

60

Easy To Read

SHORT

SCUGOG

STORIES

J. PETER HVIDSTEN

60 SHORT SCUGOG STORIES

Researched and Published by J. Peter Hvidsten

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Acknowledgements

The contents of this book, is an accumulation of short stories, based on articles published in variety of different publications over the past century. Throughout the sixty stories you will experience humorous, mysterious, historic and tragic accounts of incidents which took place in what is now known as Scugog Township.

Some of the earliest records of the history of the Scugog basin come from the local newspapers, but also the recording and recollections of community leaders such as Joseph Bigelow, Rev. Franklin G. Weir, Col. John E. Farewell and Samuel Farmer.

Additional information and resources were procured from long-time residents of Scugog Township, local historic buffs, and with extensive research in old newspapers and microfilm. Most recently the newly launched Scugog Digital Newspaper Project, provided access to full issues of all of Port Perry and area newspapers from 1857 to 1933, making access to historical events and stories much easier to locate.

Some events in this book, were not only recorded locally, but also attracted the attention of neighbouring and national newspapers, including: *The Toronto Globe*, *Lindsay Watchman*, *Bowmanville Statesman* and the *Uxbridge Journal*.

Special thanks to my good friend and colleague, Paul Arculus who allowed me to tap into his extensive research of the Scugog area. Some of his publications, from which information was gleaned are: *Sketches of Scugog* - a series articles published in the *Port Perry Star* during the 1990s; his books, *Old Merchants of Port Perry* and *Steamboats of Scugog* provided many important details for a number of the stories.

I am also grateful to the following people, who provided information, plans, maps and pictures which otherwise may have been misplaced as time goes by.

- Michael Fowler - historical maps and plans
- Scugog Shores Village & Museum - photographs
- Dan Stone - information about Cedar Stone Park
- Jan Baird - information about Poplar Park
- Walt Radda - illustrations
- Charles F. Jeffrey - illustration

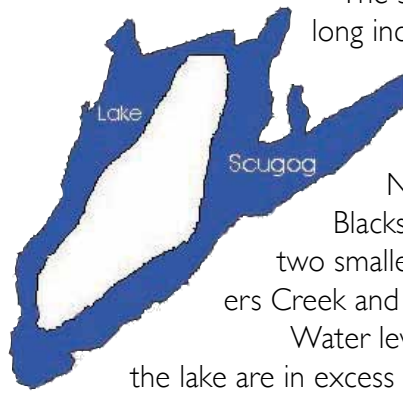
Thanks to all who made this book possible.
J. Peter Hvidsten

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did you know?

Lake Scugog is part of the Kawartha Lakes water system. It has a surface area of 63.5 sq. km. with an average depth of 1.4 metres and a maximum depth of 7.6 metres. Depth, area and volume are artificially maintained through the Lindsay Dam, which is under the jurisdiction of the Trent Severn Waterway.

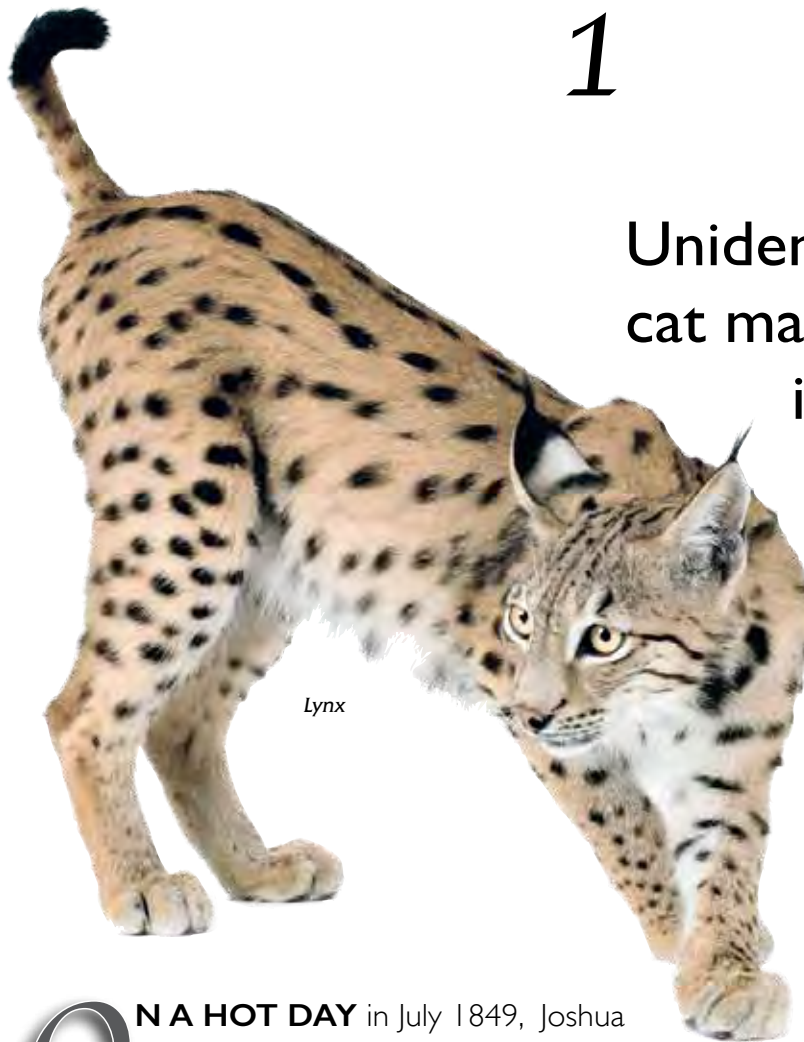


The shoreline is 172 km long including Scugog Island (30.6 km). The lake has two major tributaries, the Nonquon River and Blackstock Creek, as well as two smaller tributaries, Cawkers Creek and Fingerboard Creek.

Water level fluctuations on the lake are in excess of 40 cm. Due to the lake's consistent shallowness, its temperature does not change significantly from surface to lake bottom.

1

Unidentified wild cat makes its way into Prince Albert



O **N A HOT DAY** in July 1849, Joshua Wright, a Prince Albert businessman, came across a large animal, which had been driven up a tree by a dog. He was alarmed at the size of the animal, so hailed some neighbours, instructing them to bring their rifles.

The men arrived and what they saw was an animal somewhat smaller than a common wolf, but of a similar colour. Its head resembled that of a cat, with tufts of black hair at the tip of each ear, and it had a short stubbed tail of about three inches in length.

Although the beast was not common in Reach Township, the men reported that two similar animals had been seen in the Prince Albert area recently.

They were the first of this breed ever seen in the district, and it was reported one of them was shot by a local native, and the other trapped by Solomon Orser.

An inspection of the dead animal confirmed to the men that it would make short work of a man. Its claws and teeth were long and frightful.

None of the men on the scene that day knew what name to give the animal, although they speculated the wild cat could be some kind of a lynx, or wolverine.

THE TORNADO

of 1850

A MASSIVE TORNADO brought its fury to the people of Reach Township and surrounding area during the afternoon of July 5th, 1850.

The following report, written by *Port Perry Star* editor Samuel Farmer, indicates the day started as most others, but by mid-morning it became very hot, the skies began to darken, and bolts of lightning struck.

“There had been great heat in the morning. About noon clouds began to gather, and the thunderheads piled high like battlements and towers. Everything was curiously still and expectant.

By degrees it grew very dark, and in the distance forked lightning was cutting the back masses of cloud, making a grand but terrifying display. Three hours passed and then the storm broke.

Wind and hail came together – hailstones as large as walnuts and wind such as we never wish to experience. Everything was driven helter-skelter before that storm.

An elderly man running to safety with a child in his arms was struck in the head by a log and killed instantly.

Nothing could save what was in its track. The wind, which blew from north-west to south-east, was a whirlwind which followed the course already indicated. The track covered was from Lake Simcoe to Lake Ontario.

It passed through the northern town-

ships, Reach, across the south end of Scugog, into Cartwright and the north-west corner of Darlington, and on to north of Bowmanville and Lake Ontario.

A little west of Greenbank, Mrs. Lanson was alone with her two boys – James, 8, and John, 12 years – and Mrs. Hunter, a sister who had been in Canada but three weeks.

The family could see the storm coming from the north-west and ran into the house, and waited for a few moments in terrible suspense, while outside the shriek and roar of the wind mingled with the artillery of hail, thunder and lightning.

What happened in the next few minutes on the Lanson farm cannot be described with any degree of fullness. All one could do would be to pile up adjectives depicting destruction. The house was caught in a whirlwind, and scattered in pieces here and there over a distance of two miles.

The big old-fashioned chimney, built of brick from the ground up, fell on Mrs. Hunter and killed her outright. John Lanson was struck by a beam, and his neck and arm were broken. James and his mother were buried under a mass of ruins.

When they freed themselves after a time, they entered a new world – a world of chaos. They attempted to make their way to a neighbour's, but the paths were blocked. All around was a hopeless confusion of twisted and broken trees that shut from view everything but the sky. Household effects, clothing, harness, hens mixed with bits of board and limbs of trees filled the air and some of these things were carried as far as Scugog Island.



Among the odd things seen, two might be mentioned. A rail was found which had been driven endwise into a stump several inches. A tree was also found which had been broken off, the stump ripped out by the roots and turned upside down, so that the top of the stump was driven into the ground and the roots were left sticking up in the air.

**The tornado levelled
the entire bush, providing
a clear view from Prince
Albert to Borelia and from
Borelia to Greenbank.**

A short distance from the lanson's the Horn's lived. Fortunately for them Harry Bewell ran in and warned them of the approach of the storm, inducing the family to go down cellar. That likely saved their lives for they had barely got down cellar when the house was blown away bodily.

As the wind swept on it cleared a passage through the bush so that one could see all the way from Borelia to Greenbank. The trees were mowed down in an immense swath, and remained in that condition in some parts for years.

Young Peter Lansing was blown about ten feet in the air. When he fell to the ground he was rolled over and over like a bundle of hay. Finally he caught hold of a stump and managed to hang on. After awhile he began to look around a bit and saw things blown everywhere. Presently he glanced up and saw a small hemlock, roots and all, sailing by like a big umbrella.

At McLeod's home not far away, the old man was killed. He was in the house with his little grandchild, and, thinking the place was not safe, he picked up the child and started to run out into the open. Just as he reached the door a log struck him in the head and killed him instantly; but the child was unhurt."

Photo courtesy of the Fort Valley State University
Georgia - Emergency Management

3

Strange, but true!

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

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

They discovered a glimpse of a human bone under a stump that appeared to be part of a whole corpse

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

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

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

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

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

The local undertaker was summoned and he immediately suggested that they all return to the site of the poor victim. Even though it was almost

continued on next page



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10 o'clock in the evening, some 25 souls joined in the expedition back to the Byam's property.

With the aid of lanterns and firebrand, they made their way through the field in silence, and arrived at the stump. No one had the courage to expose the corpse, but finally after a lengthy debate, a volunteer was found and given instructions about how to remove the soil gently so that the corpse would not be further disfigured.

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

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

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

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



During the tornado of 1850, near Greenbank, a dead tree was reported to have been ripped out of the ground.

The tree was turned upside down and the top of the stump was driven into the ground, leaving the roots sticking up in the air.

If true, it's possible this same tree was the one was found years later on the Byams' farm, with the skeleton of a horse under it?

4



Was it Love, or Lust?

A Toronto newspaper, in 1895, reported on a lovescape in the city, in which a Port Perry girl named Esther Henders and one Alex Thompson of Durham County were principals.

Miss Henders has been on exhibition at the Toronto Musée for some time, in a class of pretty girls. The patrons of the musée had a chance to vote on the beauty of the girls and Miss Henders placed fifth out of 12 girls who were on view.

"Thompson was one of those class of fellows who would get struck on every girl that comes along, and he fell before the superior charm of Miss Henders, although he is 40 years old and she only 17," the newspaper reported.

It's reported that Alex proposed marriage to the young lady and she foolishly accepted, so they were ready to jump the broomstick (elope) one night last week.

The minister was engaged, and all was making towards a union, when Miss Henders' father, William J. Henders, heard of the prospective escapade and travelled to Toronto where he captured his fresh young daughter and returned her home.

5

THE HOSE TOWER

The first mention that Port Perry's Town Hall had a second tower came from an article written by Dr. Beverley Smallman in 1957, in which he reminisced about he and his friends climbing onto the roof of the town hall and ringing the bell, then "escape over the roof and down the 'fire-tower' at the other end of the hall".

Later an article was found in a *Toronto World* newspaper, dated September 23, 1889, which reported – "There is a two-storey brick Town Hall, with square bell tower. A fire station and 'hose-tower' are in the rear and there is a steam fire engine and equipment required for a first-class fire department."

Despite the lack of information, the *Toronto World* story did provide a guideline to when the tower was most likely constructed. Based on the date provided in the story, it is safe to determine that the hose-tower was built between 1885-1889, not long after the July 1884 fire which destroyed the entire business section of the town.

The first local media report of a hose-tower is found in the *Ontario Observer* on February 4, 1892, when Port Perry council renewed the insurance for the hose-tower.

A short article in the April 5, 1900 *North Ontario Observer* reports that the council was advertising tenders, for the painting of the hose-tower, which suggests the tower was a wood structure, rather than brick. The only other mention of the tower, to date, is from May 1907 when it was reported that the hose-tower's foundation was in poor shape and needed repairs amounting to \$50.

The hose-tower, which is only partially visible in a picture of the town hall on the opposite page, circa 1900, appears to be similar in size to the tower at the front of the hall, with a peaked roof-line. Although difficult to tell from the photograph, it appears to be somewhat shorter than the main tower facing Queen Street.

It's believed the hose-tower was removed about 1939, but that has yet to be confirmed.



A portion of the roofline of the fire hose tower, at the rear of the Town Hall.



6

"Old Yeller"

THE OLD YELLOW SCHOOL HOUSE



This old photograph, which has been colourized, is believed to have been taken circa 1930, and shows the old "yellow school" behind a picket fence.

THE FIRST ONE ROOM school to be constructed on the site of what is referred to as "yellow schoolhouse," took place during the mid-1840s. The original school was a log structure with one room, located near the corner of the 8th concession of Reach Township.

About 1856, half an acre of land, just north of the log school, was bought from Mr. Isaac Wells, where the first frame school was built. This neat little school was painted yellow and it became known locally as the "Yellow School". It featured a single entrance, facing east, with three large windows along both sides. Another acre was later purchased from the Wells family

to enlarge the school property.

The school was enclosed by a rustic rail fence on three sides and a board fence on the south side lined with maple and cedar trees.

About 60 years after being constructed, a cement foundation was poured and the school was turned and placed on the foundation, now facing south. The same year, 1916, the school's first furnace was installed, and small porch was built over the door into the school. The woodshed, which faced north was moved behind the school and turned to face south.

On November 1930, the old "Yellow School" was burned to the ground as the result of a fire on the roof, near the chimney. The teacher's desk, clock, maps, charts and some books were the only things saved. During the next-school term classes were held at the home of Mr. James Owen.

In September 1931 the new yellow brick school was

completed with its large school room, two cloak-rooms, kitchen, furnace room and inside chemical toilets. A new picket fence was installed around the south, west and east sides of the school grounds, and the old board fence was left along the north side.

In April 1941, maple, red oak, scotch pine and spruce trees were planted around the school grounds. Electricity was also installed in the school in 1941. This work was done by Mr. Guy Raines & Son, of Port Perry.

The old board fence on the north side was replaced by wire fence, and in the spring of 1952 the south and east picket fences were removed.

By the mid-1960s, Reach Township had started selling off their old one-room schools, as newer and more modern schools began to be constructed. In June 1967 schools at Utica, Manchester and Prospect were all sold by auction, and finally on March 9, 1968, the old "Yellow

School" was sold for \$7,000 at auction.

Since that time, the former yellow schoolhouse has been renovated and re-purposed, making it a beautiful home for a number of local families to this day.



The old yellow schoolhouse as it looked in March 1968, just a short time before it was sold by auction for \$7,000.

7

Love gone bad – man shoots wife

A MARRIED COUPLE working side-by-side is not always a wise decision, and Arthur and Sarah Sawyer proved that point in August 1895. The Sawyers weaved carpets from their home in Port Perry, and for some time there had been rumours throughout the village of trouble between the couple.

Sarah, who was 20 years younger than Arthur, abandoned the home, feeling unsafe, leaving her spinning wheel in the barn. It was the spinning wheel with which she earned her living, so she returned to the barn to retrieve her wheel.

As she was trying to get into the barn, her husband fired a shot from a twenty-two calibre revolver, which lodged in her dress. A second shot missed Sarah, but a third shot hit her left foot above the big toe causing a severe wound.

Arthur was taken before William Bateman, J.P., who sent him to Whitby jail to await his trial. Mr. Sawyer said he did the shooting to scare his wife off his premises, not to kill her.

The couple separated, with Sarah leaving town, only to return to her Bigelow St. home in 1911, where she continued in business as a carpet weaver.



8

THE DOCKHOUSE

FOR MORE THAN 40 YEARS the old dockhouse, located at the end of the government wharf at the foot of Queen St., was the gathering place for water activities by the townsfolk.

Charles L. Vickery, began construction on the government pier in June 1914 and the structure was completed in September the following year. The 210' long pier required 4,405 bags of cement, 381 loads of gravel and 958 loads of stone to build and when completed, a change house for bathers was constructed just off the north side.

The lakefront was a very popular spot for swimming during the 1920s and 1930s and council installed a springboard near the end of the pier for the pleasure of bathers in 1924. In July 1938, the newly formed Port Perry Lions Club replaced the old diving platform on the pier.

Over the years, the change house became known as the 'dockhouse'. The inside was divided into two sections, one for boys and the other for girls.

Since the dockhouse was not built directly on the cement pier, but on wooden piles alongside the dock on the north side, it required constant maintenance due to rot and ice damage.

In the spring of 1958, heavy ice crushed the decaying pillars causing severe damage and the building began to tip into the lake, spelling the doom of the unique little house on the pier.

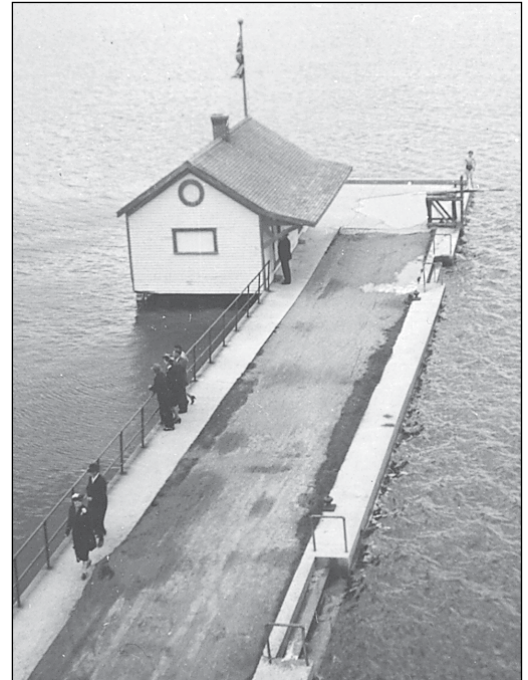
The following year, the local council decided to remove the aging 'dockhouse' and offered it for sale by tender. It was removed from the end of the pier in March 1959, after serving the community for 44 years.

There are still many from the community who fondly remember the good times they had at 'dockhouse' and old swimming hole during their youthful days.

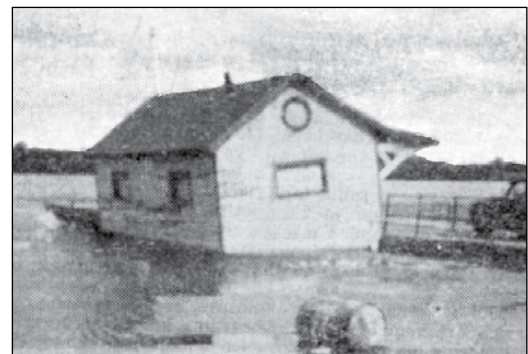


The Old Peep Hole

The interior of the old 'dockhouse' had a dividing wall which provided a girls change room on one side, and a boys change room on the other side. This wall allowed an opportunity for many mischievous young lads to cut through a knot hole with a pen knife to give them a secret view of the girls getting changed. When discovered the hole was plugged up, but a new one appeared shortly afterwards.



Above: Photo taken by George Emmerson from on top of a pile driver at the lakefront in 1940. Below: view of the dockhouse from Palmer Park. Bottom: damaged dockhouse as it began to sag in 1958.



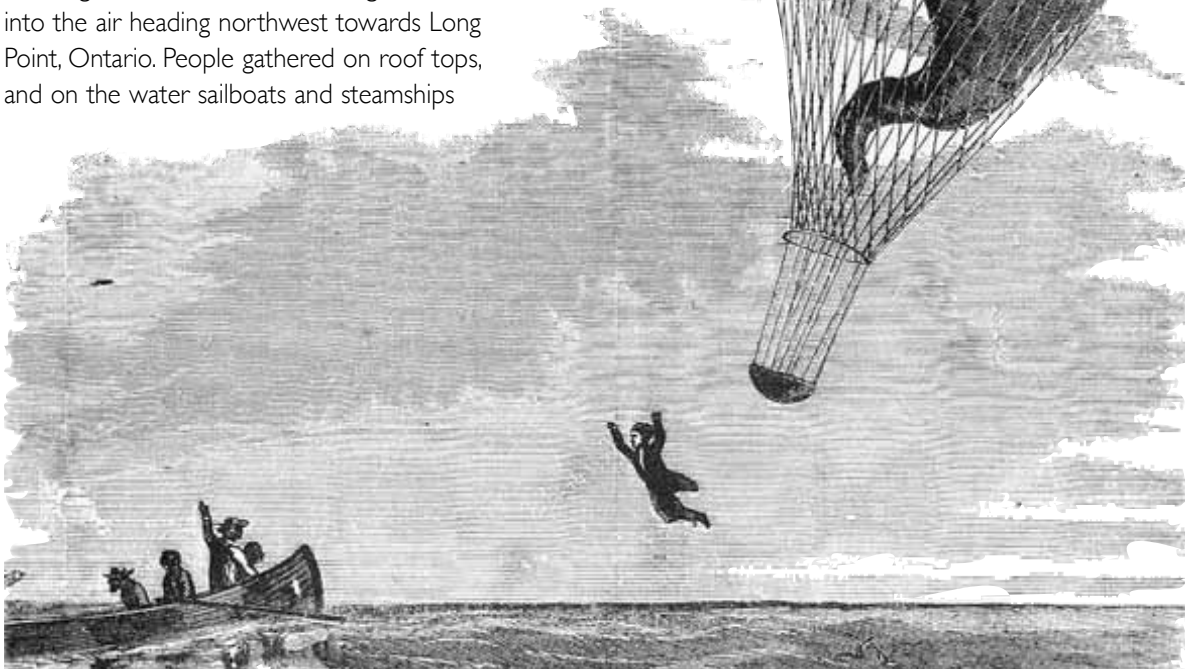
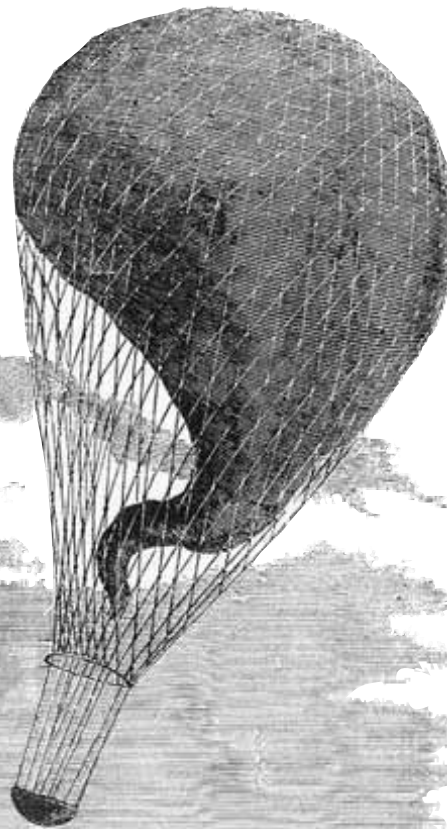
9

FLYING HIGH

Daredevil attempts USA to Canada balloon flight

CARTWRIGHT TOWNSHIP strangely became part of an international story in June 1857, just weeks after John H. Steiner, an adventurous and daring aeronaut, attempted to fly in a hydrogen filled fabric balloon, across Lake Erie to Canada.

The adventurous Steiner, took off from his home around Erie, Pennsylvania, as a large crowd watched the huge balloon rise into the air heading northwest towards Long Point, Ontario. People gathered on roof tops, and on the water sailboats and steamships



John Steiner is shown leaping from his balloon into Lake Erie in this contemporary engraving.

sounded their horns at the sight of this strange, huge egg shaped flying machine.

Along the way, Steiner, in his small gondola ran into high winds, rain and flashes of lightning. He would later recall, "Every moment the surrounding masses of clouds were illuminated by flashes of lightning, succeeded by terrible crashes of thunder, in the very midst of which I seemed to be floating, and my excited imagination led me to fancy that I would feel my frail gondola quiver at every shock."

It wasn't long before the balloon began losing altitude, eventually skipping along the rough surface of Lake

Erie. It rolled in the powerful water, then bounced at least 50 feet up into the air at a dangerous angle, before plunging to the lake again with great force.

Fortunately a steamship, the *Mary Stewart*, on its way to Detroit, saw the strange vessel and headed to aid Steiner, who jumped from the balloon into the cold water, before being pulled safely aboard.

Hydrogen balloon crash lands in Cartwright Twp. after distaster over Lake Erie 164 years ago

Despite the efforts of the *Mary Stewart's* crew, to secure the balloon, it slipped away and disappeared into the wooded inland of Ontario.

Weeks after the fateful incident, which sent shockwaves throughout Canada and the United States, an article in the *Whitby Chronicle* solved the mystery of where the balloon had finally crashed back to earth.

The article, published on July 16, 1857 reported that the large sized balloon was found about 25 miles north of Whitby, in the Township of Cartwright. It was first seen by the people of Cartwright on the 19th of June, who thought it to be a spark from a comet's tail, and were considerably alarmed in the consequence. After an extensive search of the area it was located in a nearby field.

Two weeks later, on July 30th, the *Chronicle* reported on the incident, saying the steamer *Woodman* would convey passengers to see Steiner's balloon in Cartwright. So, in company with about 50 other curious patrons, the editor of the *Chronicle* made his way to Port Perry where he stepped on board the *Woodman* at Lake Scugog, and arrived at Lasher's Point (Caesarea), after a few hours sail.

Mr. John Lasher charged 25¢ a head for admission to his large barn, in which the balloon was kept, and although the barn was insufficient to contain the balloon if inflated, the ingenious exhibitor, with the aid of a pair of Smiths bellows, managed to partially fill it with air, so as to give his visitors an idea of its dimensions.

He also displayed the gondola, the grappling anchor and provided a most semi-heroic, comical description of its adventures.

The balloon was later transported to Whitby, where it was put on public exhibit until Mr. Steiner arrived to retrieve his historic balloon.

The balloon was safely transported back to the USA, ending Cartwright's brief, but exciting brush with fame, the first attempt to fly across Lake Erie in a balloon.



John H. Steiner

Prof. John H. Steiner emigrated from Germany in 1853 and quickly established himself as a daring aeronaut. Steiner's flight in 1857, the first attempt to fly to Canada across Lake Erie, made him famous.

Due to adverse weather conditions, Steiner eventually was forced to jump into the lake and was rescued by the crew of the steamer *Mary Stewart*. His balloon was later found, in tatters, having successfully made it to Canada without its pilot.

During the Civil War, Steiner served as a balloonist for the Union forces with Thaddeus S.C. Lowe's Balloon Corps.

As a civilian in 1863, Steiner gave a tethered balloon ride to German officer, Ferdinand von Zeppelin, who was on leave as a military observer with Union army. Years later, after Count Zeppelin's rigid airships had flown over the cities of Europe, Zeppelin recalled his flight with Steiner as his inspiration.

did you know?



Among Port Perry's early and unusual municipal bylaws was the following bylaw passed on June 2, 1903

Bylaw 513 - To prevent spitting and depositing other filth on the sidewalks and other public places of Port Perry. The council enacts as follows:

"No person shall spit, or deposit any filth upon any sidewalk or upon the floor of any public building, Town Hall, Music Hall, or hall or room used for public meetings or entertainment within the limits of the Village of Port Perry.

Anyone convicted of breaking this bylaw shall pay a fine of not less than one dollar and not more than ten dollars with costs, and in default of payment shall be committed for one month in the County Gaol at hard labour.

A number of posters with notice of the bylaw shall be prepared, signed and posted up by the Chief of Police.

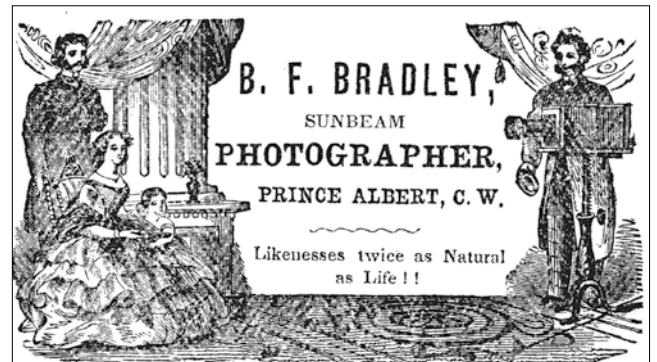
Dated Port Perry, June 2nd, 1903.

10

Smile For The Camera!



First Photo Gallery
opened in Prince
Albert in 1863



THE FIRST PHOTOGRAPHER to venture north into Reach Township was Bryant F. Bradley. He arrived in Prince Albert in May 1861 and rented "a large commodious room with a skylight", above a store at the corner of King and Old Simcoe St., and advertised a picture with "likenesses twice as natural as life". Five years after arriving, on New Year's day 1866, he married Catharine Walker, a Reach Township girl. Bryant decided to return to the United States, and in November 1866 they sold their home and household furnishings by public auction. Strangely, instead of continuing his career as a photographer, after settling in Grove Lake, Minnesota, he took up farming.

Before the Bradley's left Prince Albert, and possibly one of the reasons they decided to move, was due to another photographer, T. Chesterfield, setting up in the village just months before they moved.

There is virtually no information about Timothy Chesterfield who opened his Picture Gallery in February 1866. His advertisement announces he has opened his gallery over Cowan's store in the village. But just as surprising as his opening, was his selling the business less than a year later.

The new owner was Henry McKenzie, who a few months after taking over Chesterfield's gallery and renaming it McKenzie's Gallery, moved to Port Perry where he opened McKenzie Photograph Rooms.

He quickly became the most popular photographer in the area, being described in one newspaper as "one of the best photographers anywhere to be found".

After more than a decade working on his own, McKenzie teamed up with a man named "Scott" about December 1873. The two men operated McKenzie &

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Scott's Photographic Gallery on Queen St. until about May 1875 when Mr. Scott appears to have left. Henry enjoyed a highly successful photographic career, creating thousands of true-to-life pictures of families, homes and street scenes.

Henry's nephew Frank McKenzie joined the business as a photographer and later took over the business. In 1895 he closed the gallery ending a successful venture for the McKenzies of almost 30 years.



The Leonard Legacy

Although there is no substantial documentation, it is understood that James Leonard was the Port Perry's first and most well known photographer for more than 30 years.

He was born in August 1832 in England, and as a young man immigrated to Canada. After arriving in Port Perry in the late 1850s, he reportedly opened a small photography studio in the village.

When James was 23 years old he married Araminta Ewers, the daughter of Abel W. Ewers, one of the town's most respected pioneer municipal officials.

In September 1874 he constructed a new building on Perry Street, at the corner of Queen Street, and it was here he practiced his trade for the remainder of his life. He passed way on January 8, 1884, at 51 years of age, leaving the Leonard gallery in the hands of his son William.

Before joining his father, William was a teacher and taught in schools at Manchester, Claremont and Scugog Island. While he enjoyed a successful career in teaching it was photography that interested him most.

William left teaching and joined his father's business, where he became an accomplished photographer in his own rights. It is William who is responsible for many of the pictures of personalities, families and town scenes from the early part of the century which can be found in the Scugog Shores Village Museum today.

In July 1884, Leonard's building was destroyed by fire, but he rebuilt on his Perry Street property. Later he purchased the buildings adjoining his to the south, and the entire building became known as the Leonard Block.

He maintained his gallery located in the original Leonard building near the corner of Queen and Perry St., with its entrance off of Perry St. William Leonard died in 1947 at 92 years of age, ending the glory days for Port Perry's earliest photographers.



Port Perry's less known galleries

There were a few other photographers set up in Port Perry and Prince Albert during the 1800s, but most did not remain in business for long.


Frederick N. Pool operated his studio in Port Perry during the 1880s.

Henry J. Byers purchased Pool's studio in 1890 operated for only a short time before moving to Port Hope.

G. Bruce opened his Picture Gallery in Prince Albert in September 1868.

Henry C. Tait took over the G. Bruce Gallery in June 1869, but less than two years later moved to Brooklin where he opened Brooklin Photo Gallery.

Cephas F. Pound was a photographer in Port Perry for a short time in 1888-1889. Location of his studio is unknown.



**HOLIDAY
PHOTOGRAPHS**
FOR ALL, AND PERFECT PICTURES
SECURED AT
McKENZIE & SCOTT'S
PHOTOGRAPH GALLERIES
Opposite Foy's Hotel, Port Perry.

WITH the view of supplying the great demand for their much admired Photographs, the Subscribers have—regardless of expense—so fitted up their Galleries and introduced such Instruments as will at all times secure PERFECT PICTURES.

Their thorough knowledge of every department of the Art, acquired in some of the best Galleries on this continent, together with their excellent Galleries and superior instruments, give them facilities enjoyed by few for producing those beautiful Photographs admired by all who see them.

By skillfully retouching the negatives the most handsome photographs are produced in every instance.

Their Galleries are stocked with a choice assortment of First Class Albums, Picture Frames, Stereoscopic Instruments, the Finest Chromos, and specimen Photographs in endless variety.

A cordial welcome is extended to all to visit our Galleries and inspect our Stock.

McKENZIE & SCOTT.
Port Perry, Dec. 10, 1875. 51

PHOTOGRAPHS

TAKEN in all the latest and most approved styles, and finished in that

SUPERB MANNER



For which our work is justly celebrated.

Photographs for \$1 per dozen for 30 days
Pictures enlarged and framed.
Call and see specimens before going elsewhere.

Gold and Silver Electroplating done to order in good style.

J. LEONARD,
Photographer,
Opposite Brown & Currie's Ferry St.
Port Perry, Nov. 20, 1879.

**PRINCE ALBERT
PICTURE
GALLERY.**



The Subscriber would inform the inhabitants of Prince Albert and vicinity, that he has opened the above Gallery over the Store of Wm. M. Wightman & Co. Having spared no pains in fitting up the Gallery he prides himself that he can give entire satisfaction to all all who may favor him with their patronage.

Pictures of all kinds and sizes, finished with water colors.

Picture enlarged to any size desired with the Solar Camera.

Photographs \$2 per dozen.
Lettergraphs 25 cents each.

Call and examine specimens.

G. BRUCE,
ARTIST.
Prince Albert, Sept 30, 1868. 39-2m

11 GREEN DOOR

what's that secret
you're keeping?

There's an old song that comes to mind every time I hear "green door" and it was the first thing I thought of on seeing a small green door uncovered and brought back to life in downtown Port Perry.

The song by Jim Lowe, in part, goes as follows:

"There's an old piano
And they play it hot behind the green door
Don't know what they're doing
But they laugh a lot behind the green door
Wish they'd let me in so I could find out
What's behind the green door
Green door, what's that secret your keeping?" etc.

FOR SOME, THE HISTORY of our community is of no interest, but for those who like a glimpse back on how our forefathers... and mothers, worked, lived and relaxed, a new door into our history has just been opened.

In August this year a panel on a Perry Street building was removed to reveal a cracked and weather-beaten door which in its day lead to the second floor of the building.

The building, now occupied by Remedy's Drug Store, is owned by the Latrielle and Puckrin families, and over the past few years they have been doing a phased restoration of the 125 year old block of stores.

Guy Latrielle, who is chairman of the Scugog Heritage Committee, is an avid historian, and the discovery of the door prompted him to look into its history. He found that the building was originally known as the "Currie Block," named after pioneer businessman George Currie. Mr. Currie is also responsible for building the 147 year old grain elevator which still stands prominently at the foot of Queen Street, near

continued on next page



This green door, located on the west side of the Remedy drug store building, at 209 Queen St., was recently discovered behind a panel, and has now been restored to preserve its history in the town.



Photo taken circa 1880, shows the small green door located on the original George Currie block building at the corner of Queen and Perry Street. (colourized photo)

continued from previous page

the lakefront.

If was while researching the history of the building, Guy found that the newly revealed "green door," which at one time led up a narrow staircase to the second floor; held the Lodge Rooms of the Independent Order of Odd Fellows.

Not wanting to erase history, Guy contracted to have the door repaired, leaving the original colours, and installed a

sign above it that would have been similar to the signage used as far back as the early 1870s.

For more than 90 years, members of the Independent Order of Odd Fellows, Warriner Lodge No. 75, accessed their meeting rooms through the small door and up a steep and narrow set of stairs to the second floor.

It was here, after the local IOOF received its Charter in June 1871, they would meet weekly in a grand and spacious Lodge Room. For many years their meetings were held every Monday night, but years later reduced to twice a month.

The first few years were not kind for the fledgling organization, as the Mr. Currie's block was plagued by fire on three separate occasions in less than four years. The first of these came in July



Small door on bottom left of photo was the Odd Fellows entrance to the second floor.

1884, when the entire downtown, including Currie's building, was destroyed by fire.

Less than two years after rebuilding, the upper floor of the new Currie block was gutted by fire. Once again the Odd Fellows lost the furnishings of their hall, including regalia and official papers.

Following repairs to the building, the Odd Fellows returned to their meeting hall, only to be confronted

with another fire about six months later. This fire destroyed the entire building, including all of the Lodge contents.

Despite all the setbacks, when George Currie completed construction of his new building, the Odd Fellows once again returned to their Lodge Room, passing through the green door, and ascending to the top of the stairs. This location was used by Warriner Lodge No. 75, and the Maybelle Rebekah Lodge, which was instituted in 1950, until they moved into a newly constructed hall on Simcoe Street, just south of Port Perry in 1964.

Thanks to the Puckrin and Latrielle families, another small "green" door into Port Perry's history has been opened, recovered and restored for future generations to enjoy.

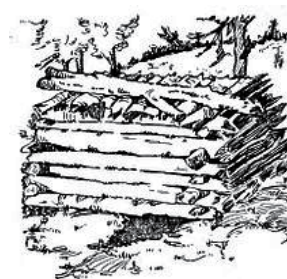
12

A Pioneer's Unique Wolf Trap

AT THE SOUTH END of Lake Scugog, Reach township, Thomas Lamb lived for over half a century beside a dense forest of over 100 acres. In the centre of this forest, which was estimated to be the largest extent of forest land in the area, Mr. Lamb built a unique trap to catch the wolves which roamed the forest.

The trap was made of logs commencing with a base of 12 feet square. Each additional layer of logs was drawn in closer than the one below until at the top there was a small opening about three feet square. Under this opening Mr. Lamb would suspend a piece of fresh meat as bait to attract his prey.

Not able to reach the bait, the wolf would jump in the trap, but once inside it was unable to climb out because of the sloped-in logs. Mr. Lamb said he caught twenty wolves each summer during the 1880s and 1890s, and received a \$5 per head bounty from the Government.



IT'S THE LAW!



A BYLAW CAN BE EXPLAINED simply as a rule or law created by municipal authorities to regulate the affairs of the corporation and the residents within the boundaries of the village.

The residents of Port Perry were for the most part a law-abiding bunch, but it could be argued it was due to the strict bylaws which regulated many of the everyday activities within the community.

More than 200 bylaws were in force when the great fire of July 4, 1884 struck the village, destroying all of the corporations' papers, including its bylaws and assessment rolls. Immediately following the fire, Port Perry councillors convened and began the arduous chore of re-writing the bylaws and creating new ones.

Wasting no time, just five days after the disastrous fire, council passed a strict bylaw regulating and restricting materials which could be used for the construction of new buildings.

While there were many serious bylaws, below are samples of excerpts from some of the more unusual and humorous bylaws passed during 1884 regulating moral standards and unlawful acts within the village.

Bylaws to regulate unlawful acts

Town officials hoping to control and regulate morality and other public issues passed a number of bylaws. A few are summarized here to show the extent the town fathers went to keep the town lawful, moral and safe.

- * **No person** shall post any indecent signs, writings or pictures, or write any indecent word or make any indecent picture or drawing on any wall, fence, street or public place within this corporation.
- * **No person** shall be drunk, or disorderly or profanely swear or use obscene blasphemous or grossly insulting language, or commit any other immorality or indecency within this corporation.
- * **No person** shall keep any disorderly house or house of ill-fame within this corporation.
- * **No person** shall injure or destroy nor tie any horse to any lamp post, tree or shrub planted or preserved for shade or ornament upon any street in this municipality.
- * **No person** shall publicly expose his person or make any other indecent exhibition within this corporation.

* **No person** shall bathe or wash the person in the water of Lake Scugog fronting on the limits of this corporation between the hours of seven o'clock in the forenoon and nine o'clock in the afternoon.

* **No person** shall throw any dirt, filth, carcasses of animals or rubbish on any street, road, lane or highway of this municipality.

* **No person** shall race or speed any horse on any street within this corporation.

* **No person** shall ring any bells, blow any horn, or shout or make any other unusual noise or noises calculated to disturb the inhabitants in any street or public place within this municipality.

* **No person** shall fire any gun or other fire arm, nor fire, nor set off any fire ball, squirt, cracker or fireworks in any street, road, lane or alley within this corporation.

* **No child** shall ride on the platform of any car or behind any wagon, sleigh or other vehicle and no person in charge of any such vehicles shall suffer or permit any child to ride behind the same.

14



Spring Ice Break-up

THE BREAK-UP and melting of ice on Lake Scugog has never been kind to the Causeway, or what was known as the Scugog Bridge in its earlier days.

Built in 1856 as a floating bridge to connect Port Perry with Scugog Island, the bridge/causeway proved to be very unstable and treacherous, especially in the spring as melting ice began to shift and move.

Each spring, before it became a permanent roadway, the floating sections of bridge had to be hauled back into place and straightened at a great expense to the County of Ontario, who owned the bridge.

On one occasion, in April 1908 the bridge received a severe pounding by the ice, snapping the railings and telephone poles. Then in 1929 the bridge was widened, to accommodate the use of motor vehicles, but because of its low proximity to the lake, each spring brought more problems to the troubled roadway.

Floods in the spring of 1960 kept the causeway flooded for almost eight weeks.

Due to the ongoing damage and flooding of the causeway the provincial government spent \$1.5 million to re-build the link to Scugog Island the summer of 1960.

And aside from a minor upgrading a couple of few years ago, the causeway bridge which is still in use today looks much as it did after the 1960 rebuilding of the connecting link to Scugog Island.

Illustrated here are pictures of the Scugog Bridge/Causeway, taken over the past century during the annual spring floods.

Top: Workers begin repairs to the Scugog Bridge in the late 1890s after ice destroyed it.

Below: An Ontario County truck makes its way to Scugog Island after flooding in 1958.

Bottom: Car coming to Port Perry from the Island during the eight week flood in the spring of 1960.



15

The Mysterious Death of “Baby Eddy”

ON March 6, 1881, Dr. John Edward Ware, the resident physician of Prince Albert, received a message from Mrs. Mina (Unger) Eddy, a widow, asking him to visit her home but to enter by the back door.

At eleven o'clock that morning Doctor Ware, arrived to find Mrs. Eddy's daughter Mary in the final stages of labour. Dr. Ware delivered a healthy baby. The doctor knew that Mary was not married and he was unable to obtain any information about the father. From this Dr. Ware realized Mrs. Eddy's request for discreetness and left, again by the back entrance.

On Monday, the doctor returned to check up on the child and reported that the child was extremely healthy and appropriately clothed. On Saturday Dr. Ware went to check up on the newborn. Upon arrival at the house he was told that the baby had died that morning. Dr. Ware examined the corpse of the infant and reported that he "...saw no marks of violence upon it, but the child looked quite gaunt."

Dr. Ware summoned the coroner, Dr. Richard Jones (q.v.) in Port Perry, to carry out an inquest. That evening, Dr. Jones called on the two Justices of the Peace, John Nott (q.v.) and Reuben Crandell (q.v.), and three others in order to form a jury. Mrs. Eddy refused entry to the jury. After angry exchanges, the jury left and promised to return the next day.

On Monday morning, after much argument and delay, the jury was admitted into the house. The constable explained that they had to see the body of the dead child in order to determine the cause of death. Mrs. Eddy and Mary both said that they had not seen the child's body after the doctor had left on Saturday and knew nothing about the baby's whereabouts.

Dr. Jones then contacted the Provincial Attorney-General. By now the news of the affair had become a front-page item in the Toronto newspapers. The



Toronto Globe reported, "On Thursday, the 17th, Government detective Murray ... went to Prince Albert. In company with local constables, he made a diligent search throughout the house, even to digging up the clay in the cellar, but found no trace of the child. Detective Murray then arrested Mrs. Eddy and her daughter on a charge of murder."

Mrs. Eddy and her daughter appeared before John Nott, Justice of the Peace. The murder charges were dropped because of lack of evidence. Nott stated however that both were guilty of concealing the facts. Nott gave the Eddys a severe lecture and then released them.

Two weeks later a letter to the editor signed by Mr. J. A. McDonald, denied any knowledge of wrong doing but acknowledged that he had been a lodger in the Eddy house for the past year. The contents aroused suspicions that he could have been the father.

Mary Eddy never married but remained at home to care for her mother. Mrs. Eddy died in 1895 at the age of 75. Mary Eddy was only 47 years old when she died in 1907. The fate of the Eddy infant remains a mystery to this day.

Inscriptions on the Eddy headstone, seen above:

Side 1. In memory of Rice Eddy died Jan 25, 1877, age 62 years.

Also Mina Unger wife of the above died March 4, 1895 age 75

Side 2. Annie N. died Sept 20, 1871 age 23 years. Letitia I died Sept 19, 1872 age 19 years. Leander J. died Nov 21, age 5 years children of R. H. and M. Eddy

Side 3. Lousia Eddy wife of R. Cooke died Jan 23, 1879 age 37 years. Mary E. Eddy died Dec 13, 1908 age 47 years.



16

The Talking Box comes to town

PORT PERRY'S INTEREST in the telephone developed shortly after Alexander Graham Bell had invented his "talking box", as it was often called in its infancy.

The first working mode of the telephone was produced in 1876 and records indicate that the next year, a Port Perry resident, P.S. Jenkins, applied for the local agency. However it had already been granted to a Bowmanville man, W. McPhadden, for the entire county.

Another Port Perry man, J.S. Hoitt, seems to have been intrigued by the early telephone and he too applied for the job of handling the leasing of telephones in this district.

Despite the early interest shown, it apparently was not until 1884 that telephone service was started here. That year, long distance lines were built from Port Perry to Toronto and from Port Perry to Whitby through Uxbridge, Goodwood, Stouffville, Markham and Brooklin.

S.E. Allison was the telephone agent in Port Perry at this time and he set up the only Port Perry telephone in his drug store on Queen St. It was more than a year before other telephones were installed and a switchboard was put in to provide for the inter-connection of these sets.

By the end of 1885, residents of Port Perry who less than two years before didn't even have a telephone in the community, could talk via the telephone to people as far west as Windsor and as far east as Quebec City. By this time, nine people had telephones in their homes or offices.

Two years later, another long distance line was constructed linking Uxbridge with Lindsay and giving Port Perry a more direct route to Lindsay, Peterborough, Belleville and other points.

The first telephone directory including Port Perry subscribers was published in 1885.

Another interesting aspect of early telephone service in Port Perry was that the first subscribers could only use their telephones when the exchange was open with an operator on duty to complete their calls.

Following are the hours of the Port Perry exchange in 1887:

Office Hours

Weekdays 8 a.m. to 8 p.m. Sunday 2 p.m. to 4 p.m.

Holidays 10 a.m. to 12 noon and 2 p.m. to 4 p.m.



An early telephone switchboard

BOY OPERATORS
 The first operators employed by the phone companies were boys. However, it didn't take very long to discover that their general rudeness and complete lack of tact and patience virtually ruled out their suitability as operators. Subsequently the job became one for girls.

By the year 1891, Port Perry's population had reached 2,000 and the entire community was being served by only 13 telephones. The directory for 1897, for the first time showed, that local telephone customers had numbers assigned to them. Until that time, the operator completed calls by using names, rather than numbers.


Five years after the turn of the century, the Bell Telephone Co. purchased some 87 miles of line and 54 telephones from three local doctors; David Archer, Edgar L. Proctor and Samuel J. Mellow, who each owned a small telephone business. The purchases increased substantially the company's presence in the community and the number of Bell subscribers in Port Perry increased to 72.

Telephone expansion continued in the area and by 1911, new and larger quarters were needed to house the switchboards and telephone offices. Accommodation was supplied by Wm. H. McCaw who had been Port Perry's telephone agent since 1887 when he succeeded Mr. Allison. In the next few years, the increase in the number of telephones in Port Perry was nothing short of phenomenal - leaping ahead by about 100 sets per year. In 1910, there were 113 phones. By 1916 this number had reach 637.


Expansion slowed following these years of rapid growth and by 1929 the number of sets stood at 856. The Depression made its presence felt on the telephone business here and by 1933 the number of telephones in service in Port Perry had fallen to 592.

The long awaited announcement of the coming dial service was made in 1957 and the necessary construction and installation work to prepare for the cut-over was carried out in the community by Northern Electric and Bell Telephone crews.





David Archer



Robert Archer

Doctors build independent telephone system

Drs. David and Robert Archer, two well-respected Port Perry physicians were instrumental in having the first telephone system installed in the village and district.

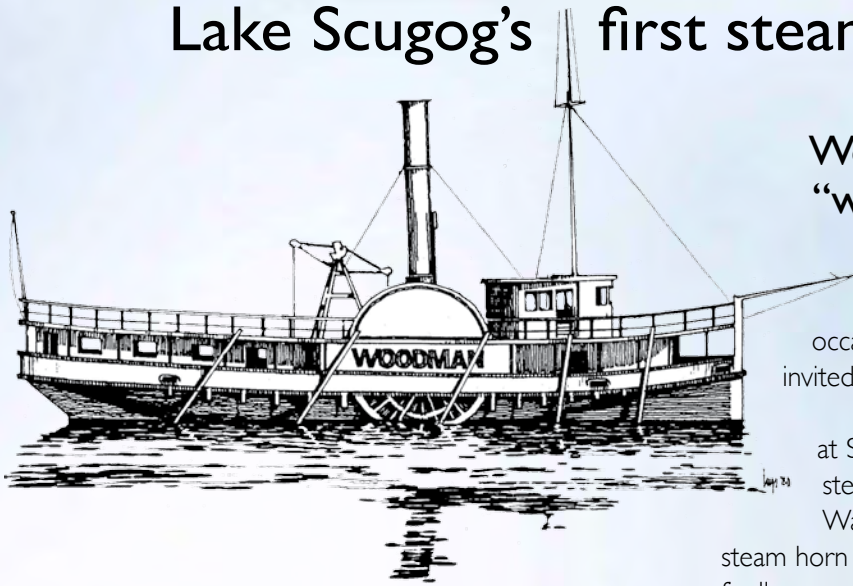
Telephone service through Bell Telephone was not readily available in the village until about 1896, and during the first few years there were few subscribers.

It was at this time, the public-spirited Drs. Archer installed their own telephone system so they could be reached more quickly for medical emergencies. The wires were strung on small poles, on fences and in trees, and were in constant need of repair. As a teenager, Dr. Robt. Archer's son, Harold, was the busy linesman. The switchboard was in the doctors' clinic, and relay stations were, for the most part located in the general stores of the communities the telephone serviced. One telephone line went from Port Perry to the Scugog Island store and back. Another went to Seagrave, then on to Saintfield, Greenbank, Epsom, Utica, Ashburn, Myrtle, Raglan, Purple Hill, Cadmus, Blackstock and back to Port Perry.

For several years, this private telephone system provided a great service in the township, not only for medical emergencies, but also for the quick transmission of important family messages. (Stitches In Time, page. 22)

17

THE WOODMAN Lake Scugog's first steamboat



Woodman appeared to
“walk the waters like a
thing of life”

occasion, the Brooklin Brass Band was invited take part in the festivities.

The ship left her festooned moorings at Scugog Village at noon. She proudly steamed her way to Port Hoover and Washburn Island, the sound of her steam horn reverberating all over the Lake. She finally wound her way up the Scugog River to Lindsay where a gala reception was planned at Mitchell's hotel.

The Woodman was scheduled to arrive in Lindsay at 3:00 in the afternoon, but logs, branches and all manner of debris in the river, delayed her arrival until 5:00. As she made her way up the last few miles of the river, excitement reached the pandemonium stage as the noise of

her horn, the Brooklin Brass Band and the cheering of the Lindsay townfolk greeted her arrival.

A huge banquet in the hotel ballroom was accompanied by the usual speeches. This was followed by singing and dancing, led by what must have been a completely exhausted Brooklin Brass Band. The festivities carried on until the early hours of the morning.

After her maiden voyage, she made the daily trip from Port Perry to Lindsay and then returned. Along the way, regular stops were made at Port Hoover and Caesarea.

WITH THE LAUNCH of the Woodman on August 29, 1850, Lake Scugog enjoyed more than half a century of romance with the steamboat.

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

When it was announced that the Woodman was to have its maiden voyage on April 25, 1851, excitement ran throughout the whole of Lake Scugog and the Scugog River, all the way to Lindsay.

Dignitaries from Toronto, Whitby and the small settlement of Oshawa came to Scugog Village to board the vessel. To add an even more festive air to the



This 1854 sketch shows the Woodman at the laefront dock in Port Perry.

18

Woodman steamboat facts

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

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

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

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

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

The dimensions of the Woodman are recorded as follows:

Length of keel, 95 feet; overall length 100 feet; 25 foot beam; extreme width 30 feet; depth of hold 5.5 feet; draft of water 3 feet; beam engine 25 h.p.; five feet stroke.

Boiler was constructed on a new principle, only consuming three cords of wood on her trip up and down, a distance of about 60 miles.

Her model for a boat of her size is really beautiful, having a fine entrance and clear run, "walking the waters like a thing of life," at the rate of nine miles per hour.

The cabin is on the main deck, which considering the size of the boat, is large and roomy, fitted and furnished in a style that would favourably compare with steamers of much greater pretensions.



Bear hunt from the Woodman deck

THE FOLLOWING STORY was published in the *Toronto Globe* newspaper during November 1855:

"On Thursday the 13th instant, as the steamer Woodman was plying her daily route between Lindsay and Port Perry when the keen eye of Captain McCulloch discovered a large black bear leisurely taking a trip by water for the benefit of his health.

It is supposed he was en-route for the quiet island of Scugog, to take up his winter quarters.

The captain gave chase, and when near enough, fired a couple of shots at "Mr. Bruin", who not liking such practice, turned about and made for the mainland. But the Captain followed in his track, and another hail from the rifle of the captain finished his water excursion.

Upon being hoisted on deck, skinned and dressed, he was found to weigh 375 pounds, perfectly encased in fat between two and three inches thick. He was upward of three feet in height and six feet two inches in length. He was the fattest bear we ever held.

The generous captain was literally besieged by the lovers of bear meat for cuts, until it was all given away to his friends. He did manage to reserve a splendid haunch as a present for his friend Mr. James Cotton of Toronto, who owns part of the boat.

He tells us that bears are very plentiful in that section of the County of Ontario. The skin was in splendid order for dressing for a winter robe, for sleigh."

did you know?



The first people and wagons to pass over the newly constructed floating bridge, across Lake Scugog, was for the funeral of Island farmer John Jackson, who fell from atop a load of hay and was killed.

The floating bridge, which spanned the lake from Scugog Island to Port Perry, was still under construction in 1856. When the funeral procession arrived at the east end of the structure they found no access to the bridge.

The problem was solved by laying dozens of heavy planks across the stringers, enabling the funeral procession to move across the unstable bridge, and proceed to Pine Grove Cemetery in Prince Albert.

19

Crandell Murder Trial

REACH TOWNSHIP'S first settler, Reuben Crandell, and two of his sons, Stephen and Benjamin, lived in their Borelia home, which also served as a tavern. The Crandell's tavern was located on the north side of Queen Street, three lots east of the present day Beer Store.

In August 1855, the three Crandells were arrested and committed to the Whitby gaol (jail), but they were released on bail amounting to £200 each, until the time of the trial.

The trial took place in Whitby on November 16, 1855, putting Borelia and Reach township on the front pages of newspapers across the province.

After being arrested in August 1855, the three Crandells were committed to the Whitby gaol (jail), but they were released on bail amounting to £200 each, until the time of the trial.

THE TRIAL

There were two factors that made this trial bizarre, (1) there was no corpse (2) the alleged murder had taken place 14 years earlier.

The case for the Crown was based largely on the allegations of John Buck who lived on the third concession Reach Township.

Buck maintained that in October 1841 he had been sitting in a corner of the Crandell's unlit bar room when Reuben, Stephen and Benjamin entered with Smith and stabbed and killed him. Buck claimed that he remained unnoticed as they pushed Smith's body through a trap door in the floor. He said that they later returned to take the corpse to an old building that they then burned.

In the defense of the Crandells several Prince Albert personalities including George Curry and Abner Hurd gave character references for the Crandells.

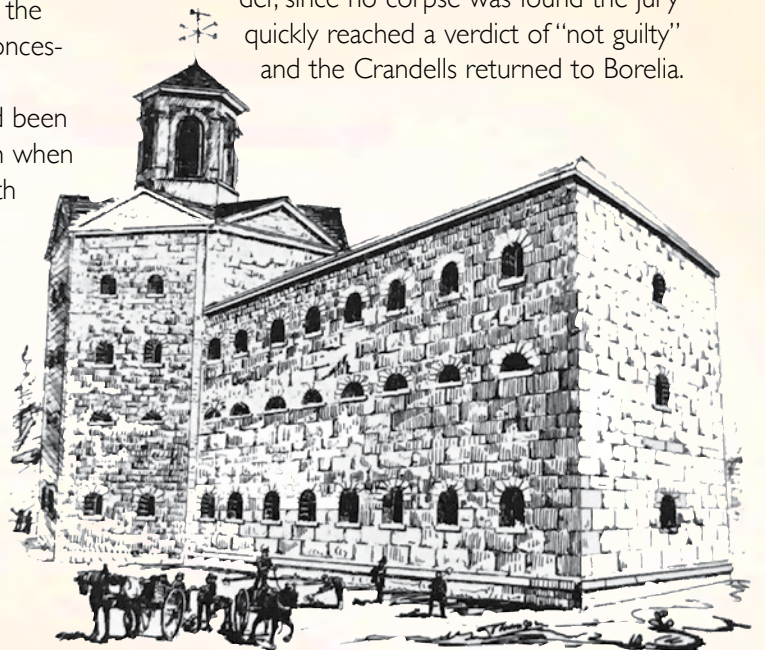
For the Crown, Mary Dayton wife of Daniel Dayton, Prince Albert pioneer, claimed that she had seen Stephen Crandell wearing Smith's coat and hat shortly after the alleged murder had taken place.

When the Judge asked John Buck why this crime has not been reported earlier Buck stated, "I belonged to an association at that time that we were bound together by an oath. Old Mr. Crandell (Reuben), Stephen and Benjamin were also members and they were present when I was sworn. I was to keep their secrets."

The "association" that Buck referred to was the notorious Markham Gang, a group of thugs and hoodlums that roamed the province in the 1840s, stealing and breaking and entering. The gang members were associated with two murders, but their major crime was an highly organized horse stealing enterprise that stretched from Michigan to Vermont .

In 1845 more than 40 members of the gang were rounded up and jailed. Many gang members, including four members of the Crandell family were found guilty. They all served time in Kingston penitentiary for their crimes.

In the case of Steven Smith's alleged murder, since no corpse was found the jury quickly reached a verdict of "not guilty" and the Crandells returned to Borelia.



The Whitby Gaol, 1850

20

WALK ON WATER

DURING THE EARLY part of the 18th century churches were very scattered, especially in the back townships. This required preachers to venture by horseback into the back country each summer, where they would hold camp-meetings.

Pioneer devotees would gather in open groves for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds, a platform built for the preacher and rows of logs set out as seats for the faithful. In the light of the evening services, bonfires flared and flickered, as the preacher began his shouting from the platform, with the remorseful groaning on the seats just below him.

In 1842 a preacher named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like wildfire among the weak minded. Farmers burnt their rail fences as firewood, confident that their usefulness would soon be past.

A convert near Port Perry gave away a 100 acre farm and all its equipment. Sarah Terwilligar of Oshawa made herself wings of silk and jumped off the front porch, expecting to be caught up to heaven.

But the choicest anecdote comes from Port Hoover, in Mariposa, on the north shore of Lake Scugog. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above natural laws. He therefore announced, in the autumn of 1842, that he would



continued on next page

Sketch by C.W. JEFFREY

continued from previous page

walk on the water from Port Hoover across Lake Scugog to Caesarea, a distance of about five miles.

On the day appointed, hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the attempt. Hoover seemed to have a sudden weakening of faith, for he fastened a wooden box on each foot; but as even this failed to hold him up, he waded out and hid behind one of the piles of the wharf.

The urgent demands of the crowd finally brought him back to shore, where, amid the

hoots of small boys, he made this explanation:

"My friends, a cloud has risen before my eyes and I cannot see. I cannot walk upon the water to-day while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it."

But his skeptical spectators never returned or assembled again.

It just goes to prove: – *"You can fool some of the people some of the time . . . but you can't fool all of the people all of the time."*

Reprinted from the book Victoria County Centennial History by Watson Kirkconnell, M.A.

The Preacher fancied himself superhuman and above natural laws.

21

Deadly hunting accidents

HUNTING, TRAPPING AND FISHING were an important part of early settlers lives, and crucial to securing food for their families. The land was plentiful with deer, ducks, geese, and the lake and rivers filled with fish, but danger was always present when out hunting and there are many reports of violent accidents.

One of the most tragic of these events took place in the fall of 1870 when a group of men were out duck hunting. Isaac Fenton, a resident of Port Perry, was with a group of hunters. When Mr. St. John, one of the party, was in the act of pulling the trigger upon some ducks, Issac suddenly raised himself up bringing his head within range of the gun and received the shot in the left temple.

When the smoke cleared Dr. C.E. Knowlys, another of the hunters said he'd heard the shot to his right and saw a hat flying towards the lake. St. John, who pulled the trigger, exclaimed immediately – "My God I've killed Fenton," and he was seen running, towards Fenton who was found leaning against the riverbank on his right side, with the blood running from his left temple. Dr. Knowlys, a member of the hunting party, and readily at hand immediately examined Fenton and pronounced it was a fatal wound, and Issac was dead.

ANOTHER INCIDENT involved Daniel Ireland, of Port Perry, who met with a serious and near fatal accident on New Year's day. Mr. Ireland and some others had been out shooting and returning home about five in the afternoon.

He was riding on his sleigh and his loaded rifle laid across his lap. The rifle slipped and when attempting to grab it, the trigger struck the edge of the sleigh and discharged the shot into his right side, grazing his ribs.

Back in town, the services of Dr. Richard Jones were at once secured. The bullet fragments were removed charge extracted Mr. Ireland's outcome was much better than might expect from the serious nature of the wound.



THE WORLD'S 'BEST' GOALIE

ON APRIL 7, 2020, Toronto Maple Leafs stand-in goalie, Jack Campbell, eclipsed the record for the most consecutive wins by a Leaf goalie, setting a new record of 10 wins in 10 games.

The previous record of nine consecutive wins was established during the 1924-25 season by none other than Port Perry born and raised, John Ross Roach.

Roach set the nine consecutive wins benchmark for Toronto goalies almost a century ago, and since that time this remarkable feat has been achieved by only two others, Jacques Plante (1971-72) and Felix Potvin (1993-94).

The Toronto Globe described Roach as “the greatest goalkeeper in the world” in, March 29, 1922, and his hometown newspaper said, “Roach has shown that he has nothing to fear when competing against the best sharp-shooters that professional hockey has produced”.

John Roach was one of the smallest goalies ever to guard a NHL cage. He had two great nicknames. He was dubbed “Little Napoleon,” a reference to both his size and temperament. He was also more affectionately called “The Port Perry Woodpecker,” referring to his hometown.

During a tour of Western Canada, as the goalie for the Toronto St. Pats the start of the 1922-23 season, a Winnipeg newspaper commented, “Many fans will tell you that goalie Roach was the entire St. Patrick team. Roach gave one of the greatest exhibitions of goaltending ever seen on local ice. Though only a midget, less than 5 ft. 6 inches in height, he looked twice as big to the Edmonton sharpshooters. Time and again the Westerners would beat the defence only to find a veritable stone wall between the posts”.

Young John was born on a small farm near Seagrave in 1900. He attended Port Perry High School during the years of the first World War, 1914-1918.

He began playing hockey for Uxbridge, before Port

John Ross Roach was hailed as the “Best Goalkeeper In The World”



JOHN ROSS ROACH

J.R. was often referred to as “Little Napoleon” or the “Port Perry Woodpecker”

Perry had a team of its own. By the time he finished high school John’s skill as a goalie in local hockey circles had become legendary.

This was in the days when teams travelled to games by horse drawn sleighs, goaltenders had no face mask and one man was expected to play an entire game.

In 1919 he played junior hockey for the Toronto Aura Lee team and quickly rose through the ranks. The following season he played in the senior league with the Toronto Granites and the next season

he was chosen to fill the nets for the Toronto St. Pats. The St. Pats were renamed the Toronto Maple Leafs in 1926.

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In his first season with the St. Pats, 1921-22, he led the team to defeat the Vancouver Millionaires for the Stanley Cup. He was the first rookie goaltender to record a Stanley Cup shutout, on May 25, 1922, and he posted a 1.80 goals-against average.

He stayed with the St. Pats through their name change and stayed with the Leafs until 1928 when he was traded to the New York Rangers.

He led the Rangers to the Stanley Cup final in 1932 against his old team, the Toronto Maple Leafs. Unfortunately, his skills had deteriorated and he allowed

six goals in each of his three appearances in the net. As a result of his lack luster performance, he was traded to the Detroit Red Wings.

After one more season, 1933-34, he was demoted and spent one season in the minors before retiring from competitive hockey.

He played in the NHL for 14 seasons and for most of those he was the leading goaltender.

Note: Maple Leafs puck stopper Jack Campbell went on to win one more game in 2021, setting a new NHL record of 11 consecutive games without a loss.

Personal & Career Stats

BORN: Port Perry, Ontario, June 23, 1900.

DIED: June 9, 1973.

HEIGHT: 5'5" **WEIGHT:** 130 lbs.

NICKNAME: "Little Napoleon"

ACCOLADES:

- Captain of Toronto St. Patricks, 1924-25.
- Member Stanley Cup-winning Toronto St. Pats, 1922.
- Named to National Hockey League All-Star First Team, 1932-33.

DID YOU KNOW?

- John's 13 shutouts in the 1928-29 season ranks him in the top goaltenders in the history of the game.
- In Game One of the 1930 Stanley Cup Semifinals between Roach's Rangers and the Montreal Canadiens, Roach was finally beaten by Gus Rivers near the end of the fourth overtime, ending one of the longest games in Stanley Cup history.
- He once stopped 60 shots to preserve a 1-0 Rangers win over Detroit Red Wings.

CAREER: 14 NHL Seasons

TRANSACTIONS:

- Signed as free agent by Toronto St. Pats, Dec. 5, 1921.
- Traded from Toronto (with Butch Keeling) to New York Rangers for G. Lorne Chabot, Alex Gray and \$10,000, October 18, 1928.
- Traded from Rangers to Detroit Red Wings for \$11,000, October 25, 1932.

SEASON'S BEST:

- Led the OHA Sr. in wins (8), 1920-21
- Led the OHA Sr. in GAA (1.27), 1920-21
- Led the NHL in games played, 1922-23 (24), 1925-26 (30), 1925-26 (36)
- Led the NHL in wins (19), 1924-25
- Led the NHL in playoff games played (7), 1921-22
- Led the NHL in playoff wins (4), 1921-22
- Led the NHL in playoff minutes played (425), 1921-22
- Led the NHL in playoff shutouts (2), 1921-22



Detroit Red Wings goalie, John Ross Roach

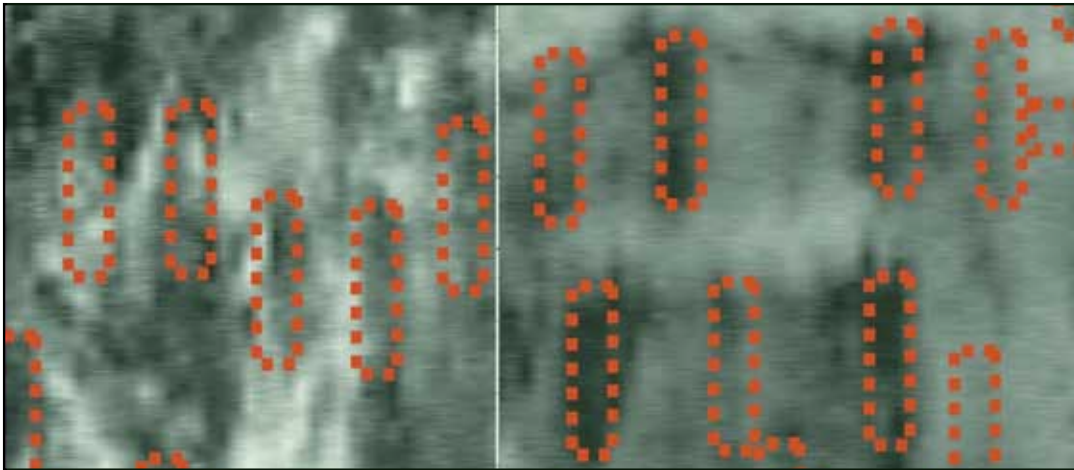
JOHN ROSS ROACH

John Ross Roach was born June 23, 1900 in Port Perry, one of two children for his parents John Ross, Sr., and Persilla Roach.



He attended Port Perry High School before leaving to play hockey in Toronto.

John Ross Roach was 83 when died in Windsor, Ont., on July 9, 1983. He was buried in the family plot at Pine Grove Cemetery, Prince Albert



A section of the Geophysical survey, taken in 2007, identifies at least 26 burials on this Prince Albert property.

Burial Ground Mystery?

LONG BEFORE THE FIRST white settlers arrived in the Lake Scugog basin, this section of southern Ontario was the home of roaming Iroquois and Mississauga tribes.

As inhabitants of the area for more than 100 years before the early pioneers arrived, it isn't surprising that at least one old map shows a piece of land in Prince Albert as an "Indian Burial Ground."

For many years, a small rectangular piece of property, located on Old Simcoe Rd., immediately north of the general store, sat empty and neglected. The 72'x122' plot of land was shown on early maps to be an "Indian Burial Ground" or simply "Graveyard," although there are no records or markers showing anyone being buried on this site.

In February 2007 an archeological company was hired to conduct a geophysical survey of the property and to find evidence of burials. With a ground penetrating radar

instrument, the frozen ground was scanned without disturbing the surface.

The results of the survey are clear and fascinating. The survey confirmed there are at least 26 burials on the property!

Despite the fact early maps refer to an "Indian Burial Ground" it is not clear who is buried on the site. The Iroquois roamed through this part of the country

until the late seventeenth century when they were driven out by the French. The Mississaugas then occupied the Lake Scugog Basin beginning in the early eighteenth century.

In addition, there are several pioneer family members who passed away before the first burials were recorded at the Pine Grove Cemetery to the northeast. Their burial sites are not recorded.

Since the survey, nothing has been done to recognize the burial ground, despite earlier efforts by the Scugog Historical Society to have the property fenced and a monument erected to provide a history of the burial site.



Section of a 1861 Prince Albert map, showing the four corners. The green area is where the burial site is located.

24

THE PHANTOM?

ONE OF PORT PERRY'S most puzzling incidents began more than 35 years ago, when during the summer mysterious white stones of all shapes and sizes began showing up in front of business establishments and homes throughout Port Perry.

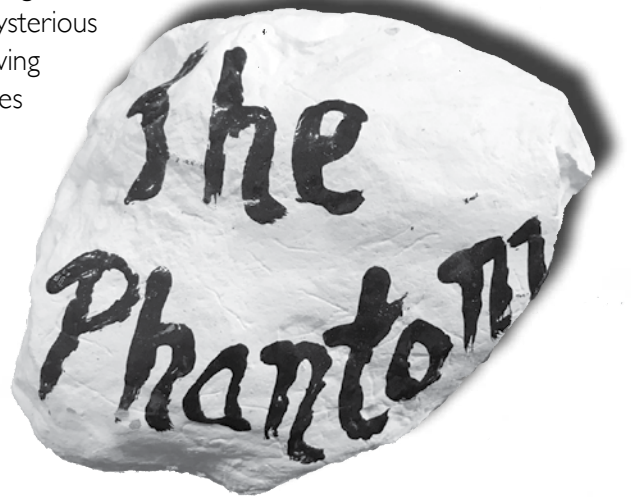
Even more odd than the stones, was the inscription found on each stone. In bold, script-styled printing the words "The Phantom" was written in black paint.

The first person to experience the phantom stones was Bill Barr when he arrived at his Stedmans store in the Port Perry Plaza on June 20, 1986. As he was unlocking the front door he looked down and found a surprise he never forgot.

But he wasn't the only one to discover the mysterious stones that morning. Others who arrived at work to find the stone were Jim Grieve of Port Perry IGA, Earl Cuddie, Scugog Township's administrator, at Scugog Township offices; Wayne Luke in front of Lukes Country Store and Larry Emmerson in front of his insurance office. One was also left at The Port Perry Star office, then located at 235 Queen St.

About two weeks later, then Port Perry Star editor John B. McClelland found a rock on the front steps of his home, with a letter to the editor attached.

The Phantom wrote "I'm enjoying your town of Port Perry, the lake, the beach, but especially the very nice shops and their hand-



some owners and staff."

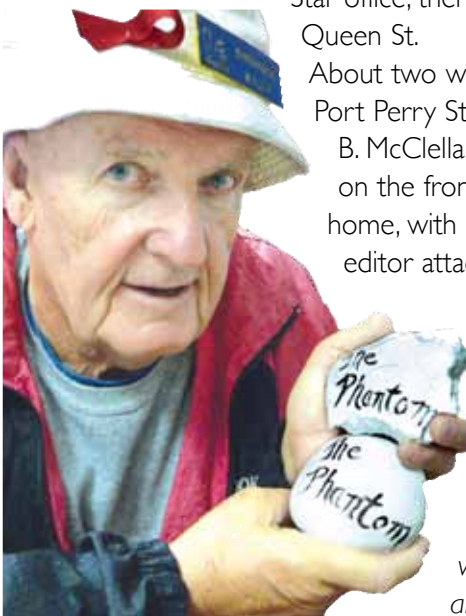
He continued saying, "I enjoyed visiting the Town Hall and the Scugog Shores Museum", before ending with see you at the Wintario draw, Bill. In reference was to Bill Barr who had organized for the Wintario Lottery Draw to be held at the Scugog Arena.

The Phantom enjoyed his visit to town, especially the beach, lake and nice shops.

The Phantom surfaced a few more times throughout the summer of 2006, but then appeared to disappear.

Twenty years later, on the anniversary of The Phantom's first visit to Port Perry, an article was published in *Focus on Scugog*, asking the elusive

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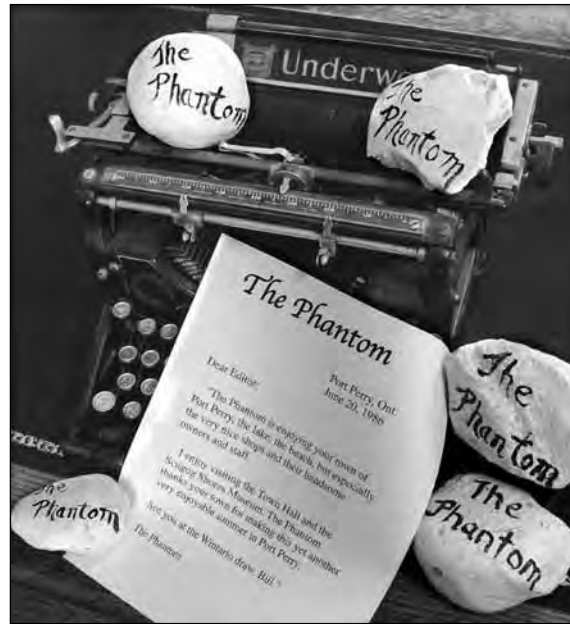
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Phantom to drop the magazine a line, and reveal his, or her identity.

This never happened, but the following month, July 2006, The Phantom wrote a letter to the editor of *Focus on Scugog*, which in part he/she said: – “How delightful to hear from you again. Has it really been 20 years? P.S. Don't worry. You'll find out who The Phantom is, but for now a good mystery never hurt anyone.”

Once again the trail went cold, and The Phantom vanished. Then quite unexpectedly, the small white rocks began showing up 15 years later, during the spring 2021. The familiar stones, with the black script were found at Food Basics, Herringtons, the Old Flame Brewing and other businesses, as well as in the “rock snake” along the old rail line near the lakefront.

Now, 35 years after the Phantom became the talk of the town, his or her identity remains a mystery, which may never be solved.



A copy of the letter set to the editor of the Port Perry Star in June 1986, with his message to the community.

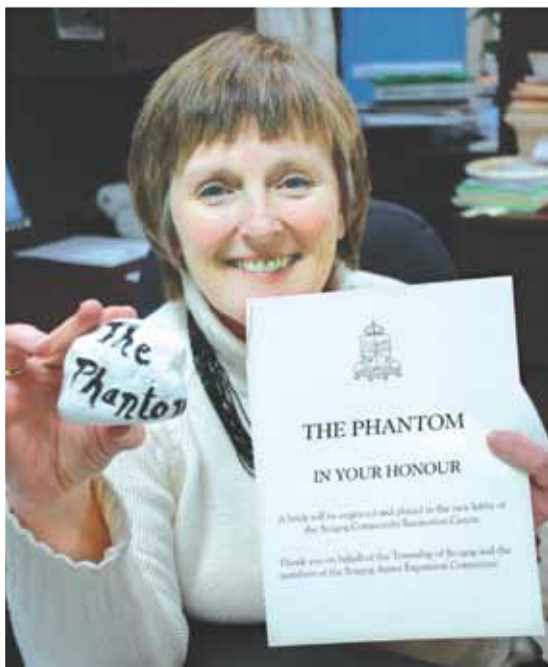


The mysterious Port Perry Phantom surfaced again in December 2007, this time showing his true community spirit, with a \$100 donation to the Scugog Arena expansion fund. Brenda Robinson, an employee of Scugog Township was first contacted by The Phantom a month earlier with directions to purchase a brick for arena's fundraising program.

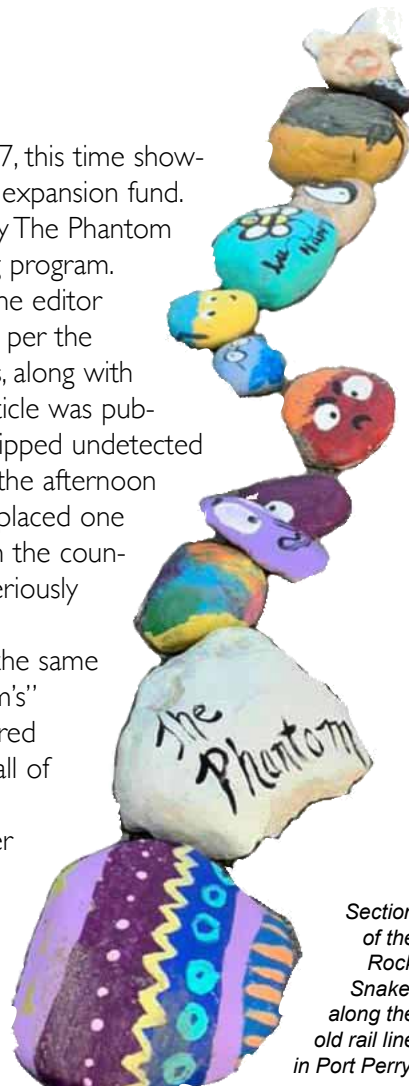
A certificate was issued in The Phantom's honour and forwarded to the editor of *Focus On Scugog*, as per the Phantom's instructions, along with a receipt. After the article was published, The Phantom slipped undetected into the arena during the afternoon of December 18 and placed one of his familiar rocks on the counter... then just as mysteriously disappeared again.

Ironically, this was the same day that “The Phantom's” brick was being prepared to be placed in the wall of honour.

Thirty five years after The Phantom slipped into the community... he or she remains a mystery. A mystery that may never be solved.



Brenda Robinson shows the stone and letter to The Phantom, from Scugog Township in December 2007.



Section of the Rock Snake, along the old rail line in Port Perry.

25



100 SKULLS FOUND IN PIT

STRANGE DISCOVERIES and sightings go far back in Scugog's history, and the following story begins with an unusual discovery 150 years ago.

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

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

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

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

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

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

It was speculated at the time that an Indian battle had been fought here and that the bones found were the remains of the slain. The site was never found again.

26

Port Perry Union School

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

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

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

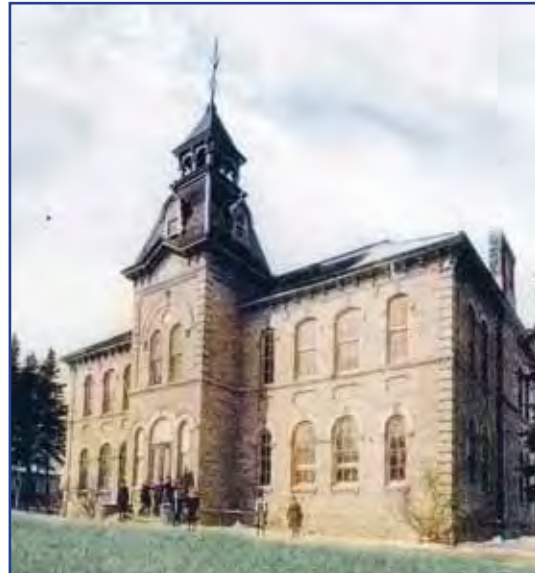
Unfortunately, half a century later, the celebrated structure was ravaged by fire. The inferno raced through the school building during the evening of Wednesday, April 7, 1926, devouring the building and all its contents, reducing it to a pile of charred wood and brick. By sunrise the next morning, all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

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

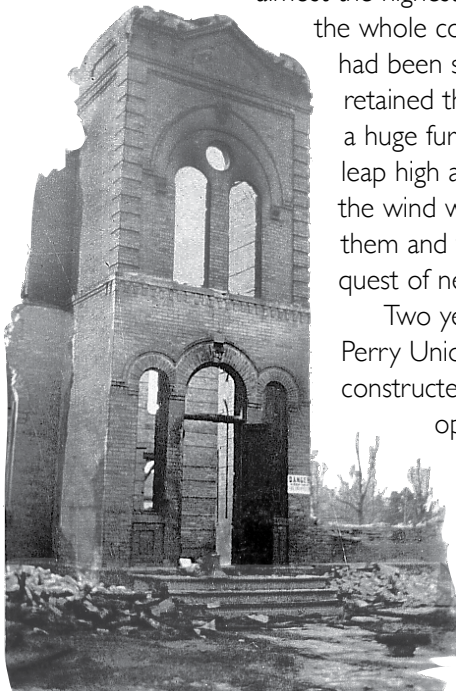
Two years after the Port Perry Union School was destroyed, a modern new elementary/high school was constructed, just north of the former Union School. The new school was officially opened on May 18, 1927.

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

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



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



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

PORT PERRY UNION SCHOOL

circa 1875



did you know?



There are approximately 410 km (255 miles) of roads in Scugog Township, including main arteries and secondary concession roads.

The longest Regional Rd. is Simcoe St., which runs from the Whitby/Scugog Townline south of Port Perry to just north of Seagrave. The length of this stretch of highway is approximately 19.3 km. (12 miles).

The longest Provincial road in the township is Hwy. 7A which runs from Manchester to Nesbitt Line a distance of 22.5 km. (14 miles).

On the opposite end of the spectrum we believe Scugog's shortest street which would have to be High St. in Port Perry which measures approximately 32 metres long (105 feet).

27



The railway and wharf district at Toronto Harbour, circa 1885.

JOSEPH GRAHAM had recently graduated from Ontario Veterinary College, and in April 1888 he was on his way to Battle Creek, Michigan, where he was to open his first veterinarian practice. Joseph, was 27 years-old and the son of well known businessman and farmer, Thomas Graham of Manchester.

He set out for Toronto by train on April 18th, on the first leg of his trip to Battle Creek. After arriving in Toronto he stored his luggage and parcels at the station rather than haul them to the Revere House, where he intended to stay the night before continuing his journey. Joseph checked in at the hotel and it was here he met a man named A. J. Dunning, who was also staying at the same hotel. Then he disappeared!

Upon learning his son had vanished, his father travelled to Toronto to investigate, but despite his best efforts he only learned that his son and Denning had been seen out and around the town.

About a month after first disappearing, dock workers found the body of the young veterinarian floating in the bay near a boathouse, a short distance from the city wharfs, located opposite Union Station.

Newspapers reported he was pulled onto the

dock by the men, who then notified the police. The condition of the deceased man's body indicated he had been floating in the water for a long time.

The young man was reported to have been fully clothed and in his pocket were a number of letters, a ticket to Battle Creek, some veterinary surgical instruments and a small amount of cash.

His father, Thomas Graham, returned to Toronto after the discovery, and informed police his son had left home with over \$400 in his possession. Most of this money had been forwarded to Battle Creek to start his business, so Mr. Graham didn't think there was foul play, as his son's

watch and chain and \$1.38 were found on him.

His luggage and parcels were later found at Union Station, and his purse with about \$75 at the Revere House, were all returned to his home.

An inquest followed but no evidence could be given to exactly how Graham met with his death.

Mr. Dunning, the last man seen with him said Graham had given him his wallet for safekeeping, and he had returned it to the hotel, but Joseph never came back.

Although there was no evidence to connect him with the murder, the coroner told Dunning he had come nearer the gallows than he could ever come again, and escaped. He also warned Dunning, that in future it would be wise avoid liquor and evil habits.

Port Perry man disappears, then found floating in Toronto Bay

28

The Legend Of **GHOST ROAD**

Scugog's most investigated legend, "Ghost Road," abounds with rumours and myths about a young man on a motorcycle who lost his life along a country road.

To this day, in the darkness of night, the glow of his ghostly headlight can be seen making its way along the narrow Island road.



Ghost Rider Of Scugog Island

ONE OF THE BEST HAUNTS of Ontario, “Scugog Island’s Ghost Road” just outside the quaint village of Port Perry, has been the sight of many interesting phenomena.

As the legend goes, in or around 1968, a young man was testing the limits of a motorcycle on an old concession road on Scugog Island. He was on a straightaway pushing the engine as fast as he could. The trail is not too long and he soon realized he was running out of road and heading far too fast for the spot where the road meets with the 9th Concession.

About 100 meters from the south end near a large tree, he lost control, plowed into a field, caught himself on an old rusty barbed-wire fence and was decapitated. Another version of the story implies he was thrown from his bike and smashed his head on a rock in the ditch, killing him instantly.

Since that fateful night, rumours of a ghostly round light, riding up and down the concession road has caught the imagination of area residents and others from as far away as Toronto and Ottawa. Some see a white light, others say that although they don’t witness the light passing, when they look in the other direction they see the bike’s small red taillight fading into the distance. And yet others bear witness to hearing the sounds of a motorcycle making its way along the road.

To witness the “ghostly light” one only needs to drive to Scugog Island, and park there car on the north end of Ghost Road (since renamed Mississauga Trail) and wait after dark. If you are patient and lucky, you will see a hazy white light emerge in the distance as you look south along narrow, tree-lined road.

This phenomenon has been examined by several Ontario ghosts researchers and other interested parties. In addition to the Port Perry Star doing an investigative article, the Ottawa Citizen sent out a reporter to find out the truth. Another journalist from the Canada Motorguide motorcycle magazine spent a full day and night, speaking to Island residents, and experiencing the thrill of the wait for the light along the road after dark. Then came the Paranormal Seekers, who visited the site a half dozen times, followed investigators for CTV’s television program W5, which also aired a segment about the road.

Whether you believe in ghosts, or not, a light along the former Ghost Road does exist to this day, and can be explained. Most agree that the light comes from a vehicle travelling downhill at a specific location on the West Quarter line of the former Cartwright Township. As it moves forward, the light refracts over the moist air above Lake Scugog forming the “ghostly” looking light.



While the above account is the most reasonable explanation for the Ghost Road light, there is an even stranger account of the Ghost Road. It comes from a story found Evelynne Ritter, who relates a story about her great-great grandmother who was born on “Skugog Island”.

Evelynne wrote:–

“I have a direct ancestor who was born on Skugog Island in the 1850s. There is a handwritten notation with the family group sheets, that she was born on “...*the island of the ‘devil’ lights*’ – no other mention was ever made, nor has any ever been found as to who made the notation, or when the original notation was made, possibly in the late 1800s?”

Evelynne brought this information forward in July 1999, about the same time the story of the ghostly motorcycle rider on “Ghost Road” began to emerge. She speculated: – “If the haunting (devil lights) were noted during the 1850’s, then a motorcycle accident may be another part of the legend,” and suggests, “now it only takes a complete research to find out just how long the haunting has been around”.

ESCAPE FROM SLAVERY

Samuel Stout's arrival in Port Perry

IT'S HARD TO IMAGINE how George Sheehey reacted when a stocky, dark skinned man walked into his small hotel at the western edge of the Village of Borelia more than 160 years ago. It must have been quite a surprise to the hotel keeper, who quite likely knew little, or anything about African Americans other than what he may have read in a newspaper.

But on this day in 1866, when Samuel Stout wandered into Sheehey's hotel, George would learn hundreds of thousands of Africans had been ripped from their homeland, shackled and thrown into the hull of ocean going schooners headed for America. Those who survived the ordeal were sold-off at slave auctions and put to work on farms and plantations in the south.

"Sam" as he later became known in Port Perry, was born of "free parents" at Bernard, Somerset, New Jersey about 1811. He grew up and worked there as a labourer on the farm of William S. Savage until he was in his mid-forties.

Wanting a better life, he fled from his New Jersey owner, following a route along the Underground Railway. The route led him north to New York, and finally he crossed the St. Lawrence River into Canada in 1855. From there he headed west, staying for short periods of time in Kingston, Toronto and Uxbridge, before making his way into Reach Township during the summer of 1866.

Sam was now in his early fifties, and looking for a place to settle down. Walking into the dim room of Sheehey's hotel he asked for shelter and a place to rest



for a few days. George agreed and provided the stranger a room at which he stayed for a number of days.

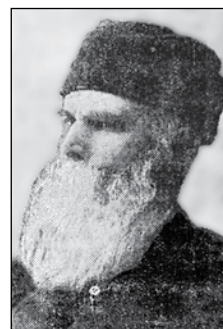
A few days after Sam had settled in, a man came to the hotel with a piece of paper in hand addressed to Mr. Sheehey. The man was John Rolph, the local telegraph operator, and the message he delivered was an enquiry about a run-away slave. After reading the telegram Sheehey returned to the telegraph office with Mr. Rolph, who sent a reply to the proclaimed slave owner confirming the man was at his hotel. The two men negotiated suitable reward, Sheehey being offered \$300 for the safe return of the slave to the American border.

During Sam's stay at the hotel, Sheehey had taken good care of his guest, so Sam was not suspicious when he was asked to accompany the hotel keeper on a trip to the Niagara territory.

Before leaving Sheehey was petitioned to send a telegram to the proclaimed slave-owner to let him know they were on their way. This required a stop at Rolph's telegraph office.

Mr. Rolph was aware of the plan that had

continued on next page



John Rolph

continued from previous page

been hatched between Sheehey and the slave owner, and decided to help Sam out of danger. When he had an opportunity, in secret he told Sam, "Don't you cross any water when you go on your trip or you'll be in great trouble." He was referring to crossing the Niagara river into the USA, where the slave owner would be waiting.

Sheehey and Sam headed off, but upon reaching the Niagara frontier, Sam refused to cross the river in the USA, and instead tramped off. Sheehey, disgusted with the turn of events and the loss of \$300, turned his team around and returned to Borelia.

A few weeks later Sam arrived back to Port Perry, completing a 130 miles trek from Niagara. His sole purpose for returning to the village was to thank John Rolph for his warning.

Once settled back in the village, Sam made his way to one of the local barber shops, where he asked for employment. His friendly and good natured personality endeared him to everyone, and he quickly established himself as a good barber, and gained an excellent reputation in the town.

Samuel had an even greater talent – that of an accomplished musician, which helped him to gain

widespread acceptance in the village. He was extremely proficient and gifted, and was able to play almost any kind of wind instrument. He helped organize a town band, and became its first band leader. It was about this time he became known as "Professor Stout".

Sam was 70 years old, when he married a young English woman, Elizabeth Organ about 1880. Elizabeth was about 40 years his junior, but the couple had five children together, unfortunately one dying at birth.

Sam continued his work as a barber and a member of the local band until he was in his late eighties. He passed away on May 4, 1911 from heart failure, and a notice of his death in the local newspaper declared that he was a centenarian and for years he held the honour of being the oldest man in Port Perry.

With the death of Samuel Stout, Port Perry's only direct link with the grim story of slavery was broken.

NOTE: This story of Samuel Stout (Stoutt) is based on records available through multiple sources which include: *On The Shores of Scugog*, by Samuel Farmer; *Sketches of Scugog* by Paul Arculus; *Ancestry.ca*; Scugog Shores Museum Archives; Pine Grove Cemetery records and news articles from the *North Ontario Observer* and *Port Perry Star* newspapers. In many cases dates are approximate, and based on information available through Canada and USA census reports.



Samuel Stout leads the Port Perry Band through downtown Port Perry, during an Orange Parade on Queen Street, circa 1900.

30

LAKE SCUGOG SEA MONSTER



THE LEGEND OF THE Lake Scugog sea-monster may have been conceived from the consumption of too much home-brewed whisky, but it was given prominent coverage in local newspapers during the summer of 1881.

Three Port Perry men, Daniel Ireland, Wm. Harper and P. Brown were out shooting ducks at Beaver Meadow Creek, along the shores of Lake Scugog one afternoon in May 1881, when they suddenly heard a loud splashing of the water.

Curiosity overcame them and they headed off to find what was making all the noise. Within a few minutes, to their horror, they were confronted by a sea-monster of gigantic dimensions.

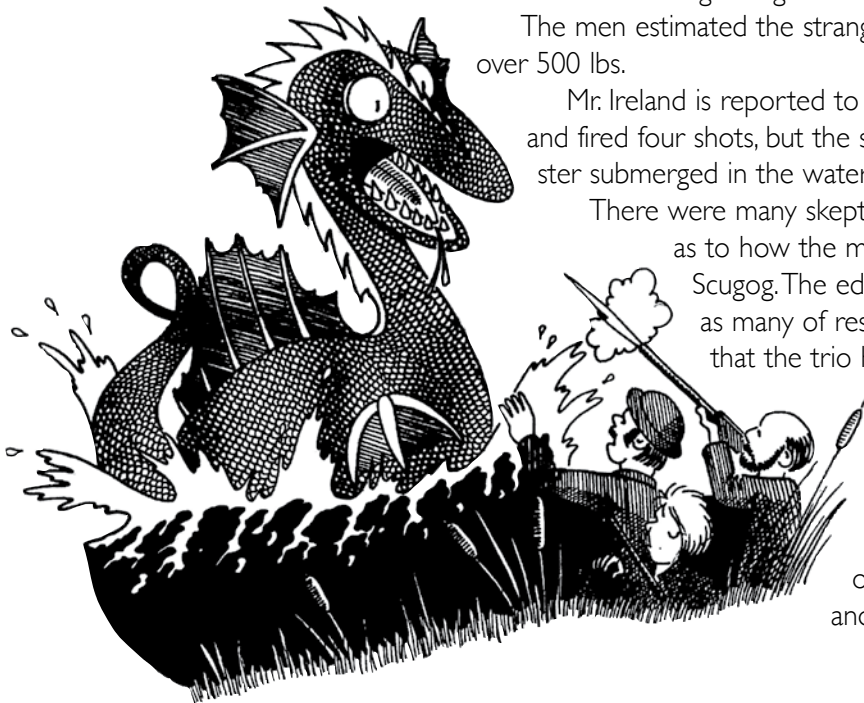
They estimated the strange creature to be about 20' long with a large head and eyes as big as saucers. It had legs as large around as a man's thigh about two feet long, and the body was described as being as big around as a flower barrel.

The men estimated the strange creature would have weighed over 500 lbs.

Mr. Ireland is reported to have aimed his gun at the beast and fired four shots, but the shells had no effect and the monster submerged in the water and disappeared.

There were many skeptics and the men were questioned as to how the monster made its way into Lake Scugog. The editor of the local newspaper, as well as many of residents who heard the story felt that the trio had tipped the "bottle" a little too often while out in the Scugog swamps.

Mr. Ireland, determined to keep his reputation returned to hunt for the beast, but no trace of the sea-monster could be found and it was never seen again.



31



Gazebo at corner of Queen St. and Water Street before it was moved into the centre of the park.

and the BAND played on!

Port Perry's bandstand provided a venue for concerts in the park

MUSIC PLAYED A BIG PART in the social life of Reach Township and Port Perry's early settlers, and as early as 1859 a Brass Band had been organized in the fledgling village of Prince Albert. It was almost another ten years before there is evidence of the existence of a Brass Band in Port Perry.

It is written that "no gala occasion from a public parade to a garden party was complete without the band in attendance." The bands played concerts in town halls, churches, political events, steamboat excursions, temperance gatherings and district fairs, often traveling to neighbouring communities to add their musical talents to their celebrations.



The Port Perry Band, circa 1925,

No gala event was complete without a band in attendance.

The first mention of a "bandstand" being used in Port Perry was in July 1912, when a visitor to the town commented, "The Town Hall stands at the corner of a pretty park, in which is a bandstand and many fine trees."

The bandstand mentioned would most likely have been a small raised platform on which the band members could be elevated.

Serious talk about building a town bandstand started during the summer of 1925, when council began investigating sites, plans and cost for the structure. One year later they announced a bandstand would be built just east of the town weight scales. The structure to be octagonal in shape, and 17 feet in diameter.

True to their word, a bandstand was constructed on the southeast corner of Queen and Water Streets, and was officially opened on August 20, 1926. The design was similar to the Oshawa Park bandstand and it was built

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Bandstand was moved to the centre of the lakefront park, during 1945, one year before it was dedicated as "Palmer Memorial Park."



The Rotary Gazebo in Palmer Park, circa 2010.

continued from previous page

by William MacGregor and Charles Powers, who were a members of the local band.

The bandstand stood proudly at the corner of the town's newly developed park, with concerts being held regularly throughout the summer months.

About 1942, after the railway tracks were removed, and the station buildings removed, plans got underway cleaning up the park in preparation to dedicate the park to one of the town's most famous residents.

The bandstand was lifted off its foundation during the summer of 1945 and moved into the centre of the new park. One year later, in August 1946, the park was dedicated to Daniel David Palmer, the founder of chiropractic. A bronze statue of Palmer was erected, looking north with a cement path leading to it from the street, and it was named "Palmer Memorial Park".

The bandstand continued to be the centre of community activities, celebrations and concerts for another

eight years, before a tremendous hurricane struck the community on October 15, 1954. As Hurricane Hazel raged through the district, the 25 years old bandstand collapsed under the strain of the high winds and rain.

It would be another 30 years before talks began about building a new bandstand. In September 1984 the Port Perry Rotary Club approached council with the idea of constructing a "gazebo-styled" bandstand in Palmer Park. The idea received enthusiastic support from council and the Rotary Club was authorized to move forward with plans.

Less than a year later, in June 1985, a large crowd gathered in Palmer Park to witness the official opening of the "Rotary Gazebo." The \$28,000 facility was then turned over to Scugog Township.

For more than 35 years, the attractive bandstand has stood as the centerpiece of the park.



The old bandstand collapsed in October 1954 when Hurricane Hazel made its way through Ontario.



Official ribbon cutting for the new Rotary Gazebo in 1985. From left, ???, Rotary President Michael Fowler, Mayor Jerry Taylor, William "Bill" Beare and Carl Herder, contractor for the gazebo.

DEATH BY POISON

Woman mistakenly takes morphine for severe cold

AS AN INDIRECT RESULT of the Osgoode fire in Toronto in January 1895 – Hannah LeBar, of Port Perry, a domestic employed in that building now known as the “Manchester” lost her life on Saturday.

It will be remembered that at the time of the great fire, Mrs. Cavell, the wife of the caretaker, saved her life by sliding down a wire to the ground. The injuries which she received at the time required the constant use of morphine, and her sufferings were ended with her death.

The servant in her house, Hannah LeBar, was laid up with a severe cold, and while in search of a quinine powder, she found a small package of morphine, which had been purchased for the use of Mrs. Caven. She took the morphine at 10.30 Friday night.

The janitor, Mr. Cavell, noticed her heavy and labored breathing and vainly tried to awaken the girl, but was unsuccessful. He sent for Dr. B. Hooper of Brunswick Avenue, who discovered traces of the powder about the room.

Friday night and Saturday Dr. Hooper worked on the case, and endeavored to resuscitate the girl, but on Saturday afternoon she died.

Dr. Garratt was called in, and he would not express time opinion that the girl was suffering from morphine poisoning. Coroner Spencer issued a warrant calling an inquest.

Hannah LeBar was a nineteen-year-old girl, who recently came to this city from Port Perry.

Toronto Globe: May 28, 1898

Youn man accidentally ingests poison for soar throat

On Saturday morning, April 20, 1912, the people of Port Perry were shocked to hear of the sudden and tragic death of Milton McDermott, a young man well known in the village.

Mr. McDermott had been employed at Forman's store and left home to open the store at the usual hour, feeling well except for a sore throat. At about 8 o'clock he walked across the street to Edward Flint's Drug Store intending to get something to relieve his throat of the hoarseness.

Finding Mr. Flint had not yet arrived and no one was there except the telephone boy, he helped himself to what he supposed was a swallow of whisky.

On Mr. Flint's arrival he discovered that the drink had been taken from a bottle of “Tincture of Aconite” and at once had the young man rushed to Dr. Archer's medical office.

The symptoms at this time were slight, but he rapidly grew worse and became unconscious. Dr. Samuel J. Mellow was called in but in spite of all that could be done, the young man passed away about 11 am, three hours after taking the poison.

The same afternoon Dr. S.J. Mellow, the coroner, empaneled a jury for an inquest. It was determined that Milton McDermott came to his death by taking Tincture of Aconite in mistake for whiskey, and recommended that in future Mr. Flint keep a competent druggist in the store in his absence.

Ontario Observer: April 25, 1912



SCANDAL

Prominent doctor accused of adultery and kidnapping

THE QUIET VILLAGE OF PORT PERRY was rocked with scandal during the summer of 1869, when it was learned that one of the town's respected physicians was embroiled in a marital issue, which resulted in the doctor filing for divorce.

The scandal first came to light in May, when Dr. George W. Jones petitioned the Ottawa Senate, for permission to divorce his wife, on the grounds of her having had an affair. One month later, the Senate discharged the request.



Three months later, Dr. Jones decided to leave Port Perry and set up a medical practice in the United States. About 60 friends and colleagues gathered to give him a complimentary supper at the Royal Canadian Hotel, where he was wished success and praised for service to the community.

At about the same time, the 29 year old doctor had entered into a relationship with young Anna Paxton, daughter of Thomas Paxton, one of the leading businessmen in the community. When the doctor decided to move to Imlay City, Michigan, she decided to go with him.

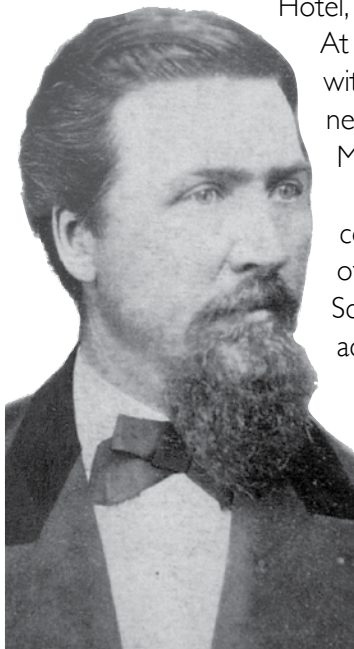
The decision, by unmarried Miss Paxton, 22, brought the wrath of the community down on the young couple. In January 1871, editor Edward Mundy, of the *Port Perry Standard*, slandered Dr. Jones in an article headed "Heartless Scoundrel", charging him with having treated his wife with systematic cruelty and accusing him of drugging her "to fill her with moral animal life".

There were also accusations of him removing Anna from her home against her wishes and she was carried onto a train in a fainting fit.

One year after setting up his new practice in the USA, the mandatory time to become an American citizen, Dr. Jones made an application to the Courts for a divorce from his wife, whom he left in Port Perry. His application was granted, allowing Dr. George Jones and Anna to be married in December 1871.

Having heard of the accusations made by Mr. Mundy in his newspaper;

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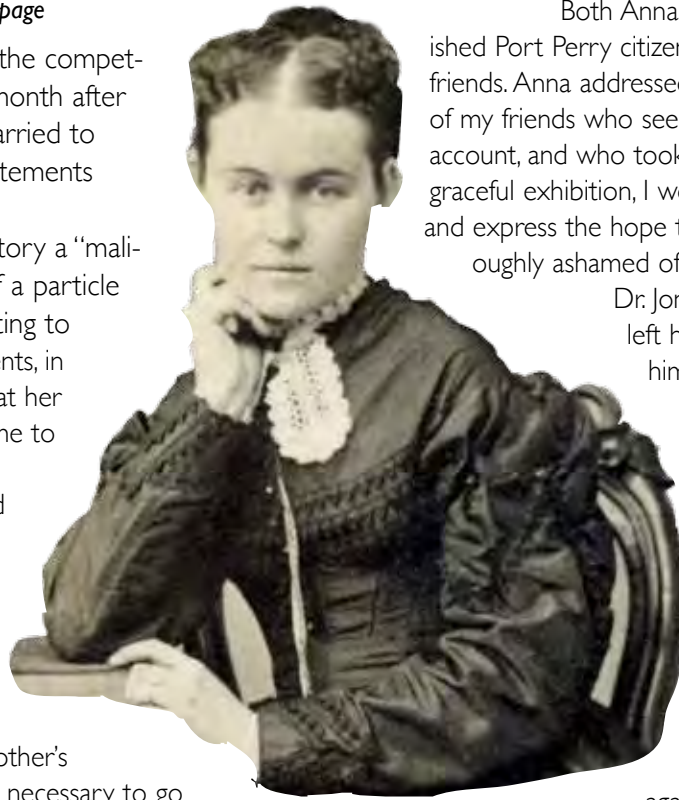
Dr. George W. Jones

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Anna wrote the editor of the competing *Ontario Observer* one month after she and Dr. Jones were married to address the slanderous statements made by Mr. Mundy.

She called the whole story a “malicious fabrication, devoid of a particle of truth”, and she was writing to contradict the false statements, in particular the insinuation that her mother was part of a scheme to load her on the train.

“Before leaving I satisfied myself that Dr. Jones was a free man and enjoyed the right to make me his lawful wife. Having made my choice and determined upon my course of action, I asked and obtained my mother’s consent, but did not think it necessary to go through the village from house to house making known my intentions, or even to advise with Mr. Mundy,” she wrote.



Anna (Paxton) Jones, abt. 1870.

Both Anna and George admonished Port Perry citizens they had considered friends. Anna addressed them saying, “To those of my friends who seem so concerned on my account, and who took part in the late disgraceful exhibition, I would extend my thanks and express the hope that they now feel thoroughly ashamed of their conduct.”

Dr. Jones stated that Anna had left her home and married him freely and voluntarily with the full knowledge and consent of her mother, and was now indifferent to the ravings of her former “pretend friends”.

He also addressed the “select clique” – the ringleaders – who had taken part in demonstrations against him and hoped they were relieved – notwithstanding the efforts to put forth to defame and blacken his character.”

DR. GEORGE W. JONES went on to become one of the leading citizens of Imlay City. He was the first physician to settle in the town and was a faithful family physician to all of the people of the small community for the remainder of his life.

He immediately became active in his new home, becoming the first president of the newly chartered village of Imlay City. He served as postmaster for 12 years, was a member of the local school board, and spent 24 years on the Imlay City Fair Association, seven years as president.

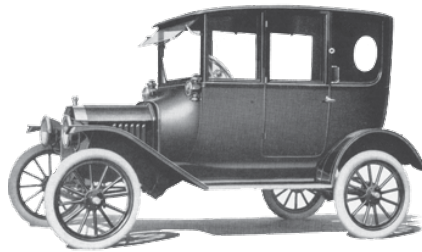
Dr. Jones was in active his medical practice until near the end of his life and in the full possession of his mental powers. He was honoured with a complimentary dinner to mark his whole life as a medical professional in Michigan. At this time he was the oldest physician in active practice in the state.

He passed away at Imlay City on Saturday, September 29, 1928 at the age of 89 years. He was held in high esteem and had been prominently identified with the business of Imlay City for 60 years at the time of his death.

His wife, Anna, predeceased him on February 13, 1914.



did you know?



More than one hundred years ago, in the spring of 1912 there were only 10 people who owned vehicles in the Village of Port Perry.

The men were as follows:

W.L. Parrish, hardware store owner

Samuel Jeffrey, harness maker

Edward H. Purdy, groceries

Dr. S.J. Mellow, physician

Dr. Robt. Archer, physician

E. VanCamp,

Percy G. Graham, veterinarian

Mr. H. Parr

Fred A. Kent, jewellery store owner

Due to the popularity of the car, in 1913, council considers banning cows from the street, since dust from automobiles makes the grass along roadsides unpalatable, and the cows do not keep it close cropped as they did before the car came along.

34

COLD GOLD

Ice Harvesting on Lake Scugog

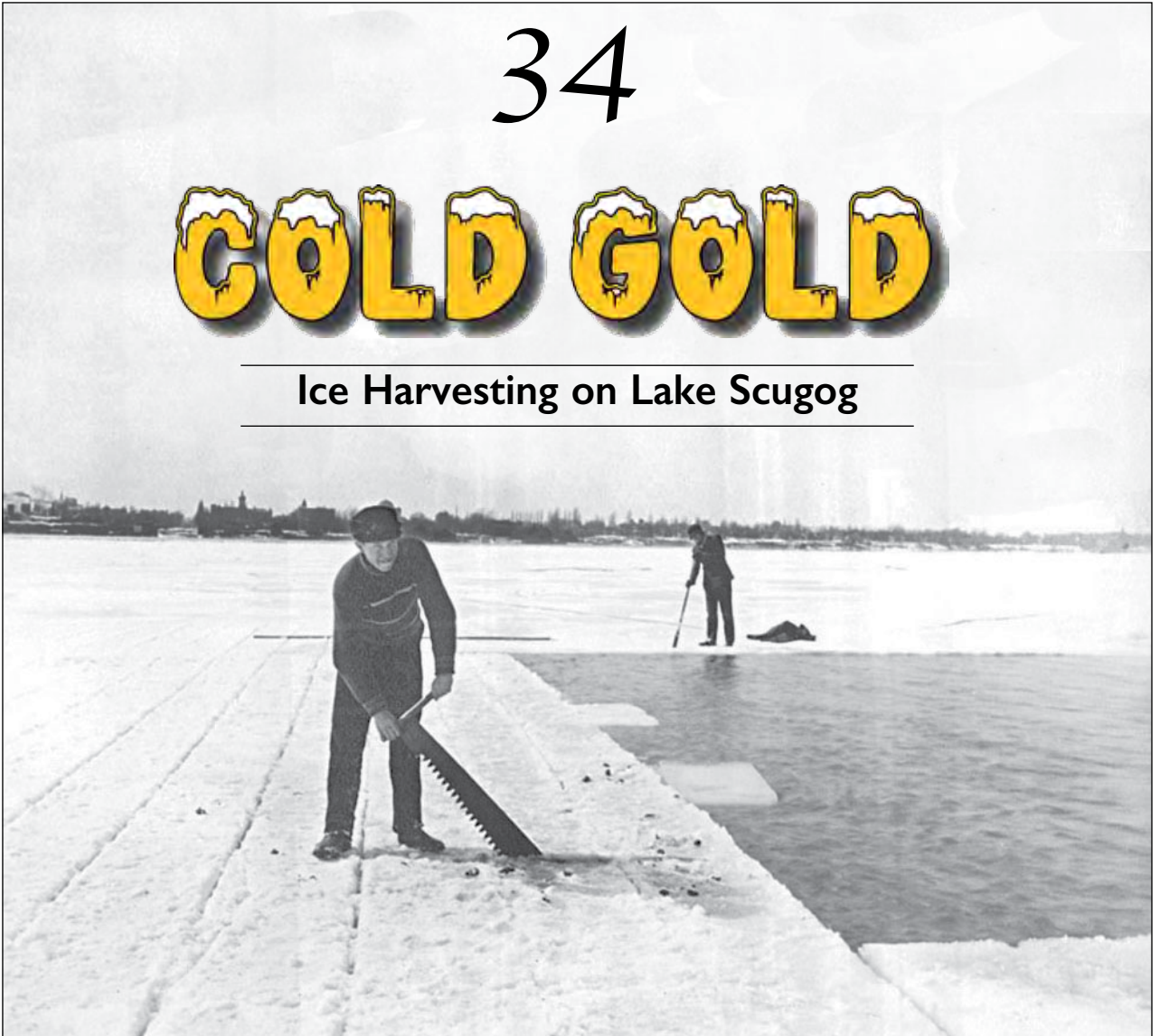


Photo shows ice being cut into long rows before smaller squares were cut out.

THE HARVESTING OF ICE blocks from Lake Scugog, for both personal and commercial use, began in earnest during the 1870s and continued for more than fifty years. Local ice-man John Watkis erected a large ice house in 1879, capable of storing 200 tons of pure ice, which was often referred to as 'Cold Gold'.

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

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

The process began by scraping snow from the top of the ice, often using a crude plough pulled behind a team of horses. When cleared, the sheet of ice surface would sometimes be planed. Next, the ice

was scored halfway through in long parallel lines using a cutting device similar to a field plough, but with sharp blades.

After scoring the surface, workers chopped holes in the ice, then lowered long single handled saws to cut the blocks free. Other harvesters used pike poles to guide floating blocks of ice along the channels to be removed. In later years power saws were used to cut the ice into blocks about 22"x32" in size.

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Above, a horse-drawn plow scrapes snow off the surface of the lake before cutting the ice can get underway.

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As the blocks were cut, large ice tongs were used to load the ice onto horse-drawn sleighs or wagons. The blocks were then hauled to shore where they were readied for shipment to rail centres such as Whitby, Oshawa and Toronto. Local merchants, and residents hauled their ice to area ice-houses where it was covered deep with sawdust to keep it from melting. During the summer the ice would be used to preserve the freshness

Tons of ice shipped from Lake Scugog to Toronto by rail daily

of their foods by using the ice they had stock-piled over the previous winter.

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

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

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

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



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

35

FUN ON THE LAKE

Lake Scugog a popular place in winter for skating, fishing, ice sailing and horse racing

LAKE SCUGOG PROVIDES an abundance of opportunities for both business and pleasure and has been a popular place for ice skating for well over a century.

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

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

The frozen lake was frequently used as a short-cut or roadway during the winter months, some-



times with serious consequences.

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

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

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

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



36

PORT PERRY'S HISTORIC GRAIN ELEVATOR

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

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

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

Port Perry's has the
oldest and largest
wood crib grain
elevator in Canada

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

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

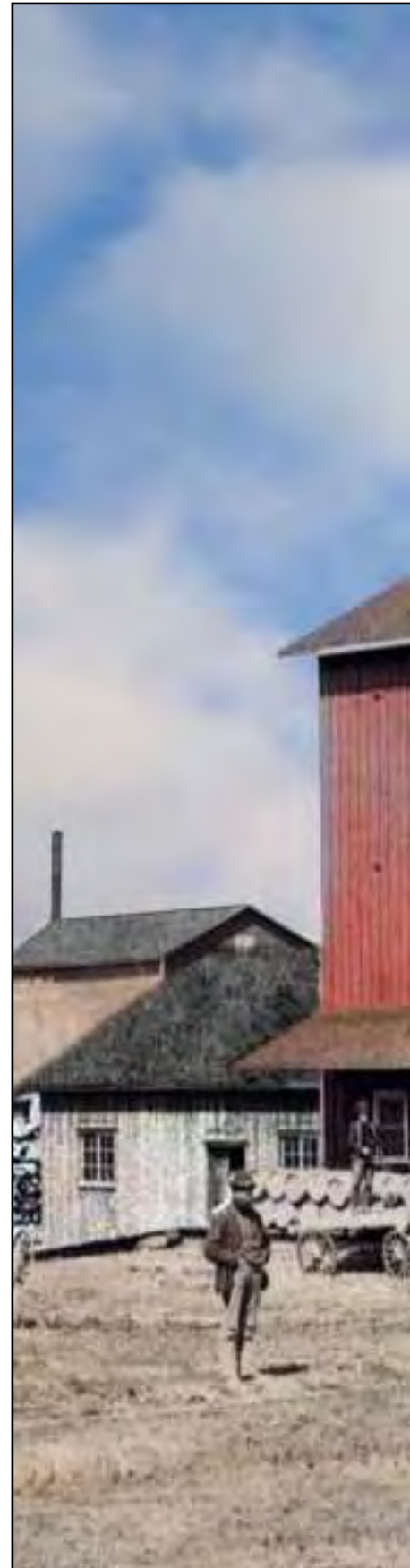
While under the ownership of Hogg & Lytle, a fire destroyed the offices in August 1918. Within a month of the fire, new offices were constructed and main building was extended to the south to accommodate three more bins.

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

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

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

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





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

(colourized photograph)

Bridging the Gap

Second bridge proposals

THE PORT PERRY FLOATING bridge, constructed to connect Reach Twp. to Scugog Island is the best known bridge spanning Lake Scugog. The bridge was built to provide settlers on opposite sides easy access across the lake.

Before the bridge, access to neighbours on the opposite side of the lake was by small boats or barges during the summer months, or in winter, wagons and sleighs across the frozen lake.



*The Scugog floating bridge, circa 1880, which connected Port Perry to Scugog Island.
(colorized photo by JPH)*



Red marking shows the approximate location for a proposed bridge to connect Mariposa and Ops with Manvers and Cartwright Townships.

Work got underway on a floating bridge connecting the two townships during 1856. The Scugog floating bridge went through numerous repairs, rebuilds and changes over the next fifty years, but to this day, the bridge provides rapid access to the east side of Lake Scugog and beyond.

Half a century after the first wagon crossed the rickety old floating bridge at Port Perry, discussions began at the north end of Lake Scugog to connect Mariposa Twp. with Cartwright and Manvers across the Scugog River.

The originator of the idea was James Casey, a successful farmer near Valentia. He circulated a petition through the townships of Mariposa, Manvers, Cartwright and Ops in early 1912, securing more than 330 signatures in favour of the bridge, and forwarded the petition to the government.

In August that summer, The Port Perry Star reported "the Dominion Government was in the district surveying for the best route to connect the two townships".

Initially two routes were proposed – one along the town-line between Manvers and Cartwright, across the Scugog River into

Mariposa, and a second, from the first concession north of the town line to a point in Mariposa Township opposite.

The rationale for a bridge was to benefit the farmers from Mariposa and Ops, who traded their stock at Janetville Station, in Manvers Twp. A bridge across the Scugog River would save considerable time getting to market in the summer, and avoid the dangers of shipping stock across the river on the ice in the winter.

While it appeared that the project was proceeding favourably, others, although in favour of the bridge, were less enthusiastic of the location chosen.

Building of a bridge would shorten the distances farmers had to travel to get their products to market

In May the following year, James Casey learned that members of the Ops Twp. council disagreed with the location of a bridge, claiming it would divert shipping trade then going to Lindsay.

Another Valentia farmer, James M. Swain, preferred even a different route, suggesting a location further south which crossed the Scugog River near Stoney Point. He argued that the site he preferred had an abundance of gravel pits and good stone for building the bridge approaches. He also contended that the river at the location had a firm solid bottom and was about 200 yards shorter, which would save thousands of dollars.

Ironically, four months earlier, a report in the Bowmanville Canadian Statesman newspaper had reported, "It has been found impractical to build a bridge across Lake Scugog from Stoney Point on the south, to a point south of Valentia on the north, a length of 3,800 feet. Mr. J.G. Sing, District Engineer, said, it is extremely doubtful if a stationery roadway would withstand the action of ice."

Despite the differences of opinion on the best route, farmers continued to voice their support for a bridge across the river. They felt it would help form closer relations between the farmers of the four townships who reside on either side of the river.

In addition, concerns were raised by residents as far south as Port Perry, who worried the proposed solid bridge would hold back the water and flood lands along the banks of the river and lake south to the town.

It was later reported that Port Perry residents had changed their minds, feeling that there was an advantage in being able to keep the water at an even depth all year round.

This was the last report regarding a bridge across the northern section of Lake Scugog. Unlike the Scugog bridge linking Port Perry and Scugog Island, the idea of a bridge from Manvers to Cartwright never materialized.



Bridge from Scugog Island to Port Hoover, 1858.

Propose second bridge to Port Hoover from Scugog in early 1858

Long before the Cartwright to Manvers bridge was discussed, talks were underway to construct a bridge from the northern tip of Scugog Island to Port Hoover.

This idea was hatched in May 1858, when the Hon. John Simpson, of Bowmanville proposed constructing a road from Bowmanville to Point Caesarea, then bridge the lake from that point. His scheme also included building a second bridge from Scugog Island to Port Hoover.

From the outset, it was obvious, that the cost of building the proposed bridges would be enormous. Also there was the issue of obstructing the navigation on the Scugog River between Port Perry and Lindsay.

The second bridge plan lay dormant for almost a decade before in May 1867, the Port Perry Standard announced, it was hoped that the Ontario County council would give consideration to the idea at their next meeting. Nothing further has been found regarding a bridge to connect Scugog Island with Port Hoover in Mariposa Township.

38

WEEDS

Lake Scugog's 200 year battle with weeds

AS FAR BACK AS ONE can research, the shallow waters of the Scugog river and lake, have created problems for property owners, industries, navigation and even those wishing to use the lake for fishing and swimming.

Just how the lake got its reputation as a weed infested body of water, is a story that began almost 200 years ago, with the construction of a dam at Lindsay.

But that's another story!

As early as 1857 concerns were being aired of the "lowness of the water" and the imperfect state of navigation for steamers plying the water from Port Perry to Lindsay. Often steamers, whether traversing with a boom of logs, or an excursion heading up the lake for a day outing with hundreds of passengers, got caught up in the weeds. On one occasion in 1861, Capt. George

Crandell's new steamship, Lady Ida, could not make its way to Lindsay, due to the Scugog river being overgrown with weeds.

Frustration over the condition of the lake and river continued for years, with no solutions until in 1877, when a proposal was made to drain the lake by lowering the Lindsay dam. The reasoning behind the bold idea was – the lake had become all but useless for purposes of commerce, and lowering the water would expose thousands of acres of valuable land for farming. Thankfully this proposal died before it could be implemented.

Weeds in both the river and lake continued to be an issue year after year, and in the summer of 1882, a local newspaper reported, "*A few years ago there were no weeds at the Port Perry docks, but now, from the foot of Queen St. to the Scugog Bridge weeds extend the entire distance, while along the shores they stand above the water.*"

Ironically, the reference to the weeds between Queen St. and the Scugog Bridge of 1882, closely



mirrors the area from the Queen St. wharf to the causeway, which the Lake Scugog Enhancement Project is planning to rehabilitate beginning in 2021.

Five years later, the editor of the *Whitby Chronicle* suggested, “The lake itself seems to feel that there is no further use for it, and is gradually drying up, having been grown with weeds this year almost everywhere.”

One of Port Perry’s leading industrialists, William J. Trounce, who operated mills along Port Perry lakefront, said, “The waters of the lake had become so low, on account of the dam at Lindsay having been lowered, that steamboats would soon have to abandon the lake.” He did not think that parties at Lindsay had any right to utilize the water of the lake for their direct benefit to such an extent as to utterly destroy the navigation of the lake.

Despite calls year after year, to raise the dam in Lindsay, so as to increase water levels in Lake Scugog, very little was done to improve the conditions of the lake throughout the entire history of this important asset to the community.

Throughout the 1900s, the problem of weeds and low water conditions continued. In 1910, Port Perry council contracted the John Carew Lumber Co. of Lindsay, to remove the weeds from the waterfront. This work was done by dragging timber and boom

Lake has long history of low water, difficult navigation, and heavy concentrations of weeds.



The steamer Esturion at Lindsay during the early 1900s. (Colourized photo)

chains, with his side-wheel steamer.

One of the last major steam vessels to attempt the trip from Lindsay to Port Perry was the large side-wheeler Esturion, in 1913. The river was so full of weeds that many doubted the steamer, which was 96 feet long, 17 feet wide, could navigate the serpentine Scugog river, but after several hours it arrived in the open waters of Lake Scugog.

Year after year, articles in the local newspapers devoted space to the weed issues. In 1915, men met at Port Perry’s lakefront with rakes, forks and scythes to get rid of the heavy

growth of weeds in the lake; in 1917 a channel was cut through heavy weeds to the Queen St. wharf to accommodate an excursion from Lindsay; in 1930 Ottawa sent

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Scugog Mayor Jerry Taylor and councillors John Wolters and Harvey Graham are seen here in July 1983, taking a ride on the weed harvester hired to clean out the weeds along the lakefront in Port Perry.

History of weeds

Port Perry Standard, August 1882

“A few years ago there were no weeds at the Port Perry docks, but now, from the foot of Queen St. to the Scugog Bridge weeds extend the entire distance, while along the shores they stand above the water.”

Whitby Chronical, September 1887

“There is nothing to do on the lake, except that Capt. Benjamin Lebar goes out trolling with his snug little craft daily. The lake itself seems to feel that there is no further use for it and is gradually drying up, having been grown with weeds this year almost everywhere.”

Port Perry Star, August 1910

“The John Carew Lumber Company of Lindsay, have contracted with the Corporation to remove the weeds from the waterfront. The work will be done with a drag of timber and boom chains drawn by a strong side wheel steamer.”

Port Perry Star, August 1917

“Township is progressing on clearing weeds from the lake in front of the town. Local men met at Port Perry’s lakefront with rakes, forks and scythes to get rid of the heavy growth of weeds in the lake.”

Port Perry Star, March 1946

At a meeting of the Rod & Gun Club, the members discussed having the property in front of the lake cleared of the weeds to beautify the waterfront.

Toronto Telegram, August 1948

A mechanical weed cutter, which drags a cable through the water is working to clear the lake of weeds. The work is under the direction of the Dominion Depart. of Public Works, and they are reaping a heavy harvest of slimy green plant growth.

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the “Harwood” to clear weeds from Lake Scugog at Port Perry, Caesarea and the channels.

The local Yacht Club, in 1949, also discussed improvements to the Port Perry lakefront, where they had recently built a clubhouse and docks. They went so far as to discuss the practicality of dredging a portion of the lake in front of the park, including building a retaining wall and depositing the mud dredged from the bottom of the lake behind the wall.

Sound familiar?

In addition to playing havoc with navigation on the lake, the weeds were also responsible for a number of deaths. An incident in 1879 tells of a 27 year old man, who jumped into the lake from a yacht as it neared shore, and in attempting to swim to land he got entangled in the weeds and drowned.

Another story in 1939, relates a story of two men who were out hunting when their canoe overturned, throwing them into the water. Despite being a strong swimmer, one man drowned after getting caught in dense weeds and was unable to extract himself.

As the years passed, complaints about the condition of the lake continued. Finally in July 1983, Port Perry council, under pressure to do something about the condition of the lake, contracted a weed harvester to clear the area at the town’s lakefront. Following the trial cut, consideration was given to purchasing the vessel, but the \$50,000 price tag was just too much.

Since then weed harvesters have been hired by the township on a number of occasions to cut thick growth of weeds in the bay and around the wharf.

So here we are, more than 150 years later, with the same nagging problems. Low lake levels, and heavy concentrations of weeds, still a topic of frustration by users of the lake.

The latest attempt to solve the lakefront problem by the Lake Scugog Stewards is of great importance. It’s a huge undertaking, but one worthy of the support of the entire community.

The idea seems like a simple one, but bringing the project about is complicated and expensive. “The Lake Scugog Enhancement Project” is slated to get underway next year, and entails construction of a 245 meter berm in the bay, dredging 15 acres of the lake bottom and depositing soil behind the berm to create a new wetland.

If interested, you can learn much more about this project on the Lake Scugog Stewards website at: <https://scugoglakestewards.com/>.

39

The Legend Of "BIG" JIM JOHNSON

JAMES "JIM" JOHNSON was born September 20, 1860 on Scugog Island, one of three children raised by his father John and mother Susan (Jonson) Johnson. In 1865, his father was elected Chief of the Scugog Mississauga Reservation on the Island.

When James grew into manhood he was described as being very tall, muscular, and had a quiet and genial manner. For most of his adult life, he earned a living basket weaving, hunting, fishing and providing expert guide services to clients from all over southern Ontario.

Hundreds of sportsmen from Toronto knew "Jim" as the greatest Indian guide of the whole Iroquois Valley. For years he guided hunters and fishermen all over the dozens of lakes and rivers around southern Ontario. He knew the Scugog, Balsam, Rice and Sturgeon lakes and he also knew where the best fish were in the summer and where the best ducks were in the fall.

From his home on the Scugog Island reservation he would paddle to Port Perry to pick up his customers, or paddle north on the Scugog River to Lindsay to take a large number in a row boat or motor launch, for miles to the sporting grounds of the wonderful district.

Jim was an immense big man, a giant among men. He was described as being six feet five inches tall, and was built in proportion. He was strong as a horse and exceedingly popular with all whom he came in contact.

Jim knew no fear and no matter how rough the water on Lake Scugog, nor whether it was a big boat or his fast canoe he could always bring his parties

back dry and fast. He never lost a soul nor did he ever have a serious upset. He was a master canoeist.

You could trust him with anything. As chief guide he was a wonder with the paddle and an oarsman which could not be beaten for strength and skill. If he struck a storm "Jim" would just work a little harder. His knowledge of the haunts of fish and game was little short of marvelous.

On Good Friday in 1913, Jim walked seven miles across the lake to Port Perry to pick up supplies, and while returning to the reservation along the river, he got his feet wet and contracted pneumonia a few days later.

Jim died on Wednesday, April 3, 1913 at his Island home at 53 years of age. He was such a large man, a special made-to-order casket had to be brought from Toronto. A funeral service was held in the Indian Church on Scugog Island on April 5th and he was interred in the Indian Cemetery.



Illustration only. This is not a picture of Jim Johnson.

CEDAR CREEK

A Forgotten Village?

This small settlement south of Prince Albert is unknown to many, but has a long history in Reach Township

THE MERE MENTION of “Cedar Creek” almost always will be met with a blank stare and the question, “what, or where the hell is Cedar Creek?”

It’s rather difficult to describe Cedar Creek since the settlement was never identified on a map. There has never been a “Welcome to Cedar Creek” sign at its entrance, and to the best of our knowledge, the small hamlet at no time had a post office, general store, church or any kind of commercial activity.

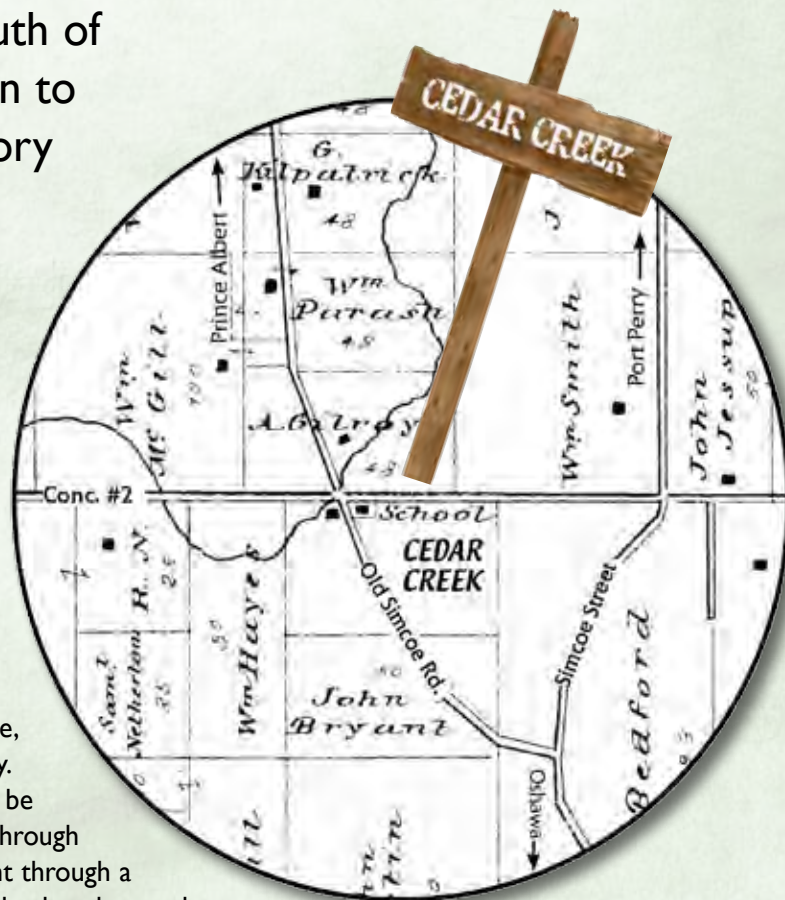
The name Cedar Creek can plausibly be attributed to a small creek which flows through the valley, then north from the settlement through a thick growth of cedars, into the swampy land at the south end of Lake Scugog.

Today, more than 175 years after it was first identified, Cedar Creek still exists, at least in name, if not on a map. Currently the area is home to 20 or more property owners, but its identity seems to have been lost.

The cluster of homes which make up Cedar Creek can be found about three miles south of Prince Albert on Old Simcoe Road. This road was carved out of the bush in the early 1840s, from Oshawa to Prince Albert.

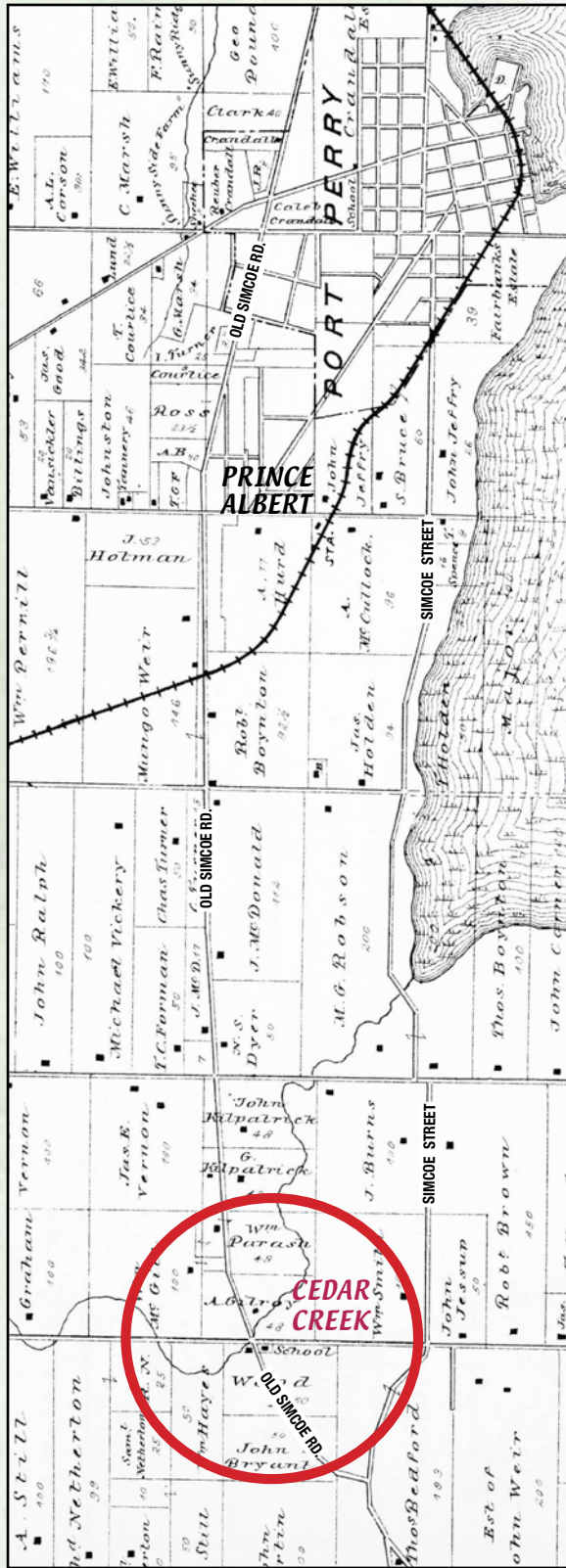
Anyone travelling north along this route about a half a century ago,

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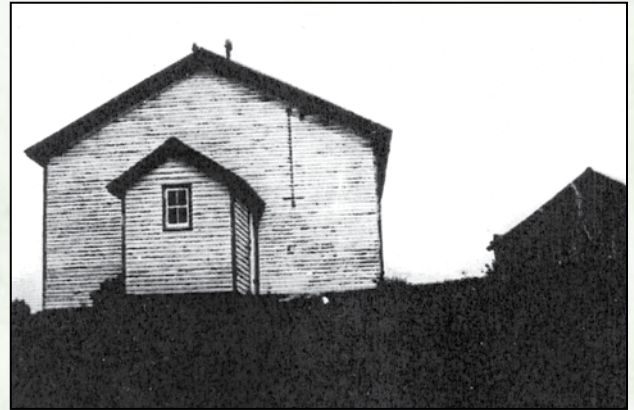


Above: A circular map showing a section of Reach Township in 1877

The inner red circle identifies the settlement of Cedar Creek, which is located about three miles south of Prince Albert on Old Simcoe Road.



This section of Reach Township map from 1877 shows the proximity of Cedar Creek to Prince Albert and Port Perry. It would have been along the main route from the southern ports of Oshawa and Whitby in the mid-1800s.



The only known picture of the Cedar Creek schoolhouse.

continued from previous page

would have passed through Cedar Creek on their way to Prince Albert and Port Perry.

Today the road through Cedar Creek is called Old Simcoe Road, beginning where it veers west off of Simcoe Street, just north of the crest of what is known as "The Ridges".

Cedar Creek was first identified as a settlement in 1841 when a school house was opened for the children in that sector of Reach Township. The school was located on the south side of the creek, on the east side of "old" Simcoe Street, where the road intersects with the 2nd concession of Reach Township.

Thirty years after the school was opened, in June 1871, a local newspaper, The Ontario Observer, published a story about the first anniversary of the Cedar Creek Union Sunday School on the abutting property. More than 100 children participated in the celebration, and the Reach Brass Band performed. Sunday School services would have been held in the school house, as was common practice at that time.

Bob Greenwood grew up in Cedar Creek, and attended the one-room school as a youngster until it was closed, about 1959. After its closure, students from Cedar Creek continued their education three miles north of the hamlet, at the Prince Albert Public School.

Although there is very little information about the history of Cedar Creek, it is apparent it was an active small community during the late 1800s.

It came into more prominence in the early 1950s, when the *Port Perry Star*, began publishing a news column from Cedar Creek, in which a local correspondent wrote about events and activities taking place within the community. The column was a weekly feature in the newspaper written by George Kilpatrick until the 1990s.

did you know?



In July 1884, the Corporation of the Village of Port Perry enacted a bylaw respecting public morals within the village:

Among the new laws:

- No person shall be drunk, or disorderly or profanely swear or use obscene blasphemous or grossly insulting language, or commit any other immorality or indecency within this Corporation.
- No person shall post any indecent placards, writings or pictures, or write any indecent word or make any indecent picture or drawing on any wall, fence, street or public place within this Corporation.
- No person shall keep any disorderly house or house of ill fame within this Corporation.
- No person shall publicly expose his person or make any other indecent exhibition within this Corporation.
- No person shall bathe or wash the person in the water of Lake Scugog fronting on the limits of this Corporation between the hours of seven o'clock in the forenoon and nine o'clock in the afternoon.

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A POPLAR PARK

Before outdoor swimming pools became affordable, Poplar Park was Port Perry's place to relax and cool off!

BACK IN THE DAY when a private swimming pool was a luxury few could afford, Port Perry and area was blessed with a number of options to cool off in the summer.

For those who didn't enjoy swimming with the weeds in Lake Scugog, Birdseye Centre Park offered crystal clear water in a large swimming pool. Located in the heart of downtown Port Perry, at the north end of Water Street, Birdseye opened in 1940 providing a swimming, cabin rentals, a place for picnics and family gatherings.

It would be about 20 years before another park opened to provide even more options for families. In fact, during the late 1950s and early 1960s three more parks opened with similar facilities – Poplar Park in Port Perry; Cedar Stone Park, just north of Greenbank; and Wellspring Park, about a mile south of the same village.

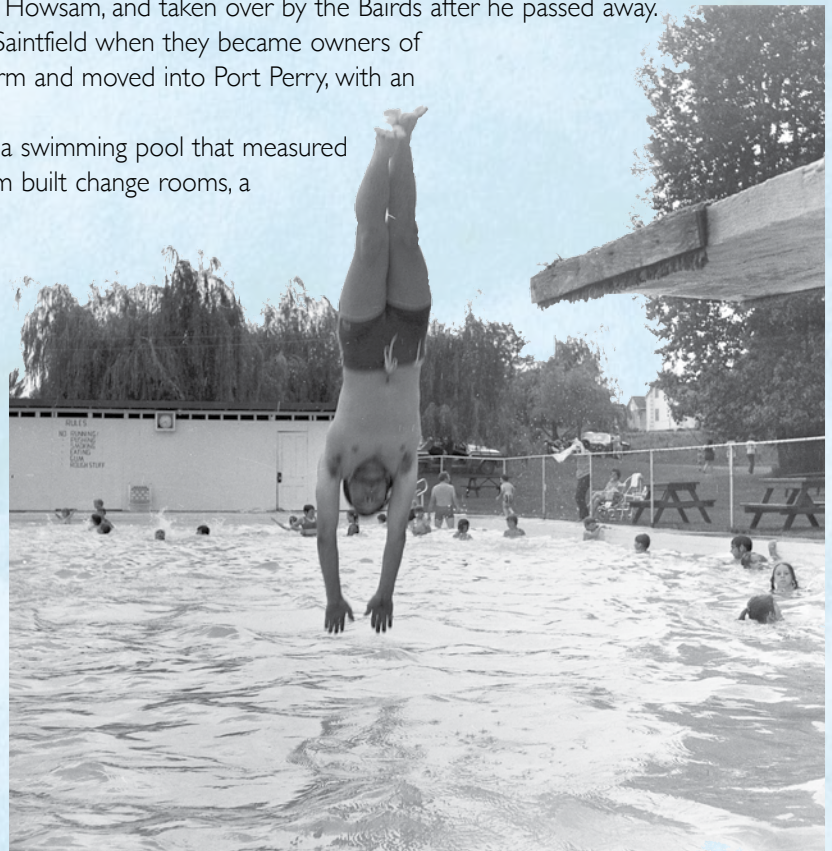
Poplar Park was owned and operated by Jim and Mary Baird. The park was set on a 30 acre parcel of land, originally owned by Mary's father Charlie Howsam, and taken over by the Bairds after he passed away.

Jim and Mary were still farming near Saintfield when they became owners of the property in 1959, so they sold the farm and moved into Port Perry, with an idea to open a park.

Work began immediately on building a swimming pool that measured 100'x40', and while that was underway Jim built change rooms, a
continued on next page



Pat Salter and Margaret Terrett, two of Poplar Park's swimming instructors sit pool-side while people enjoy a swim in the large swimming pool.





Poplar Park was the most popular place in town during the summer for almost 20 years.

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refreshment booth, outhouses and later a covered picnic shelter.

In addition to these facilities, the Baird's installed picnic benches, a baseball diamond, swings, slide, monkey bars and a large round spinning table with metal hand rails. Jan said in those days the kids called it the "puke machine".

The park officially opened on June 1st 1960, with free admission for everyone, and that was the beginning of a 20 year career for the entire Baird family.

From the start both Jim and Mary took a love to this new venture, and after working on a farm, the long hours didn't bother them. Jim continued his job at General Motors, and when he came back home from his shifts, he was off into the park to care of the heavy chores.

Looking back Jan says she had no idea how or when their parents slept. "Mom pretty much ran the park. She was there about 14 hours, seven days a week! She ran the booth, ordered supplies, dealt with cranky parents, made enough coffee and hot dogs to last a lifetime."

After the official opening of Poplar Park, admission for children was 25¢; and 35¢ for adults. On weekends, 35¢ for kids and 50¢ for adults. A season pass was \$6, and \$30 for a family. Swimming lessons were \$10. Camping was \$5 per night. Picnics were \$5 per car.

The Baird's offered Red Cross Swimming lessons with classes starting

Poplar Park provided overnight camping, picnic shelters and swimming lessons for young and old

at Beginners, followed by Juniors, Intermediate and Seniors.

Dozens of area teens spent their summers at Poplar Park as swimming instructors and lifeguards, and when the Baird's children, Sharon, Janet, Cynthia and Jay were old enough they too worked at the park.

Jim and Mary sold the park property in 1978 for a new housing development, but continued to operate Poplar Park for two more years. After the Baird's retired, the developers removed all of the park's facilities and started construction on what would become known as Victorian Village.



Jim Baird's station wagon circa 1960, with advertising signs on the side of the car.

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let's go CAMPING

NESTLED ON A SECLUDED 325 acre parcel of land along the shores of Lake Scugog lies a children's camp called Camp Lake Scugog.

The site, located along St. Christopher's Beach Road, was deeded to the United Church of Canada in 1926. Five years later they opened the "United Church Fresh Air Camp". Over the next 60 years, thousands of children attended the camp.

Lake Scugog Camp was closed for several years in the early 1990s due to water and sanitation problems, but re-established its program to serve 300 campers per year, adding an LIT (leaders-in-training) component in 1996.

By 1997 Camp Scugog was running a full camp program serving approximately 300 campers. In 1998 a new administration building and low ropes course was dedicated and the following year there was continued upgrading to cabins and the opening of a nursery cabin.

In 2000 the recreation hall was refinished inside and out, dining hall and kitchen refinished. At this time an ultraviolet light water purification system was installed and camper washroom/shower facilities built. Improvements continued in 2001 with a new floating dock system and the next year a guard tower was built for waterfront lifeguards. Improvements continue every year to this day.

Many campers travel by bus from a central pickup point at Yorkdale Shopping Centre in Toronto. There is a sliding fee scale subsidized by the United Church and private donations are accepted in order to accommodate all income levels.

Ten cabins house either six campers with two counsellors or two mothers with their children depending on the session. To roughly 300 children each summer, Lake Scugog Camp is truly a blessing.



Lake Scugog South Camp 1944-1945



Lake Scugog South Camp aerial about 1965.



View of Lake Scugog Camp 1954 - taken from the lake.

THE MYRTLE SHOOTOUT

When the gunfire stopped and the smoke cleared, George Brown was found alive, but seriously wounded with two bullets in his chest.

THE SCOTT ACT, also known as the Canada Temperance Act, was passed in 1878. By this Act municipalities were given the right to prohibit the retail sale of alcohol. In 1885, Ontario County voted in favour of prohibition.

In Port Perry as elsewhere in the province, hotel owners got around the legislation by renting their bars to people who would in turn serve alcohol to their clients, thus absolving the hotel keepers of the responsibilities if caught.

At the St. Charles Hotel in Port Perry, George Brown leased the bar from the owner Henry Charles. Across the road at the rival Oriental Hotel (later the Sebert House), William Lattimore rented the bar. Both gentlemen served liquor illegally to their respective hotel clients.

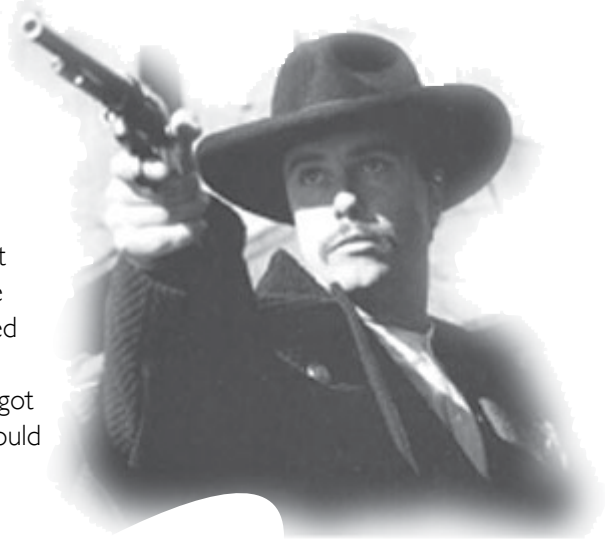
In 1887, John S. Dennin and William McRae, a 23 year-old former sewing machine salesman were hired to enforce the Scott Act in Ontario County.

After laying a number of charges in Brooklin on December 14, Dennin and McRae headed toward Port Perry. Word of their pending arrival reached Brown and Lattimore in Port Perry.

The two former rivals pocketed their revolvers and enlisted the aid of Fred Corbin, also of the St. Charles Hotel, and Thomas Trebell. Reinforcing their animosity toward the detectives and their mission with a substantial amount of whisky, the well-fortified quartet set off in a buggy to teach the detectives a lesson or two.

Word of the "welcoming committee" reached Dennin and McRae and they decided to avoid a confrontation by making a hasty retreat to Myrtle Station.

By 7:00 they had entered the station waiting room to join others waiting for the 7:12 train to Toronto.



The party from Port Perry arrived at the station at 7:09. Brown entered the waiting room and beckoned to McRae and Dennin to come to the door. As soon as Dennin reached the door, Brown grabbed him by the lapel of his coat and ordered him to "take a walk with me." Dennin, who was much taller, jerked himself free and refused to comply.

Who shot first was not clear but a gun battle broke out inside the station

Lattimore and Brown immediately drew their revolvers. McRae quickly reached for his revolver. Who fired first was not clear but a gun battle broke out. Everyone present ran for cover. Scott locked himself in his office. Bullets rattled everywhere and Brown dropped to the station platform with blood pouring from three wounds. Dennin grabbed Brown's revolver and the gunfire continued.

Realizing that their attack had failed, the Port Perry men beat a hasty retreat. Once the gunfire had stopped, Trebell picked up the limp body of Brown

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and carried him to the rear of the station. It became apparent that Brown was still alive but had been seriously wounded with two bullets in his chest and one in his leg. A doctor was sent for.

Five days later, Lattimore, Trebell and Corbin were arrested and charged with conspiracy. But the detectives Dennin and McRae were also charged with causing bodily harm.

The case was remanded and then thrown out of court for lack of evidence! Brown fortunately recovered. His action in preventing the government detectives from attempting to close the bars of Port Perry made him an instant hero.

On December the first, 1926, Ontario voters finally voted in favour of the sale of liquor. The following year, those who could afford the \$200 permit

were able to purchase liquor at government outlets.

Port Perry however, voted repeatedly to keep such stores outside the community. It was not until November 1957 that Port Perry residents voted in favour of outlets for beer and liquor. The stores opened the following June.



The Myrtle railway station where the shootout took place.

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Lucy Maud Montgomery

LUCY MAUD MONTGOMERY, author of “Anne of Green Gables” and many other popular novels, took up residence at Leaskdale with her husband, the Reverend Ewan Macdonald in 1911.

While at Leaskdale, Maud wrote seven of her novels including “Anne of the Island,” “Anne’s House of Dreams” and “Emily of the New Moon.”

On September 25, 1925, Lucy Maud Montgomery visited the Kent Gardens in Port Perry for the first time. The property had been purchased by Frederick Kent, a successful Toronto jeweller in 1911.

Mr. Kent, and avid gardener, proceeded to turn his eight acre property into an elaborate set of gardens. He created walkways, lawns, fountains, and a reflecting pool. He even built his own waterworks to treat the gardens. He bought an additional 15 acres in 1915, and hired a full-time gardener and caretaker. Kent also built a home for his family on the property.

In June, 1921, Frederick Kent and his wife Ethel opened their gardens to the public. Kent Gardens became a major provincial tourist attraction and in 1922 the *Toronto Telegram* declared that they were

among the most beautiful in the province. An indication of its popularity became obvious when on Sunday, September, 17, 1923, over 1,000 visitors came to see the dahlias in bloom in the Kent Gardens.

The *Port Perry Standard* reported that on Sunday July 7, 1924, over 400 automobiles and 2,000 people visited the Kent Gardens to see the roses in bloom.

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

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

She returned to visit the Kent gardens several times while she lived in Leaskdale.



Highland Beach?

Clifford Coulter created
the town's first public park
and swimming area on Lake
Scugog in 1918

DID YOU EVER WONDER why or how a street, or neighbourhood got its name? Among the objectives of the Scugog Heritage Committee, is to identify, preserve and promote the historical aspects of the community. One way of doing that, is to ensure when new housing developments make their way into Scugog Township, the names of significant residents of the area be considered for the names of new streets.

It's a job that the committee takes seriously and in the past few years, have been successful in having new streets named after early pioneer families, respected physicians and others.

Recently, while researching the history of Port Perry and area, I came across an interesting article,

regarding Highland Beach, a small parcel of land along the lakefront, northeast of the downtown.

The article reported a man by the name of Clifford Coulter was clearing his property along the lake and creating a local area for residents to relax and swim.

Following is his story:

Clifford Coulter was born on August 4, 1890 on the family farm in Manvers Twp., a son for William and Elizabeth (Brown) Coulter. His family moved to Reach Township about 1919, where Clifford worked on the family farm for a number of years before venturing out



Aerial view of Highland Beach, from Google Earth, shows the homes and cottages along Coulcliff Boulevard.



Original development plan for Highland Beach in 1929. Highlighted area shows he left two lots open for Coulcliff Park.

on his own.

Clifford teamed up with Robert Wherry in May 1918, purchasing a 200 acre farm property for \$12,500. Robert was Clifford's brother-in-law, and a Toronto lawyer. About three years after forming the partnership, Wherry sold his shares in the farm property to Clifford.

Located at the northern edge of Port Perry, the farm extended from Simcoe St., north to Beaver Meadow and east to Lake Scugog. Much of this property today is known as Canterbury Common.

For a number of years he farmed the land, but looking out on the lake from the eastern edge of his property, he realized the location presented a great opportunity.

Clifford began work along the 1,100 foot long shoreline, clearing weeds and creating a large beach for swimming and sunbathing. The land sloped 270 ft. to the west, with a rise of about 20 ft., making the entire property high and dry, while providing a clear view of the lake. It's believed it was this rise in the land that led him to naming the area, Highland Beach.

Access to Clifford's lakeside beach, was along a private road from Simcoe Street, where a fishing and boating pier and sandy beach awaited visitors.

Highland Beach was in a perfect location to

attract visitors. It bordered Frederick Kent's popular "Beechcroft (Kent) Estate" property which attracted thousands of people every summer to visit the Kent's famous estate, with its magnificent rose gardens, fountains and manicured tiered lawns.

Clifford was 39 when he married Port Perry school teacher, Edith Marion Appleyard in September 1928. Whether it was Edith's or Clifford's idea to create a subdivision on the Highland Beach property is not known, but less than a year after they married, in June 1929,

Clifford filed an application to develop the land.

The plan divided the property into 43 lots, all with a spectacular view. There were 20 lots laid out along the lakefront, with a large central area, he called "Coulcliff Park". A private road divided the water lots

from the western lots, which were higher on the hill.

Records show that Clifford and Edith moved to Ottawa not long after the subdivision was approved.

Clifford Lloyd Coulter was in his 84th year when he died in Newmarket on August 20, 1873. But his lasting legacy is two streets named in his honour: Coulter St. and Coulcliff Boulevard, a derivative of his name - "Coul" for Coulter, and "cliff" for Clifford.

This area, once known as Highland Beach, is still remembered by some of Scugog's longtime residents, but for newcomers to the community, this once popular beach area is unknown. The same property today is an area of permanent homes.

Coulter divided his his Highland Beach property into 43 lots and sold them for housing.

46

Port Perry GTR Railway Station

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

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

It was a week later, on November 23, 1871, the first official train made its way to the northern terminus from Whitby.

Although small enthusiastic crowds gathered along the route, the inaugural run of the Port Whitby & Port Perry Railway was carried out in a comparatively subdued manner.

For such an important event in the advancement of Port Perry, it was puzzling there were no bands and no decorated streets or large crowds waving flags to welcome the first official train.

A small number of railway and Port Perry residents were on board, and made their way to a banquet for speeches and to commemorate the arrival of the engine "Scugog" and its cargo of officials.



The end of Port Perry's railway days became apparent in May 1940, it was learned that C.N. Railways, owner of the line, had applied to abandon the 17.5 mile rail line between Port Perry and Whitby.

The railway operated for about one more year before closing its operations on June 30, 1941. Later that year the tracks were torn out, and the metal sent for use in the Second World War efforts.





Colorized photo of station about 1880.

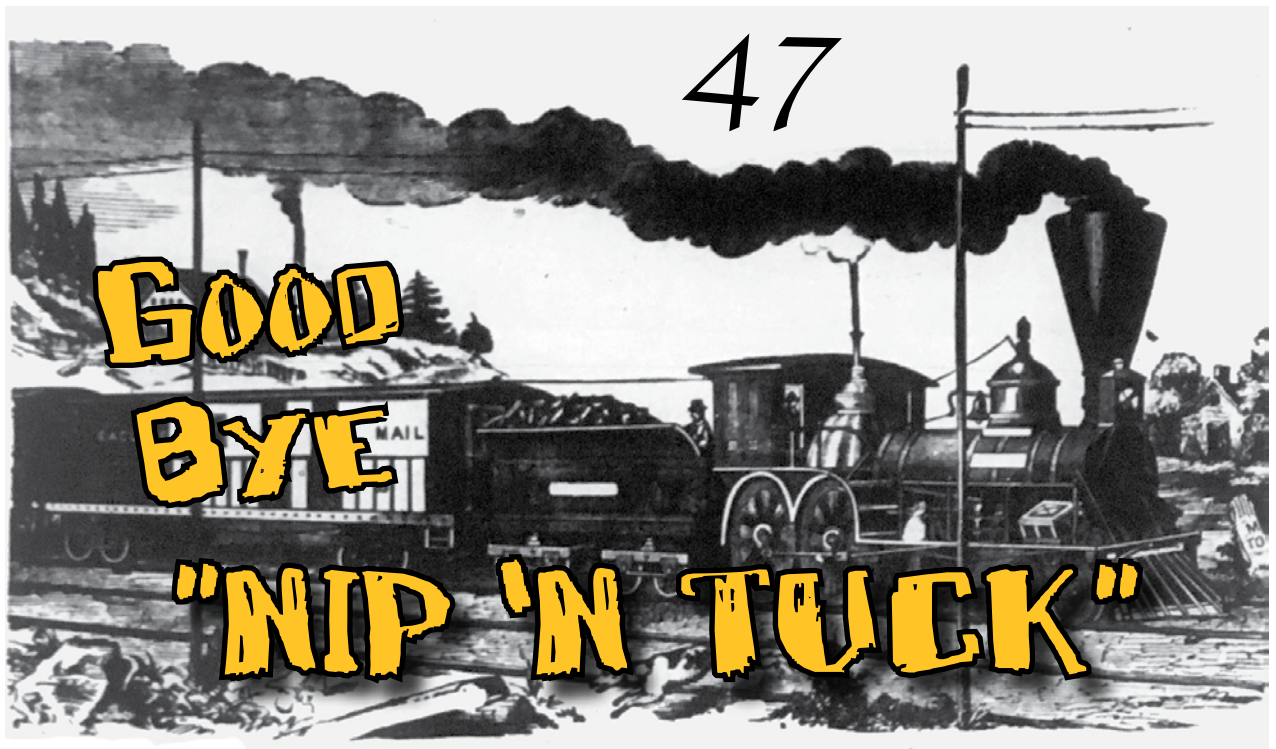
did you know?



Spring flooding along the Port Perry causeway was an annual event, and some years were worse than others. On Monday, April 4, 1960, Lorne Hunt, a resident of Scugog Island, was attempting to drive his Volkswagen to Port Perry. While crossing the causeway his car was pushed off the road by floating ice driven by a wind.

Police 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 hydro pole in the icy waters.

Mr. Hunt, who had been in the water for about 25 minutes suffered from severe shock and exposure, and was rushed to Community Memorial Hospital, where he recovered.



THERE IS A RARE STORY of ambition, determination, and final failure in the building and operation of the Whitby-Port Perry-Lindsay Railway. It is a story of one of the passing phases of Canadian history.

A railway was essential to local development, and that railway was built. It served its purpose. New factors entered the picture. The railroad is now abandoned; and its steel is to be turned into war equipment to fight the enemies of freedom.

Thousands of small place in Canada have gone through similar struggles, and today are launching out upon new lines of development, just as Port Perry is doing.

When I came here 34 years ago there was no talk of abandoning the railway. It was apparently a fixture. Its income for express and passenger service was over one thousand dollars a month. Freight came in daily; and school children attending High School here put in long days to catch the morning train and lingered about town until the evening train took them part way home. It took some persistence and courage to come to school on the "Nip and Tuck" in those days.

There were gala days when the Firemen, or Orangemen held "Grand Excursions" on the train, and arrive home in the "wee small hours," tired, but fully satisfied with the wonders of transportation.

At other times whole Sunday Schools would be marshalled to the station platform, see the approach-

ing train, climb on board, and travel full twenty miles to Heydonshore Park, south of the County Town (Whitby).

What a struggle there was to conquer the hill at High Point on the homeward trip. The steam engine, "Nip 'n Tuck," puffed and struggled, and crawled, until with a grand flourish the top was reached, and we sailed merrily down grade into Port.

The last of these grand excursions was taken upon the occasion of the Royal visit in 1939. That trip will not soon be forgotten.

In all this time the railway authorities looked upon our line as a sort of poor relation. No attempt was made to give this branch any business. Then came the auto, the bus, the truck. The railway seemed to make no attempt to meet these invaders. Shippers found the new service more elastic and cheaper.

After that the doom of the "Nip and Tuck" was assured. The railway authorities were not interested in Port Perry. Past bonuses had long since been spent and there was nothing we could do about it.

Cyril C. Jeffrey, and others like him, made a brave fight to retain the road; but it is gone. The milk cans, the cattle, the hogs; the cement, coal, wood, brick and lumber will now travel along new roads, and be handled by a different set of men.

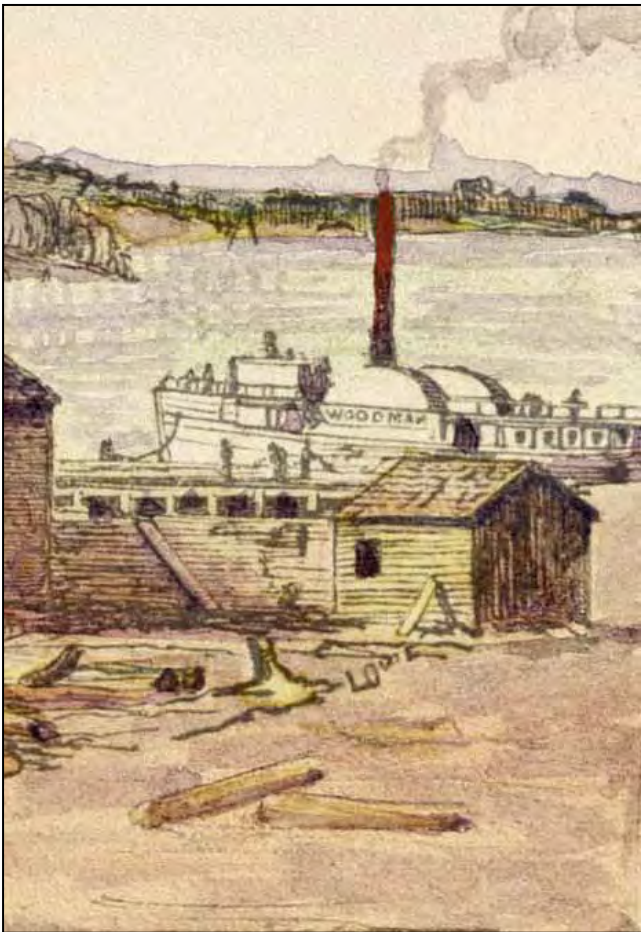
Good bye "Nip and Tuck".

*By Samuel Farmer, Editor
Port Perry Star, July 1941*

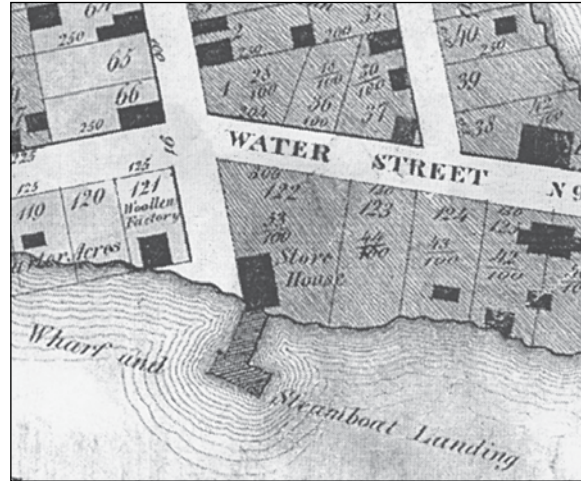
PORT PERRY'S HISTORIC WHARFS

THROUGHOUT THE EARLY DAYS of Port Perry there have been numerous docks, or wharfs, constructed along the Lake Scugog waterfront. One of the earliest wharfs of the 1850s was located on Lots #122 and #123, located approximately where today's dock is located.

From the 1850s until the early 1870s this wharf was used as a steamboat landing and loading point for the numerous industries that lined the lakefront for commercial purposes. These included export and



This sketch from 1853, shows the steamer Woodman at the original dock at the foot of Queen St., as seen in the map above.



Port Perry's waterfront with the first wharf and steamboat landing in front of a grain warehouse. Map from 1851.

import of lumber, grain and the many products produced by the mills.

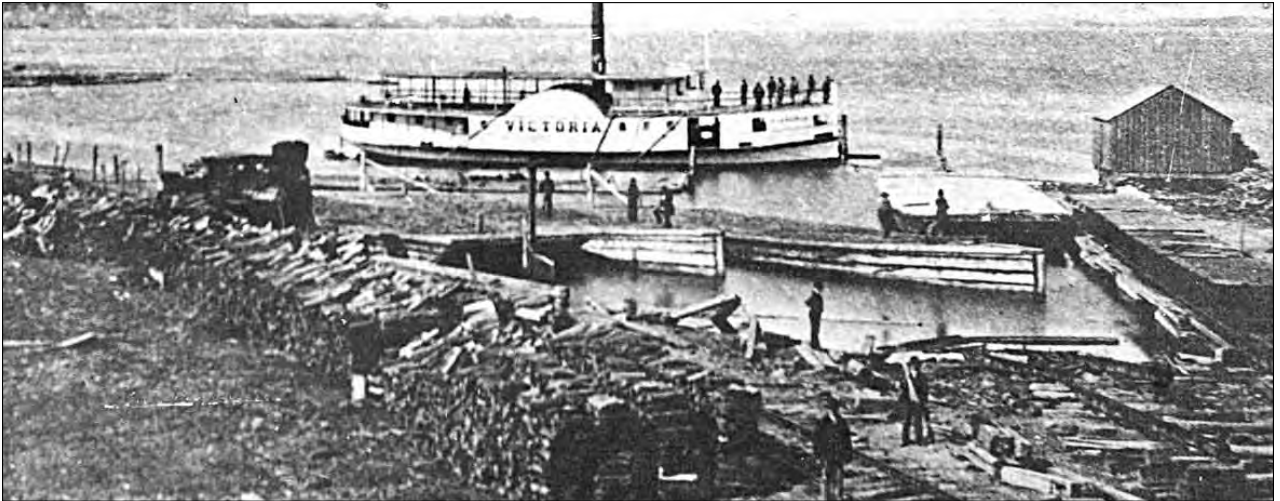
In addition to the business uses, the wharf was also an important gathering place for excursions. Hundreds of residents would gather at the wharf to board one of the many paddle-wheelers that steamed up the lake to Washburn Island for picnics and celebrations.

By the early 1870s the lakefront had become a disgraceful mess. Mud and weeds infested the entire length of its rubbish cluttered shoreline, creating an eyesore for the village and a health hazard to its residents.

Following the arrival of the Port Whitby and Port Perry Railway, the railway company undertook a massive project to improve its facilities. The project not only helped clean up the despicable condition of the lakefront, but also added to the commercial viability of the railway and steamships.

The second wharf to be built on the lakefront got underway during the spring of 1873, under the capable leadership of Baxter R. Kimball, superintendent of the railway. Large crews of men began construction of a massive railway and steamboat

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The steamship Victoria is seen here approaching the new Port Perry wharf, circa 1880. Here logs, lumber and other products bound for the train, were loaded and unloaded. In addition, the dock was used for loading people onto excursion boats.

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wharf which would stretch more than 320 feet out into Lake Scugog.

The permanent wharf was constructed by submerging cribs of large timbers from the shoreline out into the lake, and then filling the space between the cribs and the shoreline with brush.

Next the crews set to work with a dredger outside the timbers, throwing the dirt removed from the lake on top of the brush. This method of construction allowed them to raise the level of the wharf as high as desired, creating a massive, sturdy structure. It was on this new wharf the company laid railway lines.

When completed, steamboats bringing lumber and other products to Port Perry, or picking goods up for delivery to Lindsay and points north, were able to dock right along side of the wharf to meet rail cars which lay waiting to load or unload their cargos (see photo above). It also became the main docking point for steamships and the embarkment point for excursions up the lake.

Exactly when the deck of this large wharf was dismantled is uncertain, but 115 years after it was built, more than thirty of the hand-hewn logs, which formed the cribbing for the large wharf, were removed from the lake in front of Palmer Park. Each of the logs measured 16"x16" by 40 feet long.

The third, and most familiar wharf located on the lakefront, is still in use to this day.

Construction began on this dock,

partially funded by the federal government, in June 1914 and the structure was completed in September 1915. Building the 210' long pier required 4,405 bags of cement, 381 loads of gravel and 958 loads of stone.

About a year later, a petition was sent to Ottawa, asking that provisions be made for a bathing facility at the end of the dock. With approval given, a change house for bathers was constructed just off the north side, built on piles.

The lakefront became a very popular spot for swimming during the 1920s and 1930s and council installed a spring-board at the end of the pier in 1924. In July 1938, the newly formed Port Perry Lions Club replaced the old diving platform on the pier.

Over the years, the change house became known locally as the "dockhouse". Inside, the building was divided into two sections, one for boys and the other for girls.

Since the dockhouse was not built directly on the cement pier, but on wooden piles alongside the

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These large crib logs were removed from the bottom of the lake in February 1988.

continued from previous page

dock, it required constant maintenance due to decay and ice damage. In the spring of 1958, ice crushed the deteriorating pillars causing severe damage and the building began to tip into the lake, spelling the doom of the unique little house on the pier:

The following year, the local council decided to remove the aging dockhouse and offered it for sale by tender. It was removed from the end of the pier in March 1959, after serving the community for 44 years.

Although there is no longer a "dockhouse", or a spring-board, this wharf constructed more than a century ago is still a popular place for residents, visitors, and boaters coming to the community to enjoy.



The dockhouse in 1958, before it was removed.

49

Many killed, injured in wagon accidents

During the 17th century, before the automobile, accidents were frequent with horse drawn buggies and wagons



OCTOBER 1870 - William Stonehouse, 19, was killed during construction of the Primitive Methodist Church in Reach. The young man slipped and fell under the wheels of the wagon hauling sand.

Nov. 1870 - David Hooey, Esq., Deputy Reeve of Cartwright, a highly esteemed member of the community, died instantly after being kicked by a colt.

May 1874 - James Smith, a 23 year old worker at Sexton's Saw Mill was killed when he got caught in the main driving belt and carried round the drum.

May 1880 - Mrs. Robert Henry was killed when she fell off the wagon her husband was driving, while bringing a load of grain to the market in Port Perry. She fell between the wheels, with the back wheel passing over her body.

November 1889 - A visitor to town, A.J.D. Mingeaud, died at the St. Charles Hotel, after becoming intoxicated and made the victim of a practical joke. He was placed in his bed and cold water thrown on

him, then left, with the windows open. By morning he was in a state of collapse, from which he died.

July 1890 - Norman Davidson, working on the farm of Joseph Watson, Greenbank, was killed when lightning struck the barn. His brother was also struck and was paralyzed.

January 1891 - Rev. Dr. Carry, well known and respected minister of the Catholic faith, fell on the street and was dead within ten minutes.

August 1906 - Mr. Watson Hodgson, 79, one of Port Perry's most estimable citizens, was killed when his buggy was struck by a train at the Perry St. railway crossing.

November 1906 - Mr. John White of Cartwright was returning home from Oshawa with a load of potatoes when he was struck and killed by a train at a crossing just north of Raglan.

50

A DARK AND STORMY NIGHT

A SUDDEN WINTER STORM brought death and destruction to Port Perry in December 1919, and the victims of the storm were simply in the wrong place at the wrong time.

When the storm raged through the town on Saturday evening nobody realized how widespread the havoc and damage would be.

An 80 mph wind howled out of the south inflicting untold damage through Ontario, where at least two fatalities were reported.

The greatest and most sorrowful misfortune was that which took place on Queen Street in the town, when the upper half of the front wall of Beare's garage was blown down, burying beneath it three persons - Augustus Raines, his wife and his wife's sister, Miss Hazel Griffen.

The family had been downtown and were on their way back to the Town Hall. Following very close behind the trio was Hugh Lucas, who slowed up just a little before he reached the garage thinking he would not try to pass the group since he was going to turn at the next corner.

Mr. and Mrs. Raines, and Miss Griffen were just a couple of steps from being out of danger when the garage wall crashed to the ground, pinning them under a mass of brick and debris.

Gus Raines, being the tallest and the farthest from the building, received the greatest weight of the blow, and doubtless broke the blow to some extent for his companions. He was badly crushed, his head being fractured at the base, causing compression of the brain, his shoulder was broken, and

his foot was ground to a pulp. His boot and rubber looked as they they had been through a threshing machine. He was completely covered with debris. His companions were badly bruised, particularly his wife.

Mr. Lucas, who was just steps behind escaped with nothing but a few splatters of dust and mud.

All were immediately given medical attention by Dr. Samuel Mellow and Dr. Robert Archer. At 10:30 a.m. on Sunday, Gus Raines died of his injuries. His wife survived the accident but was suffering considerably pain.

Gus Raines, who was a returned soldier who saw active service in France, was only married a little over two weeks ago. The sympathy of the entire community is extended to all the bereaved and his young widow

The funeral was largely attended, and places of business throughout the town were closed.



The upper structure of the Beare Motors building, at the corner of Queen and John Streets, was toppled to the ground, during a storm in December 1919, killing one and injuring two others.

HERE A DUMP THERE A DUMP



THERE'S A GOOD CHANCE that most residents and visitors to Port Perry don't realize there are times when could be driving or strolling over the town's old dumps. If you're playing ball along the lakefront, walking the old rail line trail, or shopping for furniture near the causeway, you could be treading over one of the town's former garbage sites.

There is an old saying that only two things in life are sure - that being death and taxes - but possibly dumps should be added to that list.

People have had to get rid of their garbage for as long as man has inhabited the planet, although by today's standards, dumps of a century ago would have been little have been no more than small pits in which to get rid of scraps and bones.

Today, dumps have become big business as governments struggle to get rid of thousands of tons of garbage which include plastics, bags, bottles, metal tins, packaging and almost anything you can imagine.

Here in Port Perry, we've traced back the disposal of garbage as far as possible, but the earliest mention

of dumps we could locate came in December 1922 when the Village of Port Perry passed a by-law to provide a "Dumping Ground" which the town fathers could regulate.

Prior to this by-law, garbage disposal was unregulated and trash of all kinds was being dumped along the east and west sides of Water St. between Casimir and Scugog Streets (7A Hwy.), with no controls over what was being thrown out.

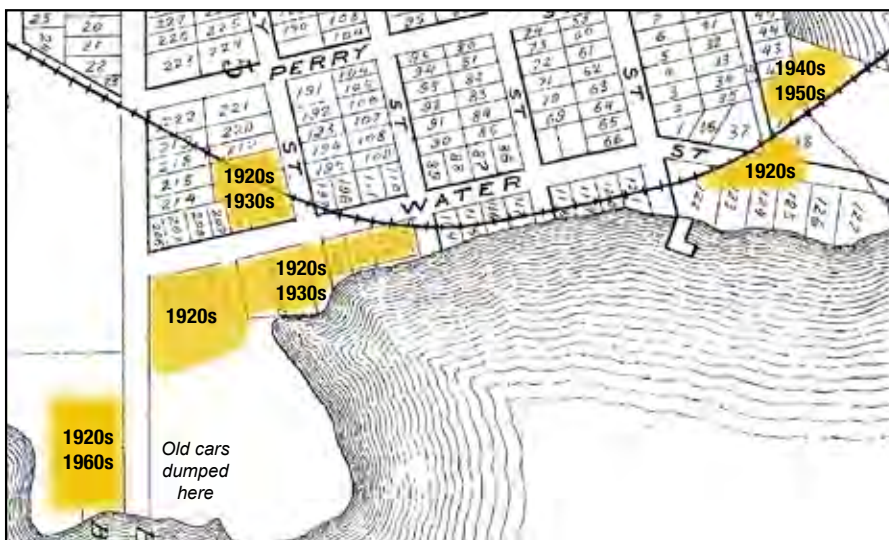
To take control of the issue, in March 1922 the Village passed its first by-law, prohibiting dumping garbage in the old dump along the south end of Water St. (see bylaw on opposite page).

A new dumping ground was established at the

north end of Water St. where an area was staked off near the lake, adjacent to the lands of the Union Milling Co. (now location of the Scugog Library and Port Perry Marina).

An April 1927 article in the local newspaper reported, "due to widening of the Scugog Bridge (the causeway), arrangements have been made for citizens requiring to dump rubbish, to dump it on the south side of the bridge, not on the bridge."

It was when this dump, near the west end of the causeway (Scugog Bridge) was still being used that a rumour began suggesting the cause-



This map provides the approximate locations and timelines of Port Perry dumps during the early to mid-1900s. Note that all of the dumps were located along the streets abutting the lake, or a very short distance from the water's edge.

The 1922 Bylaw

Bylaw 810 - A bylaw to provide a Dumping Ground for the Village of Port Perry and to regulate same.

That whereas a certain area lying to the east of the travelled road on Water Street and between Cinderella and Scugog Streets in the Village of Port Perry has hitherto been set aside and permission given to the public to dump refuse thereon of a non-objectionable character.

And whereas this road has not become a much travelled road and leading thoroughfare therefore it has become necessary in the interest of the adjacent property holder and in the public interest to discontinue this practice.

Therefore the Village of Port Perry enacts as follows:

- That on and after the publication of this bylaw it shall be an offense to deposit any kind of material, refuse, garbage or rubbish on aforementioned lands or within the area so described (except clean dirt or ashes under the direction of the Street Commissioner) under penalty of \$10 for each and every offense.
- And it is further enacted that an area be staked off at the north end of Water Street at the lake, adjacent to, but not on, the land of the Farmers Union Milling Co. upon which the public may deposit refuse.
- Provided however that nothing of an offensive nature or which may become a nuisance or dangerous or injurious to health be so deposited.
- That any person or persons violating this bylaw by depositing or causing to be deposited any matter or material of an offensive nature as aforesaid shall be liable to a fine of \$10 and cost and the charges for removal of the said nuisance.
- And it is further enacted that the Constable shall post placards on Water Street on the section hereinbefore mentioned warning the public of the withdrawal of the dumping privilege heretofore permitted and advising them of the imposition of the fine.

Dated December 11, 1922



Dump located beside the former railroad line, during the 1940s. The old grain elevator can be seen in the distance.

way had been built on top of old automobiles.

But the rumour about the causeway having been built on top of hundreds of old cars was untrue, according to information provided by lifelong resident Bill Carnegie before he died.

Bill explained the rumour got started because in January 1931, following a fire at the Carnegie Ford dealership (located behind the former Home Hardware), the burnt-out shells of a number of cars were hauled to the lakeside dump near the causeway where they were disposed. Many of the cars ended up at the water's edge, but were removed when the causeway was expanded by the provincial government in 1961.

Further research reveals no further information about this dump site, although it appears from newspaper articles that dumping was taking place on both sides of the roadway (7A Hwy.), which today would be the land been adjacent to the Independent grocery store parking lot on the north side and the Homestead Furniture property on the south side.

No further mention of Port Perry's garbage dumps could be found for 15 years, but in August 1943 the newspaper reported a new site for the town dump had been selected, north and west of the current dump, along the old C.N.R. track beyond the limits of private property.

The article went on to report, "What has been an eyesore at the lakefront for sometime is to be cleaned up and the town dump is to be moved to a new site. Great carelessness has been shown by a number of people in the way they have scattered rubbish of all kinds, not only on the dump itself, but along the road side to the 'Curts' corner (Dairy Queen corner) and across the Scugog Bridge."

The following week the Village placed an advertisement notifying ratepayers that all dumping of garbage and junk at the dump south of Reesor's Sawmill (7A & Water St.) had been forbidden by the Provincial Board of Health. Violators, they said, would be subject to legal action.

The new dump along the old railway line (see photo at left) was used until the 1959 when a delegation appeared before council requesting it be moved from Water St., claiming it was an eyesore and source of contamination.

In June the following year, the town announced a new location for the town dump had been opened south of Hwy. 7A, near the causeway. A rather strange decision as this had been one of the dumps sites back during the 1920s and 1930s.

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The Durham Region dump on Regional Rd. #8 just before it closed in 1989.

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The new dump was fenced off with a padlocked gate, and was only open three days a week, Tuesday, Thursday and Friday from 9 a.m. to 4 p.m.

An article in the Port Perry Star reported; *"The former dump area has been closed off and anyone found dumping in an unauthorized place will be issued a summons."*

The Hwy. 7A site was used until 1971, when the Village of Port Perry, along with the townships of Reach and Scugog agreed to share the cost of a landfill garbage disposal area, that would be used jointly by the three municipalities. The site picked was located on Regional Rd. #8, just west of the Port Perry town limits. This is the current site of Scugog Township's garbage transfer site.

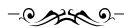
This site operated efficiently by the three municipalities until 1975 when it was taken over by the Region of Durham. In July

1988 the Region's works department recommended that the Scugog landfill site be closed, since it was reaching its maximum for garbage. The last load of garbage was dumped in this site on March 31, 1989.

After being closed, the Region of Durham spent a couple of years reclaiming the entire site by covering it with clean fill. A few years later a garbage transfer site was constructed on the property. This is the same waste disposal station that is in use to this day.

When the site first opened, local residents were allowed free dumping privileges, but that ended in December 1996 when Durham Region announced a \$2 dumping fee at local garbage transfer stations. Many residents were angered by the \$2 charge insisting it was a 'user fee' for a service they already pay for in their taxes.

Today the Port Perry Waste Disposal Site accepts all types of garbage and recyclable materials. All vehicles, including cars, vans, and pickup trucks are subject to waste disposal charges based on the weight of material disposed. The minimum cost to dispose of household garbage at this site is \$5 per vehicle per load.



Blast frightens wolves away from her man

THE FOLLOWING story is an account of an incident involving Reach Twp's. first settler, Reuben Crandell, Sr:

One evening Reuben went out as usual to hunt for his cow. He listened for the bell, but could not hear it. So he kept wandering farther and farther away from his cabin. Still there was no sound of the bell, but soon another sound was heard - the howl of a wolf. Presently another wolf spoke up.

One by one they joined the chorus until the whole pack were in full cry. Just about this time Reuben realized he had strayed from his usual paths, and was lost in the woods without a gun.

Back in the cabin, Reuben's wife Catherine, could hear the wolves howling and she knew that her man

was wandering about somewhere out there in the bush without either an axe or rifle.

So Elizabeth took a big old musket and laid it across a log outside the cabin door, after having loaded it with an enormous charge of powder. Then she tied a yarn string to the trigger, and passed the end of the string through a crack of the door. When she got the door shut and was safely inside, she pulled the string and a tremendous noise followed. The sound echoed through the woods. Reuben heard it and understood.

The shot saved Reuben's life, for it guided him home and scared the wolves from his path, as they are greatly frightened by the smell of gunpowder. Settlers mixed it with tallow and burn it to scare the wolves away.

Reprinted from Samuel Farmer's, On The Shores of Scugog

52

Cedar Stone Park

GEORGE AND RUTH STONE were young farmers, near Greenbank, when they came up with an idea to build a public park on the south end of their property. And it wasn't long before their idea was put into action.

The Stones reasoned that residents of the area had nowhere to go for recreation. There were no provincial parks in the district, and nobody had pools at their homes, so there was a need for a family swimming and picnic facility.

A drag-line was hired in 1958 to begin work on their property, about a mile north of the village of Greenbank, just north of the 12th conc. of Reach.

Work continued on Cedar Stone Park throughout the summer and the park opened in 1959 with a swimming pool, washrooms, pavilions for family reunions and church picnics. There was a small snack-bar which served up Pure Spring beverages made in Port Perry, ice cream, hamburgers and hot dogs. There was playground equipment, pony rides for the kids and horseshoe pits.

The park name, as Ruth Stone recalls, came due to the large number of cedar trees on the property, and a large stone they found located near the entrance to the park. Of course it didn't hurt that their surname, Stone, fit in with the park's name.

The first item on the list for the Stone's was to build a large pond, which was used to fill the swimming pool they installed. The pond and the pool, were located on a low hill, so the pool could be filled with water by gravity. The same system, using gravity, was also used for draining the pool in the fall.

George and his uncles, who had little experience with pools, installed a 100'x40' pool. It was constructed with cement blocks which were parged to hold the water in. The deep end of the pool was 13 feet deep and it tapered to about 18 inches at the other end.

Cedar Stone Park opened in 1959 to the delight of the surrounding communities. People would travel from great distances to enjoy a day

in the sun, swimming and enjoying the park's facilities. It became a popular destination for family reunions, church and school picnics.

Operation of the park was taken on by the entire Stone family. Ruth and George managed the day to day operation, while son Dan became a life-

guard. They offered Red Cross sanctioned swimming instruction from Beginners to Seniors, and of course hired area teenagers to provide swimming lessons and serve as lifeguards.

The park became a popular spot for area farmers, especially during haying season. The park stayed open until 10 p.m., and provided night lighting, so after a day toiling in the fields, the farmers would leave the fields and arrive a Cedar Stone to cool down in the pool and relax with their family late into the night.

The Stone family operated Cedar Stone Park until about 1965 when it was sold to a Greek family from Toronto who continued to operate it as a park for their friends.



Cedar Stone swimming pool, June 1959, just before the park was opened.

did you know?



Scugog Township in 2010 boasted a modest population of about 22,500 residents with a projected increase of about 2,000 people over the next decade.

Population in the town of Port Perry is about 9,500.

Looking on Port Perry's growth over the past 125 years shows some interesting population fluctuations...

1876.....	2,033	1981.....	2,827
1920.....	1,200	2001.....	7,395
1942.....	1,235	2006.....	8,499
1963.....	2,353	2010.....	9,500

Perhaps the most interesting statistics took place in November 1874. The census reported Port Perry's population at:

1,720 people,	43 hogs,
140 horses,	17 sheep
118 head of cattle,	68 dogs.

Sorry cat lovers - there was no mention of our feline friends.

53

TYPHOID

ONE OF THE MOST poignant tomb stones in this region lies in the Pine Grove Cemetery in Prince Albert. Carved into the Moom family tombstone is the following inscription.

James Moon 1819 - 1896
Catherine Mark 1830 - 1916
also nine infant children

That's all. No names, no dates, no explanations, just the stark statement, "Also nine infant children."

The obituaries in the *Ontario Observer* reveal a horrible story. On July 20, 1876, Sarah Moon, passed away. She was only five years old. Less than two months later, on September 7, the death of Susan Moon, age 16 years, seven months and seven days was recorded. Two weeks later, Maria Moon, four years old, died.

The tragic story behind these untimely deaths is to be found in the history of epidemics. In the fall of 1873 typhoid fever made its appearance in New York City. From there it spread throughout the city and became an epidemic. It then began its perilous journey throughout North America.

Death notices which appeared in the newspapers rarely gave the cause of death. In the obituaries, the cause of death was given on some occasions but families and the press were reluctant to report typhoid as the cause of death largely because of the implications of having a family member die of a communicable disease.

The death certificates signed by the coroners, however, could not hide the extent of the epidemic. Dr. Ware in Prince Albert, Dr. Richard Jones in Port Perry and Dr. Montgomery in Blackstock were kept extremely busy fulfilling their duties.

The typhoid epidemic of 1873 did not appear in Reach and Cartwright until 1874, reaching its height in 1875. In the months of January and February 1875, those who succumbed were among the adult population.

The *Ontario Observer*, the newspaper which served Reach and Cartwright townships at the time was a weekly paper. Normally there would be three or four death notices scattered throughout a month's issues of the newspaper. During 1874, '75 and '76, it was not unusual to see that many in a week!

It should also be noted that during the epidemic, many families never bothered to announce the deaths of their relatives, particularly of their children.



Typhoid Takes A Toll

- Charles Paxton, 47 yrs., died on Jan. 7, 1875
- Mary Wilds, 20 yrs., died the following week
- Elizabeth Wilson, 40 yrs., died Jan. 1875
- Elizabeth Walsh, 2 yrs., of Reach Twp., Feb. 1875.
- John Webster of Brock, 1 yr. 10 months., Feb., 1875.
- Infant son of E. Bryans, 1 month, died March 4, 1875
- Jennette Byers, 3 yrs., of Greenbank, March 1875
- James Bentley, 32 yrs., of Utica, March 1875
- Cyrus Lebar, 1 yr., died at Port Perry, March 1875
- Herman Diesfeld, 1 1/2 yrs., of Port Perry, March 1875
- Susan Mary Carscadden, 5 months, died March 28 1875
- Reverend Robert Reynolds died May 23, March 1875
- Mary Dickie, 2 yrs., died on May 26, 1875.
- John Dickie, father of the child died in February 1876.
- Gerrow twins (unnamed) One died at 10 days, on May 12, 1875, and the second twin boy died one week later.
- William Morris, 2 months, Port Perry, died in May 1875.
- Francis Cook, 2 yrs., 9 months, died May 1875
- Mary Gilland of Brock, 22 yrs., 3 months, May 1875

There were numerous more deaths in the months to follow, but this gives an idea of the impact the Typhoid Fever caused in the Port Perry and Lake Scugog area.

54

The Tragic Murder Of **MARY JANE COOPER**

THE LIFE OF MARY JANE COOPER was not an easy one. She suffered greatly from her heartless husband, who was constantly in the habit of abusing and starving her and their seven children.

Things got even worse in the middle of October 1879 when her husband, Thomas came home and found fault with her, because some seed beans from their garden had not been pulled.

When Mary told him she had pulled all the beans that were ripe, he struck her a savage blow on the face with his fist, and followed up with a brutal kick to her left side, knocking her down instantly. Mary at the time was three months pregnant.

In an attempt to escape she managed to crawl out of doors and called out "murder!" He rushed out and grabbed her, kneeling heavily on her chest and seizing her throat, compressing it with such force that she began to bleed from her nose and mouth.

She faced him and said, "You have given me a death blow," to which he made a brutal reply and walked off.

Mary was confined to bed during last week in December, her unborn child having died but not aborted. Mary died on January 2, 1880 with the cause of death registered as being blood poisoning.

An investigation took place following her death, including an interview with Mary Strutt, the mother of the deceased woman. In March 1880, the County Crown Attorney secured the assistance of S. J. Holden, J.P. who issued a warrant to arrest Thomas Cooper. Constable Tripp immediately travelled to Port Perry where he secured the help of Constables McKight and Harrington to assist him.

They proceeded to the house of Thomas Cooper, located about one mile from Port Perry where they showed Cooper the warrant and proceeded to execute it. The prisoner was placed in his buggy and

transported to Whitby where he was placed in the gaol and charged with the wilful murder of his wife.

Thomas Cooper was described as 45 years old, powerfully built man and standing over six feet tall. He was a member of the London, Metropolitan Police Force, from which he was discharged some years ago.

Thomas charged with manslaughter at inquest held in Prince Albert

An inquest was held in Prince Albert, Ontario on March 24, before Coroner Dr. John E. Ware, on the body of the deceased, which had been exhumed for that purpose.

The principal witnesses were the mother and daughter of the deceased, whose evidence went to show that the Mary Jane Cooper had been beaten by her husband in October last, and that she had stated on her death-bed that she felt herself to be dying from the effects of the injuries inflicted.

The jurors summoned to investigate the cause of her death reported, that after careful consideration of the evidence they were opinion that the said Mary Jane Cooper came to her death, by injuries received from her husband.

The prisoner was held for trial on the charge of manslaughter:



About two weeks later, Thomas Cooper was brought before the court in Whitby, for the trial of the murder of his wife, was commenced.

Mary Strutt, mother of the deceased, was the first witness called. She said when her daughter Mary Jane Cooper died on January 2nd last, she was present.

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"When I got there I found her in a dreadful state. She was very weak. She kissed me and said, "Oh mother I am dying. It is through a kick from Thomas".

Following a lengthy hearing, the judge ruled there was nothing to show, beyond the opinion of the deceased, that death was caused by a kick or blow, that there, in fact, was no evidence to connect the blow with the death.

A verdict of "not guilty" was ordered to be recorded. The prisoner remained in custody to answer a charge of assault on a woman in pregnancy.



A second trial was held on June 10, 1880, at the County Court, Whitby, where Thomas Cooper was indicted for the unlawful assault of his wife, which caused grievous bodily injury, of which he pleaded "not guilty".

Following the trial, after hearing evidence from Mary Strutt, mother of the deceased; her daughters and neighbours, the Judge summed up the trial and the jury returned a verdict of guilty.

Prisoner Thomas Cooper was sentenced to two years hard labour in the penitentiary at Kingston.

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STREET OF MUDDY WATER

THE FOLLOWING report, by Ontario Observer editor James Baird, provides a glimpse at how poor roads and bridges were during the early days in the development of Port Perry and surrounding areas.

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

and grated at every step of the ponies.



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

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

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

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

Ontario Observer - April 1871

HOW BIG?

56



Fish Stories published in neighbouring town newspapers

Uxbridge Journal: June 1, 1888

Fishing season opened on Lake Scugog and it's estimated that three tons of fish were taken out of the lake the first day. Every available floater in the shape of a boat was in use; even washtubs were pressed into service - to hold the fish after they were caught.

Whitby Chronicle: June 22, 1888

The dawning of the 15th of June causes more stir and anxiety in Port Perry than does any other day of the year. On that morning the great Scugog fish-barrel is opened up and somewhere about 1,800 mouths are opened up also - to receive. This year they all had a great days fishing. The catch on Friday was good, some hooking as many as 30 or 40 fish.

Uxbridge Journal: February 21, 1889

A pair of really magnificent maskinonge were brought to town on Monday last and were greatly admired. They weighed 26 and 30 lbs. The largest was caught by a young man belonging to the Scugog Island Reserve, and the other was caught by a Port Hope man, who was elated at his first attempt at fishing through the ice at Scugog.

Uxbridge Journal: March, 1889

The lake must have been swarming with fish as one man alone on Scugog has sold in the past two weeks, over 2,000 lbs. of fish. They are being caught with a loop made of copper wire on a rod of iron. Those who have tried this "snaring" method, say it is the greatest fun on earth to fling a large maskinonge out on the ice and see him dance a "cotillion."

Such large quantities of fish have been taken out of Lake Scugog this winter by snaring, that Inspector McDermot is urging Ottawa to pass an Order-in-Council prohibiting that method of fishing.



North Ontario Observer, June 19, 1890

The open season for fishing commenced on Monday last and large numbers took advantage of it. Our lake was literally alive with fishermen, all of whom met with more or less success.

Mr. W. Thompson of Whitby captured 19 fine maskinonge and two bass; while Mr. J. Davison secured 20 "lunge" and three bass. The fish are very plentiful in the lake this year.

North Ontario Observer: June 23, 1892

That Lake Scugog is one of the best, if not the very best fishing ground in the province appears obvious from the success of the numerous parties who frequent that resort.

On Monday last, Mr. Gardiner, foreman of the Malleable Iron Works, Oshawa, landed a 32 pound maskinonge. Mr. S.A. Flumerfelt, reeve of Uxbridge caught 19 maskinonge, one of which weighed over 18 pounds. Mr. John Wilson of Port Perry was out for a few minutes on Tuesday and captured a 17-pounder.

TONS OF FISH SNARED ILLEGALLY IN SCUGOG

The spearing and snaring fish around the Scugog basin had long been an accepted way for early settlers to secure fish for their dinner tables – but during the latter part of 1800s, this method of fishing almost became an epidemic.

Lake Scugog became a hotbed for snaring fishing and the local newspapers of the day, reported thousands of tons of maskinonge and bass being hauled out onto the ice every day. Following are some of the newspaper reports:

Tons of muskellunge being snared in Scugog

“Lake scugog at the present time, has the novel appearance of a gold mining camp on a large scale. Its icy surface is completely covered with small structures, or houses, made of newly-sawn lumber. Each of them is just large enough to hold two men; and they are not tenantless, for fishermen are the occupants.

Provided with a decoy fish, and a few snares made of brass, copper or stovepipe wires, the fishers ply a curious trade. A peep inside one of these houses disclose two men anxiously gazing down into the water through a hole in the ice.

One man moves the decoy fish back and forth in the water beneath the ice, while the other manages the snare, which consists of a strong wire with a loop at the other end. The game is to decoy the muskellunge by means of the small wooden dummy fish, inside the charmed circle of wire. Then the word “yank” is issued and a big fish is landed out on the ice.

Upwards of two tons daily are now taken by this wire loop style of fishing, and Fishery Overseer George McDermot is in despair. That officer is reasonably afraid the splendid fishing of Lake Scugog will be ruined, and is wisely urging the department in Ottawa to pass an Order-in-Council prohibiting snaring.

Lindsay Watchman: March 21, 1888.

Inspector ambushes snare fishermen

A few weeks ago I called the attention of Inspector Watson, of Caesarea, to the fact that large quantities of muskellunge were being snared and sold in town and shipped to outside places.

If our visitors who come here to spend their holidays, want the pleasure of fishing for maskinonge on and after the season opens on 16th of June, the



inspectors will have to take sharp measures to stop the illegal snaring of fish now going on every day. Hundreds of pounds of maskinonge are openly sold and shipped every few days.

Inspectors Watson and Martin did put in an appearance on the lake and laid in ambush all night on Tuesday and Wednesday and caught several parties in the act of snaring fish.

Whitby Chronicle: March 20, 1896

Oshawa man lands 32 lb. musky

That Lake Scugog is one of the best, if not the very best fishing ground in the province appears obvious from the success of the numerous parties who frequent that resort.

On Monday last, Mr. Gardiner, foreman of the Malleable Iron Works, Oshawa, landed a 32 pound maskinonge. He was of a party from that town that were successful in securing big string. Geo. Cameron caught 19 maskinonge, one of which weighed over 18 pounds. John Wilson of Port Perry was out for a few minutes on Tuesday and captured a 17-pounder.

North Ontario Observer: June 1982

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The McCaw Girls



The McCaw girls, in no particular order, Elizabeth, Mabel, Cora, Emma, Florence, Marion, and twins Aileen and Kathleen.

JOSEPH BIGELOW and his wife Margaret Paxton were parents to only one daughter, Emma Josephine.

In what was Port Perry's biggest wedding of 1878, Emma Bigelow married W. H. McCaw. The wedding took place in the magnificent home that the Bigelows had built the previous year on Cochrane Street in Port Perry.

The house was large enough to accommodate the hundred or so guests. Emma and W. H. had eight stunningly beautiful daughters. Bigelow and his wife were finding that the house was too big for them alone so they invited their daughter and her husband to live with them and to share in the time and effort needed to keep the immense house in order. At sometime in the 1880's the McCaws moved into the Bigelow house on Cochrane Street and raised their eight daughters there.

Eligible bachelors from miles around came to

Port Perry to try to gain an opportunity to meet with a McCaw girl. They were the most sought-after young ladies in town, grand-daughters of the wealthy Joseph Bigelow and daughters of the highly successful jeweller, W. H. McCaw.

These factors evoked the prospects of a comfortable dowry. Although the Bigelows and McCaws would provide for the girls, it had to be realized that there were eight girls among whom that dowry was to be divided. For the more realistic among the suitors, beauty alone would be the lure.

On Sundays, eligible young men would be seen strutting in their Sunday best, peacock-like along Cochrane Street in the hopes of attracting the attention of a McCaw girl. But the most acceptable way of meeting a McCaw girl was to attend the Baptist Church at the north-east corner of Queen and Rosa Streets. Attendance rose astronomically while the McCaw girls were in their prime.



William H. McCaw and his wife Emma.

Many a young man having passed the hurdles of meeting and courting would then have the daunting challenge of sitting in the Cochrane Street front parlour with W. H. McCaw, asking for the hand of one of his daughters in marriage. He would then have to review his future prospects with the conscientious father, not a task for the faint hearted or untalented.



Two sons of James Carnegie, Arthur and David, each courted and eventually married a McCaw girl.

Elizabeth was the first born of the McCaw girls. She never married and lived to be 99 years old. Mabel was the second oldest – she married Art Carnegie. The third daughter, Cora, was an extremely talented artist and married Frank Coone. Emma was next in line and married John MacDonald. Florence, who married Frank Naismith, lived to be 102 years old.

Dave Carnegie married Marion McCaw, the sixth daughter.

Aileen and Kathleen were twins and were the last of the McCaw girls. Aileen married Harold Emmerson, father of George Emmerson, and Kathleen married Morley Honey.



The home of Joseph Bigelow, and the McCaws as it looked about 1900.



THE USE OF the term, “Beaver Meadow” can be traced back for more than 150 years in the areas surrounding Lake Scugog, but these marshy areas were not just common to this area. Beaver Meadows are the laborious work large semi-aquatic rodents, which create these marshy areas by constructing dams using trees, branches, mud and rock to dam rivers in which to create their dens or lodges. As a pond slowly drains, it creates a shallow grass-covered field, which became known as a “beaver meadow”.

The first printed use of the term “Beaver Meadow” in this area was found in an December 1857 issue of the Ontario Observer. Joshua Wright advertised in the newspaper's first edition, that he was purchasing hides of all kinds to turn into leather at his “Beaver Meadow Tannery”.

Wright's tannery was located on what is now King Street, Prince Albert, just west of the four-corners on the north side of the road. It was adjacent to the location of a large beaver meadow that stretched northwards from the village.

Possibly the most fascinating story regarding a Beaver Meadow, is found on the pages of the Port Perry Standard in April 1881, when it was reported that three men from the town were out shooting in “Beaver Meadow Creek” when they came across a large sea-

continued on next page

Leather! Leather!!

J. WRIGHT

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

At the BEAVER-MEADOW TANNERY, PRINCE ALBERT.

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

Highest price paid for Hides.

Prince Albert, Dec. 10, 1857. 1

Joshua Wright “Beaver Meadow Tannery” notice, Dec. 1857,

continued from previous page

monster. It was estimated to be 20 feet long with a large head and eyes as round as saucers.

There were many skeptics to the story and it was felt that the men had possibly tipped the “bottle” a little too often while out in the swamps. One of the men later returned to the scene of the sighting, but found no trace of the sea monster. (See story on page 48).

Another article, from the Whitby Chronicle of March 15, 1895, tells of two men heading out to shoot ducks. The story goes as follows:

“At the point where the Nonquon River empties into Lake Scugog, nature has done much for the hunter. A wide expanse of rushes and wild rice on either side of the current forms a fitting abode for water fowl of every kind, while in the cool depths of the dark blue water, the maskinonge and gamey black bass live in perfect harmony with their universal mother.

Early one morning early in October, Lije (Elijah J. Landger) stepped out of his shanty and called to his friend Steve (Peenuck), this is goin’ to be a good day for ducks. Get your guns and let’s go down to the mouth and see if we can’t get a crack as some o’ them.

“I’ll land you on the Beaver Meadow Point,” said Lije, “and you can settle yourself down snug behind a club o’ bushes, and then I’ll row round the bend on the other side of the marsh and scare out the ducks. They’ll fly right over you on their way to Big Bay and

you can pepper ‘em. When you get tired shootin’ just give me the signal, and I’ll come back”.

They had a good day, and on the way home, Lije, who seemed in the best of humour pointed at the pile of ducks in the boat and said, “Tell you what Steve, that ain’t no slouch of a days’ work. You’re a corker for ducks, and no mistake.”

“Steve, looks out there as if winter going’ to have a freeze-up before many days, and we’d oughter have one more crack at the ducks this fall. When you git through with your business, we’ll go back to the Nonquon and try our hand at Beaver Medder Point again.”

Of course this is just a small sampling of a three-part fictional story ran in the Whitby newspaper over three weeks.

Just over a century ago, an article reports that the Beaver Meadow Creek had washed out a great piece of the railway embankment where it crosses Simcoe Street. The washout, which was 30 feet deep and 60 ft wide, was created when a culvert under the road became blocked with ice and tore apart the embankment on which the railway tracks were located.

And in 1922, it was reported that unscrupulous fur hunters, on a large scale were illegally spearing muskrats in the Nonquon Creek and Beaver Meadow. Thousands of dollars worth of muskrat pelts were being taken by spearing through the roofs of their huts or setting traps inside the animals houses, which was against the law.

Shooting ducks at “Beaver Medder Point”



Aerial view of “Beaver Meadow”, nestled on the edge of Lake Scugog between Canturbury Common and Castle Harbour.

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The Tragic Death Of

BUTTON DEGEER

By all accounts, Button DeGeer was a healthy young man living on the 13th concession of Reach Township with his family, when he met with a tragic death on November 22, 1866.

AS THE STORY GOES – Button DeGeer had been in Uxbridge during the afternoon of November 21st, and upon returning home later in the day, he appeared to be in good health. But not long after retiring for the night, he was seized with convulsions.

As the severity of his disorder continued, his wife Maria, begged Button to let her call the doctor, but he refused help, so she sent her young daughter, Libby, to the home of their neighbour, William Tomlinson, for assistance.

When William arrived, he found his friend to be in a serious condition, and recognizing the urgent need for medical help, sent for the doctor who lived miles away in Greenbank.

When Dr. Culling E. Knowlys arrived at the DeGeer home he immediately administered 30 drops of the aromatic ammonia and asafetida to his patient, but with no effect. An agonizing 10 minutes after he arrived, Button DeGeer took his last breath.

Due to the nature and severity of Button's symptoms, along with Mrs. DeGeer's admission that she had given her husband a drink of water from a teacup in which the evening before she had dissolved strychnine for the purpose of making poison for rats – Dr. Knowlys deemed it his duty to bring the case to the notice of a coroner.

After being notified, Dr. John E. Ware, of Prince Albert, proceeded at once to summon

a jury, and hold an inquest.

During the inquest Dr. Knowlys said he had been called about one o'clock on the morning on the 22nd and found Maria DeGeer and her neighbour William Tomlinson frantically tending to Mr. DeGeer.

The doctor went to the bedroom and found that Mr. Button's pulse was going so fast that it was impossible to count. His face was flushed and covered with a profuse perspiration; the pupils of the eyes were strongly contracted and he was labouring under strong tetanic convulsions.

Maria told Dr. Knowlys that her husband had experienced a similar attack a few weeks earlier and that chloroform was the only thing that gave him relief. She had given him chloroform under the directions of Dr. Langstaff, a Richmond Hill physician.

Maria was the principal witness, and she gave evidence that she purchased strychnine from Dr. Langstaff on the day before her husband's death to poison rats and mice. She dissolved a portion of the strychnine in water, then mixed with it molasses in an ordinary teacup, and put it on plates to attract the vermin.

She tied up the package of strychnine and placed it on a shelf in the cupboard and warned her children not to go near it. Then without thinking, she put the teacup back on the shelf without cleaning it.

Later than night her husband asked for a drink of water, she brought it to him in the same teacup she had used in preparing the rat poison. Almost immediately her husband was seized with convulsions, but at that point she did not connect his condition with the drink from the teacup. She then administered chloroform, which gave him temporary relief and kept him calm for two or three hours.



Maria testified that the instant she took a sip from the same teacup, and tasted the bitterness of its contents, that she realized the awful mistake she had committed.

Dr. Richard Jones and Dr. C.E. Knowlys made a post-mortem examination and gave it as their opinion, from the rigidity of the muscles, the healthy state of the vital organs, and the general symptoms of the case, that Mr. DeGeer died of tetanic convulsions, induced by some cause unknown to them, but resembling those produced by the use of strychnine.

Maria asked the jury that she not be blamed for her husband's death, as it had been a terrible mistake

Dr. Knowlys testified that Maria had told him about her use of chloroform to help her husband and that she had done everything she could to save her husband.

The doctor also affirmed she did not try to hide anything, saying she admitted her use of strychnine to kill the rats, and produced the teacup which still contained a small portion of something like water. She had also given the doctor a plate, containing molasses with some white powder on the surface thought to be strychnine.

Dr. Knowlys said that he could not fully account for the death of Mr. DeGeer in any other way than some poison having been taken into the stomach.

Maria gave her husband a drink of water, using a cup which had been used to mix strychnine, to kill rats

The investigation ended with the following verdict brought in by the jury – "That the deceased came to his death by poison (supposed to be strychnine) administered by his wife, through mistake, with no evil intention."

Coroner, Dr. J.E. Ware, strongly objected to the verdict and refused the verdict three times, but subsequently consented to record it. Relatives of the deceased were also unhappy with the proceedings, and applied to the coroner for another inquest.

The *Observer* editor, in a written comment following the inquest said:

"It cannot stop here, it will certainly be investigated much more thoroughly. Such an abuse of deadly ingredients never comes under notice.

Why procure both strychnine and Arsenic?

Why mix and work with them every night and leave them exposed all over the house, and leave some of it in a tea cup beside the water pail?

Why all this abundance of Opium, Laudanum and Chloroform?

Why to Richmond Hill to procure poisons?

What authority had Dr. Langstaff to let this woman have all these poisons?

What quantity did she get and hundred other such questions?"

In conclusion, the editor of the *Ontario Observer* wrote: "It cannot be denied that the sad event is surrounded by considerable mystery, which, if possible, should be cleared up. Mrs. DeGeer is, at least, guilty of gross carelessness.

The Reverend T. DeGeer, father of Button DeGeer, defends Maria's integrity

Three weeks after the death of his son, Rev. T. DeGeer wrote a letter to the *Ontario Observer* in which he state – "My son, Button DeGeer and his wife had been in Toronto, and on their way home stopped at Richmond Hill for the night. Richmond Hill being the town they had previously lived in for about eight years before moving to Reach Twp.

While in the town, they paid a visit to Dr. Langstaff, who had been Button's doctor during a period of four years illness. He not being well at the time, received a bottle of medicine from the doctor.

Dr. Langstaff said the chloroform was for the purpose of making up a prescription for neuralgia, and as for the laudanum he declared Button took it regularly, and could not do without it.

His wife, Maria, knowing that she could not procure poison from a druggist, asked Dr. Langstaff to provide her a little poison to kill the rats around their home. The doctor gave her a little strychnine, and also some arsenic.

Reverend DeGeer finished the letter to the *Observer* editor saying – "As father of the deceased, if I thought there was any just cause to suspect foul play shown my dear departed son, by his wife, would be the first to bring her to justice.

But from the perfect knowledge I have of her moral character and kind disposition, I believe her to be incapable of knowingly doing wrong; and would willingly defend her against all malicious insinuations in any court of justice to which I may be called."

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A Jealous Wife's Commandments

1 Thou shalt have no other wife but me, nor shalt thou in thy sleep, dream of other women;

2 Thou shalt not take unto thy house any beautiful, sly, brazen image of a servant girl to make love to when my back is turned, for I am a jealous wife:

3 Honour thy wife's father and mother... wear a smile when they meet thee;

4 Thou shalt not be behind thy neighbour, but outshine him in dress thy wife and babies.

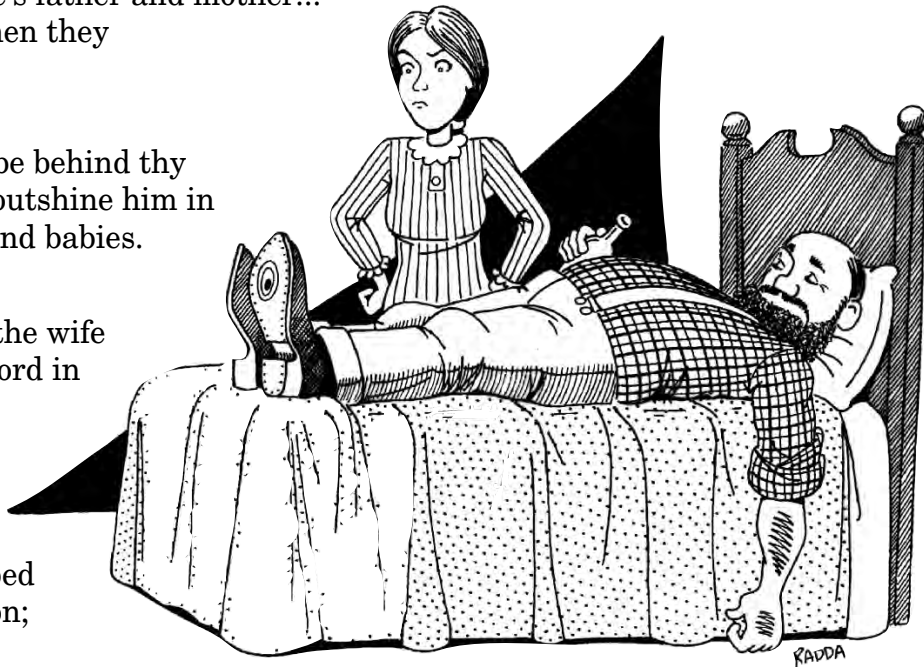
5 Thou shalt let the wife have the last word in every row;

6 Thou shalt not get drunk, or go to bed with thy boots on;

7 Thou shalt not say nice words to other ladies in my presence; nor praise them in our privacy - remember, I am a jealous wife;

8 Thou shalt not stay out after nine o'clock at night, nor snore at my side, nor kick in thy sleep;

9 Remember, oh, though Benedict, these commandments and keep them holy, for they are the law and gospel.



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SHORT
STORIES

J. PETER HVIDSTEN