
2. There had been much difficulty acquiring the land necessary for the new road.

As a result of our Member's representation the depart. staff has been concentrated on design and land acquisitions with the result that the contract will be awarded early enough to allow for extensive work to be done before next winter.

Commenting upon the very great inconvenience caused the residents of Scugog Island particularly, Dr. Dymond stated he had been advised by both the Departments of Highways and Lands and Forests that flooding conditions were prevalent through great areas of the Province. Com-

plaints that the Dam at Lindsay had not been used to control the level of Lake Scugog were not based on facts; the simple fact is that there has been such an unusual flow of water this year following the rapid thaw of last winter's heavy snow fall and also the abnormally high rainfall of this spring that all water levels are far above normal. This could not have been foreseen last year.

When asked if the reconstruction of Highway 7A could not have been begun earlier Dr. Dymond again referred to the fact the department of highways had had difficulty negotiating for the land necessary and pointed out he had been advised prices being asked for some land was far out of keeping with its real value. Asked if he did not think this was the usual thing the Doctor thought not. He did emphasize that the money paid for all land, etc., bought by the government was the people's money and the higher the price asked and paid the more the people themselves had to give by way of taxation. He also noted that highway priorities were based on the use made of the road in question and since only so much money could be allocated to highway building it had to be allocated according to need and use. If, said Dr. Dymond, we are to try to build all highways at one time then we will have to collect more revenue or to divert money from other equally needed services such as schools, hospitals, municipal affairs, welfare, etc. Few, perhaps has done more to hurry the reconstruction of 7A than the Doctor; he has been urging this on successive governments for the past 12 years.

It's Already Started

Yes, work on the Causeway Project, has already started! Although there may have been some among us who were sceptical that anything would be done for many months to come, the work has actually commenced on this gigantic undertaking.

Peacock and McQuigge, the Toronto company who have secured the contract, have been busy moving men and equipment into the area and much more is due to arrive very soon. We have been informed that work is already in progress at Vine's corner, where a new curve is to be built eliminating that bad corner.

Many stories have come to us regarding what may be expected to happen. Here are some of the things we have heard— A vast amount of gravel and earth will be required to raise the road bed and fill in the swampy areas. Some say the large hill near the east causeway will all come down to provide the necessary "fill". One hears that the grade up the island hill (past Fulford's house) will be started about the middle of the lake. Further stories have reached us that first one causeway and then the other will be closed to traffic for about six months. Yet contradicting this is a report that west causeway will be completed in six weeks.

Frankly we don't know exactly what the future will bring, but it is quite obvious that the whole under-

taking is an engineering feat quite beyond anything possible in 1937 when the idea was a major issue before the public. At those public meetings held about 1936 and 1937 when the "good road" was first promised to us, I am sure the people there had very little if any real conception of what the future held. Machinery and equipment of that day would hardly have been capable of achieving the results that we hear are expected in the next two years. (Men on the job believe that it will be about two years before the task is completed.)

The plans for the road have been made and the men are already started on the job. Other plans are being made to feed and house the workers, made to feed and house the workers, made to feed and house the workers, etc. who will come with the contractors. Local men are exploring the possibility of obtaining work on the project. People with rooms to rent are hoping for tenants. Arrangement will be made for schooling for families who come with the workers. No doubt we will see these people in our churches and Sunday Schools, on the streets and in the stores.

Whatever the events of the future let us all remember that these people are here at our insistence; they are working on a project which has been dear to our hearts for many years; let it not be said of any of us that we failed to co-operate!

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Cabins along the south shore of Lake Scugog during the 1940s and 1950s were flooded by high water in the spring.

The causeway was still partially submerged when a severe rainstorm hit the area in May 1960 causing the level of the lake to rise further. The heavy and prolonged rainfalls caused flooding in the area. The Bowling Green was covered with more than a foot of water, roads were washed out, basements were flooded and the lake rose, flooding the causeway with 14 inches of water.

More than eight weeks after the flooding began along the causeway, many spots were still not entirely free of water. During the high water, Port Perry Reeve J.J. Gibson put his pontoon boat, equipped with an outboard motor, into service as a ferry transporting residents across the causeway, and the Department of Highways also provided a shuttle service with large trucks.

Soil investigations had already been started along the causeways in mid-1958. Then in June 1960, after more than a decade of trying to get the causeway raised, Dr. M.B. Dymond, who was also the local MPP, announced the government was going to reconstruct 7A Hwy. from Port Perry to Caesarea. Construction was scheduled to get underway in September and be completed by the late summer of 1962 at an estimated cost of \$1.5 million. The new roadbed would be 42' wide with 22' of pavement.

Work on the Causeway highway project progressed quickly, with the large hill at the east end of the causeway being cut down and back, decreasing the slope. Much of the gravel and material for the new roadbed came from that site.

The existing causeways were both closed as the adjacent marsh was excavated up to 20 feet deep in order to insure a proper foundation for the permanent roadway. Nearby properties were purchased for the sole purpose of excavating for fill, which was trucked at a continuous rate. Over 8,100,000 cubic feet of organic material was removed from the marsh and 12,494,574 cubic feet of fill placed over the three years of construction.

During the causeway construction period, traffic was re-routed along the Shirley Road and north to Blackstock along the Old Scugog Road.

Work on 7A Highway from Port Perry to the Caesarea cut-off, including the causeway, was completed on schedule in 1962, and the highway has changed little since that time. It took more than 140 years for the Scugog Bridge to evolve from a rickety old floating bridge, to the modern provincial causeway it is today.

But this short section of 7A Hwy, which spans Lake Scugog between Port Perry, Scugog Island and into Cartwright Township continues to serve the needs of the travelling public today, just as it did in its infancy more than a century ago.



*Dr. M.B. Dymond
Ontario MPP*



Construction finally got underway in August 1960. The existing causeways were both closed as the adjacent marsh was excavated up to 20 feet deep in order to insure a proper foundation for the permanent roadway.



REPORT ON THE CONSTRUCTION OF THE PORT PERRY CAUSEWAY

by G. A. Wrong - October, 1962
Materials and Research Division, Ontario Department of Highways,

In August 1960 the grading, drainage, and granular base course contract was awarded on Highway 7A between Port Perry and the Caesarea Sideroad.

By the end of that month the contractor had started his excavation and backfilling operations north of the existing Western causeway, working in the direction away from source of borrow on Scugog Island.

As outlined in the recommended procedures, it was expected that the top 10 ft of peat would be excavated and the underlying marl (sedimentary soil) would displace into the open excavation and also be excavated. However, it became evident shortly after construction commenced on the Western Causeway that because of the fluid state of the peat and marl it would readily displace laterally under the weight of the fill.

Most of the displacement of the marl on this causeway section resulted from the very effective use of the D-8 bulldozer working off the existing causeway embankment or the newly placed fill.

The backfill material was trucked from the borrow pit at a rate of about 180 cubic yards per hour. By October 26 the new Western Causeway was completely constructed to its subgrade elevation. During this two month period 91,350 cubic yards of organic material were excavated or displaced and 137,762 cubic yards of backfill placed.

During the months of September and October, the contractor carried out his excavation and backfilling operations adjacent to the existing Eastern Causeway.

Because of slight shifts in the alignment, the excavations on this causeway section were carried out both to the north and south of the existing embankment. The backfill material was obtained from two borrow sources requiring an average haul of 3600 ft to this causeway section.

The construction methods used here were similar to those employed in the construction of the western Causeway. The major difference was that excavation only was necessary since the depth of peat to firm bottom over one third of its length was less than 12 ft.

The sections where no lateral displacement of the peat and marl occurred are easily recognizable since the excavated organic material

was piled high adjacent to the embankment. In the spring of 1961 it was necessary to trim up these piles of organic material and to cut ditches.

Because of a drainage channel lying approximately 75 feet north of and parallel to a 1,500 foot section of the Eastern Causeway, the disposal area for the excavated organic material was restricted.

It was specified in the contract that approximately 20,000 cubic yards of organic material at this location be hauled away and disposed of in a borrow area.

On the Eastern Causeway section approximately 217,800 cubic yards of peat excavation was required and 325,000 cubic yards of backfill material placed.

In order to establish the effectiveness of this swamp treatment, a detailed drilling investigation was carried out through the new causeway embankments by the Materials and Research Division, in the spring of 1961.

As illustrated in Figures 3 (b), 4 (b) and 4 (d), all of the compressible, organic materials have been excavated or displaced from beneath the new causeway fill.

It was considered that possibly some minor consolidation or settlement might occur in the new causeway fills, therefore it was decided to stage pave these embankments. In the summer of 1961, two inches of H.L.4 binder course was laid over the causeway sections. In the spring of 1962, the performance of the asphalt binder course indicated that no settlement had occurred.

SUMMARY

Many problems were contemplated in the reconstruction of these causeway embankments during its pre-engineering stage. These were due primarily to the fact that the causeway sections were located over long moderately deep organic deposits and also because traffic had to be maintained on the existing embankments.

The swamp treatment employed at these locations proved however, to be extremely effective. This can be attributed to the wise selection of the new alignment, the method of construction, the quality of the densely graded till material used as backfill, and to some extent on the ideal weather conditions during construction.



Work is seen, in these two photos, well underway on rebuilding 7A Highway and the causeways from Port Perry to the Caesarea cut-off. The extensive work was completed as scheduled by the government, during 1962.





This view from the top of Scugog Island hill, shows the washed-out condition of road on the hill and construction underway on widening and raising the roadbed, further west on the causeway, near Port Perry.

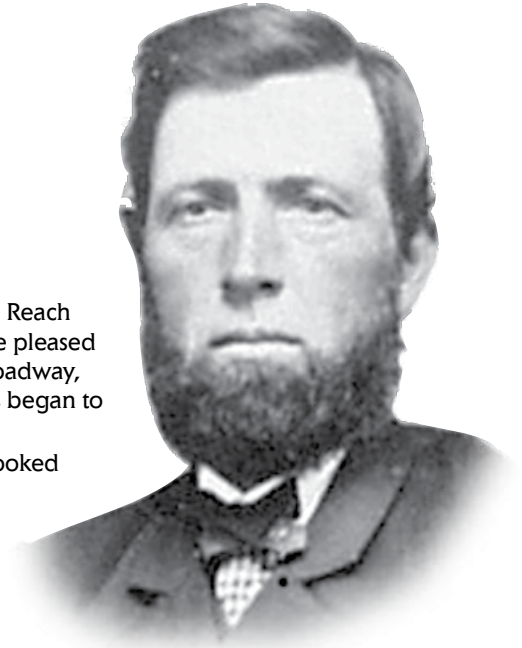


Looking west, across the causeway towards Port Perry, from the top of Scugog Island hill in 2017.



The west causeway linking Port Perry with Scugog Island - June 2017.

The Cartwright Causeway



Joseph Bigelow

WHEN THE FIRST permanent roadway across Lake Scugog linking Reach with Scugog Township was completed in 1885, local businessmen were pleased to see business increase dramatically. The Scugog Bridge now a solid roadway, made access to Port Perry from Scugog so much easier, local businesses began to flourish.

One of Port Perry's leading businessmen, Joseph Bigelow, now looked further east for other markets to improve trade with the village. A visionary, he had recognized years earlier that east of Scugog Island lay Cartwright Township, a large and prosperous area. He believed that if a more direct route to Port Perry could be provided, local business would benefit immensely. The long, tiring trip from Williamsburg (Blackstock) and other areas of Cartwright, around the south end of Lake Scugog, a trek of 15 or more miles, and then back north to the village provided little incentive for residents to use Port Perry as their main centre of trade.

Bigelow's dream was to construct a road connecting Scugog Island with the westerly boundaries of Cartwright, but in order to accomplish this feat he had to overcome a major obstacle, more than 2.5 miles of swamp and wetland.

Although a causeway through the marshland didn't become a reality for almost two decades, as early as 1872 Charles Paxton and Joseph Bigelow began to petition Ontario County Council regarding the erection of a bridge from Scugog to Cartwright. The County refused to take any action at that time, but agreed to set up a committee consisting of Mr. Holman, Scugog Reeve W.S. Sexton and Port Perry Reeve J. Bigelow to confer with the councils of Darlington and Cartwright Townships regarding the construction of the bridge.

Over the next few years, many attempts were made to get the Cartwright Causeway constructed. One of the best chances came when the Lake Scugog Marsh Lands Drainage Co, agreed to build the roadway if they received some financial support from the municipalities. A vote by the residents of Port Perry, in December 1882, defeated a by-law intended to assist the Land Drainage Company, thus ending any chance of the roadway being completed at that time.

Despite the setback, the dream of connecting Scugog to Cartwright with a good roadway flourished, and due to the perseverance of Joseph Bigelow, work finally got underway in 1889 on the connecting causeway. The project plodded along slowly until May 1890 when a special meeting of Port Perry Council was held for the purpose of considering the advisability of the corporation of Port Perry in assuming the work of construction of what had by then become known as the Port Perry-Scugog-Cartwright Roadway.

Reeve Bigelow proposed that the corporation finish the uncompleted work, finance the construction, collect the uncollected stock and bonuses and pay off all liabilities contending there would be a surplus left for the community.

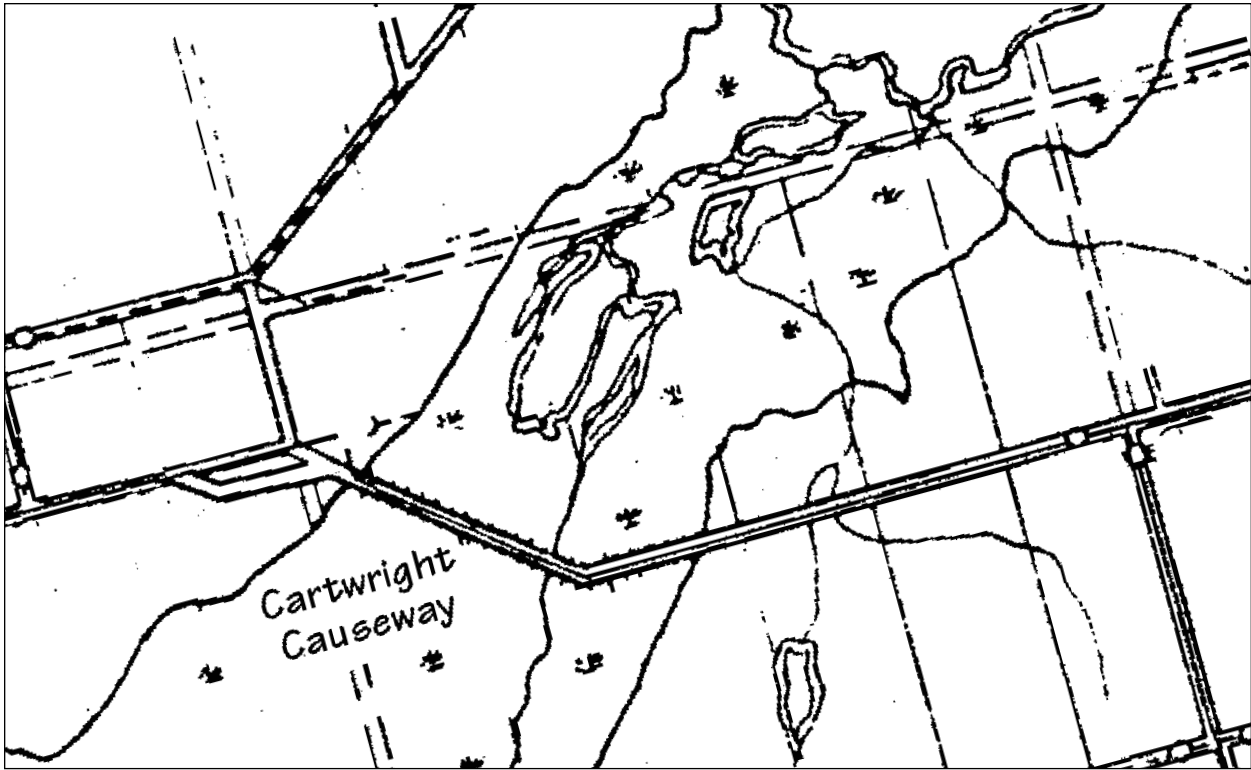
But the plan met with strenuous opposition from Councillor Boxall, who said he was a "strong advocate and supporter of the construction of the Roadway and would assist to the utmost of his power in the prosecution and early construction of the work by every legitimate means. But, he requested the corporation solicitor, Mr. N.F. Paterson, to give council his opinion as to the power of council assuming such undertakings."

Mr. Paterson advised, should council enter into the proposed contract it would certainly exceed its legislative powers, so the matter was dropped. Undeterred by the lack of additional support from the corporation, Mr. Bigelow and his advocates proceeded with the job of construction, using money secured by grants and by way of public subscription.

Grants towards the construction were received as follows:

- Port Perry - \$4,000,
- Grand Trunk Railway - \$1,500,
- Ontario Government - \$1,500,
- County of Ontario - \$500
- Counties of Northumberland and Durham - \$500.

Joseph Bigelow also raised more than \$2,300 by way of public subscription from the residents of the three



Above: Early map of the stretch of road known as the Cartwright Roadway, or causeway, constructed in the 1890s.

Below: An aerial photograph taken in 1954, shows how the Cartwright Causeway cuts across the bottom end of the east arm of Lake Scugog and then makes it's way toward Blackstock along Highway 7A.



neighbouring communities.

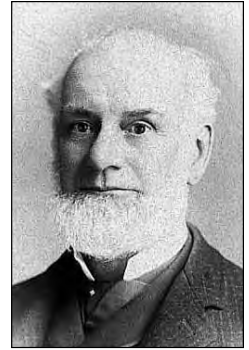
With enough money to proceed, construction began and by September 1890, the Port Perry-Scugog-Cartwright Roadway was well on its way to completion and the editor of the North Ontario Observer described its progress as follows:

"We had the pleasure of a drive over the new roadway from Scugog to Cartwright on Saturday, last, and was surprised to find it so far advanced towards completion.

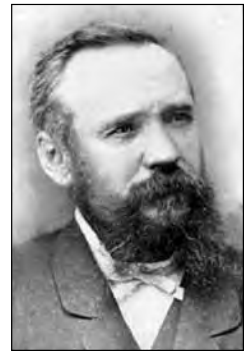
Mr. Bigelow, the instigator and promoter of the scheme, has taken every precaution so that when the roadway is completed it will be a permanent one and a credit in every respect to his perseverance and indomitable pluck, for had he not taken hold of the scheme we question whether it would have had an existence today.

He was not only the instigator and promoter but he has most successfully financed for the undertaking throughout, and although at times when managing this most important part - the financing - the prospects were anything but bright, he never faltered but pressed onward until his efforts were crowned with victory, and shortly he will have the pleasure of declaring this important highway open to public travel."

With construction now nearing completion, Messrs. J. Bigelow and J.H. Brown appeared before Scugog Township council urging them to grant \$100 to fill in a large hollow in the road by the 5th concession to make that portion of the road the same level as the new roadway. The grant was approved and Reeve William R. Ham,



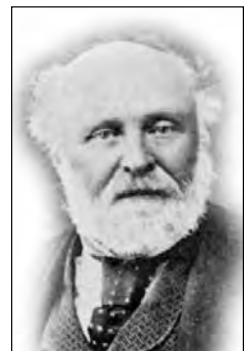
Aaron Ross
President



Jno. E. Farewell
County Clerk



The Scugog-Cartwright Roadway, looking south, as it looked during the turn of the century, after trees had grown along the sides, lining the route.



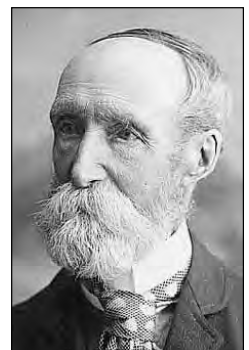
William S. Sexton
Director

Mr. Turner and Mr. Dunn were appointed commissioners to oversee the work on behalf of the corporation.

By December 1890 the Port Perry-Scugog-Cartwright Roadway was nearing completion and Mr. Bigelow and the directors of the company issued the following report in the North Ontario Observer.

The following is a statement of the particulars in connection with the building of the roadway between the Township of Scugog and the Township of Cartwright over the water and marsh land separating these two townships, the former of which has always been known as Scugog Island.

In the spring of the year there is from one to three feet of water over the marsh permitting small boats to pass over it. During the summer the water subsides to about a level with the marsh. Formerly more or less timber grew



William E. Yarnold
Engineer

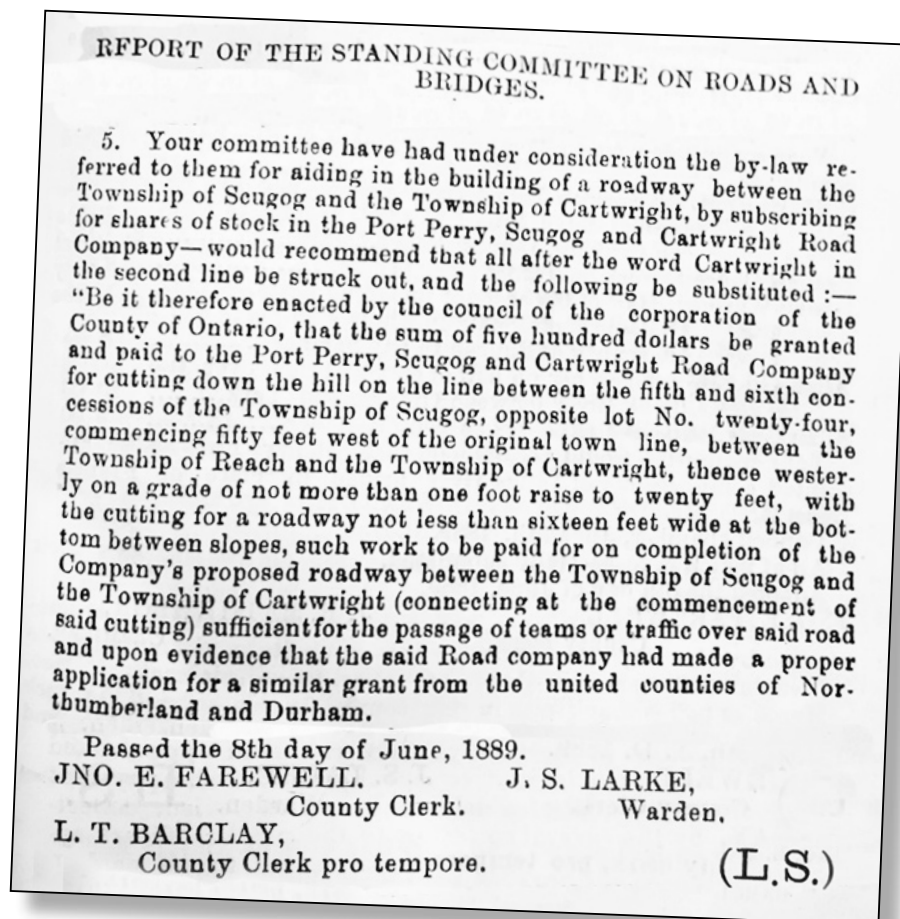
on this marsh but the building of locks at Lindsay for the improvement of the navigation of Lake Scugog and river is the cause of this overflow which rendered the construction of the new roadway much more expensive than it otherwise would have been.

This roadway has been talked of as a most desirable object to be accomplished for the past twenty years, the completion of which would accommodate a large section of country and the best evidence of its necessity is the liberal subscriptions which have been given in aid of the work.

The bridge or roadway from Scugog Island to Port Perry, thoroughly about half the length of the proposed roadway, and built by the County of Ontario, is said to have cost about \$25,000. These facts embark in the work, or the promoters of the proposed undertaking, who however, came to the conclusion if it was not commenced it would never be finished.

In order to carry on the work a company was formed under the General Road Companies' Act to obtain a legal standing, with the following gentlemen as directors and officers:

Aaron Ross, President	Thomas Courtice, Director
Norman F. Paterson, Director	James Graham, Director
Joseph Bigelow, Director	William E. Yarnold, Engineer
	J.H. Brown, Treasurer



At the first meeting of the directors, Mr. Bigelow was appointed secretary with general powers to proceed with the work, who with Mr. Yarnold, the company's engineer, conjointly with the president and directors have completed the undertaking to the satisfaction of the public and all concerned, including the Ontario Government and Grand Trunk Railway Company's engineers, who after examination report the work as satisfactory and much better than they expected to find it.

The whole length of the road over the marsh is 2.6 miles, of which 1.2 miles is formed of brush and timber from three to five feet deep, 24 feet wide, the cedar posts, 12 feet long, for the fencing of the roadway being first driven, cutting holes through the ice to do so, giving a twenty foot roadway. The timber and brush work being built around them on the ice during the winter, in the construction of the 1,485 yds., 27 acres of heavy cedar and tamarack swamp has been used, or an average of one acre of timber to every

ten rods the average drawing of the timber being one and a quarter miles.

Almost 500 yards of the marsh was built by throwing up the marsh, and earth drawn on, the whole roadway was then covered with earth from three to four feet deep in the centre and twelve to fifteen inches at the sides with ten inches of gravel in the centre to finish.

The length of the approach at the Scugog end of the roadway is about 1.25 miles making the whole roadway upon which work has been performed 7-1/2 miles in length, along which 18,000 feet of lumber was used for fencing.

The Township of Cartwright has, in addition to the private subscriptions of its people, built the eastern approach, some 160 rods in length (1/2 mile), over low marshy, partly timbered land, at a cost of between \$1,200 and \$1,500 forming a direct connection with the graveled road from Bowmanville to Caesarea, one mile north of Blackstock.

In February 1891, North Ontario Observer editor James Baird set out on a journey across the new Cartwright roadway, after which he published final report:

"A recent trip along the Scugog-Cartwright Roadway convinced us more than ever before of the importance and future usefulness of that road as a viable channel of trade between Port Perry and the townships to the east of it.

The very fine, extensive farms of choice land, well-appointed and magnificently stocked, offered a legitimate inducement to the people of Port Perry to seek a shorter and more direct channel of trade between the Port and the prosperous farmers to the east.

At the same time the sum paid by the Township of Cartwright to secure the road will be found to be a profitable investment in-as-much as it gives them access to a first-class market for all they wish to buy or sell. The road when properly completed may be kept in order at a small cost. Of course it will require an expenditure of five or six hundred dollars to complete the job.

There is a cut near the Scugog end of the road from which a couple of hundred tons of earth will have to be removed, otherwise it will remove itself before the month is out.

As far as the fencing goes it is simply a burlesque and if meant for any use, most of it will have to be done over again. The roadway is fairly well built, and all may be completed for six hundred dollars, then the people concerned will have a road of which they will feel proud, and which after a year or two of travel will be thoroughly consolidated and can be maintained as a first-class road at very little expense.

This road will prove a lasting monument to the unflinching energy and indomitable perseverance of Mr. Bigelow. Many years hence when that gentleman shall have passed away the Scugog-Cartwright road will remain a lasting monument of his indefatigable energy and good judgment."

The Cartwright Roadway proved to be an invaluable link between the residents and businesses of Cartwright and Reach Township, providing adequate passage for many years.

But as the years passed, traffic on the roadway became increasingly busy, and it was suggested that the narrow roadway, which had become flanked by brush and full grown trees, was in need of widening. An article in The Port Perry Star in April 1925 suggested the road was alright in the old days when people had time to wait at a "turning-out-place" for rigs to pass, but in these days of hurry and autos there was not time to stop and chat with folks.

This important link to Cartwright was the main east-west roadway, however, due to the soft soils and clay on which the causeway was built, it sank at a continuous rate and still required maintenance to keep it above water during the spring thaw.

In 1928, both the former Scugog Bridge and Cartwright causeways were reinforced, widened and heightened in response to growing automobile usage.

The roadway was assumed by the Department of Highways in 1938 and about a year later, in October 1939 the former dirt road between Port Perry and Blackstock was paved.

The King's Highway 7A was created in June 1944. The original route established for the highway was along Queen Street through downtown Port Perry, then south on Water Street and finally east along Scugog Street to meet up with the causeway. This route lasted for almost two decades before being re-routed, eliminating the section through the downtown and moving it to Scugog St., to the head of the causeway (old Scugog Bridge).

During the late 1950s, spring flooding began to become problematic on both causeways, prompting the Department of Highways to reconstruct them and the approaches.

Soil investigations were carried out over the length of the road in mid-1959, and in August 1960 contracts were tendered for construction. The existing causeways were both closed, and the adjacent marsh was excavated up to 20 feet deep.

Nearby properties were purchased for the sole purpose of excavating for earth for fill, which was

trucked at a continuous rate. More than 8,100,000 cubic feet of organic material was removed from the marsh and 12,494,574 cubic feet of fill placed over several years.

Now, almost 150 years after Joseph Bigelow began pushing for this efficient new route to Cartwright, the former inadequate road across the swamp has been widened, rebuilt and become a main corridor for traffic flowing east and west through Cartwright and Port Perry.

We're sure Joseph Bigelow, the visionary who conceived the idea and lead the charge, would be proud to see the final results of his dream.

BY-LAW NO. 536

A BY-LAW TO ASSUME IN CONJUNCTION WITH THE UNITED COUNTIES OF NORTHUMBERLAND AND DURHM, A PORTION OF THAT ROADWAY KNOWN AS THE PORT PERRY, SCUGOG AND CARTWRIGHT ROADWAY, EXTENDING FROM THE EASTERLY SHORE OF THE TOWNSHIP OF SCUGOG SOUTH-EASTERLY TO THE SHORE OF THE TOWNSHIP OF CARTWRIGHT, IN THE UNITED COUNTIES OF NORTHUMBERLAND AND DURHAM.

The Council of the Corporation of the County of Ontario enacts as follows:—

1. That that portion of the Port Perry, Scugog and Cartwright Roadway, commencing on the northerly limit of the original allowance for road between the fifth and sixth concessions of the Township of Cartwright, south seventy-eight degrees west, three chains from the south-east angle of lot number three; thence south seventy-eight degrees west along the north limit of said allowance for road thirty-one chains ninety-five links to a point south seventy-eight degrees west six chains from the south-west angle of lot number two; then north sixty-two degrees east on lot number two in the sixth concession

twenty-eight chains and sixty-five links more or less to the limit between lots one and two; thence on in the same direction on lot number one twenty-eight chains more or less to the west side of the marsh at the Scugog shore, the said road being one chain in width and the above described line forming the north and east limit thereof is hereby assumed jointly with the Council of the United Counties of Northumberland and Durham as a public highway.

2 That this by-law shall not come into force or operation until a similar by-law shall have been passed by the Council of the Corporation of the United Counties of Northumberland and Durham assuming with this county the said roadway.

Passed this 26th day of June, 1897.

JNO. E. FARWELL,
County Clerk.

CHAS. KING,
Warden, (I. S.)



The original route of Highway 7A was along Queen Street through downtown Port Perry. A directional sign can be seen in front of the Royal Bank building, at 210 Queen Street, during the summer of 1946.



Aerial view of a section of the Cartwright section of the new road being constructed during 1960-1962. The road coming off the Island, bottom left, was re-routed and a new road bed was constructed heading towards the Cartwright causeway.



The Scugog-Cartwright Roadway, looking south, circa 1900.



A man paddles along along the Scugog-Cartwright Roadway, (above) during a spring flood in the late 1950s.

Section Five



Birdseye Centre Park

This recreational playground in the centre of Port Perry provided accommodations, swimming, boating, fishing and children's activities for more than three decades.



This aerial view of the Birdseye Centre Park property shows the nine cabins nestled along a small dirt road overlooking Lake Scugog. The recreation property also had a dock for boats, playground equipment, an impressive 30'x80' ingrounds swimming pool and a snack bar.



The Michells built this cottage-style home after arriving in Port Perry and later turned it into their full-time home. Beside it was a small building which sold refreshments and groceries to people staying at the park.

Birdseye Centre Park

Owned and operated by Eddie and Hilda Michell

The land lying along the lakefront, at the north end of Water Street, before 1939 was the location of many commercial and industrial businesses during the late 1800s and early 1900s. As these businesses closed and the buildings removed, the low lying property which was often flooded, lay dormant for many years.

The 3.5 acres of land, north of the Lake Scugog Lumber site (today site of Scugog Memorial Library) lay dormant and unused for many years, until 1939 when Eddie and Hilda Michell moved to Port Perry.

They immediately saw the potential for the rough piece of land surrounded on three sides by Lake Scugog Lumber. Mr. Michell approached Samuel Griffen and the two men formed a partnership, with plans to build a tourist park on the land overlooking Lake Scugog.

It was only after forming the partnership they learned the property did not entirely belong to Mr. Griffen, but was partially Crown Land. This necessitated buying that portion of land from the Government in order to get a patent deed for the property.

After arriving in town the Michells built a small cottage, which they later turned into their permanent home, constructing a second storey on the cottage. Work began on a 30'x80' swimming pool on the property in August 1939. The labour was accomplished with horses and manpower, in the days where men were happy to get work for 25¢ per hour.

The pool had a wide cement walkway around it and the



Hilda and Eddie Michell.



Aerial view of Port Perry taken in 1950, shows the Birdseye Centre property, bottom right of picture.

bottom was tapered so there was a shallow section at one end for children, separated by a floating life-line from the deep side. A bathhouse was located at the east end of the pool, with showers.

The following year they began work clearing and levelling the land. The following summer the pool was opened and three cabins were purchased and erected on the property during 1940. These were the first of nine efficiency cabins built along the lakeshore. Mr. Michell also placed a number of Purple Martin houses around the property to attract the birds, which would help keep the insects away.

With work well underway, Eddie and Sam travelled to Toronto to meet with officials of the Toronto Daily Star newspaper. Their aim was to acquire permission to use "Birdseye Centre Cabin Park" as the name for their new venture. Birdseye Centre was the name of a popular cartoon



The first cabins were purchased from another facility and were erected along the lakefront.

series carried in the Toronto Daily Star. The series was created by former local hometown boy Jimmy Frise, along with his friend Greg Clarke, and was featured weekly in the Toronto Star.

Following that meeting, in April 1940, an indenture was signed by Toronto Star executives giving the exclusive use Birdseye Centre Cabin Park to Eddie G. Michell and Samuel N. Griffen. By the time the partners received their final approval, three cabins and already been erected in the park and a large portion of the ground was levelled and being seeded with grass.

In an article in the June 13, 1940 *Port Perry Star*, editor Samuel Farmer wrote; "There is a lovely view of the lake from all parts of the Park. The cabins are pleasingly built, three rooms in each cabin. They are to be supplied with running water and electricity. An excellent swimming pool and bath house with showers, etc., provide coolness for hot weather. An ample wharf has been built for boating.

The park opened on July 1, 1940, although work continued throughout the summer. Season tickets for the large new swimming pool cost \$1.50 per person for the entire season.

Mr. Michell purchased a few cabins to get started and by mid-summer a number of three-room cabins had been erected along the lakeshore. Each cabin was supplied with running water and electricity and were rented to people wanting to spend some time near the lake.



Eddie G. Michell

The park also included a wharf for docking boats and playground equipment including for children including swings, sand boxes, shuffle-board, horseshoe pits and more. Mr. Michell's plan for the following summer was to construct a dance pavilion on the property.

When the second world war broke out in 1940, Eddie was 36 year old, so too old for active service by he joined the British Supply Board at Ajax, where he worked for the entire length of the war. Birdseye Centre was left for his wife Hilda to operated during those five years, as well and caring for their children.

After the war, with the park well established and his lumber business requiring more attention, Sam Griffen sold his portion of the company back to the Michells.

When Sam returned after his service, Birdseye Centre became a full-time job. Over the next 30 years, the park became a popular spot for tourists, many coming from long distances to stay a day or a week in the beautiful park with picturesque cabins overlooking Lake Scugog.

After operating Birdseye Centre Cabin Parks for more than three decades, Eddie and Hilda Michell sold the park to the Port Perry municipality in 1969, and retired to their cottage home on Scugog Island.

The town operated the park for a couple of years before removing the cabins and closing the park as a tourist location. But the aging Birdseye Centre pool continued to be used each summer. The Birdseye pool had served the community for 60 years when in 1999 it was removed due to costly and ongoing repairs.

The municipality constructed a new outdoor pool at the site two years later.

Birdseye Park today is mainly a large, green open space with picnic benches, which is used by visitors to the community throughout the summer months.



Samuel H. Griffen

**Birdseye Center
Cabin Park**
on
Lake Scugog



Jimmy Frise and Birdseye Centre Park



Jimmy Frise often returned to Lake Scugog, and his is seen here with a good catch of fish from one of his visits back to his hometown.



This Jimmy Frise cartoon features cabins eerily similar to those built in Birdseye Centre Cabin Park, Port Perry.

In many ways, one of the most unlikely residents of Scugog to become famous was James Lewellyn Frise, a farmboy from Scugog Island. But this unassuming young man went on to become one of Canada's most famous characters during the early part of this century.

Jimmy Frise, as he was best known, became a household name with his "Birdseye Centre" cartoons in the Toronto Star Weekly during the 1920s and 30s. A feat he accomplished without one lesson of instruction in the world of art.

Jimmy was born on a small farm on Scugog Island overlooking Lake Scugog and Port Perry in 1891, the only child of John and Hannah Frise. He grew up in the villages of Seagrave and attended school in Port Perry.

His artistic talents became evident at an early age,



Jimmy Frise is seen here relaxing in his small studio at the Toronto Daily Star about 1930.

as his schoolbooks were covered in sketches, many which were the early etching of "old Archie" and "Pigskin Pete", two characters from Birdseye Centre which became folklore across Canada.

In 1910 at the age of 19 year, Jimmy headed off to Toronto to search for a job that would lead him to his love of art.

But it wasn't until 1921 when he created his first half-page cartoon for the Star Weekly called "Life's Little Comedies." Within months the cartoon's name was changed to "Birdseye Centre", and Jimmy's career was launched, a career which spanned more than 25 years.

He was often asked the the location of the town he was portraying in his cartoons, and he answered "any Canadian village with a hotel, gasoline station, barber shop and a town pump." This despite many people from the Scugog area who felt some of the characters and situations were taken from locations around Port Perry. When working in his studio, Frise was said to be seldom found alone. His office was gathering place for characters who stood around talking and watching from morning until late at night.

Even at the top of his career Jimmy never forgot his roots back along the shores of Lake Scugog. He returned often to spend time with old friends and family and spoke to local groups about his career as a cartoonist.

He was a lover of the outdoors and spent a great deal of time fishing and hunting. He had an extraordinary love for dogs especially "Rusty" his water-fearing spaniel, who was featured many times in his cartoons.

Jimmy Frise died at is home in Toronto on June 13, 1948 at 57 years of age.

Birdseye Centre Pool



This picture of the Birdseye Pool is believed to have been taken shortly after it opened during the summer of 1940. Notable is the lack of landscaping yet to be put around the pool



Work got underway on Birdseye Centre Cabin Park in the fall of 1939. This picture shows a corner of the pool with three of the cabins behind. Eddie Michell purchased his first three cabins from another park and had them moved to his site.



In 1992, more than 20 years after Birdseye Centre Park was sold to the town, Hilda Michell donated a "Our Birds" sign posted in the park for many years, to Bill Barr, an avid Purple Martin birdhouse builder. Mr Barr built hundreds of Purple Martin houses, erecting and maintaining many of them in Birdseye Centre Park and other township properties, to encourage the Purple Martins to return each year to Birdseye Park.



This picture of the Birdeye Pool must have taken in early 1940, before the bath house was built at the end of the pool nearest the lake. What is interesting about this picture is the sign posted on the pole with "Gentiles Only" thus restricting anyone who was Jewish. This sign does not appear at any other time.



The property on which Birdseye Centre is not much above the level of Lake Scugog, so is prone to flooding in the spring. This picture, about 1945, shows the cabins flooded during one of those high water seasons.



The above photograph, taken in April 2008, shows that flooding on the Birdseye Centre property continues to this day. In the background are three Purple Martin houses on a pole. The birds were encourage to the property by the Michell's during their ownership, and later carried on by Bill Barr, who built and installed the houses in this picture.



A busy afternoon at the Birdseye Centre pool during the 1950s. By this time the park was pretty much completed with swings, and other playground equipment scattered about the property.



A woman sits on the grass in front of five of the Birdseye Centre Park cabins, about 1950



This aerial view of the Lake Scugog Lumber property, boarded on Birdseye Centre. The old Birdseye pool, visible in the upper right of photo, can be seen beside one of the lumber yards buildings.



Birdseye Pool as it looked in 1985, after the change rooms had been re-located to the north side of the pool. This picture was taken about 19 years before it was removed in 1999.

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The Author

J. Peter Hvidsten is a local historian who retired from *The Port Perry Star* community newspaper after 25 years as publisher. He also created *Focus on Scugog* magazine, for which he served as publisher/editor of for its first ten years.

Peter has long been interested in the history of Scugog Township having formerly been elected chairman of the first Heritage Scugog committee. He also served as chairman of the Business Improvement Area (BIA) and the Scugog Chamber of Commerce. He is presently a member of the Heritage and Museum Advisory Committee for the Township of Scugog.

He has lived in Port Perry for more than 50 years and has published a number of local history books. Among them are *Historic Homes & Estates* and *Historic Homes of Port Perry and Uxbridge*, with his good friend and local historian Paul Arculus.

Other publications include:

- *Out Of The Ashes*
- *Scugog The Early Years*
- *Scugog Exposed*
- *Hot Off The Press*
- *Uxbridge The Good Old Days*
- *Uxbridge The First 100 Years*
- *Rewind Scugog 1960s & 1970s*
- *Rewind Scugog 1980s*
- *Rewind Scugog 1990s.*

His most recent projects include publications specific to local landmarks, properties and individuals.

- *Boom Towns*
- *Faces of Scugog*
- *The Docs*
- *Lost Scugog*
- *The Grain Elevator*



featuring

Seven Mile Island
Beechenhurst-Kent Estates
Lake Scugog Marshland
Scugog Floating Bridge
Birdseye Centre Park

