

The Heritage Gazette of the Trent Valley

Volume 13, number 3, November 2008

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Cover picture: The Peterborough Fire Department celebrated its 100th anniversary as a professional fire department by hosting an open house in conjunction with Doors Open 2008. Trent Valley Archives was a sponsor of Doors Open and worked with the Peterborough Fire Department in producing the history book, Fighting Fires in Peterborough. (Credit: Elwood Jones)



TRENT VALLEY ARCHIVES

Trent Valley Archives
Fairview Heritage Centre
567 Carnegie Avenue
Peterborough Ontario Canada K9L 1N1
 (705) 745-4404
admin@trentvalleyarchives.com
www.trentvalleyarchives.com

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Fairview Heritage Centre
Peterborough Ontario K9L 1N1
(705) 745-4404

admin@trentvalleyarchives.com
www.trentvalleyarchives.com

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Heritage Gazette of the Trent Valley

Elwood Jones, editor
Ejones55@cogeco.ca
Gina Martin, assistant editor
Keith Dinsdale, Martha Kidd, John Marsh, Diane Robnik,
Don Willcock

Trent Valley Archives Trust Fund

Peter Lillico, Michael Bishop,
Tom Robinson

Trent Valley Archives

Diane Robnik, Associate Archivist
drobnik@trentvalleyarchives.com

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PRESIDENT'S REPORT

The last edition of the Heritage Gazette had a great story on W.H. Law and his attempts to form a company in Peterborough to build bridges. Council had the same problems one hundred years ago as it does today. It is interesting that George A. Cox stepped up to the plate, as he did on many other occasions. It explains why he was so successful financially. The story was well documented by Ivan Bateman who will continue the story in this edition.



We have been really pleased with our new innovation of a bike tour. Led by Bruce Fitzpatrick and Diane Robnik, the bikers tour the local trail system that has been noted in surveys on why Peterborough is one of Canada's most livable cities.

More people should write diaries. The musings of A.J. Grant, the superintending engineer for the Trent-Severn Waterway portrays some of his life AWAY from his work. Obviously, he enjoyed tobogganing and golf, activities that remain with us today. Thanks to Dennis Carter-Edwards for those insights.

Elwood Jones, our busy historian/editor informs me that this edition is shaping up to be a dandy. Dave Barry is back from a genealogical trip to England. There are some memories from 1929...a year many would like to forget...the stock market crash and out on the prairies, the dust bowl comes to mind. It is little wonder that a farmer from Saskatchewan moved to Fenelon Falls in the 1930s. We also have that story..

We are remembering Marlow Banks, an historian and writer til the day he died. His last writing involved Peterborough's Flying Training School. He sent me a copy just weeks before his death.

There are many more interesting stories involving the growth and "goings on" in the Peterborough and district area. Anyone who is the least bit interested in how Peterborough developed should not miss this edition, or any other for that matter. We are trying to work out a system where the Heritage Gazette will be made available to more people and at the same time increase the membership of the Trent Valley Archives.

Wally Macht

WILLIAM HARTILL LAW - ENGINEER AND ENTREPRENEUR (PART 2)

Ivan Bateman

The first part of this article, which appeared in "The Heritage Gazette" for August 2008, described the origins and events in the life of William Law leading up to his arrival in Peterborough in 1882. Some additional information has emerged that adds to and corrects previous information.

Elizabeth Grace Law was born in mid 1864, not late 1867. The marriage crisis developed soon after that because William departed Liverpool on 15 September 1866 on S.S. Saint David (1228 tons registered) for Quebec. He was 30 years old and accompanied by a new partner, Minnie, who was 24 years old and listed as his wife. Interestingly his occupation was given as a farmer, but since most male immigrants to Canada at that time were either farmers or labourers, his claim would not have raised any questions. The vessel arrived on 1 October and he was settled in Pennsylvania in June 1870.

His first contact with Peterborough was in April 1875 when he responded to an invitation to submit a tender for the construction of a bridge across the Otonabee River at Hunter Street. The bridge linking Peterborough and Ashburnham was urgently needed to replace a bridge that had collapsed due to faulty construction and maintenance.

The 43 tenders received were pared down to three, including one from the Vulcan Works of Pennsylvania by William Law. The work was awarded to the Canton Bridge Company of Ohio, but John E Belcher, the Town Engineer advising the Joint Committee reported that "the second in order of merit is that submitted by Mr. W.H. Law of Pennsylvania, which he styles a Trapezoidal Truss bridge, and is well designed and makes a handsome structure"

The Chairman of the Joint Committee was Peter Hamilton, who in 1881 suggested that Law be approached with respect to opening a car factory in Peterborough.

CENTRAL IRON WORKS

The County of Peterborough contained many wooden bridges that required frequent maintenance and some were so run down that replacement was the only sensible approach. This was a potentially lucrative opportunity for the Central Iron Works.

In early 1885 John Belcher, the County Engineer, was requested to submit plans to repair the swing section of the Wallace Point bridge over the Otonabee river and to use timber and old iron work in order to reduce costs. However, he objected to this approach as a poor economy as the resulting structure would be good for only 6 to 7 years. Council heeded his warning and a new wrought iron structure was specified. Three bids were received, one from Mr. Waddell of Trenton, another from Dominion Bridge

Company, and another from the Central Iron Works run by William Law, who received the contract and was paid \$2,300 for the work.

In 1887 Central Iron Works received orders for two iron bridges in the County, one in the village of Warsaw for \$1,505 and the other in Lang for \$1,500. Belcher recorded that "Mr. Law has most satisfactorily completed his contract in the iron superstructure".

On 14 May 1887 the Examiner reported that Central Iron and Bridge Works had received a new steam hammer, "a mammoth piece of iron weighing 20,000 pounds", made by Bertram and Co. of Dundas. It arrived at the G.T.R. station on Bethune Street and was removed by means of the G.T.R. "raising" car, which was brought from Lindsay. The Review gave its weight as 14 tons or 28,000 pounds and said the ram alone weighed 2,000 pounds. It was capable of 100 blows a minute. The force of the blow could be adjusted to be "as delicate as to crack a nut, or to flatten a twelve inch square of iron". The \$1,700 hammer was specially designed with several improvements suggested by Law.

There was no rail spur to the Simcoe Street factory. It probably took several hours to move the hammer from the rail track to the factory, perhaps using a simple bed of logs and a team of horses

On 26 August, the Examiner reported that an iron bridge of three spans, two of 64 feet and one of 104 feet, manufactured by Central Bridge was being shipped to Thamesville to bridge the river. The number of spans suggests that this would have been for the G.T.R. crossing of the Thames west of the village. A lighter note was struck in the Examiner and the Review three days later when a fire was reported on the roof of the building complex variously described as Central Bridge and the Lock Works. The Review headline read "Great Fire."

At fifteen minutes after two o'clock this afternoon the Fire Brigade was called. It took just a minute and a half to get the apparatus out of the station. The fire was located at the Lock Works but it was so small that it could scarcely be seen without "specs". A spark from a chimney had fallen upon the dry shingles and it lay smouldering there. Engineer English strapped a babcock on his back and went upstairs to attack the "smoke" from in under, but when he got there the roof showed no flare and so he came down the stair. The boys outside run a ladder up and Jack Hayes whistled across to the hydrant to let him "have a little". After the shingles were raked off Jack gave the spot a splash and then turned around to the crowd and announced that the fire was

out. Damage 10 mills, fully covered by insurance.

Carnegie in May 1887 asked Town Council to close Water St. south of Sherbrooke Street. Council agreed despite opposition from some citizens and the Examiner. Work began in the 1887 building season to make additions to the former Romaine Brickworks, and the C.P.R. spur was built on trestles along the west bank of the Otonabee river. All was ready by 1 January 1888. The Review reported:

LAW'S NEW IRON WORKS BRIDGES, NOT BRICKS, TO BE MADE AT THE RIVER SIDE

The smokeless chimney at the "Romaine" brick works, which has for many years stood as a monument of ill ended enterprise, has at length been brought into use, and the white cloud that now curls from its tall top gives evidence of renewed activity below.

In the beginning of the building season Mr. T.M.D. Croly and a staff of men started the work of transforming the building from a brick and tile factory to a place suitable for bridge building. Mr. Croly had quite a contract on his hands. First of all, he had to move away the huge piles of brick, which built up the kilns. The quantity of brick in these kilns was two hundred thousand. The roof was to be supported by an extensive system of truss work, and other buildings were to be built. This has been done so satisfactorily that Law's Iron and Bridge Works has amongst the most commodious premises of any similar manufactory in the country, covering as they do, about two and a half acres of ground.

The labor of moving the plant from the factory on Simcoe Street, is over and everything is in nice running order.

THE DEPARTMENTS

The departments in the works are four in number: The blacksmith shop, two machine shops, and the offices. The blacksmith shop is situated at the north end of the main building. It is 40 x 90 feet. The large machine shop is an immensely large place, 156 feet long and 58 feet wide. It is entered from the blacksmith shop by an arch cut through the wall, while a similar aperture at the opposite end gives admittance to the smaller machine shop, or more properly the finishing department. The offices, 30 x 30 in connection with the works faces Dalhousie Street. There are two apartments both comfortably furnished and supplied with the latest conveniences. Besides these buildings there is an iron house 28 x 60 and coal sheds 15 x 60.

ANALYSIS OF MACHINERY.

The works are fitted with the best fruits of the inventor's skill in point of machinery. The whole establishment is equipped in such a manner as to turn out all kinds of bridge work,

of the best workmanship, at short notice. The blacksmith shop contains, among other machinery, six forges. A number 4 fan blast raises the necessary wind for all six. It revolves at the rate of 2500 turns per minute and the breeze that it generates is conveyed not only to the forges in this department but to the rivet forges in other parts of the works. The ponderous steam hammer which Mr. Law recently imported is fixed on a firm foundation in close proximity to the forges. Its capacity for tremendous execution has been fully described in the REVIEW heretofore, and no further mention of it, therefore, need now be given. The machinery in other departments consists of an automatic bolt cutting machine, heavy and light punching machines, both horizontal and vertical; shearing machines for both plate and bar iron; a straightening machine for reducing almost any kind of iron in a proper curve or for taking out an objectionable curve; a sawing machine, used for sawing cold iron or steel. The cutter is capable of sawing a block of iron 8 1/2 inches thick by 24 inches wide. Drilling machines, horizontal borers, lathes, planers, shapers, and other minor machines make up the full complement necessary to successfully carry out a business of this kind. Mr. Law is determined to have his works so fitted that they will be classed at the head of the list, and to this end he has sent to England for a direct action hydraulic rivetter, a piece of machinery on the market only a short time. It is the first of its kind to come to Canada. A large emery wheel with 6 inch face and a diameter of 36 inches will be put up in a few days.

MOTIVE POWER AND APPURTENANCES

The power to drive the machinery is derived from a 100 horse power English engine, manufactured by the Stephenson Co. Its two cylinders are each 14 x 24 and its 100 tubes are of brass. The smoke from the furnace is carried aloft by the chimney 150 feet high, 12 feet broad at the base and five feet broad at the summit. The water to feed the boiler is pumped by a Northey steam pump from the Otonabee river to a cylindrical tank 4 feet diameter by 12 feet long. The exhaust steam of the boiler passes through this tank and keeps it uniformly warm, so that when the boiler requires water it is not necessary to waste time heating it. One object in this arrangement is, that after awhile it is the intention of Mr. Law to heat the building with hot water, instead of by steam as at present. The boiler used to drive the engine and the whole machinery of the works, also supplies motive power for the steam hammer. The power is taken from the engine and given to a main line of shafting in the big machine shop. The various pieces of machinery take power from it by belting attachments. At the south end of this department the power is transferred from the



This 1898 picture of Lock 19 shows Law's 1888 bridge in the left background. Lansdowne Street crosses the canal just above Lock 19. (Trent Severn Waterways archives)

main line to another line by means of belting and gearing and that doles out the necessary amount of motive strength to run the machinery in the finishing department.

THE BUILDINGS AND GROUNDS

The buildings are of a most appropriate kind for carrying on this kind of business. The floors are of solid earth; the walls are of brick well penetrated by windows; and the roof is held up by about twenty complete trusses, the girder in each being capable of bearing twenty tons weight. Any heavy piece of work may be taken up and held by one or more of the girders in addition to the duty they customarily do. The grounds extend from Sherbrooke street to Dalhousie street, and face the Otonabee river. They embrace about two and a half acres altogether. A branch of the Canadian Pacific Railway runs into the yard of the works, and this, together with the fact that a derrick, operate by power taken from the works, will render the shipping a much less arduous task than is ordinarily the case where heavy articles are to be handled.

PERSONAL

Mr. W.H. Law is a man thoroughly conversant with all branches of mechanics. His ability in iron working, and especially in bridge building, is told by the fact that he has built up a flourishing trade here in a comparatively short time and has even "carried war into Africa" by entering successfully into competition with

Toronto and other bridge works for the bridge trade of Western Ontario. With ample appliances at his command for turning out good work and more of it in less time than was formerly the case, there is no reason why the Peterborough bridge trade should not continue to expand.

Mr. John Carnegie, who owns the property, has spent a large sum of money in making it available for present uses. In enhancing the value of his property by fitting it up in this way, he has also opened the way for the employment of more labour, a thing which the citizens will appreciate.

The Vernon's Town Directory for 1888-89 covered much of the same information but differed in the size of the buildings and power plant:

The buildings, at present four in number, in size 60 x 120, 40 x 80, 40 x 70, 35 x 90, with another to be erected at once 60 x 130. It takes three steam engines, aggregating 75 horsepower to supply the requirements of the works. One engine is used to drive the machinery, another to compress the air to supply the portable riveting machines and the other to drive the dynamo for the electric lighting of the establishment.

The article also commented on the finishing building:

The shipping facilities are unequalled; a siding from the adjacent C.P.R. line extends into the yard of the works and runs alongside the finishing building, 35 x 90 feet in size. This is so built that the entire side of 90 feet in length can be removed and a bridge span 90 feet in

length can be loaded onto three cars and be shipped to its destination, ready to be placed on piers.

This feature can be seen on photographs taken by R.M.Roy senior around 1895 showing Mr. Law supervising the loading of a bridge truss on to a rail flatcar. And on a personal note it added:

The patronage of these works extends from British Columbia to Quebec, and iron bridges have been erected in almost every county of Ontario. The average staff of the works is from 50 to 75 skilled workmen and the total annual output is about 1,500 tons. Mr. Law C.E., the proprietor, has had an experience of 35 years on four continents -Europe, Africa, Asia and America, and in the Central Bridge Works the experience of these 35 years and four continents is concentrated.

There is no evidence that Law ever worked in Africa or Asia but the length of his work history is not in doubt. Perhaps the Vernon's' writer misinterpreted the phrase "carried into Africa" in the Review article.

COUNTY BRIDGES

On 5 February 1888 a meeting of the Joint Committee of Town and County councils was held at the Court House to let the contract for the erection of a road bridge at the lock (now Lock 19). As the east bank was in the village of Ashburnham, the County and Town shared the cost. There were no tenders, but estimates of the probable cost were sent in. The contract for the erection of a pier and an abutment was let to Mr. Chas. Wynn for \$5,600. The stone was procured from Warsaw, in the county. The span was 190 feet. The contract for the iron work was awarded to Central Bridge Works for \$31 per running foot, a total of \$5,890. The work was completed by October in the same year.

Also in 1888 Law completed Sullivan's Bridge over the Indian River in Douro township for \$1,750

On 4 February 1888 the Review reported on the opening of the new Grand Trunk Railway route into Peterborough by a bridge across the Otonabee above lock 19 and built by the Hamilton Bridge Company of Hamilton, Ontario. It consisted of two spans of 86 feet and a swing section of 126 feet and the total cost was about \$26,000 or \$87 per running foot. This was a considerably more complicated and expensive bridge than that provided by Central Bridge and the contract for it would have been let long before Law occupied his new facility. In fact, the first steam powered riveting in the Dominion was done at this bridge. Obviously the move by Law to his new facility was prompted by increasing competition in the bridge building business.

In 1889 the Midland Railway decided to re-route its line through Campbellford. The original route of 1878 through the town crossed the Trent River upstream from the road bridge. This involved some sharp curves and difficulties in serving industries on the east bank downstream. A new bridge was required and William Law tendered against a detailed specification on October 19th 1889. The specification

called for three girders of 70 feet each to span the river and one girder of 27 feet 6 inches to cross Saskatoon street. Factory completed structures were preferred rather than assembly at site and the supplier would be manufacturing and fixing in place on previously constructed piers. The rail company would supply transportation of the bridge components and the contractor's work crews at their own cost. The bridge had to withstand a moving load of two Grand Trunk Mogul engines of 171,000 pounds each as well as a train weighing 3,000 pounds per running foot. Detailed specifications of materials of construction were included.

In 1883 the newly formed Nova Scotia Steel Company of Trenton N.S. had produced the first steel billets made in Canada. At the same time in the U.S.A. Andrew Carnegie, born in Scotland in the same year as William Law, was producing steel which competed in price with wrought iron and was also stronger. Law was not slow in adopting the new material and bid either iron or steel structures. An iron structure would be cheaper per pound but more metal was required to meet the loads and would cost \$7,365. The steel alternative would cost \$6,905 based on a total weight of 150,100 pounds at a rate of 4.6 cents per pound. This bid was accepted.

One clause required the contractor to save the company harmless from claims which might arise from obstruction of navigation, or the obstruction of the traffic on Saskatoon street. Another clause set damages of \$20 per day if the installation were not completed by 1 May 1890. It was amended to include the understanding that masonry had to be ready to receive the superstructure by 1 March. Law had just eight weeks to complete erection, while not blocking the street over which one section was to be installed. This was an era when mobile cranes were not invented. A lawyer for a modern construction company would not agree to such terms but Law accepted it in an agreement dated 5 December 1889

The documents supporting the Midland Railway contract are an interesting contrast. William Law's bid is in his own hand on a single sheet of company letterhead inscribed "Central Bridge Works" and "Manufacturer and Builder of Railways and Highways Bridges, Viaducts, Piers, Roofs, Turntables and Girders in Steel and Iron. Tension members forged without welds." The left margin is a sidebar advertising the merits of Peterborough under the headings of Railway Facilities; Navigation; Water Power; Exports; The Water Works; Growing (population size); and Chief Industries. This was promotion equal to that appearing in the Town Directory!

The bid terms and specification issued by the railway are written in a neat clerical hand but the actual agreement, being the latest document, was typewritten. It was signed by the company President, J. (later Sir Joseph) Hickson and by Wm. H. Law. The use of a typewriter was just coming into wide use in the mid 1880's and this contract shows that larger corporations adopted the typewriter early.

The new Campbellford bridge was in service for a relatively short time. When the decision was made to complete the Trent Canal, it included a control dam downstream from the railway bridge. This would raise the water level so either a moveable span or a higher bridge was required. The Grand Trunk Railway decided on the latter course and a new bridge could be built stronger to accommodate heavy grain trains. The new bridge was built over the 1917 and 1918 seasons and was mounted on new, high piers using the Law bridge as a construction platform. A photograph in the first part of this article showed the Law girder bridge during this operation. The old bridge and its piers were then removed and no trace remains today.

While Law was engaged on the G.T.R. project he was also working on a steel and wrought iron bridge of 140 feet span at Burleigh Falls for the County. This work had been delayed a year because of a worldwide shortage of iron. Law was paid \$3,387 for this work.

The April 1891 census for Peterborough lists William H Law, 53 years old; married; religion - Church of England; Occupation - Manufacturer and his wife Minnie C Law aged 39 years, also C of E. He was 2 years older than that according to his birth document and Minnie had understated her age by 10 years based on her immigration record. The pew rents register of St. John's Anglican Church show that William and his wife paid for two "sittings" in the front pew.

In September 1891 he was granted Canadian patent No. 37437 for designs of a "Cattle Guard". This was for variants of the cattle grids used to prevent animals using roadways to escape from fenced areas. R. M. Roy photographed this invention.

In January 1892, John Belcher, County Engineer, reported that the Otonabee Bridge (Hunter St.) needed to be overhauled and tightened in the first temperate weather by Law. Law had narrowly missed building this bridge in 1874. Belcher also accepted Law's tender to supply the steel superstructure for a new bridge over the Crowe river on the boundary of Belmont and Marmora Twps. He was paid \$1,450.50 for the work.

CENTRAL BRIDGE AND ENGINEERING COMPANY

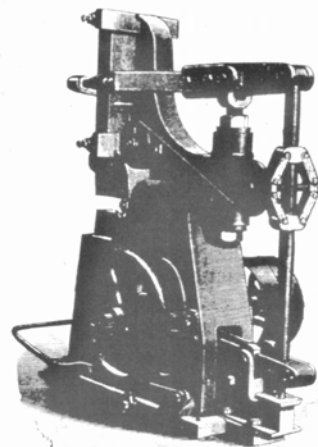
The business was reorganized in 1892. The Incorporation Charter for Central Bridge and Engineering Company of Peterborough was issued 21 June. Its directors were Frank Turner, Toronto, Civil Engineer; James Stevenson, John Carnegie, Robert Archibald Morrow, and William Hartill Law, Mechanical Engineer, all of the Town of Peterborough. The Stock Holders were Frank Turner, \$1,000; James Stevenson, \$1,000; Robert Morrow, \$1,000; James Carnegie, \$2,000; and William Law, \$45,000. The total capital stock was \$200,000 (2000 shares of \$100).

The business was described as: "Manufacturer of bridges, Architectural and structural work, Steel railroad cars." The original plan to build railroad cars persisted although there is no evidence that they ever built any. In December of the same year, ownership of

the land and buildings was sold to Central Bridge by James Carnegie and his partners, Messrs Snyder and Williams for \$12,500. They took back a mortgage for \$18,000

The "Optimates" Power Hammer.

Patented in the United States, Canada and England.



WM. H. LAW,
INVENTOR.
MANUFACTURED BY
THE CENTRAL BRIDGE AND ENGINEERING COMPANY, LTD.
PETERBOROUGH, ONTARIO.

Brochure page describing the "Optimates" Power Hammer. (Ivan Bateman)

On the same day that the incorporation was granted, Law received US patent 477559 for a Power Hammer. It was also covered by Canadian patent CA 39771 of August 1892 and also patented in England. It was marketed under the name "Optimates" and Law claimed that "it is the result of 35 years experience, close observation and special study into the principal effects in the forging of metals by different kinds of hammers in use, both on this continent and in Europe, whether operated by steam, air or otherwise". Law may have chosen the name of the governing classes of the Frankish kingdom of France of the seventh century, known as Optimates, who sought out the advice of St. Eligius, the patron saint of ironworkers who is often depicted with a hammer, anvil and horseshoe.

Suggested uses for the hammer were in the forging of springs, files, hay forks, spades, shovels, axes, and die work; also in light stampings, planishing silver and copper, flattening, riveting, welding, tilting steel and general blacksmith work. The hammer would be stocked in five standard sizes having various ram weights ranging from 60 to 150 pounds. However heavier or lighter sizes could be supplied varying from 10 pounds to 1,000 pounds weight of ram. Law claimed the hammer was better than previous mechanical hammers as it provided blows of varying force without changing the rate of application of the

blows. It was operated by one man and was belt driven.

The brochure claimed that "With the "Optimates" Power Hammer the velocity of the ram in its downward stroke is considerably accelerated thereby giving a much sharper and heavier blow, resulting in a nearer approach to the action of a blow stricken by a blacksmith's hammer than has ever before been accomplished with a "Power Hammer"

In 1893 Law rebuilt the Deer river bridge in Belmont Twp. His was the only bid at \$568 and the final bill was for \$626

In 1891, the County of Peterborough Roads and Bridges Committee, meeting conjointly with representatives from the County of Northumberland and Durham, decided that it was unnecessary to rebuild the fixed portion of the Wallace Point bridge. However, by September 1893, they had changed their minds due to the increasing maintenance costs. Tenders for rebuilding were opened on the 25th and came in as follows:

Central Bridge Co. Peterborough	\$6,350
Trenton Bridge Co. Trenton	\$7,460
ditto amended tender	\$6,700
Hamilton Bridge Co. Hamilton	\$8,620

Central Bridge Co was awarded the contract for a modern steel bridge of three spans mounted on steel cylinders filled with concrete. Construction proceeded rapidly and the Joint Committee met at the site on December 27 to view the work. Belcher reported that it was complete with the exception of the painting and the guide pier and boom. The latter two items were required to protect the bridge foundations from log drives and river traffic. The season of the year was unsuitable for completing the work. The committee accepted the progress to date but withheld \$500 until completion. He was eventually paid \$6,650 including extras.

The County of Peterborough Warden, J.B. Pearce of Norwood, addressed his council with a glow of civic pride:

"I have pleasure in reporting the completion of the Wallace Point Bridge. This is a handsome and substantial steel bridge on stone abutments spanning the Otonabee river between the Townships of Otonabee and South Monaghan (replacing the old wooden structure) built at the joint expense of this County and the United Counties of Northumberland and Durham, whose committee met your Special Bridge Committee and the Engineer, with Mr. Law, the manager of the Central Bridge Co., and inspected the bridge, which met with the unanimous approval of the joint committees concerned.

"It is a credit to the company which erected it, as well as the Engineer. I feel confident that this Council has shown great wisdom in abandoning wooden bridges and erecting, as they have, substantial iron and steel bridges, spanning the large rivers of this country, in recent years, which will stand for years to come; and I fully believe future generations will point to them with admiration as monuments to your wisdom."

In February 1895 a delegation from South Monaghan asked Peterborough Town Council for financial assistance in building a bridge across the Otonabee to replace Rosa's bridge, which had been destroyed by fire some 23 years previously. The link would shorten the journey to the town market for the farmers of the Township and assist Town shippers of supplies to the farmer. The Township was on the south side of the river in the County of Northumberland. That County had refused financial assistance to the project and so the local citizens sought help from the local Dominion and Provincial members of the respective governments as well as the Town council.

The new Bensfort Bridge, built about a mile to the west of the old Rosa's bridge, shortened the distance to Peterborough, and the farmers and the town readily gave financial support. Central Bridge Works in June was awarded the contract to build a steel bridge of two spans of 117 feet each and a swing of 90 feet to give a clear navigable passage of 50 feet. The base cost was \$8,400 but "extras" were expected. The work was completed by October and the Examiner covered the opening ceremony on Wednesday 23 October 1895.

Peterburians took a local steam boat, "The North Star" owned by B.A. Jackson, to the opening. Passengers included James Stevenson M.P., J.R.Stratton M.P.P., B. Shortly, president of the Board of Trade, Councillor Cahill, Councillor Phelan, John Carnegie, W.H. Law, W.H. Meldrum, R.E. Wood, County Crown Attorney, J.H. Knapman, E.H. Edwards, John Belcher, County Engineer, R.M.Roy, F.D. Kerr, R.B. Hamilton, E.C. Davies, C.B. McAllister, W.J. Martin, Walter Stocker, Wm. Nest, J. Hill, S. Belcher, and W.A. Kindred,

Considerable trouble was experienced in getting through several blocks of logs. When the last bend of the sinuous Otonabee was rounded, and the huge bonfire and big crowd were visible at the site of the bridge, all minor discomforts were forgotten.

After the dignitaries inspected the bridge, a lunch was provided which included "the liberal supply of wild ducks, partridge, and other fowl" provided by "the good people of South Monaghan" The bridge was formally opened by Mrs. W. H. Law, wife of the manager of Central Bridge, after which a number of speeches were made. Mr. John Riddel, the chairman of the commission that oversaw the project listed the contributions that made the work possible:

Township of South Monaghan	\$2,000
Dominion Government	2,500
Ontario Government	2,500
Council of Peterborough	750
Private subscriptions -Peterborough	450
Private subscriptions - S Monaghan	1,100
Profit on Excursion	60
Total	\$9,260

He stated that after extras had been paid, there would just about be a balance.

The M.P. and the M.P.P. both stressed their efforts to persuade their respective governments to support the project and the former promised another

\$2,500 to pay for erecting glance piers east of the bridge. Mr. Thomas Blezard, another M.P.P. present, recounted how he had always given his assistance to forward the bridge. After some more remarks, the Examiner report continued 'three cheers were given for the Commissioners, three for the citizens of Peterborough, and three more for the citizens of South Monaghan, after which, in response from the loud summons of the "North Star", the Peterborough contingent boarded the trim little steamer which slowly moved out from the shore as the passengers sang "For they are jolly good Fellows" with gusto. The home trip was accomplished quickly notwithstanding the fact that the logs were floating thickly down the river and a boom had to be jumped to get through.'

After the opening of the bridge, a "fat man's race" was arranged and half a dozen of more solid citizens entered. The course was 100 yards straight away, the length of the bridge. Other contestants made gallant efforts, but West Peterborough won by a large majority.

Town Solicitor F.D. Kerr, quite a pedestrian, pitted himself against a steamboat. He walked to Peterborough and beat the steamboat party by an hour.

THE TRAVELING SWING DRILL

Another of Law's inventions was granted Canadian patent 49976 in September of 1895. This was a Traveling Swing Drill used in his factory to drill holes for bolts and rivets in steel members laid out on the floor. The machine could be described as a mobile radial-arm drill having the vertical column supported by rollers running in an overhead guide rail and mounted on a carriage rolling on a floor rail. The drill used an ingenious system of pulleys to transfer power from line shafting to an endless rope loop that ran the length of the floor track at the same height as the overhead guides. Pulleys and bevel gearing transferred the power from the rope to the drill spindle mounted onto the radial arm. By this means the drill could cover a large floor and be operated by one man. The drill is shown in photographs taken by R.M. Roy.

The large steam hammer purchased in 1887 caused some excitement in 1895. The Examiner reported on the last day of the year:

"An experiment was tried at the Central Bridge Works yesterday, with a result that was rather astonishing. The piston rod of the ram of the 28,000 pounds steam hammer had broken off short in the socket, leaving a steel stub, 5 by 15 inches in size and weighing about 100 pounds, embedded in the heart of the ram. Numerous methods were tried to loosen the stub end of the piston rod in order that it might be removed and a new one inserted, but all to no end, as the tapered stub on the steel rod had firmly fixed itself in the socket of the 2,240 pound ram by the force of the blows which are administered at the rate of 190 a minute and

with a pressure increasing the weight of the ram to forty tons.

"As there is a small hole bored into the ram at the foot of the socket in which the steel end of the piston was so obstinately fixed, it was resolved to train a couple of pounds of powder into this hole and blow the plug out. A calculation showed that as the ram was composed of wrought iron it would have a resisting power in its centre of 1,220,000 pounds. As the two pounds of powder would only have an explosive power of 900,000 pounds, the experiment was thought to be a perfectly safe one.

"There was no means, however, of ascertaining if the ram was perfectly constructed, or whether flaws existed that were not discernible. The improvised cannon was brought forth and trained on the bank of the river, so that if the end of the piston was blown out with any great force, no damage would be done.

"But man proposes and God disposes, and when the fuse was touched off the huge ram parted in half, each portion flying through the air to a distance of about 50 feet, while the piston rod plunged into the bank, rebounded, and buried itself inside the sawdust beds on the other side of the river.



The Maria Street bridge built by Law in 1898 as it looked in 1966 just before being replaced with the solid girder bridge. (Ivan Bateman collection)

"Fortunately no one was hurt in the least, although all who witnessed the result were devoutly thankful that they were not in the way of the flying missiles. After the explosion the ram was found to be defective internally." (The sawdust beds would have been adjacent to the sawmill on the Point, about 165 yards from the explosion.)

THE WALLACEBURG BRIDGE

1896 was a busy year. In March the Examiner reported that "the biggest bridge which has ever been shipped intact in the world has just been loaded on four C.P.R. flat cars at the Central bridge Works. The structure is what is known as a steel deck, plate girder

swing bridge, and is shipped to the order of the Erie and Huron Railway, to be used at Wallaceburg (Ontario). It is 124 feet long, 9 feet 9 inches deep in the centre and 5 feet deep at the ends. The girders are nine feet apart, and the bridge, as it rests on the cars intact, all ready to be dropped into place, weighs 120,000 pounds”.

A Pratt Truss bridge 222 feet long was shipped to bridge the Winnipeg river at Keewatin (Ontario). It was mounted on steel cylindrical piles five feet in diameter and filled with concrete when in position. The bridge weighed 60 tons. Other orders in the same year included:

An ornamental footbridge for Berlin (now Kitchener)

Four bridges for the Grand Trunk Railway

One for Malahide township

Four for the London (Ontario) street railway

A bridge for the C.P.R. for the Pacific slope of the Selkirk Range, (claimed to be the heaviest specimen of bridge work yet erected in the Dominion).

The 1897 Town Directory reflected data from the previous year. Central Bridge had fifty employees including 12 labourers, 26 tradesmen, 5 support staff, 3 draftsmen, and 3 supervisors (including Law). The Chief Draftsman, (Walter J. Francis) was employed in 1896-97 but did not appear in the Directory. Using 1890 rates, the total wage bill (including William Law) is estimated at \$26,000 per annum.

The company accounts are very sparse. Nothing exists before incorporation in 1892 and after that only one figure appears in the Ontario Archives for each year. One must assume that this is the gross receipts for the year and that it is expressed in hundreds of dollars. If this assumption is correct then receipts for the first full year (1893) were \$90,600. The total jumped to \$171,000 in 1894 and then fell each year through 1897, when it was only \$9,000. In 1898 it recovered to \$84,300 and then in the final year only \$16,000 is recorded. The average annual revenue for all but the first (partial) and the last years was \$74,800

During this period bridge steelwork was being quoted in the range of \$6,000 to \$8,000 (from available data) and assuming 6 weeks work per bridge we arrive at \$69,300. The balance could have been made up by the other products produced, as well as miscellaneous repair work on existing bridges in the area. Steel prices had been dropping over the period and were around \$28 per ton in 1896. Thus we might assume that the works was profitable as long as the orders were coming in.

However, there was ample competition. The County Engineer's report to Council for the last six months of 1897 reported that 7 tenders were received and the winner was Dominion Bridge of Montreal. Two other bridges were awarded to Hamilton Bridge

Company. It is possible that Central Bridge may not have bid because there was much activity locally on the construction of the Trent Canal. They received two significant orders for bridges over the canal in Peterborough at Maria Street and Parkhill Road.

These were the last for which any record exists but there was a reference in the diary of R.B. Rogers, the Superintending Engineer for the canal for 7th July 1894. This was in the year before work started officially in the area and Rogers confided that “Stevenson repeated to Schreiber that I had spoke to him about a bridge contract Law had got. Got me into serious trouble over it.” James Stevenson was the local M.P. and Collingwood Schreiber was Rogers' boss. The canal was a subject of much political controversy and politicians were expecting to control the award of contracts through patronage. We have no idea what Law's politics were but possibly the problem was that Rogers had “jumped the gun”.



As late as the 1950s, the block that became the Canadian Tire still had all these buildings between Sherbrooke and Dalhousie. (TVA, McBride fonds)

THE COMPANY DISAPPEARS

The Town Directory for 1899 indicates the virtual disappearance of Central Bridge from the scene, although there was a return submitted to the Ontario government for that year. The property and buildings were purchased in August 1900 by Vincent Eastwood, a local merchant for \$12,000 plus the cost of discharging the assumed mortgages of 1890, 1891 and 1892 for \$9,300. The deed was signed by John Carnegie as President and G.A. Smith as Secretary of the company. In June 1902 the Provincial Secretary asked Carnegie why there had been no annual returns. He replied that “the Central Bridge & Engineering Company of this Town has ceased to exist having been wound up some time ago. Under these circumstances it has not been supposed necessary to make any Returns”.

An analysis of the fate of the employees from the 1897 list shows 14 persons employed by other companies in the town. 14 others still lived in the town but no employer was listed (although some were probably self-employed), and 19 had left town. One

labourer and two tradesmen were listed as Bridge Works employees, possibly as watchmen.

Walter Francis joined the federal Department of Railways and Canals in 1898 as assistant engineer to R. B. Rogers. Francis was a prominent engineer. He led the inquiry into the Quebec Bridge disaster of 1907.

William Law was in Hamilton in the winter of 1898-99 and it appears that he was employed briefly by his former competitor. His business card read: "William Law / Hamilton, Ontario / Engineer and Manager / The Hamilton Bridge Works Co. Limited."

His connection with the Hamilton company was probably through R. M. Roy, the son of the photographer, who was employed by Law as a

William H. Law C.E. & M.E.
Consultation on Bridges, Substructures and
Superstructures and all other structural work.
Plans and specifications prepared. Estimates and
reports made. Also supervision and construction at
the Works or during Erection.
Office McKinnon Building
438 King Street West

draftsman and moved to Hamilton as an engineer before 1901. He had a very successful career there and became the manager of the Works and a Director in 1910, in which capacity he secured the contract to build the Toronto Bloor Street viaduct.

The City Directory of Toronto for 1899 lists William Law as a consultant and he inserted his business as a paid announcement (above). He also had a similar card which added: "*Plans and Estimates prepared for Law's Steel Flexible Joints from one foot to ten feet diameter also Plans, Specifications and Estimates prepared for Steel Pipe Office, Aberdeen Chambers Toronto, Ont. Near Post Office*"

WALTER FRANCIS LETTERS

Law maintained good relations with Walter Francis, who wrote to him in Toronto: March 31 '05

Dear Mr. Law,

I am enclosing you under separate cover a copy of the Specifications of Hydraulic Lock #2 of which I feel somewhat proud. I shall be glad to know how you like them.

Kindly remember me to Mrs. Law

Yours very truly,

Walter J. Francis

N.B. The photographs will go forward in a few days.

April 26 5 (1905)

Wm. H. Law Esq.
473 Dovercourt Rd.
Toronto,
Dear Mr. Law,

By registered mail I am sending today the long promised photographs of the Peterborough Hydraulic Lock. They are small but we have nothing larger than

5' x 7". I think these shew the structures best of any we have. The little ones were taken on opening day.

By the way, did you get the specifications I sent you some weeks ago?

Yours very truly,

Walter. J Francis

RAILWAY EQUIPMENT AND PATENTS

Law was still fascinated by railway equipment. In 1904 he applied for US Patent 819427 (and also for Canadian and British patents) for a (rail) Car Axle. This was a split axle device that permitted wheels to run at different speeds, as was necessary when rounding a curve. In February 1910 he applied for a patent for a track mounted snow plow. This was designed as a snow blower with a plow blade that could be lifted over obstructions on the track. Two blower fans with blades that were flat (best in his experience) were driven from a steam powered engine through chain drives. The steam boiler was located at the rear. The bearings were adjustable to take up slack chains and the body of the plow was stiffened to take stresses incurred when snow drifts were met. The operator stood in a cupola at the top of the unit and manipulated the blade lifting mechanism and steam control valves.

Minnie Hartill-Law

On 28 May 1911 William Law, Civil Engineer, and Minnie, his wife, entered the United States at Detroit, giving their destination as the Normandie Hotel. Their records give much information, some significant and some erroneous. Bad memory may have been at the root of some of it. Their Port, Ship, and date of arrival in Canada (why this was required is not clear) was Quebec on the 'St. David' on 1 October 1871. The port and ship was correct but the



actual date was 15 September 1866. He gave his age as 65 when he was actually 75. She gave her age as 57 when she was probably 69.

His place of birth was given as Stratford-on-Avon, Warwickshire. Perhaps he was having a bit of fun, but the county boundary was not far from his actual place. Hers was given as Portsmouth, Hants. Neither declared any relatives.

They stated a U.S. residence from 1871 to 1885 in Philadelphia Pa. but this could have been an incorrect entry by the inspector. The year 1882 was

more correct and the State is correct but not the towns. They were counted in the 1870 census in Danville Pa. but there is no way of accounting for the years between arrival in Canada in 1866 and settling in the U.S.A. They also appear to have spent some months in late 1910 to May 1911 in Detroit. This would explain why they missed being counted in the April 1911 Canadian census.

He declared \$3,000 in cash and she declared none.

The physical descriptions of the couple are useful since they would complement any photographs that may exist. William is described as 5 ft. 10 1/2 in. with a ruddy complexion, gray hair and hazel eyes. Minnie is 4 ft. 11 in. with medium complexion, gray hair and hazel eyes.

From this point there are some gaps in information but his last seven years did not appear to dim his intellectual powers. On 23 November 1916 he applied for a patent for "Brake Mechanism for Cars" US Patent No 1344129 which was granted posthumously in June 1920. This patent was assigned to the "Beamless Car Truck Self-Adjusting Brake Company of Minneapolis, Minnesota, A Corporation of Minnesota" In the preamble he is described as "a citizen of the United States, living in Minneapolis".

The company title specifically described the subject of the patent. The self-adjusting brake was to be used on the "trucks", i.e. the wheel sets on which rail cars were supported. "Beamless" referred to the mounting of the brake shoes independent of the car frame. This was claimed to permit the brakes to be set to give a variable braking force (i.e. self-adjusting) depending on the weight of the load in the car. In other words, the greater the weight of the car, the greater was the braking force.

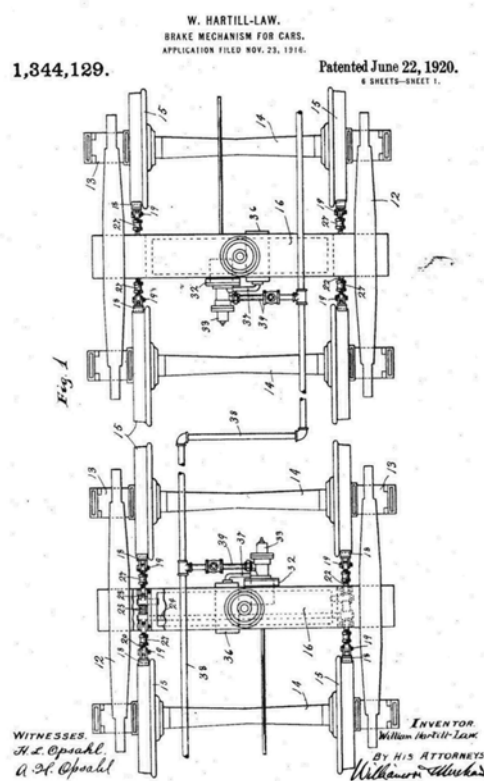
The company was incorporated two days after the patent application apparently to exploit this particular device. But, the patent was only granted 22 June 1920.

In March 1917 Law applied for yet another patent for a "Side-Thrust Bearing for Railway-car axles". It consisted of a modification to the bearing box to provide a solid bearing surface of Babbitt metal that would resist braking loads and was easily adjustable as it wore. However, the device was proposed at a time when tapered roller bearings were coming into common use for rail applications, and thus was outdated. U.S. Patent 1254800 was granted on 29 January 1918. Two days later William Law was dead. William was under medical care from 10 January and died of Bronchitis at the Asbury hospital in Minneapolis. The death certificate gave his date of birth as 20 January 1836 and his age as 82 years and 11 days. This conflicts with a baptismal entry of 7 August 1835. He was stated to be a widower and a retired Mechanical Engineer. His residence in the State was given as 11 years (but more accurately it was seven years). He was buried in Lakewood Cemetery on 2 February 1918 in an unmarked grave but the location is known.

No record of the passing of Minnie has been found in the Minnesota records. A Mrs. H. Law

(Mary) died in Rochester, Minnesota in 1924 but she was of Canadian birth and was only 63 years old and was married at the time of death.

William died intestate. In April of 1918, F.M. Rutten of The Leamington Hotel in Minneapolis applied as a creditor for administration of his estate. No other creditors came forward. In May the estate was appraised as 14,000 shares in the Beamless Car Truck Self-Adjusting Brake Company valued at \$300 and \$153.03 in cash. In December 1918 the Probate Court made an amended Decree of Distribution. There were actually 140 shares of \$14,000 nominal value but still valued at \$300 in total. As no descendants were known the money was assigned to the State of Minnesota on 14 November 1921. The file was closed after 20 years.



Law's last patent was for the Beamless car truck. This plan view shows two car trucks (also known as bogies) with braking system hardware.

THE AUSTRALIAN CONNECTION

As far as we know, William's family was unaware of his passing. His descendants today certainly did not know when or where he had died. William's children had emigrated to Australia around 1881 and Horace, the elder son, had sent for their mother, Elizabeth in 1893. There is evidence that there had been some contact between the children and their father because a letter from Horace found its way to

Peterborough from Milton, Pennsylvania, where he lived in 1880. The letters give an insight into the stresses that resulted from the damaged relationships but also demonstrated a desire by both parties to remain in contact.

The earliest of three letters was sent on 27 October 1893 when Central Bridge was enjoying a good year. Law was on a business trip to Toronto and used his hotel's note paper.

The Rossin House, Toronto

October 27th 1893

Mr. Horace H. Law.

Balmain, Sydney.N.S.W.

Dear Sir,

Your letter of the 15th of August came to hand through an unusual source, but I have no doubt that you are aware of the method you adopted to communicate with one. I may here say that I have received some two or three letters from you through my friends in Milton, Pennsylvania U.S.A.

.... Have you forgotten the manner you treated my former correspondence prior to your leaving England. If not, does it not occur to you that your conduct on that occasion justified me in not replying to your Australian correspondence, further would I not be excusable if I refused to trust that you are sincere in your present expressions of good will.

But after debating the subject with myself I decided to answer your letter, and will say that I shall be pleased to hear from you again. Also from your brother and sisters. Although we may never meet again you will know some day that I have remembered you all in a substantial manner. I may say that I am in the enjoyment of the best of Health and although 58 years old I do not look so old.

Wm. H. Law

P.S.

Address to Peterboro, Ontario, Canada

Mark letters, Personal

This letter opened a dialogue that both parties wished to continue. The second letter was written on 25th June 1895. It was written in Peterborough, which at that time had a population of about 11,000 people,

"In large cities there is always a tendency towards overcrowding...I have found this to be the case in all my travels, therefore I have avoided trying my luck in large cities for the last 25 years...you will find more opportunities for bettering your position in a small town than in a city. ..I know of a number of cases of the kind besides my own.

"In the month of May 1880 I had the misfortune to lose everything I had in this world by fire except the clothing I wore, which consisted of a pair of trousers, shirt and a pair of shoes, and had to go into the fields to sleep at night...my motto has been get up and be doing...when I did get something to do I have done it with all my might...always tried to make my services indispensable to my employer. In nearly every instance I have succeeded."

The final letter was written on 29th May 1899, when William had moved to Toronto and Central Bridge was defunct. He explained the derivation of his surname.

Toronto Ontario May 20th 1899

My dear son Horace,

I duly received your letter of November and was sorry to hear of the sicknesses of your children, at the same time glad that they had fully recovered. You have certainly has a long series of misfortunes over the last few years. But I have no doubt you know others whom are worse of than yourself. Let this trouble pass, and hope for better times. Whatever be your lot in life, do not repine. We must submit to the will of providence. Always hope and strive to better your position.

You have a good wife and from what she says a loving and respectful lot of children. It is a big family to scratch for, but I trust they will prove a blessing to you in your later years, and be a help to you when you are going down the hill. It hard to be travelling down hill all alone.

William Hartill-Law, 1899



I was glad to hear that Mary called on Albt.? Larke and hope he will be able to do something for your boy Horace. He will if he can see the opportunity.

In looking over the names of your children I notice that only Horace has the name "Hartill" affixed to his Christian name. I don't know what you have been taught in regard to your

name. Horace Hartill-Law is your proper name, and therefore the name "Hartill-Law" belongs to all your children. But as the baptizing of yourself and Brothers and Sisters was done without my knowledge or consent, I do not know how your names are entered in the registers. It is a matter of little importance now. Only it occurred to me that perhaps you did not know what your proper name is. "Hartill" is one of your surnames. You may drop it out of your children's names if you think proper.

Mary tells me your son William Horace Hartill-Law is a stamp collector. I will send him a few by the mail this leaves by, and trust that they will be of some value to his collection. The Canadian Government issued a new stamp very recently but I do not like it. In the first place it is too big, at the

same time not of artistic design. I will send Willie a few of them.

I have had my portrait taken especially for you and Mary and will send you two copies by this mail. One is taken in my everyday winter costume and the other with my overcoat removed. I was in the City of Hamilton during the winter and seeing some very fine photos in an artist's window, I thought it a good time to get a few taken for you and Mary. When you get them you will see the Canadian climatic effects on my appearance and (illegible).

I am pleased to tell you that I am enjoying my usual good health, but business has not been as good as I could wish, but I hope for better times later on. The Gold mine business has not developed yet, but our engineer says he has got hold of one or two good things.

With kind love to Mary and the children, and the same for yourself.

Believe me, Your loving father,

William Hartill-Law

Stamps in another envelope addressed to William.



William Law directs the loading of a sixty foot double truss on to a CPR flat car at the Dalhousie Street bridge works. (Ivan Bateman)

It appears from these remarks that William's children were baptized in the Roman Catholic faith of their mother. The postage stamp that he was referring to was the two cent issued in December 1898 to mark the introduction of the Imperial Penny Postage rate. It featured a world map with the British Empire depicted in red. The reference in the last sentence suggests that William was casting around for other business opportunities. He may have been referring to the Yukon gold rush of 1898.

His Australian family prospered. Horace had two daughters and seven sons, one of whom died in infancy. He also became an engineer. They lived in Balmain, a district of Sydney. He died in 1904. A main street in Bardwell Park, another suburb, bears the name "Hartill Law Avenue" after one of his sons. Numerous families in New South Wales today bear the surname Hartill-Law.

William's other son Andrew was also a Mechanical Engineer and became the proprietor of the Phoenix Foundry and Engine Works in Cairns, Queensland. He was Mayor for 1910 and died there in 1940. A street is named after him in that city.

William's daughters, Agnes and Elizabeth Grace, married and also have many descendants.

CONCLUSION



The 1885 office building of W. H. Law survived until the 1970s most recently as the home of Peterborough Tool and Machine owned by A. W. Garipey. The building was on Dalhousie Street between Water and George. (TVA, Martha Kidd fonds)

Little remains of the activities of Central Bridge in the Peterborough area. Many of the road bridges in the county have disappeared as heavier load demands caused reinforced concrete bridges to replace them in the 50's and 60's. However some of them will be remembered by long time residents of the area. Wallace Point, Bensfort, and the Lock 19 bridges have all been replaced in the last fifty years. The Maria Street bridge over the Trent Canal was replaced in 1966.

Some of the Central Bridge factory buildings became the machine shops for the Peterborough Machine and Lubricator Co. The 140 foot chimney, which originated with the brickworks in 1874 and later served the steam plant of the Bridge works, was felled in a shower of 140,000 bricks in 1913. Nearly all the remnants on Dalhousie and Sherbrooke streets were demolished for the Canadian Tire parking lot in 1963.

It is poignant to reflect on the optimistic words of County Warden Pearce in 1895 "...that this Council has shown great wisdom in abandoning wooden bridges and erecting, as they have, substantial iron and steel bridges, ... in recent years, which will stand for years to come; and I fully believe future generations will point to them with admiration as monuments to your wisdom." The rapid progress in technology quickly rendered them obsolete and the elaborate tracery that spanned our rivers has given way to a new aesthetic of graceful arches, but often defaced by solid barriers that prevent views of the waterways below. The early iron and steel bridges can be found on some county back roads and they deserve to be preserved as monuments to the Victorian age engineers and iron masters who designed and built them.

THE CENTRAL BRIDGE WORKS EMPLOYEES

Surname	Forename	1897		1899		Employer
		Occupation	Address	Occupation		
Armstrong	Alexander	wks		blacksmith	?	
Robson	Robert	wks	570 Gilchrist	blacksmith	?	
Frost	Crail	clk	205 King	book keeper		Rathbun Co.
				bridge		
Dawson	Charles	supt	44 George	builder	?	
				bridge		
Hall	James	shipper	485 Donegal	builder	?	
Dancey	Samuel	wks	173 Stewart	carter	?	
Peters	Maxwell W.	wks	236 Charlotte	clk		A Peters
Anderson	John	lab	287 Perry	lab	?	
Bartley	Wm. G.	lab	348 Stewart	lab	?	
Dormer	John	wks	Brown Ashb.	lab		bridge works
Gilman	Robert	wks	Brown Ashb.	lab	?	
Kennealy	John	wks	s Lansdowne e Lock	lab	?	
			s Dixon w Stewart			
McGrath	David	lab	Ashb	lab	?	
Moher	Daniel J	lab	24 Paterson	lab	?	
O'Keefe	Wm.	wks	267 Perry	lab	?	
Pogue	Geroge	lab	55 Park	lab		Wm Hamilton
Smith	Robert	wks	675 Stewart	lab		GTR
Vass	Albert	wks	77 Chamberlain	lab	?	
Wilson	Wm. H.	lab	27 Cedar	lab		Wm Hamilton
Dawson	James A.	mach	n.s Dufferin	mach		CGE
Mowrey	John H	mach	s Lake n James	mach		CGE
Patterson	James	wks	370 Hunter	mach		Wm Hamilton
Webb	Andrew	wks	443 Stewart	mason	?	
Bannan	Robert J.	lab	299 Townsend	mldr		CGE
Dawson	William A.	lab	207 Rink	mldr		CGE
O'Brien	Edward	mldr	288 Park	mldr		G W Green
Adamson	John	lab		n/r		
Browne	Wm. B.	mach		n/r		
Connor	Arthur W.	draftsman		n/r		
Daynard	John	wks		n/r		
Elmslie	Gordon	engr		n/r		
Foster	Wm.	lab		n/r		
Foster	Wm.	engr		n/r		
Glen	John	foreman		n/r		
Goodfellow	Joseph	wks		n/r		
Guy	Herbert	wks	Sophia & Lake	n/r		
Guy	Herbert	wks	213 Charlotte	n/r		
Jones	Thomas	wks		n/r		
Thompson	David	wks		n/r		
Thompson	George	wks		n/r		
Woelke	Joseph	blacksmith		n/r		
Law	William H.	mng. dir.	205 Aylmer	n/r		
Marchant	Thomas	lab		n/r		
Morehouse	Henry L.	draftsman		n/r		
Roy	R Maitland jr	draftsman	294 Stewart	n/r		
Gilman	Richard	wks	Brown Ashb.	wks		bridge works
Howden	Wesley	wks	194 Sherbrooke	wks		P. Hamilton
Sollitt	James	wks	196 Harvey	wks		P Hamilton
Wall	James	wks	s Elizabeth e Stewart	wks		bridge works
Williams	John	lab	396 Sherbrooke	wks		CGE

ALEXANDER GRANT DIARY · 1909

Dennis Carter-Edwards, editor

This instalment of the Grant diaries highlights the ongoing problems the family had keeping a maid, improvements to their home on Gilmour Street, travels, social life and Grant's work on the Trent Canal. From the diary entries, it is clear the family is settling in to the community and enjoying the various cultural opportunities it offered at this period. Grant continued to meet with influential figures such as J. Strauss, engineer for the Golden Gate Bridge and J. Kerry a leading hydro developer.

5 Jan 09 Peterboro

Maude in house all day. She is tired out after the exertions of the holiday season, etc

7 Jan 09 Peterboro

Maude in bed all day with high fever from cold etc. She walked up to the office last evening for me and caught cold. Drs. Eastwood & Morrison in this evg. The latter to draw a tooth, but concluded it was not necessary to do so but only to lance the Gum which has been full of pus & giving her a lot of trouble. Her ~~pulse~~ [as in original] temp this pm was 103 3/5 and went down to 102 2/5 at 7 pm

8 Jan 09 Peterboro

House all day, looking after the wifie who is very sick in bed

11 Jan 09 Peterboro

Maude out during afternoon looking for a maid. 3.30 to 5.30 Miss Hall with her

13 Jan 09 Peterboro

John Ritchie Beamsville in at 2 pm. He has been awarded contract for Lindsay Sections. He got set of plans & spec but does not expect to do any work before March

Mrs. Bullied left tonight – she has been working with us for 3 weeks.

14 Jan 09 Peterboro

Maude came up & got me this evening at 5.15, on way home were in Gibson's for a few minutes looking at clocks etc Mary Kerr began working with us

15 Jan 09 Peterboro

Kerry in at noon re his water development at Stephens Dam

{John Kerry professor and engineer became a leading figure in the development of hydro electric power along the Trent River by the private sector}

16 Jan 09 Peterboro

About 5 pm Maude & myself walked up town, stopped at Curling rink for a few minutes to see the playing Had cup of coffee at [Lorys?]

23 Jan 09 Peterboro

Afternoon at home with the wife & her baby – at 4 pm walked up town with Maude, & went in to see the Moving Pictures at the new theatre the "Royal".

1 Feb 09 Peterboro

office, correspondence etc.

Alex resumed going back to School to Miss Hall



Mr and Mrs A. J. Grant

Peterborough Centennial Museum and Archives 2000-012-001597-1 Balsillie Collection of Roy Studio Images

3 Feb 09 Peterboro

After supper went to the K of Co. card party in the Foresters Hall

6 Feb 09 Peterboro

After dinner Jones drove Maude & myself around town for 2 ½ hrs in a cab. Over at R.B. Rogers & at Hospital to call on F.[ather] O'Brien who is laid up with broken cords in the leg above the knee. Took home from the office plans etc to take to Ottawa tomorrow night

10 Feb 09 Peterboro

Tonight about 36 Gentlemen were in for cards & I think they had a good time. Party broke up at 12.30 am

11 Feb 09 Peterboro

Forenoon in the house helping to put house in order after party of last night

15 Feb 09 Peterboro Hastings, Campbellford

Went in to Campbellford after dinner & drove up to Stephens Dam with McLachlan, When leaving the dam I fell with a ladder that I was climbing at the west side of the river & got a bad shaking up, but no bones broken.

16 Feb 09 Peterboro

In bed all day nursing sore muscles from fall received yesterday

Sent Mr. Butler plans, spec & form of tender for operating machines of lock gates { *M.J. Butler was the Deputy Minister for Dept of Railways and Canals* }

18 Feb 09 Peterboro

House all day. Reading the Shuttle & helping Maude as much as I could. She had a "Tea" today from 4.30 to 6 o'clock. About 30 present.

19 Feb 09 Peterboro

Very busy catching up with correspondence which has fallen behind on account of illness this week. Maude out at the theatre with Mrs. R. Stratton & Miss Stratton.

20 Feb 09 Peterboro

office forenoon & home after dinner. Maude up town at the dentist's at 4 pm

Mary Kerr left this forenoon. No good

25 Feb 09 Peterboro

Maude received today for last time this season Miss Stratton helping her.

We have no girl this week.

Jessie

||| Gordon {Grant's brother} was presented with a daughter "Jessie Clare" today

3 Mar 09 Peterboro

After tea Maude, Miss Stratton & myself went to see "45 [Mins?] from Broadway" It is a [fun?] play and laughable

15 Mar 09 Peterboro

Read work called Calumet K" sent me by Mr John Metcalf {*The novel deals with the building a massive grain elevator and the challenges the engineer faces both from the scope of the work and devious competitors who try to sabotage the project but hero prevails in the end*}

18 Mar 09 Peterboro

Kerry _____ up about 3 pm re Stephen's dam, & changing east end of it, I said no. –

Maude, Strattons & Goodwill at Grand Opera Italian Co. "Il Travatore"

26 Mar 09 Peterboro

Maude, Mrs. Hunter & myself went to hear "Carmen" sung by the Royal Italian Grand Opera Co. Singing and acting was excellent, as good as grand opera going in New York

31 Mar 09 Peterboro

J.G. Kerry in all forenoon refused to let him pull down east end of "Stephen's dam"

6 Apr 09 Peterboro

Scott delivered 2 tons furnace coal, making 12 tons for the furnace this winter

Snow & ice has at last all left the sidewalks, & is nearly all gone from our lawn.

13 Apr 09 Peterboro

Eason & Craig at plans etc Improvement of river at lock 4 & 5 Nassau. Maude & I went to see "True Irish Hearts" at the Theatre

14 Apr 09 Peterboro

In bed with Grippe

Miss Crowley dressmaker, began working for Maude Maude & Miss Stratton went to Dr. Grenfell's lecture on the Labrador Coast

24 Apr 09 Peterboro

House all afternoon. Maude not well. Miss [Crowly?] has been dressmaking all week for Maude & Helen Richie, Contractor; closed old wooden lock at Lindsay for good & began tearing it down. Foundations of

which were laid in 1842. It was rebuilt on old foundations in 1870, & partly rebuilt again in 1885

29 Apr 09 Peterboro

Maude Alex & Helen left for Toronto at 8.30 G.T.R. where they will stay for a while at the Arlington Hotel. Minnie Wood our made [sic] remains here for a few days.

(Notified several contractors the amount of the p.[arliamentary] appropriation

4 May 09 Peterboro

Alex is five years old today. Wrote him my first letter to the Arlington Hotel. God bless him & protect him all the days of his life

8 May 09 Peterboro Toronto

H. Denne in to see me this forenoon re high water at Chemong. Explained to him new dam at Buckhorn kept water higher than formerly.

Went to Toronto at 11.45 am via Port Hope. Maude, Alex & Helen at Arlington Hotel

17 May 09 Peterboro

Went through Peterboro Canoe Co's shops with McPherson re price of launch 5'3" by 25' and 4/6 H.P. Norse [Fairburn?] Engine – price quoted \$456

20 May 09 Peterboro Toronto

Went to Toronto per CPR at 4.45. Found Maud & Alex & Helen well & happy at the Arlington Hotel After tea Maude & myself went to the theatre

22 May 09 Toronto

After dinner Maude & I went shopping & I ordered a working suit, flannel suit, & Rain coat from Murrays After supper we went to the Alexandria to see Moving pictures the best I ever saw. The birds & their young were excellent.

31 May 09 Toronto New Market

Maude pd off Minnie Wood today & had a devil of a time with her

3 June 09 Peterboro

6th Anniversary of our wedding & having no girl & a wee Helen we had to stay at home Miss Crowley brought a girl to see Maude after tea who may come & go to Metis with us this summer

7 June 09 Peterboro

Maude in bed with bad cold, took a very bad turn at 7.30 pm & had to call in the doctor. We have no girl & I had to be cook & cook's devil all in one etc.

Towards midnight the wifie began to rest more comfortably

16 June Peterboro

Home afternoon, set up Tennis net. Eason & others in after tea & we had a game of tennis & cards afterwards

22 June 09 Peterboro Campbellford

Maude & Mrs. Goodwill met me at the station & they drove up to M. Stratton's where the Astronomical Soc[iety] are being entertained tonight.

26 June 09 Campbellford Belleville Peterboro

Met M. Butler at Station, he came from Ottawa via Peterboro last night. Drove up with him to Stephens Dam & Middle Falls. On return to office went into the matter of Route of Canal thru Campbellford with M. Butler. We left at 3.10 for Bellville & on way down discussed route 3 with Kerry.

30 June 09 Peterboro Bellville Trenton
Maude, Alex, Helen & Kathleen Given left for Little Metis via Montreal. M. Pretty went to Montreal & was to see them safely on the I.C.R. train. I hope the sea air & change will brighten Maude up & renew her health

7 July 09 Little Metis Point
Arrived here last night. Maude, Alex, Helen & Catherine Given arrived here last Thursday. We have a cottage "Happy Go Lucky" from John H. Ferguson at the Light house point which is 3 ½ miles from Little Metis Village. The cottage is ok air cool & delightful, but location too lonely.

12 July 09 L.M. Point
House all forenoon.
After dinner Maude & myself walked to the village & inspected the hotels. No liquors or cigars of any kind are sold at the Hotels or store of the villages. Guests are chiefly ladies & nurse maids, children are legion. Men are at a premium, & those that venture are hen pecked husbands & brothers. Rates \$12, 9 & 8 per week, latter price is for maids.

26 July 09
Letter from Gordon, His first letter written on National Transcontinental Rly paper with his name thereon as Chief Engineer. May he succeed in the position and make a grand success as Chief Engineer of the road which will be five yrs in building

11 Aug 09 Peterboro Trenton
office forenoon. Called on Peterboro Canoe Co, re top for Mr. Mack's boat, and while there discussed launch with Mr. Rogers.

20 Aug 09 Peterboro Toronto
Spent some time with Eason, making final decision on location of Burleigh dam, size & number of sluices etc. He is to go ahead with plans now & have same ready for 15th September

23 Aug 09 Toronto Peterboro
Gave Stratton at dinner some information re Dam 8 Percy boom & said Peterboro should acquire it, 3500 H.P. net at Peterboro
26 Aug 09 Peterboro
J.B. Strauss, Chicago here re [Trunion?] bridges on Canal

31 Aug 09 Montreal
Maude is very tired she had a hard time of it at Metis the last 3 weeks with looking after her visitors & the children. Keeping house in a summer cottage, is not what it is cracked up to be. Wood stoves & far from base of supplies is not as convenient as a town house with a telephone at your elbow etc.

9 Sept 09 Peterboro
Maude up town at noon & we had dinner at the Oriental. Saw Carter re painting library & Barrie re Maude's fur coat. Frank at house part of afternoon,

laid carpet in front bedroom & after tea we put up picture moulding in the room

12 Sept 09 Peterboro
Mass at 10.30
Bishop announced purchase of property \$17000 for home for orphans & children - suppose the place referred to mean Thos Bradburn's 2 acres & 2 houses *[The London street property became the home of the orphanage; the building is now Bradburn House, part of Trent University's Traill College.]*

15 Sept 09 Peterboro
House forenoon, afternoon in office writing up history of Canal for Bell, auditor of Dept
Maude preserving fruit until 10.30 pm
Carter began graining coat of woodwork of Library & dining room

17 Sept 09 Peterboro
Afternoon Maude, Alex & myself went to the Peterboro exhibition. Had tea on the Grounds. Frank laid stair carpet this pm & after 8 o'clock he Maude & myself put up book cases & hung pictures
Carter finished painting graining & varnishing woodwork of Library & Dining room

21 Sept 09 Peterboro
Maude, Alex, Helen and Kathaleen left for Toronto 8.30 am on a shopping expedition
Called at Peterboro Canoe Co's office & saw Rogers re design of new boat, 50' x 11' by 2' 6" draft. He has model made & plans partly drawn out.

25 Sept 09 Toronto Peterboro
Kathaleen Given left us without warning this morning, so we are on the lookout for another maid. Such is house - keeping

27 Sept 09 Peterboro
Sent Mr. Butler report on Burleigh Falls dam & lock. Afternoon house writing history of canal.
Maude & I went to hear Digby Beel & Katherine Clifford in "The Debtors" (little Doritt dramatised) Company was very good & much appreciated by the audience.

5 Oct 09 Peterboro
House all forenoon. Maude resting in bed till noon. Helen is much better today, slept well last night & two hours this forenoon.
Maude called up Kathaleen at 30 Grenville St. Toronto. She is well & promises to come back for the Month of November

19 Oct 09 Peterboro
Mass at 8 o'clock Bought some flowers for Altar 40 hrs.
Signed application for 4th φ K of C Peterboro C. 798
Frank at house helping with double windows.
Helen is much better & brighter than last week. The Mother being around makes a vast difference.

Maude & myself at the evening services at Church.
Father Derling [Reden?] preached on the B. Virgin

28 Oct 09 Peterboro

Maude & myself went to theatre to see a play called
"The Wishing Ring" It was good, clean but not much
to it. Designed for two players

1 Nov 09 Peterboro

In bed all day, but beginning to feel much better.
Maude began taking Music lessons at the
Conservatory.



*Peterborough Music Conservatory, Hunter Street at
Rubidge (Trent Valley Archives)*

Alex out after tea at Halloween tricks, he had a good
time. His first Halloween.

3 Nov 09 Peterboro

Began a course of 24 French lessons with Mr. Henri
[Foubaine?] Maude & Miss Stratton went to hear the
Welsh Choir at the Conservatory of Music

5 Nov 09 Peterboro

Maude & I went to see the "Merry Widow (Webers) at
the Theatre

8 Nov 09 Peterboro

Home all day, working at data re Buckhorn &
Burleigh Falls Dam
Pruned vine in front of house

9 Nov 09 Peterboro

Maude joined Art Association, and at a tea at Mrs.
H___ where she met Mrs. Parke (Belle Dickson)

28 Nov 09 Peterboro

Maude & myself at 10.30 Mass. We rented pew No.6
in the church today in place of 201 which we have
occupied for 2 years.

1 Dec 09 Peterboro

Maude & myself went to the theatre to hear "Billy" a
football comedy which was very laughable.

3 Dec 09 Peterboro

Maude & myself went to hear Capt [Berwier?] describe his arctic voyages, at the Collegiate Institute where he was the Guest of the Astronomical Society. He spoke for 3 hours & would have kept on till morning if the people would have stayed.

5 Dec 09 Peterboro

Mass with Maude at 10.30 o'clock We sat in pew No.6 for the first time.
Maude went with Miss Stratton to hear Sam Small on local option lecture at Opera House

11 Dec 09 Peterboro

J.B. Strauss Chicago in at noon re building Bridge & other bridges on canal.

18 Dec 09 Peterboro

We moved down to the Oriental to remain there over New Years, taking rooms 17 & 27.
We had a girl for only 4 days this week & no prospect of one for Xmas week so concluded to eat out of the house.

19 Dec 09 Peterboro

Remained in the Hotel all day.
Helen has been very restless for 3 weeks now with her teeth & sleeps very little night or day.

24 Dec 09 Peterboro

Staff went home today for Xmas & New Years
Trade this Xmas in town seems to have been very good.

25 Dec 09 Peterboro

Alex & myself went to 10.30 Mass, said by Bishop O'Connor
Hotel all day. Very quiet Xmas. Helen is better today & seems to have got over the present attack of cutting teeth.
Rec'd from F.G. B. Allan two cheques today, one for \$1000 being proceeds of 10 shares P.[referred?] Stock in C. Portland Cement Co & \$35 ½ yr dividend on same.

30 Dec 09 Ottawa

left Peterboro 1.40 am & after breakfast went to Mr. Butler's office where I had 2 hrs interview with him re Newmarket Canal & other matters. Got leave to purchase gasoline launch.

31 Dec 09 Peterboro

got back from Ottawa at 6 am
Sent Strauss blue print of Masonry abutments of Lindsay bridge.

Dennis Carter-Edwards is an historian with the Trent Severn Waterways and this is the third in the diaries of Alexander J. Grant during his years in Peterborough. We are grateful that he has transcribed the diaries and this marks their first publication.

MEMORIES OF GROWING UP IN THE 1930S

I. EXODUS FROM SASKATCHEWAN

John W. Patterson

In the thirties, in the midst of the Depression and the drought in Saskatchewan, my parents were not alone in making their decision to turn their backs on the Mendham district but they were the only ones to decide to go to Ontario. In August of the previous year, two of their neighbours, who were brothers, loaded their possessions on wagons and with their stock trailing behind headed for Claresholme, Alberta. Their sons and daughters were our friends: heavy-hearted we watched their caravan move slowly across the prairie until it was just a thin line on the horizon. Other neighbours trekked to the Peace River area of Alberta and British Columbia and to Meadow Lake in Northern Saskatchewan. When our turn came to leave, there were few people to give us a farewell party. My brothers and I had mixed feelings, but I think Harold and I were satisfied that it was the right thing to do. If we had stayed it would not have been easy for us with most of our friends gone, particularly for Frank who on returning to school that fall would have found many of the desks left vacant by the departure of his classmates.

The last obstacle to our exodus from the land that had not lived up to its promise, was removed one beautiful day in early September when I rode to Mendham to pick up the mail. I knew when I saw the letter that it was important. Although it was Dad's letter I opened it. I could not wait until I got home. It was a letter from the Prairie Farm Rehabilitation Administration. We had been granted the use of two railway boxcars to move our possessions to Ontario. I galloped home most of the way and stopping short in front of the house, I waved the letter so Mother could see it through the screen door. We were going to leave; there was no backing down now.

There was little time for Dad and Mother to think about the consequences of their decision. The move had to be made before winter. Our old Model A Ford was traded for another team of horses and Mother began corresponding in earnest with a Salvation Army friend, Mrs. Fred Stone, who lived on a farm at Fenelon Falls near Bobcaygeon. The Stones were going to find a farm for us to rent. We kids were kept busy packing up household furnishings and painting the old farm machinery we were going to take with us. I think Dad wanted to put on as good a front as possible for his new Ontario neighbours.

The fateful day eventually arrived. Late in October we loaded the last of our belongings in a wagon and turned our backs on our Saskatchewan home which I was not to see again until some twenty years later. We left poor old Tom tethered to a post near the house. Tom, who had been a special friend and protector, could not come with us. He was too old; his many fights had taken their toll; he would not have survived the journey. And so, struggling to hold back tears, I saw Tom for the last time sitting on his haunches not showing any particular concern. His behaviour was most unusual because normally he would have strained on his leash to try to follow us. That same afternoon he was shot by a neighbour. There was no one to look after him in his old age.

It was a momentous day. No longer would we see the wide-open skies, the horizon that stretched forever into the distance, the swaying grass and the lights of distant towns. I would miss the hospitality of our neighbours, the trek to school, the picnics, the Christmas concerts, and the meadowlark perched on the corner post of our yard singing his clear tuneful whistle, but there would be compensations. We were going to Ontario where there were no droughts, few grasshoppers and no wind forever blowing from the west, sucking up every drop of moisture, desiccating the land, almost turning it into a desert. Frank made certain that our cat, Minnie, was comfortable in her wooden box and that Rover was on board. As we loaded the last of our stock, which was made up of 20 head of cattle and five horses—Sam, Ted, Barney, Blaze, Queenie and an old mare which Dad had somehow recently acquired whose name I have forgotten, along with our furniture and machinery, there was no crowd of well-wishers, only one friend, a neighbour, to help us with the final preparations for our departure. The goodbyes had been said before.

The engine clamped on to our cars with a slam that knocked the animals off their footing; Sam, a high-strung horse, reared up and knocked down the railings that were supposed to keep the horses confined. We had not moved a foot and we already had trouble. Somehow we managed to calm the animals and repair the damage and slowly this time, with more care, the engineer released the brakes and opened the throttle; we were on our way to a new life. Our neighbour sitting on his wagon waved goodbye and then trotted his horses into the setting sun.

We rode in the passenger car as far as Leader where Mother was waiting to say goodbye as she was going to Ontario by bus. But it was not going to be an easy journey for her. She was traveling without any stopovers and she would be worried about us, especially Harold who had stepped on a nail while the cars were being loaded. Fortunately Dad was able to get him to a doctor before the freight tied on to us that evening. Two young men who were hoping to find work in Ontario joined us in Leader to accompany us as far as Toronto. I don't remember where they slept in the box cars, probably on some straw. We slept first class on springs and mattresses which were attached to the ceilings of the boxcar with wire, Harold and I in one car, and Frank and Dad in the other.

The Saskatchewan portion of our trek was very slow. In Swift Current we sat in a siding for hours. Dad sent Frank to try to get some hot water for shaving at one of the houses adjoining the track. We were going to be met by Aunt Ada and Uncle Larry the next morning (Sunday, 25 October 1936) in Regina; I guess Dad wanted to look presentable. It was not easy for Frank; he had no idea what kind of reception he would get to his request for some hot water in the pail which he took with him. He was lucky; his knock was answered by a jovial stout lady who went out of her way to make Frank feel at ease. She not only gave him some hot water but also some cookies. In broken English she asked where we were going and expressed her hope

that Frank would have a safe journey. Early the next morning at around five, our cars were shunted on to a siding in Regina. Somehow Aunt Ada and Uncle Larry found us. I think they were distressed by our appearance. We were pretty forlorn; we had not had a wash since we left Mendham and our clothes were soiled and stained. We were hungry, and looked hungry, and could hardly wait to eat the sandwiches which they had brought. Aunt Ada has never forgotten our meeting beside the railway track. I think she realized then what a terrible effect the Depression was having on people's lives.

Later that day, when our train pulled into Verdun, Manitoba, the three of us were surprised to see Aunt Gladys and Uncle Morris waiting beside the track as Dad had not told us that he had wired ahead. They were astonished to see us because they had expected to see Uncle Morris' brother Harold. They had attributed the wire to him. Dad never informed them of his decision to pull up stakes and head for a more promised land.

Looking back, it is difficult to remember the details of the trek. Life was not particularly difficult. We soon became accustomed to the swaying of the cars and the constant clickety-clack of the train wheels as they passed over the joints in the track. We slept well on our makeshift berths. We had a few chores to do- beside feeding and watering the animals and milking two cows which, because of their unsettling environment, gave very little milk. Feed for the animals was of some concern to Dad. As we entered northern Ontario, we began to run short, with the consequence from time to time our two passengers and a couple of other hitch-hikers who had joined us somewhere along the way, would raid hay stacks beside the track while we were sitting on the sidings in open country. I remember one farmer working at the far end of a field saw the thievery but did not seem concerned. He just waved at us. Maybe he was shaking his fist but I like to think of it as a friendly wave from a farmer who was aware of our predicament and was prepared to help us. Food was a problem for us too but not a serious problem. We had enough to eat although sandwiches, bread and jam or peanut butter and hard-boiled eggs and more hard-boiled eggs became very monotonous after the first couple of days. Mother had provided us with a lot of sandwiches, bread and hard-boiled eggs which had to be supplemented with more bread as we progressed. The milk from our cows went a long way to providing us with the nourishment we needed. We did not have any hot food until we reached Toronto about a week after we left Mendham. At White River, while we were shunted onto a siding, Dad built a fire beside the track and brewed some tea. We managed quite well and remained in good health. Fortunately, Harold's foot healed quickly and caused little discomfort.

I suppose most people who have traveled on the CPR across Canada remember White River. It is not much of a place, just a divisional point but when passing through it the conductor is almost sure to tell his passengers that it is the coldest point on the CPR transcontinental line. It lived up to its reputation while we were parked on a siding there. Winter had set in; there was snow and ice on the nearby lakes. Perhaps that is why Dad built the fire, hoping that the CPR police would not raise a fuss. The fire by the track

lifted our spirits and, eventually when the freight pulled away, we again dreamed of our new home.

As we clickety-clacked our way through farming areas around Barrie, looking out of the boxcar early in the morning as the sun was rising, I wondered if our farm would be like the farms we were passing. Would it have a large barn and a tall silo? Would there be apple trees and a meandering creek with a foot bridge as I had noted at one of the farms? It was not the first time I had daydreamed about our new home. As soon as we knew we were leaving the west, based on illustrations I had seen of Ontario farms, I tried to visualize what our farm would be like. I particularly wanted it to have a creek where we could swim and explore.

At last we arrived in Toronto. As our engineer took us in, I marveled at how he found his way through the maze of tracks. At around 8 a.m. we were shunted onto a track in the CPR Hear Yard which is part of the bigger Lambton Yard near Runnymede and Dundas. The breakfast which followed was one of the major highlights of the trip. It was the only hot meal we had had. The CPR Café at which we had our breakfast was a greasy spoon on Runnymede Road. Following breakfast the two young men who had been with us all the way from Leader, unloaded their trunk and headed off into obscurity to seek work along with the many other restless men who were continually arriving from the west. We saw little of Toronto-just the immense stock yards adjoining the meat packing plant at the corner of St. Clair and Keele streets. At about noon our two boxcars were clamped on to the Havelock pickup which dropped us off on the siding at Dranoel early in the evening. Nine thirty the next morning we were picked up by the Bobcaygeon Express which brought us into Bobcaygeon in the afternoon.

There to meet us was Fred Stone, the man who had done so much to help us find a home in Ontario. With his help we unloaded the animals into a corral beside the track. The poor animals must have appreciated the firm earth after being enclosed in a boxcar for so long. A number of young boys, who in a few weeks would be my classmates, perched on the rails of the corral watching us. I was a bit concerned because it was October 31. As a Halloween prank would they open the corral gate during the night? That evening we enjoyed our first home-cooked meal since leaving Mendham. The Kettles, a retired farmer and his wife, were our hosts. Mrs. Kettle must have thought we were a sorry lot as our clothes were dirty and we ourselves had not had a good wash since starting our journey. The kindness of the Kettles made a lasting impression on me. Without their welcome we would have felt very wretched.

Late that evening Mr. Stone took us to our new home where we spent the night sleeping on the floor. It was dark when we arrived so we did no exploring... Besides, we were too tired. It was strange sleeping in a quiet house after the constant swaying of the boxcar and the clicked-clack of its wheels. In the morning, after Dad and Mr. Stone had somehow managed to prepare breakfast, we were able to face the world again with confidence that perhaps everything would come out alright. Still, I remember being apprehensive. We only had to move our stock and equipment five miles, but they might prove to be difficult, especially the first half a mile through the heart of

Bobcaygeon. There was no way we could skirt the village; we had to drive our stock past the railway station, over the canal swing bridge and then along Joseph St to North Street finally to leave the village beyond the Continuation School which I would be attending in a few weeks time. I thought the cattle might panic as they would find the environment very different from the prairies. Fortunately, that morning there was very little activity on the streets.

The cattle and horses presumably had spent a quiet night. Contrary to my worst fears, there was no evidence that Halloween pranksters had been around. We had a lot of work to do that day; feeding the animals with the little hay we had remaining, then assembling the two wagons and loading them with our household possessions. A heavy cast iron kitchen stove, a couple of tables, kitchen chairs, mother's rocker, a chest of drawers, two double beds and a cot were the main items along with dishes, pots and pans, tools etc. After tying the machinery to the wagons and then hitching up two teams Dad led the parade with Frank driving the other team directly behind. Harold and I following on horseback herded the cattle. We had only gone a short distance when a young heifer bolted into the flower bed of a large attractive house which I later learned belonged to Dr. Kelly whose son was to become a classmate. I could not very well chase the heifer on my horse in the flower bed so I dismounted and somehow managed to corner the heifer after trampling a lot of flowers and generally making a mess. I grabbed her and with a lot of effort was able to get her through the garden gate. Lucky for us, the remainder of the stock did not follow the heifer's example. As we slowly moved along the road to our new home, farmers along the way stood and stared at us. I guess they wondered who these people were and where they came from.

My feelings were mixed when I had time to explore the farm. I was impressed by the large house and the big barn but, although I was just a boy, I realized that life was not going to be much easier for my parents than it was in Saskatchewan. The land was hilly and along the way I had noticed a lot of stone fences which probably meant that the land was very stony. It was, as we learned when we attempted to use our riding plough the following spring. Every time the plough share hit a buried stone we would be pitched off the plough. Our neighbours, I am sure, had a few good belly laughs at our expense. So, like them, we used the walking plough which seemed to me to be a step backwards as, except for occasional garden use, the walking plough had long since been relocated to the past in Saskatchewan. When trying to depict what our farm would be like, as illustrated by the artist Norman Rockwell in one of his paintings, I had imagined myself holding my nose and diving into a clean, deep pool of water. I wasn't disappointed; there was a creek across the road and a short distance down a hill from our new home. It was not quite like the one painted by Rockwell but it was deep enough so that in the summers, disregarding the bloodsuckers we could revel in the cool clean water. It was a far cry from the rain barrel at the back of our house in Saskatchewan.

From my point of view, our new farm had a number of good features. The house was two storey and probably was almost twice as big as our former home. No longer would my brothers and I have to share the same bedroom.

There were three bedrooms on the second floor and on the first floor, the most important room of all, the kitchen was big enough for a square dance, or so it seemed to us in comparison to our tiny kitchen in our previous house. Next to the kitchen, facing north was the living room which extended across the width of the house. Dad and Mother used it as their bedroom possibly because we had very little furniture suitable for a living room and because during the winter it was much warmer than the upstairs bedrooms. The kitchen was the focal point of our lives. In it we discussed our problems, did our homework, ate our meals, entertained our neighbours and listened to hockey games as long as there was a charge in the batteries supplying electric current to the radio. Heating the house and getting water were two problems. Although we had two sources of heat—a large kitchen stove and a heater in our parent's bedroom—in winter the only warm room was the kitchen and then only during the day when the fire was going full blast. The sole source of heat to the upstairs was the pipes from the stove and the heater. In the winter the upstairs was for sleeping only. All other activities were carried on in the kitchen. Just as in our former home, water was carried into the kitchen by buckets, except now we had to carry it much farther. A spring at the side of the creek was the source of our drinking water and for washing Mother used water from a well not quite so far away supplemented by rain water collected in a barrel. Unlike the barrel at our Saskatchewan home, during the summer it was nearly always full which resulted in most of the water carrying taking place in the winter.

When we arrived at our Ontario home there was still fruit on the wild apple trees near the edges of our cultivated fields. My brothers and I, who had never seen apples on a tree before, at our first opportunity, we ran out with pails and soon were filling boxes that had been used for packing with apples. There were apples everywhere. Our neighbours, when they called on us, didn't know what to say. They probably thought we were crazy as the apples were full of worms and, except for a few, we eventually threw them all out.

Special thanks to Grace Barker for typing this document and sharing it with our readers. John W. Patterson had remarkable careers in military and mining. We will run the continuation of this memoir in a future issue.

QUERIES

Diane Robnik

SLOAN FAMILY

I have the 1871 census for Rev. James W. Sloan.

Sloan James . - Age 34 - born in Ontario - Religion W. Methodist - Ethnic Origin -Irish Occupation -Minister, District 51 - Sub District C - Division Page 4 - County-Durham - Description Cavan Twp. Sloan James W. - Male - Age 34 - born Ontario - W. Methodist - Origin - Irish - Occupation - Minister. - Widower. He died shortly after this census was taken. His wife Ellen died before this census. His children:- Ida Sloan Female - Age 6; George Edward W. Sloan - Age 4; Ralph R. - Age 1

In the 1881 census Ida and Ralph are living with their Grandmother, Eliza Richardson in Cavan Township, Durham East. George is with his Aunt and Uncle,

George and Margaret Richardson, also in Cavan.

In the 1891 census: Ralph is with his Aunt and Uncle, George and Margaret Richardson in Peterboro town, Peterboro County. No sign of Ida or George.

I cannot find any further census, marriage or death records for the 3 children. As James Walter Sloan was my great great uncle, I would really like to find out what happened to his children.

FAIR AND MILLIKEN

Thomas Fair and Bessy Milliken - Have little info on Bessie but have tree for Thomas. Margaret Bell - appears to have been either an orphan or servant. Lived with Joseph Grant family prior to her marriage to Frances Darling. Looking for info on Margaret Ann Bell b. March 10, 1858, m. Dec. 25, 1878

LACY FAMILY

What I know so far is my grandmother Elizabeth Lacy sailed from Liverpool to Montreal on the S.S.Kensington in 1904. She was a Barnardo child. From Montreal she went to the Barnardo home in Peterbrough but we don't know where she went after that, or what family she lived with. She came over with a sister Rose Lacy. For some reason we think my grandmother went to Sutton, ON. Thank you for your help!

RAPER FAMILY

I am looking for the death and burial of Eleanor Mary RAPER (nee Laschinger) and her husband Francis. Eleanor Laschinger was born in 1917, probably in Toronto, the daughter of Edmund Laschinger & Annie Glasgow. Eleanor's son Douglas RAPER died in Peterborough, in 2004, predeceased by both his parents. His obit suggests that Eleanor died, and her husband Francis William RAPER re-married.

Congratulations

Bob Webb has become an honorary firefighter. Bob has been a close observer of firefighting since 1952, when he was a volunteer on the hoses during the deadly Zacks fire on George Street which claimed four lives, including that of three firefighters.

MARLOW BANKS (1916-2008)

Marlow Banks has been a friend of all activities historical since 1970. He was a past-president of the Peterborough Historical Society. He was an original fan of the Peterborough Petes, for who he gave trophies and kept history. He kept scrapbooks about things historical, and these he brought to the Trent Valley Archives on a regular basis. He wrote the history of the Logan and Banks families, and kept updating their stories. And more recently he updated his memories of the history of aviation in Peterborough. Doug Armstrong, who took the photo that accompanies this note, talked to Marlow about their different memories, and Elwood Jones plans to publish a book that contains the memories of both, and also include some materials, from the Montgomery Air Service fonds, that are in the Trent Valley Archives.

Frederick Marlow Banks was born on the avenues. His father was an early car merchant before specializing in bicycles. Marlow, after a few years at Brinton Carpet and his stint with the Air Force joined the family business. The

business was on Charlotte Street until displaced by the new Post Office, and then on Aylmer Street, as seen in the photo. Marlow met his future wife, Marjorie McFarlane, while working at Brinton. They lived in several homes, including in the Cox Terrace, before moving to Gordon Avenue, where Marlow was still living when he died. Dorothy Hubbs, his long-time friend, was also a member of the Trent Valley Archives. With her help, the papers of Marlow have been left to the TVA and we are processing them. They touch on many aspects of local history.



Many people bought their bikes from Banks. My five-speed Raleigh bicycle served me well. I had fond memories, too, of looking at the posters on his walls. At the Peterborough Historical Society he was a model of good sense, and was in many ways its perfect president. Years later he wrote to the PHS and suggested it should sponsor a history of firefighting in Peterborough, and Don Willcock began his careful research. The book he awaited was published in June and has been very well-received. Marlow will be deeply missed, and we extend our condolences to the family.

TVA MEMBER CONTINUES FAMILY RESEARCH IN ENGLAND.

Dave Barry

Sharon Barry (nee Bullen), a TVA member since moving to Peterborough in 2001, recently completed a very fruitful trip to England where she accomplished some very important genealogical objectives. While the trip consisted of some three weeks of traveling throughout England and Wales with her husband Dave Barry, her brother Robert James Bullen and his wife Helen of Kincardine Ontario, the group dedicated some four or five days to doing family research in Cambridgeshire. Although Sharon's husband Dave has long roots in the Peterborough area since the early 1830's, Sharon's grandparents on the Bullen side immigrated to Canada in 1911 from the Cambridgeshire area of England.

Background

While growing up as a small girl and the only female in her family of three, Sharon fondly recalls the stories told to her by her grandmother Bullen who lived across the street from her in the little farming community of Tottenham Ontario (near Barrie). The stories and photographs that impressed her most during those early years were those relating to her grandparents' experiences living and working at a very large estate house or what she imagined to be a castle in her grandparents' native England. It was called Wimpole Hall. Although to a little girl, these stories may have seemed very much like a fairy tale, they later in life formed both the basis and catalyst that drove her quest of family history. However, her first task was to learn more of the origin and history of Wimpole Hall.

Wimpole Hall

Wimpole Hall is located in the Parish of Wimpole in the County of Cambridgeshire and is presently considered to be the greatest estate of its kind in Cambridgeshire, with its origins dating back to the twelfth century. It consists of some three thousand acres and was formed from almost the entire parish of Wimpole in Southwest Cambridgeshire and parts of other adjacent parishes. It was built on ancient "Ermine Street," the old Imperial Roman Highway linking London with York, and consisted originally of only a moated manor house set in a two hundred acre deer park. However, over the years from about 1640 onward, it was expanded to its present form, when Sir Thomas Chicheley, a descendant of Henry Chichele, the founder of "All Souls College" at Oxford University, began construction of the present manor. For the next three hundred years or so it was owned and resided in by some fourteen different families,

all noblemen of various sorts. Finally, Elsie Kipling-Bambridge, the second daughter of Rudyard Kipling was the last owner of Wimpole Hall, when upon her death in 1976; she bequeathed the estate to "The National Trust."



by various members of

Saint Andrew's Church & Graveyard; Wimpole Hall
Bullen Family Gravestones

The historic and glorious past of Wimpole Hall, as one may expect, was also adorned with regular visits Royalty - all connected to the noblemen owners. Unfortunately many of these owners

seem to have shared one dubious distinction - one of extravagance and excess, followed by financial ruin and subsequent forfeiture of the estate to a new owner.

In addition to the many noblemen who owned and occupied Wimpole Hall, Sharon's research revealed a much longer and historic **Bullen** family connection to it. This connection from the late 1700s to 1911, however was not as nobility but certainly of no less significance to her, as gardeners and farm agricultural laborers. Her first recorded ancestor to have worked at Wimpole Hall in the early 1800s was her Great-Great-Great Grandfather **George Bullen** (1794-1864). George was raised in the nearby village of Toft and shortly after he was married, moved to Wimpole. Their employer at Wimpole during this period would have been Philip Yorke, the Third Earl of Hardwicke. Then following in his father's

footsteps and continuing the family tradition and loyalty to The York family, the 1841 Census records Sharon's Great-Great-Great



Gardens @ Wimpole
Restored to Early 1900s Era
Typical of John Bullen's Work

Grandfather **James Bullen** as a Gardener at Wimpole, with his two brothers employed as agricultural farm laborers. Their employer would have been Charles Yorke, the Fifth Earl of Hardwicke and the son of Philip Yorke. Then some twenty years later and following in James

Bullen's footsteps was his son-in-law Charles Wayman, who was married to James Bullen's daughter Rhoda Bullen (Sharon's Great-Great Grandmother). Charles Wayman worked at Wimpole as an agricultural laborer along-side five of his Bullen brothers-in-law. The proprietor at Wimpole Hall during this period was Charles Yorke, the Fifth Earl of Hardwicke who was better known as and aptly nicknamed "Champagne Charley."

Finally, some twenty years or so later Sharon and Bob's grandfather **John Bullen** (Rhoda Bullen-Wayman's Grandson) went to work at about the age of thirteen as a gardener at Wimpole Hall. By then the proprietor at Wimpole Hall was a Thomas Charles Agar-Robartes, the Seventh Viscount Clifden. He had taken ownership of the estate due to an outstanding debt, owed by the previous owner Charles (Champagne Charley) Yorke.

Bullen-Norden Family History

Sharon and Bob's Great-Great-Grandfather **John Norden** was born on April 14, 1815 in West Wrating, the son of **James Norden** of West Wrating and Elizabeth Noble of Horseheath, Cambridgeshire. John Norden's father and Sharon and Bob's Great-Great-Grandfather James Norden was born on January 9, 1779 and his mother a year or so later in about 1780; they were married on January 9, 1806 in Horseheath.

John Norden was the middle child of five children born to James and Elizabeth Norden. Sadly, John's father James Norden, a Blacksmith by trade, died at the young age of forty-one on March 16, 1820 in West Wrating.

John was only five years old at the time. About four years later on April 6, 1824 John's mother Elizabeth remarried a Mr. Levi Lincon in West Wrating, where John continued to be raised.

Young John Norden, following in his father's shoes, also became a Blacksmith. On September 23, 1836, at age twenty-one, he married Jane Webb of West Wrating, at Saint Andrews Anglican Church there. They had six children. Then in about 1861



William Norden
Circa 1890

at about age fifty-six and with his family almost raised John Norden took over ownership and operation of The Chestnut Tree pub in West Wrating. While operating the pub by night, he is thought to have continued his Blacksmith business in the buildings at the rear of the pub. Thus, John continued to operate both businesses for some twenty years or so, up to the time of his death at age sixty-six, in June 1881.

The second youngest child of John Norden and Jane Webb was William Norden. William was born January 4, 1846 in West Wrating and was raised from about the age of sixteen at The Chestnut Tree. He married Betsy Cracknell in 1872, also in West Wrating. Following in his father's footsteps and undoubtedly learning the business at The Chestnut Tree, William also became a Blacksmith and Publican, operating his own pub at 50 Fitzroy Street in Cambridge from about 1881 to about 1900. He died in Cambridge in December of 1912, at age sixty-three.

William and Jane Norden's fifth child was a daughter – **Alice Maude Norden**, who was born and raised in Cambridge. At about age thirteen Alice Maude Norden became a domestic worker in the city of Cambridge. However, within a few years she changed positions and became a live-in "Scully-Maid" eventually being promoted to "Assistant Cook" at the Wimpole

Hall estate. While working there she met a dashing young gardener, locally known as a "Bothy Boy," so named because he lived in the Bothy area or garden sheds in the back of Wimpole Hall. His name was **John Bullen**. Young John had been raised by his grandparents in an estate cottage on the Wimpole property because his grandfather was also employed at Wimpole Hall. So naturally, John as a lad of thirteen or so and following in his grandfather's footsteps went to work at Wimpole Hall, working along side his first cousin David Bullen.



1907
John Bullen
and
Alice Maude Norden

While continuing their employment at Wimpole Hall, young John and Alice courted, fell in love and were subsequently married on September 7, 1907 at Saint Andrews Anglican Church on the grounds of the Wimpole Hall estate. Following their marriage, they both continued working there, but in 1911, with the future of Wimpole Hall in doubt, they immigrated to Canada.



In Canada, they lived originally in Clarkson Ontario, now part of the city of Mississauga, but they eventually settled on a

farm in Tottenham, some seventy-five kilometers north of Toronto. They had three Canadian born children, twin boys James (Jim)

The Excursion

Although Sharon had visited the Cambridgeshire area twice previously, with considerable success, her emphasis this trip was to explore two more recent discoveries associated with both sides of her paternal ancestry as well as to revisit Wimpole Hall with her brother Bob. Their Great-Great-Great Grandfather **John Norden** (her grandmother Norden-Bullen's grandfather) had operated a pub called "**The Chestnut Tree**" along with an adjacent Blacksmiths, in the little village of West Wrating, Cambridgeshire, some fifteen miles southeast of Cambridge. Additionally, Sharon had discovered on the Wimpole Hall website a **Keith Bullen** from the nearby village of Orwell, who had been a significant contributor of photos to the Wimpole Hall website. Thus, with some additional sleuthing, she was able to fit Keith into the Bullen Family Tree.

Thus, this trip presented three very distinct quests for Sharon and her brother Bob; to seek out The Chestnut Tree pub, to find her previously unknown cousin Keith Bullen and finally to re-visit Wimpole Hall.

Sharon's first quest was accomplished when the group found and visited the old pub



The Bullens
Bob - Keith - Sharon

known as The Chestnut Tree, in West Wrating, Cambridgeshire. This historic event was to occur some one hundred and twenty-seven years, after their Great-Great Grandfather John Norden had owned and operated it. Dan Heath, the present operator was very pleased to share his knowledge and history of The Chestnut Tree with them. However, the prize of the visit came when Dan provided a copy of the original "**Sale Notice**" for the pub and premises, following John Norden's death in June 1881.

However, much to their disappointment though, Dan informed them that the original Chestnut Tree Pub had burned down in 1891, some ten years after their Great-Great-Grandfather owned it, but that it had been rebuilt on the same site. Fortunately it had maintained the original name.

Sharon's second quest was fulfilled the next day, when they located their long lost cousin Keith Bullen, who was still living in the little village of Orwell, near Old Wimpole in Cambridgeshire. A visit to the local post Office

CAMBRIDGESHIRE.
FULL LICENSED
PUBLIC-HOUSE
BLACKSMITH'S SHOP,
Barn, Outbuildings & Garden,
WEST WRATTING
TO BE SOLD BY AUCTION, BY
WISBEY & SON
At the LION HOTEL, Petty Cury, Cambridge.
On SATURDAY, the 30th July, 1881, at 5 o'clock in the afternoon prompt,
By order of the Executors of Mr. JOHN NORDEN, Blacksmith, deceased.
The well known "**CHESTNUT**" Public-house, containing 9 Rooms and Cellar;
Blacksmith's Shop, Barn and other outbuildings, with a well planted Garden, the whole containing 1 Road and 11 Acres, situate at the far end of the Village, and there is a large Club held at the house.
Copyhold of the Manor of Charles, West Wrating, subject to a Quit Rent of 8d. per annum.
The Purchaser to pay for the 2 Parges, Bellows and Black-iron-works, as fixed, and for House Fixtures and Coppers, the sum of £11. 11s. 6d. in addition to the Purchase-money.
To view, apply at the Premises, and for further particulars to James Button, Esq., Solicitor, Newmarket, or to the Auctioneers, Cambridge.

and John and an adopted daughter Betty. Their son Jim Bullen married Florence Alice Reid in Tottenham Ontario, on September 7, 1939. Jim and Florence Bullen had three children, Robert James, Sharon and David.

soon confirmed Keith's address in Orwell, but unfortunately he was out. So, a return visit later in the day found Keith, who by then had been well briefed by the Post Master of these long lost Canadian cousins about to descend on him. Keith, as one would expect, may have been a little skeptical at first, but soon warmed up upon recognizing Sharon's knowledge of the Bullen family history, including his place within the Family Tree. Keith, a retired electrician who had recently lost his beloved wife of many years, was the son of David Bullen, who had worked along side Sharon's grandfather John Bullen at Wimpole Hall and was his best man at John's wedding, up to the point in 1911, when John Bullen with his new bride Alice Norden departed for Canada. However, Keith's father David Bullen continued working at Wimple Hall through the 1930's when its demise was within clear sight, under the ownership of the Bambridges, Rudyard Kipling's daughter and her husband.

Finally but not least, their third and final quest was accomplished, when they visited historic Wimpole Hall and the ancient Saint Andrew's Church Graveyard, where many of their Bullen ancestors are buried. This tour of course allowed them a first hand glimpse into the lifestyle and glamour

of the many noblemen owners of the estate. However the highlight came when they ultimately descended the ancient and worn stone steps that their Grandma Bullen trod so many years ago, between the upper maid's quarters and the kitchen and scullery area in the basement. This of course allowing them an emotional and first hand view of the surroundings and conditions that their grandmother worked in. The second highlight came when they were allowed a private tour of the garden sheds or "Bothy" area in the rear of the estate where their grandfather John Bullen also lived and worked so many years ago. This tour, not normally open to the public, was arranged by a present-day gardener, who had taken an interest in the Bullen history and their connection to Wimpole Hall.

Then finally and of much less direct association with their "Bullen family history," was a later visit to Hever Castle in Kent. **Hever Castle** was the historic **Bullen** estate, where **Anne Boleyn** the second wife of King Henry

VIII was raised. Anne had been raised as Anne Bullen, the daughter of a **Thomas Bullen**, who had inherited the castle from his father Geoffrey Bullen in the year 1505. As a young woman, Anne changed her name to Boleyn, upon returning from France in 1521, where she had obtained her formal education. She then married King Henry VIII some years later in 1533 and the rest of that story of course is history.

It may be interesting to note though that Anne's name change from Bullen to Boleyn is probably much closer to the original French or Norman version of the name, which would have been Boulogne or Bologne. This stems from the fact that the surname "Bullen" and its variations is said to have been derived from a band of distinguished Norman Knights from Boulogne in northern France, who were granted land in Lincolnshire by King William-I, for their loyalty and involvement at the Battle of Hastings in 1066.

Consequently, anyone carrying the surname "Bullen" to this day probably claims a connection to Anne Boleyn through her father Thomas Bullen. However, a genealogical record on display at the castle illustrates that all but one of the lines of Thomas Bullen and his siblings became extinct within a few hundred years. The one possibility of a connection to this family comes from the lineage of Thomas Bullen's brother **John Bullen**, whose descendents are known to have continued for at least several hundred more years. So, although Family History research is never ending, through this genealogy excursion, Sharon has successfully added a few more links into her long line of Bullen Family History.



Hever Castle
Childhood Home
Of
Anne Boleyn (Bullen)



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E.B. FOWLER, HOOD HAGGIE AND PETERBOROUGH: CORDS THAT BIND

Andrew Elliott

Our city of Peterborough is a place that is filled with surprising connections. Take for example the former businessman and civic leader Edward Bruce Fowler (1875-1946), who made his mark on the city during the early years of the 20th century.

Fowler was the youngest son of a local family whose roots had gone back to the earliest days of Peterborough. His father William Fowler came with the first immigrant families to the area back in the 1820s, and William eventually had a large family from two marriages. E.B. Fowler's uncle - also known as William Fowler - built a house in 1870 at 269 Rubidge Street (near the corner of Rubidge and King) and lived in it with his wife and children. In about 1885, his uncle, with the help of other family members, built another house right at the southwest corner of Rubidge and King. Located in what is now one of the oldest sections of Peterborough, this house is still standing, and has an address of 277 Rubidge. Today it is home to the Integrity Massage and Wellness Clinic and a doctor's office, and has been beautifully restored.

It is of solid brick construction with two bays, a gable

façade, and a front verandah. An example of Peterborough's residential housing from the earlier part of the Victorian period, the house generally exhibits the style of architecture known as bay and gable which was popular during the latter half of the 19th century. Due to its being on a corner, there was an opportunity for William Fowler to be creative with the way the house was seen from the street. One of the distinguishing features of the bay and gable style are houses that look high and narrow. Note, then, that the projecting bays on both the main and upper floors facing King Street create a sense of strong vertical emphasis. Meanwhile, the section facing Rubidge Street has a somewhat different look: the front façade from ground to roof is flat, and a verandah extends across the entire lower half of the house. This section reflects a style of architecture from an earlier period, closer in look to Neo-Classical. Note that this front section also reflects the style of the earlier house that *Two oxen and a number of workers helped to build the Fowler home in 1885. (Thanks to Raymond Johnson)*



William had built at 269 Rubidge. Walk around and you will find there are many similar houses like it in the surrounding neighbourhood.

E. B. Fowler may have helped to build the house (he is one of the boys in the 1885 photo from the time of construction) and may have lived here while working in downtown Peterborough from the late 1880s to the early 1890s. He would have walked to the Bank of Toronto at the southeast corner of Hunter and George Street. Between 1894 to 1904, he worked in Toronto and Barrie. He then became an accountant for the Canadian Cordage Company located at 25 Aylmer Street. He moved into his uncle's house at 277 Rubidge with his wife Genevieve in 1904 and two children, and lived there for the rest of his life.



The Fowler homes on Rubidge Street. (Raymond Johnson)

The company that Fowler worked at for twenty five years was an interesting one. The main building and smaller "guardhouse" were constructed around 1902 for the Canadian Cordage and Manufacturing Company, a rope-making company. The interesting separate "guardhouse" on Aylmer Street would have held the company offices at one time. The original buildings covered a complete city block from Perry Street to Lake Street. The factory was built with much thought to design. It is an inverted I-shape complex. One should notice the intricate brickwork on the main building, and the pitched roof at the centre. Inside, the key wings are towering timber and post structures. It was strategically located in the middle of an inverted Y of two railway sidings and also near the intersection of several railway lines. The factory is in the middle of a small residential area of the same vintage. Houses were built near the factory as people welcomed a short walk to work.

The company made rope, binder twine and related products. One target market was farmers. An advertising poster states "Just a Little Better than the Best," and depicts a farmer standing in a field after harvest holding a sheaf of grain under each arm. Another poster claimed it was "Pre-Eminently The Best Cordage Offered to the Canadian Trade." Massey Harris bought out Canadian Cordage in 1929 and moved its operations to France.

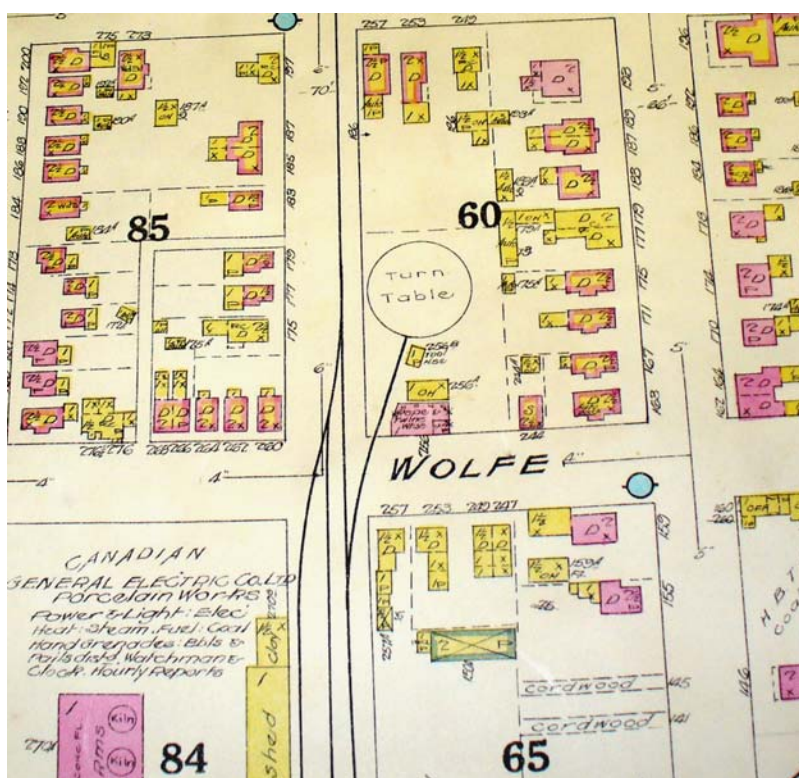
While Fowler worked at Canadian

Cordage, he was active in community philanthropic and civic interests. He was in some ways an heir to the work of Charlotte Nicholls, whose bequests in the late 19th century had made it possible for the city of Peterborough to build the YMCA, the Nicholls Hospital, and a vaunted parks system. As well as serving on the board of education, the Chamber of Commerce, and the Peterborough Industrial Exhibition, Fowler was for 32 years on the board of the Nicholls Hospital Trust. The Nicholls Hospital was succeeded by the Civic Hospital in 1950, and Fowler played important roles in the transition.

At this point, it might be useful to digress and make a note about how we learn about history. It is usually not in the neat chronological way that this mini biography appears to lead, but in unusual roundabout ways where snippets of information land on a researcher's lap, filled with intrigue. And so it was with this story, where information about a building came before information about the man.

Recently, I was notified by curious reader Colin Campbell about a building that stands at the northeast corner of Bethune and Wolfe Streets, with an address of 250 Wolfe Street. This building is on its own, the property consisting of a giant rectangle of undeveloped land that extends north from the building halfway to Dalhousie Street. Rectangular in shape, built with gray bricks, topped with a large triangular roof, and cut off at the west end, it looks, in the words of reader Campbell "like the blunt end of an ice breaker bow with a distinct port and starboard prow shape." Even more curious is the old sign printed in white capital letters with a black background on the south wall facing Wolfe Street. The sign says: "Canadian Hood Haggie Co. – Canadian Industrial Diamond Co."

So the first question that came to my mind – and my reader's mind – was: what is a hood haggie? The Public



Records Office in England has records of R. Hood Haggie and Sons. This was a rope making company that could be traced to 1789 when Willington Rope Works was founded. In 1793, the company was taken over by Robert Hood Haggie and then later, his three sons. In England, they operated out of offices on Queen Street in Newcastle-on-Tyne and Lime Street in London, and they manufactured hemp and wire rope products as well as flexible steel hawsers. Their business grew, expanding throughout the British Empire, and by the late nineteenth century, they had branches in Canada.

In Peterborough, then, further research has led me to discover that there was once a rope factory on this site. Dating the building itself was difficult, although it looks like it was built around 1900. Peterborough city directories have been of some help. In 1917, the building was listed as vacant, but listings from 1920, 1925, 1940 show it at 245 Wolfe Street with E. Bruce Fowler as the manager of the "twine company".

The rope factory is located on the northern edge of a significant industrial area. There are several factories situated near the intersection of a large railway junction between the Canadian Pacific Railway and Canadian National Railway. These lines provided easy access for loading products to send elsewhere. If one looks closely, the west end of the building appears to be cut off. This let a CNR siding clear the building and allowed boxcars to stop and unload through a door (now bricked up) into the building. The main spur of the CNR went up Bethune Street to the station near Charlotte Street. Looking at the Goad's fire insurance plan from 1929 of the Wolfe-Bethune intersection, the site of 250 Wolfe Street at one time included two small frame buildings as well as a railway "roundtable" that enabled locomotives to turn around. At the southwest corner of the intersection, Canadian General Electric had a Porcelain Works for making insulators.

With respect to the Canadian Industrial Diamond Company, which is supposed to have been in the same building, we found little. The Library and Archives of Canada has records on an International Industrial Diamond Company of Canada, incorporated in 1950, and operating until 1963. The records are part of the records for the government office called the Corporations Branch, which operated under the Department of the Secretary of State from 1869 to 1967.

From the late 1950s to the mid-1980s, the building at 250 Wolfe was the home of M & C Hydraulics, operated originally by Vick Coombs and his partner Mr. Moore and then later by Coombs' son Wayne. The property was owned by the CNR, then by Braund Real Estate, and from the 1980s to the 1990s by Wayne Coombs. Norm Blodgett of Darling Insurance bought the property in the 1990s and currently, Peter Blodgett, Norm's son, owns the building, along with other properties in the general area. According to Wayne Coombs, the turntable that was marked on the Goad's insurance map is still there, but it is now buried underground. Railway turntables are now very rare, and this should be of great interest to railway heritage enthusiasts.

Though in architectural terms, this building is not a grand landmark with especially unusual features, it is a small but important remnant of Peterborough's industrial heritage that provides unusual and interesting clues as to

what kind of companies might have existed here in the past. And with the publication of my article about this building, another reader sent me information on E.B. Fowler, the person listed in the city directory.

Fowler built this building in 1929 after Canadian Cordage ceased operations locally. His connections landed him a job as Canadian representative for R. Hood Haggie and Son, the British rope-making firm. He worked from the new office and warehouse at 250 Wolfe Street.

Fowler also was Canadian representative for two other agencies - L.M. VanMoppe and Son and J.K. Gulland Ltd, of London, England. Both were dealers in industrial diamonds, which were essential for the mining industry. His Canadian office, in the same Wolfe Street building, was called the Canadian Industrial Diamond Company. He ran both operations until he died in 1946. Fowler's children and grandchildren have interesting ties on a national level, and to the civic interests of Canada. Fowler's second son, Robert M. Fowler (1907-1980), was president of the Canadian Pulp and Paper Association, was chairman of the 1956-7 Royal Commission on Broadcasting in Canada, and led the C.D. Howe Institute during the 1960s. Robert's daughter, Diana became the second wife to the distinguished politician Romeo Leblanc in 1994. Leblanc was Canada's 25th Governor General from 1995 to 1999. Diana Fowler Leblanc came to Peterborough in 1996 to officially open a new wing of the Civic Hospital, which her grandfather had helped found. Today, E.B. Fowler's great-nephew Raymond Johnson lives in Peterborough, and has been kind enough to fill me in on his family history.

It is a statement to E.B. Fowler's prominence in the community that the Examiner ran no less than three separate columns on three separate days at the time of his death near the end of January 1946. In the article announcing his death from pneumonia, he was described as someone with a "friendly, wholesome nature"; in an editorial two days after his death, it was noted that the city was deprived "of one of the ablest and public spirited of its senior citizens" who had "brought new ideas and energy to this community"; and in the article describing his funeral on January 28th, it was noted that over 300 people attended and that among the people included as honorary pallbearers was the Liberal senator J.J. Duffus. How often does one person embody the spirit of public generosity to such an extent that it shapes the urban fabric of a community? As the Examiner noted, he "may fairly be accounted one of the makers of modern Peterborough." Fowler - always connected to this city in so many ways - is buried in Little Lake Cemetery.

Like the rope business he worked for in various forms throughout his life, E.B. Fowler is tied to the early history of Peterborough in surprising ways, and his life and legacy are a testament to the interesting connections that begin to appear when looking back at history.

PETERBOROUGH DAIRIES

We had some interesting feedback to our story on the 1915 Milk Parade. If you have any memories or memorabilia related to the history of Peterborough county and city dairies, please let us know. There are plans to write a wider history. We noted that a Keene dairy was mentioned in our first instalment of the Weir diary, but the history project is most interested in dairies in the era of glass milk bottles. Below are two photos drawn to our attention. The first shows a Campbell's delivery sled in the 1930s (from the Electric City Collection at Trent Valley Archives). The second is a picture of David Rose and his father, T. E. Rose, with their milk wagon probably on the family farm, on what is now River Road South, near the Otonabee Valley School (Thanks to Pete Rose for sharing the picture). The promotional advertising, appeared in the *Examiner* in May 1941. We chose this for the advertisements on Sunshine Dairy and Boorman's beverages, but it is an excellent example of an advertising promotion in wartime.

 <p>You can depend on the Quality of Hooper's Bakery Goods.</p> <p>T. H. HOOPER Confectioner and Caterer 414 George N. 401 George 327 George</p>	 <p>If your hair is long, a hair style especially created for long hair will be more flattering to you.</p> <p>PARIS BEAUTY SALON FRANK GREATHX 184 Hunter W. Phone 5311</p>	<p>An All-Weather Service</p> <p>No day is too rainy, no day too cold for us to be on the job, ready to fill your prescription promptly and rush it to your bedside. Rely on us.</p> <p>NUGENT DRUG CO. FRANK GREATHX 386 George N. Phone 6824</p>	 <p>4 Good Drinks Kiss Lemon-Lime Green Label Ginger Ale Kiss Orange Pepsi Cola "Most stores sell them"</p> <p>BOORMAN'S BEVERAGES</p>
<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>SUNSHINE DAIRY</p> <p>For Quality and Service 50 HUNTER E. PHONE 7834</p> </div>  </div>			
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THE CALCUTT BREWING AND MALTING COMPANY

Gord Copperthwaite

Henry C. Calcutt (1837-1913) was born in Cobourg, Ontario in 1837. James Calcutt and family came to Canada in 1832 from Ireland, and Henry was the fifth son, and the first born in Canada. James was a brewer and distiller and a man of means. Henry learned the brewing trade while working for his father. [Do you know more about James, and about the brewing tradition within the family?]

At the age of eighteen, Henry decided to go out on his own. He arranged a lease agreement with a brewer, Arthur Peck, in Ashburnham, in 1855 and moved to Ashburnham. The Brewery was on Roger's Cove, on Little Lake. [I think the brewery was located west of the A.H. Peck home, which was on the water at the foot of Mark Street. We should check this.] In the lease agreement, which ran for ten years to 1865, the rent was £80 per year, with £40 paid every six months. In the deal, both parties had release arrangements. If the building or equipment were neglected or abused, Henry could be evicted. If the facilities were damaged by mishap, such as fire, Henry would be relieved of his obligation. In 1863, Peck's Brewery was destroyed by fire.

That year, Henry built a new brewery on Lot 20, Concession 13 between Lake Street (now known as Burnham Street), and the Otonabee River. He acquired the land from the Reverend Mark Burnham, an extensive Ashburnham land owner. The land was not registered to Calcutt until 1865. Henry Calcutt now had his own Brewery and was in a position to build his own future. The new brewery was operating in 1865. In that year, the encumbrance of lease was apparently settled with a payment of £91.48, £80 lease, £9.48 interest, and £2 disencumbrance fee.

Early in his career, he bought the Old Stone Brewery on Stewart Street. It was one of Peterborough's first breweries, along with the breweries run by Peck in Ashburnham and by Boswell on Spaulding's Bay. Calcutt had not used the building to brew, but may have used it for storage. The building was used for a soap factory, by 1870 had become the second Peterborough Protestant Poor Home.

Henry now had several years of experience brewing and must have had a good reputation. He had his own successful brewery and found ways to improve the brewery. He invented a liquid cooling device to cool the beer wort quickly saving time and money. This device was formally called the Combined Water Tube Flue Boiler. It could cool 16 barrels an hour or eight gallons a minute. He applied for the patent for this unit 9 January 1865 and was granted the patent 3 April 1895, about 30 years after its inception, Patent #48595. It would become very important in Henry's later venture. The liquid cooling principle is still in use by large and small Breweries and even U-Brew Your Own establishments.

Henry looked west for new ventures. The *Winnipeg Daily Times*, 6 May 1881, reported that Calcutt had arrived in Winnipeg, where he leased the Assiniboine Brewery, renamed Silver Heights Brewery, and quickly got it into production; however, this brewery burned down in 1883. Calcutt also had a brewery in St. Boniface, the South End Brewery, which he ran from 1884 to 1887.

In 1897, he added lager beer, advertised as a temperance brew, to his production.

Getting the beer to market presented challenges. Calcutt relied on horse and cart to service local tavern business. To reach further markets he turned to steam boats. Around 1871 he started buying steam boats and refitting them to his use. He founded the Calcutt Navigation Company and bought his first steamer, the Enterprise. Other boats followed, all used to transport goods from and to Ashburnham, as well as passengers. These boats provided a link with railway lines further giving Calcutt access to larger markets for his ale and porter. It is possible that the boats were intended to increase opportunities for beer drinking. Peterborough had terrific railway links, and the beer could be shipped in all directions. People were becoming attuned to the idea of cottages and to shorter work weeks, both of which provided opportunities for beer drinking. Calcutt purchased Idylwild Point, near Harwood, on Rice Lake, and built the Idylwild Resort.

Things were going very well for him, but temperance legislation that permitted communities to prohibit the sale of alcoholic beverages proved very challenging. In the town of Peterborough, two prominent citizens, George A. Cox and Joseph Flavelle were strong leaders for prohibition. Ashburnham, possibly influenced by Henry Calcutt, was less pro-temperance. [Calcutt was a central figure in the temperance wars on both sides of the river.] After the Scott Act of 1885, Peterborough voted for temperance. This caused an outrage by tavern owners, fearing loss of business, as clients could simply cross the river to be served. A second vote was quickly organized resulting in temperance being overturned. It was said, perhaps in jest, that both Cox and Flavelle were literally chased out of town. Both became even more successful in Toronto. Temperance brought Henry further success, giving him more and new markets - those with prohibition. He was loosely quoted as saying in effect prohibition was good for business.

During this period Henry was also in to buying stock and other unrelated companies. He also bought land and resold it for profit. Land transfer books in 1870 - 1880 list Henry as buying land in 1876 for \$750 - later selling this land in 1880 for \$1500. On 14 December 1868, he bought 100 shares in the Galway Mining Company @ \$10 each. He bought a Flax Mill which operated for 4 years before it burned down. It was not reopened. He bought shares in the amount of \$450 for himself and each daughter in Canadian Cordage and Manufacturing Company on December 23, 1901.

In 1891 Henry suffered a stroke which took its toll on his business activities. He worked from his home at 73 Robinson Street, just a block from the Brewery.

In the early and mid 1890's porter and ale were strongly being challenged by this new drink "lager". Henry must have been aware of this and he took steps to keep pace. His brewery was altered by adding a three storey wing on the south-west corner of the brewery. He may have continued to make ale and porters and stouts even after turning to lager. The lager wing had the cold storage room filled with ice. It

was well insulated to slow melting. Air from this room was channeled down into the malting and brewing rooms in an attempt to keep them cool during the malting process. Here his liquid cooler device came into great importance, allowing the wort to cool slowly increased the chance of contamination, something deadly to lager. Calcutt hired a German lager brewmaster to run the lager brewing. Mr Hammell came to Canada and made the first lager brew on 3 April 1897. The lager process took about 6 weeks from start to finish. Local drinkers drank all the lager on Victoria Day.

In an article in the local newspaper, 28 May 1897, Henry's new Trent Valley Lager was touted as a huge success. On 24 May 1897, for the Queen's birthday holiday, T.V.L. was on the market for the first time and sold 97 kegs that day! It was said to be the best lager available in Canada. Calcutt had two coopers making new kegs to accommodate the lager trade. Special bottles were made for the lager trade.

In 1898 Henry incorporated his Brewery. It had been suggested this was a sign of his great success. I would suggest a pure business reason was behind the move. I feel Henry was a very shrewd man. The facts are: He was 62 years old, had a stroke and was in failing health. He had three spinster daughters living at home and wanted to guarantee their future. Being a man of vision, he saw the temperance movement gaining strong support. Unlike the Scott Act, this didn't appear to be a regionally based issue decided by local votes, but rather a province wide prohibition. By incorporating only the Brewery, land and assets could be subjected to satisfying creditors should the business close while still in debt. His home, property, furnishings, personal wealth etc. would be separate from the Brewery. In other words the only thing subject to sale by the courts to satisfy creditors was the Calcutt Brewing and Malting Company Limited.

By 1905 he let his steamboat fleet go. In 1907, the shareholders of the Brewing Company were Henry Calcutt, 73 Robinson Street, P.O. Box 1020, Brewer Maltster, \$3540; M.J. Calcutt, Spinster, \$350; Isabella Kate Calcutt (died 24 April 1948), Spinster, \$350; Susan Hannah Calcutt (died 28 April 1931), Spinster, \$310; H. G. Logan, Galt, Ontario, Printer, \$100; Henry Neil, Peterborough, Brewer, \$250; Clara Mina Rogers (died 28 May 1927), Married Woman, \$350. The officers of the company were President: Henry Calcutt; Secretary: James Drain; Treasurer: Henry Calcutt; Director: Henry Calcutt; Henry Neil; S.H. Calcutt; M.J. Calcutt; and Mrs. R.B. Rogers.

His three spinster daughters continued to run his Brewery. He donated a large piece of his property to the city of Peterborough for sport purposes e.g. Riverside Park. In 1905 the town of Ashburnham and the town of Peterborough amalgamated to become the City of Peterborough. Henry C. Calcutt died 16 June 1913.

The directors in 1923 were Margaret Julia Calcutt (died 10 December 1947), 73 Robinson Street, 130 shares; I. K. Calcutt, x shares; S. H. Calcutt, 31 shares; John Crane (died 28 December 1935), 469 Weller Street, 1 share; H. G. Logan, 72 Sophia Street, 104 shares; Edward Armour Peck (1858-1947), 304 Rogers Street, 1 share; C. M. Rogers, RR #9, Peterborough, 128 shares.

His daughters continued the business until 1933. However the Brewery was closed in 1916 with prohibition. In 1928 the Calcutt sisters sold the Brewery.



Calcutt Brewery advertisement, 1915

It was reopened as the Peterborough Brewing Company. Their first brew went bad and was dumped into the Otonabee River. Another version of the story for the short life of the brewery is suggested that the new owners went bankrupt and dumped the beer to avoid paying excise taxes. The facts: The brewery ended production in 1916 and reopened in 1928 - 12 years idle. It would have been a huge task to clean such old equipment. Thus I think the "Bad Brew" version more probable. That was the end.

In 1933 it was decided to dissolve the Calcutt Brewing and Malting Company Ltd. and pay out all assets (cash) to the share holders.

Today all that remains of Henry Calcutt's empire is the family home at 73 Robinson Street and The Old Stone Brewery. The family home is a privately owned dwelling; the Old Stone Brewery is now town-house apartments. The name, Old Stone Brewery is used by one of the successful downtown eateries, and an illustration of the old stone brewery decorates one wall. The Brewery was torn down and now is the site of the Lion's Club Centre. Riverside Park, build on property donated to the city, is still a ball diamond and park. Henry's only son died at age 9 months. Three of his four daughters died spinsters, thus effectively wiping out the Calcutt name from Peterborough. However, the Calcutt name is intertwined in the legacies of E. A. Peck's family and in the descendants of R. B. Rogers, Henry Calcutt's son-in-law.



Many thanks to the Trent Valley Archives and The Peterborough Museum and Archives for their kind and very helpful assistance with this article.

Versions of this article have been printed elsewhere, but it is reprinted with permission because we know it will be of interest to our readers. If you have information on any of the points raised, please contact the editor at ejones55@cogeco.ca.

CALCUTT BREWERY BARREL LABEL

The Calcutt Brewery had a very interesting plate for printing barrel keg labels. Gord Copperthwaite has obtained this metal plate and has created a limited edition print which should appeal to collectors of beer memorabilia and to local history buffs. The 1895 label shows the Calcutt brewery before the lager wing was added. The same image of the brewery was used on the birds-eye view map recently sold by Trent Valley Archives. That map was first sold in October 1895. If you wish to purchase this art print, contact the Trent Valley Archives for information. The print with matting frames at about 11" x 14".

NEWS, VIEWS AND REVIEWS

Concrete Arch Bridge on Trent Severn Waterway Designated as National Historic Site

The Trent-Severn Waterway pioneered many engineering firsts in canal construction such as the first concrete lock and the first hydraulic lift lock built in North America. One of these engineering achievements was highlighted at a recent Historic Sites and Monuments Board of Canada plaque unveiling. The Canal Lake Concrete Arch Bridge near Kirkfield, the first reinforced concrete arch bridge in Canada, was formally designated as a national historic site. The bridge was built as part of the canal construction work for the Simcoe-Balsam Lake Division awarded to the St. Catharines firm of Larkin and Sangster. The contractors used the Melon system of reinforcing which employed curved steel girders rather than an elaborate framework of steel bars in the core of the concrete structure. The result of

this innovation was a more slender and elegant bridge design that still had the strength to carry traffic across the canal. The bridge measures 202 feet in length. The arch, on a 30 foot radius forming almost a complete semi-circle, provides a vertical

clearance of 29 feet over the water.



Arched reinforcing rods for the bridge – TSW Archives
Progress on the Canal Lake arch bridge

Mr. Reginald Wallace, Chair of the Canadian Society for Civil Engineering's National History Committee, was the keynote speaker. He gave an interesting talk on the development of mass concrete in engineering work and the innovative use of steel reinforcing as shown by Canal Lake bridge. He congratulated the Trent-Severn Waterway for recognizing the importance of its engineering heritage.



From left to right, Professor Emeritus Reginald Wallace,

Councillor Doug Elmslie, Professor John Jennings of the Historic Sites and Monuments Board of Canada and Bruce

Stanton, M P unveil the plaque dedicated to the Canal Lake Arch Bridge (Dennis Carter-Edwards)

CANAL LAKE ARCH BRIDGE

Completed in 1905, this noteworthy structure on the Trent-Severn Waterway is the earliest-known reinforced concrete bridge in Canada. It was built using the Melan system of reinforcement with curved steel girders to reduce the amount of concrete required, resulting in a comparatively slender arch. This structure illustrates the transition from stone to concrete, with massive abutments and surface markings imitative of its masonry predecessors. A precursor of large-span reinforced concrete bridges, the Arch Bridge is an important milestone in the history of civil engineering in Canada.



TRENT VALLEY ARCHIVES

567 Carnegie Avenue Peterborough Ontario K9L 1N1
705-745-4404 admin@trentvalleyarchives.com

Trent Severn Waterway

Beginning 24 May, and running for six Saturdays, Elizabeth Bower wrote a series of articles on the Trent Severn Waterway. She toured from Lake Ontario to Lake Simcoe, and along the way stopped to talk to people and to comment on some of the historical points of interest.

On 8 July 2008, the Panel on the Future of the Trent Severn Waterway released its long-anticipated report. The report included recommendations on technology and management, and a proposal to create a Trent-Severn National Heritage Region. The report reflected the view expressed by the Trent Valley Archives that the waterway should not be treated narrowly. The entire watershed has historic continuity, and the influence of the TSW is felt throughout the watershed and not just along the banks of the canal or at its locks. Dean Del Mastro MP said the government response would come this autumn, but the election campaign may have delayed it. He supported the importance of emphasizing the Trent Valley identity.

DOORS OPEN PETERBOROUGH 2008

The Doors Open was held the first Saturday in October and the many sites visited included the Peterborough Court House and Jail.

The Peterborough Fire Department was a popular choice and highlights included using the "jaws of life" to dismantle a car. People enjoyed climbing into some of the vehicles and the display of elementary school art was a nice touch. There were some splendid exhibits based on the fire

department's history. Its new book was available for sale, and members of the committee were on hand to sign copies. This site was so open, it was difficult to count visitors, but certainly over 300 visitors were there.

For a second year, Don Willcock was the commentator on the bus that joined the sites. This year the most Doors Open sites were along the Brock Street corridor from the Court House to the Knights of Columbus Hall. There was also an emphasis on arts and culture sites.

The Trent Valley Archives was pleased to be one of the sponsors of this event.

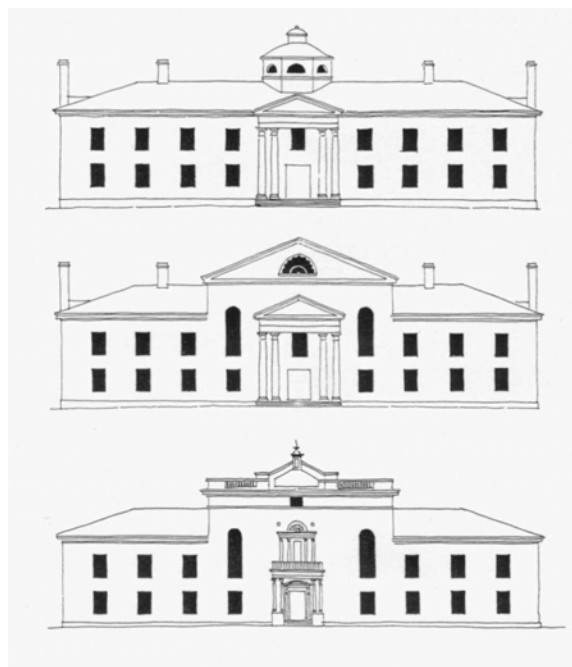


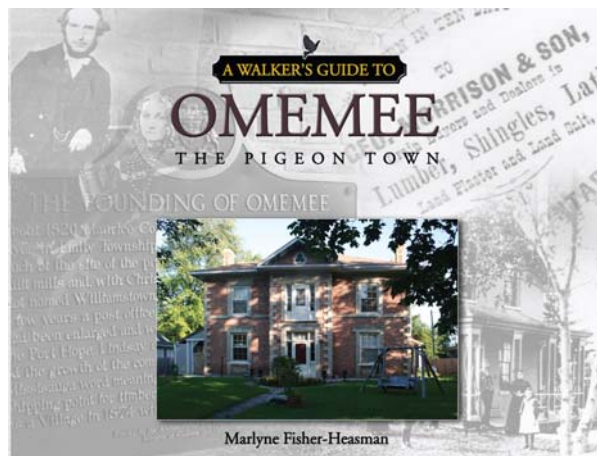
Illustration of the centre wing of the Peterborough Court House in 1838, 1878 and 1917. Joseph Scobell was the architect in 1838. John Belcher was in charge of changes in 1878 to make the court room larger and better lit. Marani and Morris of Toronto were architects for the changes made following the Quaker fire of 1916. (Courthouses of Order)

NOTABLE BOOKS

Leslie Cole, *Under Construction: a history of Co-operative Housing* (Nepean, Borealis Press, 2008)

Leslie Cole, who was raised in Peterborough, has written a solid book on the co-operative housing movement over the past forty years. The Trent Valley Archives has some small collections that relate to co-operative housing projects in Peterborough. This book covers the Canadian experience, and cheers those who persevere of people who want good affordable housing.

Elwood Jones, *Strike Up the Band!* and Elwood Jones, *Fighting Fires in Peterborough* both appeared in June and both books have received very positive responses. Both books have made aspects of our history accessible and both books have stories never told in print. Good design, lots of pictures and pertinent lists have added to the appeal.



Marlyne Fisher-Heasman has written a book on the history of Omemee as seen from the street. It was a good idea, and the book is richly illustrated with photos that originally came from the collections of Hilary Williamson. Marlyne's book is a good complement to Williamson's classic history of Omemee. The pictures are excellent, and it is nice to see history from the perspective that it happened here. The book is published by the Trent Valley Archives and the book is now available. The book will be welcomed by anyone with family in the Omemee area. However, the book is also helpful for those who have driven through Omemee and wondered what stories those buildings could tell. Louis Taylor has designed the book.

We have inserted a card into this issue of the Gazette with the hope that you will be inspired to look to some of our books for Christmas gift-giving. In addition to our own publications, we draw your attention to some of the books written by our members and others who used our resources. There is also the colorful book on the history of Midland, that is also a good gift book. Our number one seller is Mary and Doug Lavery's *Up the Burleigh Road!* We are also proud of our other publications: Diane Robnik on Mills, TVA on Peterborough Interiors, and Marlyne Fisher-Heasman on Omemee. Rae Fleming on the Frost boys in World War I is a perfect read as we mark 90 years since the end of World War I. Cy Monkman and Marjorie Shephard have written books on skiing, always good at Christmas. In addition to the two recent books by Elwood Jones on fires and bands we have his books on the Peterborough Exhibition and on Anson House. For a full list of titles currently available see the listing on the inside front cover.

Forty Years of Geography at Trent University
Peter Adams et al, (2008) \$10

This book was put together in time for the Geography reunion which was held in conjunction with the Head of the Trent weekend, in early October. The book contains a history of the department, its courses, its research programs and its faculty together with a year by year look at the department. Each year gets a two page spread of events and photos. One early highlight was the Arctic excursion of 1969-70, and over the years the department has contributed to Arctic research that is now of quite wide interest. Adams' book on

Trent, McGill and the North is also available from the Trent University Geography Department or from Alumni House, at Champlain College. The proceeds from this book have raised \$25,000 for a student bursary to study in the North.

ACTIVITIES

Autumn Greetings! Our tradition of combining history with good times continues! We were pleased to offer downtown Halloween ghostwalks that took a new route. An industrial walking tour that tells the story of GE and its surroundings and a new heritage bike tour, hosted by Bruce Fitzpatrick. To celebrate the holiday season, we invite you to come out for our annual Christmas event "The Christmas Stories", Friday, December 2. For more information about any of our events, please call 745-4404 or visit our website at: www.trentvalleyarchives.com

"Down at the Plant" Industrial Tour

Sunday October 12 at 1pm (meet at Colonial Weaving Building). With the change from water power to electrical energy, industry in Peterborough moved west from the shores of the Otonabee River to a four block area anchored by Canadian General Electric. Join CHEX Television's Steve Guthrie as he takes you back to the beginning of the 20th Century to learn what was 'Made in Peterborough'.



Steve Guthrie talking about CGE.

"Heroes & Rails, Bridges & Trails"

Heritage Bike Tour

Participants met at the zoo parking lot and took a pleasant four hour jaunt over some 20 km of Peterborough's historic rail trails to discover some fascinating places and people who have made our City and area great. Some of the highlights included the several bridges that once carried the people and freight that helped build our area. The tour guide, Bruce Fitzpatrick, regaled the bikers with entertaining tales of the history of rail and water transport in this region. People enjoyed the leisurely paced afternoon.



Some of the bike tourists on the 19 October event. Below, a view of the river seen on the trip.

Museum Students visited

Trent Valley Archives hosted some students from the Trent-Fleming Museum Studies Program. We have several exhibits and had tour guides for the different areas. Diane Robnik talked about the Research room, Carol Sucee, the library, Basia Baklinski, about conservation, Elwood Jones about the archival holdings, and Don Willcock about the indexing of the abstract registers in the Peterborough Land Records.



Trent-Fleming Museum Students learn about the Trent Valley Archives.

Students will likely have the option of doing one of their projects at the Trent Valley Archives. In the past, interest has been tied to the Stan McBride collection of street directories and the impressive research base in the Martha Kidd fonds. The thirty students were broken into three groups and then rotated to the other groups.

Ghost and Gore

Original Downtown Ghost Walk

Nightly October 24 to 30 at 7pm (meet in Confederation Park). Come walk with us at the spookiest time of the year! Hear stories about the town's first burial ground, the ghostly happenings at the YMCA and the hangings at the Old Gaol.

Discover Peterborough's Haunted History
Ghost & Gore Halloween Tours
October 23-30

Tours are approximately 90 minutes in length. Dress for the weather. Tickets are \$15 for adults, \$10 for children under 12. Tickets are limited - **Reserve Today.**

7pm at the Old Burying Ground (Confederation Park)
745-4404 • www.trentvalleyarchives.com



Tori Owen doing ancestral research at the Trent Valley Archives.



Susan Kyle was at the Peterborough Historical Society Antiques Fair, seen here standing by the exhibit for the Christ Church Lakefield historical group.

WEEKLY HISTORICAL BIKE TOURS PLANNED TRENT VALLEY ARCHIVES EXPANDS FROM WALKING TOURS

Laura Mueller, Examiner Staff Writer
20 October 2008

Walking tours and ghost walks are a Peterborough standby, but soon there will be a more athletic way to experience the city's history.

The Trent Valley Archives has been testing a new bike tour that takes cyclists through the role the Otonabee River played in the city's development.



View from the Bike Tour

Bruce Fitzpatrick and Diane Robnik from the Trent Valley Archives researched and planned the route for the three-hour tour, called Heroes and Rails, Bridges and Trails, and held three test runs of the tour over the past few weeks.

Fitzpatrick said he got the idea for the tour last spring and he and Robnik spent the summer researching and planning. They hope to run the tours on a weekly basis in the evening starting next spring.

"I do the pub crawls and ghost walks, but I like to bike, so we came up with this," Fitzpatrick said.

He said people like historical excursions because it lets them get close to history.

The last test run of the tour took place yesterday and Mayor Paul Ayotte went along for the ride.

"I heard about it from Bruce and it sounds like fun," Ayotte said.

For a \$20 donation to the Trent Valley Archives, Fitzpatrick guided the group of about 15 people from Riverview Park and Zoo on Water Street, up the trail to Trent University, down the Rotary Trail along the east side of the river and across the CPR bridge to Millennium Park for a halfway point stop at the Silver Bean Cafe before continuing along Hunter Street to the rail trail and Jackson Park and returning to Riverview Park and Zoo.

There are 15 stops along the route where Fitzpatrick recounts the history of famous people and places that contributed to Peterborough's development.

The stories he tells are social history, he said, and he encourages people to contribute their own stories along the tour.

"And then I steal their stories for the next tour," Fitzpatrick laughed.

NOTES: Mayor Paul Ayotte said he heard about the bike tour while on his recent trip to Green Bay, Wisc. with city officials. He wore a Green Bay Packers jacket on the tour yesterday.... The \$20 donation counts towards the \$50 membership fee to join the Trent Valley Archives.... Bruce Fitzpatrick's next Scandals and Scoundrels pub crawls are Nov. 7 and 14 at 7 p. m.... For information about the tour visit www.trentvalleyarchives.com or www.celebrationoftrails.ca

Thanks to the Peterborough Examiner.

PETERBOROUGH CELEBRATED THE END OF THE GREAT WAR

Don Willcock

At midnight (Paris time) on Monday, 11 November 1918, representatives of Kaiser Wilhelm II's Germany admitted defeat. The victorious Allied nations drew up and signed the armistice. When Germany signed, the world war ended. Four years of fighting led to millions of deaths and casualties to combatants and civilians on both sides. Eleven hours later fighting stopped on all fronts. With the time difference, the signing occurred at 7 p.m., 10 November, Peterborough time, and the hostilities ceased at 6 a.m., 11 November, Peterborough time. The American State Department announced the war's end at 2 a.m. Washington (and Peterborough) time, 11 November. The signing ceremony took place in a railway car parked in the Compiègne Forest, north of Paris. Within hours, the news had crossed Europe and the Atlantic Ocean. Peterborough celebrated the end of war.

The *Evening Examiner*, 11 November 1918, in "The Day's' Dawn In Peterboro", described how the residents of Peterborough learned that the armistice had been signed and that the fighting would cease within the day. "The day for which Peterborough waited so long, so patiently and so confidently was heralded by the United Press telephone message to The Examiner at 3:20 o'clock this morning. Immediately, pre-arrangements for the publication of the glorious news were set into operation. Members of the mechanical and editorial departments were gathered by automobile and in a comparatively short time the staff was handling the detailed despatches before any other news agency was heard from. The Examiner's street bulletin announced the cessation of hostilities at four o'clock, nearly an hour before the news had reached Peterborough by any channel other than the United Press."

Police Patrol Sergeant Blade, on his nightly patrol, received the news from the Examiner office and he notified E. G. Patterson, the head of Canadian General Electric. A special signal had been pre-arranged for C. G. E.'s steam whistle, "Old Roarer", as the war's end had been anticipated "hourly" since the preceding Friday. Patterson passed the news along, and Peterburians heard the great news when the whistle blasted a signal on the morning of 11 November – over an hour earlier than usual. As the *Examiner* observed, "The old bellower achieved a new note this morning, as it echoed the swan song of the last and most belligerent nation of the once haughty and arrogant Central Alliance. To the low rumbling tones that call the [C. G. E.] workmen to a new day six times a week was added a high-pitched exulting blast that was the keynote of the forthcoming rejoicing."

Since the whistle could be heard throughout the city, it was not long before much of Peterborough was awake and beginning to celebrate. By 6:00 a.m., George Street was "over a mile long, containing every kind of vehicle that could be induced to move." There was even an "old-fashioned" penny-farthing bicycle. Each vehicle was decorated with flags and bunting, and carried as many men, women, and children as could be packed aboard; every person carried some sort of noise-making device, and put it to good use. A half dozen "triumphal processions" throughout the city brought their participants to the Armouries to be part of the Great War Veterans' 10 a.m. parade.

The combined bands of the 57th Regiment and the Great War Veterans Association [GWVA] led the parade, followed immediately by veterans who had fought in France and Belgium during the earliest years of World War I. Louis Houedry, who had returned to fight for his native France at the war's outset, wore his blue and red French Army uniform. Next came the Salvation Army's Temple Band riding in a large truck which towed a field gun manned by several veteran gunners. The Peterborough Collegiate bugle band was followed by the school's cadets, with their rifles, and the cadet stretcher-bearers carrying an effigy of Kaiser Wilhelm. The kaiser was burned in effigy that evening in a gigantic bonfire in Central Park. The rest of the procession included "car after car, big trucks, packed to the limit with wildly cheering people, and pleasure cars flying the flags of the allies", delivery wagons of every type, clown bands, "negro bands", kazoo bands, and impromptu choirs singing patriotic songs, such as 'Until the Boys Come Home'.

The parade route began at the Armouries, moved down George Street, Charlotte Street, Aylmer Street, Hunter Street, Water Street, London Street and returned to Central Park. At the park, Mayor Duncan announced that "the authorities desired them to keep on celebrating" and Harvey Staunton, president of the Peterborough GWVA, also encouraged the cheering crowd to celebrate "all day and all night". Former Mayor W. H. Bradburn, chairman of the local Victory Loan Committee, reminded everyone to subscribe to the Victory Loan so Canadian troops overseas would be adequately clothed, fed, and maintained until they were brought home. Peterborough's residents continued to celebrate, as the *Examiner* reported, "Almost without cessation, the people,

young and old, held high carnival that in most respects surpassed all the celebrations of the past." Fireworks were not available from any source that day. Otherwise, it was a successful day of festivity.

In the afternoon and evening, the Peterborough Ministerial Association hosted two "monster meetings" in the Armouries. The programmes included speakers representing local government, the judiciary, the militia, veterans, churches, and women's organizations. Massed bands and choirs performed the national anthems of all the Allied countries, including what was reported to be the first public singing of the Italian anthem in Peterborough; this was exuberantly accompanied by fifty local Italians in the crowd, singing and waving a large Italian flag.

Despite all the crowds, the activity, the uproar, only one man was arrested that day; not surprisingly, he was charged with being "loaded" on liquor. He was let off by the presiding magistrate, with the warning that this would only apply for the one special day. The police maintained a prominent presence throughout downtown for the entire day. Police Constable Lawrence was stationed by the Y.M.C.A. (corner of Murray and George streets). P.C. Deannard was at George and Charlotte while Sergeant Reid made rounds of the downtown streets. Patrol Sergeant Blade and P.C. Young were a mounted patrol.

The only serious problem reported was the "promiscuous throwing of talcum powder"; the *Examiner* notes that one young lady was "nearly blinded" by this substance and had to leave the festivities. It was more difficult to get around in Peterborough that day because the crowds completely paralyzed the streetcar system. The telephone exchange had its busiest day ever, but the operators managed to give good service – off-duty personnel came in to assist, and to allow scheduled operators to join in the fun for a time.

The morning and afternoon celebrations were reportedly "tame" compared to the evening's "saturnalia of fun". The *Examiner*, 12 November 1918, reported, "While the crowds surged and eddied in a pandemonium of noise, there wasn't a sign of disorder. No person was injured, there have been no reports of property damage, only the sound of revelry by night that will echo through the lives of the boys and girls, the men and women who made it a mocking valedictory to the Kaiser and his Junkers." The festivities continued well into the night. At midnight the Salvation Army Temple Band, riding on a truck and accompanied by Mayor Duncan, drove into "suburban parts of the city" to play for "the elderly and sick" who might not have been able to get to the centre of town for the official celebrations. The newspaper did not report if the ill or the aged appreciated a noisy excursion at that hour.

All in all, Armistice Day 1918 was quite an unprecedented holiday in Peterborough. After four years of war, death, anxiety, fear, and deprivation, people were happy to see the end of the Great War that some believed was the 'war to end all wars'.

VAN HORNE'S STATIONS

William Cornelius Van Horne came from a very long line of Dutch entrepreneurs who landed in New Holland or Manhattan in the 1630's. His father was a trained lawyer and sometime gentleman farmer. Born Feb. 1843 he breezed through school and joined what is now the Illinois Central, where he trained as a telegraph operator while taking business college courses when not on shift. (He was forced to work after his father died unexpectedly at age 14 which meant that William had to go to work.) From the Illinois Central he went to the Chicago and Alton and up his career went. Somehow, he landed up as General Manager of the Minnesota Southern because the Board of Managers was impressed with the young man.



The Van Horne Station featured a second story residence for a station agent.

The Southern Minnesota Railway had begun under the chairmanship of Colonel Thompson of Wells to build the railway from the Mississippi River west to Winnebago in Faribault County. The idea was to get the grain of the prairies along the southern Minnesota boundary-northern Iowa boundary to the Mississippi as quickly and as cheaply as possible. But, the railway was quickly running out of money by the time it reached Jackson MN.

When Van Horne arrived, the railway was broke when it had arrived in Lakefield MN in late 1878. Several land companies get into this mix and it's very difficult to figure out who-did-what. One of the Roosevelts, James Roosevelt was on the board of one of these land companies. (Roosevelt was the father of the U. S. President F. D. R.) James was also involved with Delaware and Hudson RR, and president of the Southern Railway Security Company. Van Horne pushed the rest of the Southern Minnesota from

Lakefield MN where he met Walter Traill who was busy working for railroader James J. Hill in trying to create a parallel Great Northern railroad line south to Omaha to rival the already existing Chicago, St. Paul, Minnesota and Omaha that was going south from Heron Lake MN to Worthington MN and on south to Omaha.

Depot, Lakefield, Minn.



And it is in Lakefield MN that Walter named for his hometown that the story of the Van Horne stations begins. One of the hundred reasons why the Southern Minnesota Railroad was broke was, that, it had built a nice station, but, was renting a house for its station masters and station agents. Van Horne was appalled. The rental rates were high even for those times. It's presumed that the locals in each "railway town" must have felt that the railway management had "deep pockets"; rather than waiting for the railway to make money that would have afforded the high rents. To stop this high cost, Van Horne began his "signature stations" at Lakefield, replacing what would become a freight shed on the property.

At Miloma, where the Southern Minnesota crossed, the "Omaha Road" going south to Omaha; Van Horne built a frame two storey "Union Station". In the photo kindly supplied by Ed Carlsen, the "Omaha Road" is coming north towards St. Paul. Thus a pattern was established by Van Horne. It is thought that Van Horne himself laid out the drawings for these "self-contained stations" as he preferred to call them; and, likely had a civil engineer on the Chicago and Alton approve them for construction.

While General Manager of the Southern Minnesota, Traill was appointed General Superintendent with the parent company, Chicago and Alton. Van Horne came to the attention of railway magnate, James J. Hill. Hill at that time was still involved with other "money men" of St. Paul who were involved with the C. P. R. These men, which

included Stephen, were impressed with Van Horne. They were equally disenchanted with General Thomas Rosser and Gen. Albert Stickney; who, it was claimed, were "land robber-barons". Rosser was fired, and Stickney "retired". Van Horne was then placed into the General Manager's position.

Undoubtedly, the money must have been awfully good to entice Van Horne from his dual-duties with the Chicago and Alton. And, the even better money that he was receiving as General Manager with another rival road, the Chicago, Milwaukee and St. Paul "the Milwaukee Road in 1880. With Van Horne gone, the Chicago and Alton sold the now profiting Southern Minnesota Railway to the Chicago, Milwaukee and St. Paul Railway.

However, the unconventional station at Lakefield was left alone by the "Milwaukee". Van Horne brought this station design with him and put them all across the prairie, where stations had not yet been built. The same station design followed with the building of the Ontario and Quebec Railway in 1883/1885. To the best of our knowledge, and, available research, the last of the "Van Horne stations" was built at Remer MN by the Soo-Line Railroad (that railroad was a line-item in the Canadian Pacific Railway ledgers). Not much has changed in the basic design from 1878 to 1910. Although, we have yet to find any drawings/floor plans, it can be generally assumed that all stations of this design were likely uniformly, the same size (give-or-take a foot-or-two).



Claremont station

What can not yet be explained is, how this same design appears at Stirling built in 1879, the same year that Van Horne built his version at Lakefield. This station was built for the Grand Junction Railway. In some aspects it's a slightly smaller version of the Remer Mn station and has the central chimney. Was it, in the end, Walter Traill who influenced the station design? Did he see the Stirling station plans on a visit back to Belleville and pass them along to Van Horne? Oh the agony of not knowing!

David Jeanes found this from the Lakefield (MN) Standard newspaper. "In the summer of 1879 when the railroad was being built from Jackson to Flandreau, Dak., there was some prospect of a station being located just south of Lake Heron, one mile west of the present town site. Henry Knudson, who owned

land of this proposed town site, erected there a store building which has since been moved to this village and is now owned and occupied by Wm. Snure for a general store. For some reason unknown to us, the railroad company did not lay the side track at the above place but decided to locate the station on the present site. Colman's lumber office is the oldest building in the incorporation, being built in the summer of 1879. It was used for both lumber and telegraph offices until the latter was removed to the depot, which was completed the same fall."

VAN HORNE'S STATIONS: COMMENT

David L. Jeanes, Heritage Ottawa

I have some specific comments on the particular Van Horne type station (two-storey, gable end, with operator bay, and 1-storey freight shed extension).

My son Andrew, who works in heritage conservation for the Ontario Ministry of Culture, has a special research interest in heritage railway stations. He has found an explanation for the apparent anomaly with the early (1879) date for the station at Stirling, Ontario. The Grand Trunk Bridges and Buildings book of 1907 shows its construction date as 1887. This makes a lot more sense than 1879, as it follows almost all the other known stations.

Stirling was on the Midland Railway (purchased by the Grand Trunk). Similar Van Horne stations appeared at Stouffville (1886) and Port Perry (1890, but really June 1889,

www.scugogheritage.com/timelines/1880-1889.htm), on other constituent lines of the Midland. Stirling station was recently restored, but relocated a short distance along the abandoned rail right of way.

The Bridges and Buildings book suggests a similar station was at Campbellford (1890), and one more Van Horne station appeared around that date at Yarker, Ontario, on an unrelated railway, the Napanee, Tamworth & Quebec, which became part of the Canadian Northern, (www.ccfwp.com/Docs/yarker%20history1.pdf)

In addition to the Prairie Van Horne stations built between July 1882 and mid 1883, and the Ontario & Quebec Ry Stations of 1883-1884, there were a number built in Northern Ontario, (Sudbury and west), in 1884-1885, and at least four in British Columbia, (Donald to Mission Jct., 1886). The Northern Ontario and BC work was directed by general superintendent Harry Braithwaite Abbott of Brockville, Ontario, who reported directly to Van Horne.

Thomas Tompkins, a contractor, also of Brockville, is credited with CPR building construction in British Columbia, (Canadian Architect and Builder magazine 1889-7-83, 1899-3-46), and a Saskatchewan CPR station was named for him. He made an extended trip to Australia and New Zealand around 1894-1895, a period when no Van Horne stations were being built (CAB, 1895-4-53).

There was little or no overlap of construction dates in the different locations, which suggests the agency of a person or team moving around the continent. Specialized teams, totalling 250 men, under building superintendent Joseph Bailey, mass-produced 12 of the Prairie stations and associated section houses and water tanks in 1882. (Winnipeg Free Press, 22 December 1882). [Editor: Bailey had earlier been in charge of building the Midland station in Peterborough in 1878, which also had a two-storey wing.]

Similar mass-production techniques are documented for multi-station contracts in Eastern Canada, including the Quebec, Montreal Ottawa & Occidental Ry (1877-8), Canada Atlantic Ry (1881-4),

Pontiac & Pacific Junction Ry (1884-6), and Ottawa, Arnprior & Parry Sound Ry (1893-6).

The use of the operator bay window on standard stations did occur in Canada prior to the first Canadian Van Horne stations. Surviving examples are the 1877 QMO&O designs at Masson and Calumet, Quebec, and the 1881 Canada Atlantic design, preserved in Barrington Station at Exporail in Montreal. These were one or one-and-a-half storey stations, but their designs soon evolved to 2-storey stations, all on railways NOT under Van Horne's control.

Editor's note

We expect to pick up this theme in future issues, as both our authors are finding fresh information and documents to share.

EVERY PICTURE TELLS A STORY...OR TWO.

Gina Martin

Several months ago, my friend, Chris Minicola, showed me the most wonderful photograph. He and his cousin Denise Kouri were going through old family photos when a long lost gem caught their eye. So impressed was Chris with the photo that, in his own words, he "just stared at it for a long time" and later commented "It could well be one of the most beautiful photographs I have ever seen." After viewing the photo myself, I had to agree. At first glance, it was the period photograph of a fine looking group of Italian men sitting on a back porch. But as we studied this photo, locked away for decades among family memorabilia, we saw much more. There is an old saying "every picture tells a story". This photo tells many stories.

Chris and I descend from two of Peterborough's oldest Italian families and often share photographs and research regarding the Italian heritage of our hometown. With nothing written on the back, this photograph prompted so many questions! Who were these men? Where and when was the photograph taken? What was the occasion? Why are there only men in the picture? Who was the photographer? The list of questions went on and on.

Our first instinct was to identify the men in the picture. Of the ten gentlemen, we positively identified four and have working theories on the others. The man seated far right in the middle row is Chris's great grandfather, Donato Minicola. Standing centre in the top row is Donato's brother, Leonardo Minicola. Seated far left in the centre row is their brother-in-law, Donato Sabatino who was the husband of their sister Margareta. Seated in the centre wearing the bowler hat is another brother-in-law, Giovanni Cupoli, husband of their sister Pasqualina. The uniformed lad on the far right of the top row is a son of Donato Sabatino as is the young fellow seated to the right on the ground. After comparing later photographs, we think the young man seated to the left on the pavement is Joseph Minicola, the youngest brother of Donato and Leonardo. The young lad on the top left could be Alfredo Pepe Sr. Finally, we wonder if the two men flanking Giovanni Cupoli in the centre row are the other brother-in-laws, Antonio Vecchio and Donato Casciano, married respectively to Rosaria and Maria Minicola. We have no photos to compare these last two men.

Next, we wondered about the location and timing of the photograph. Most Minicolas lived in Peterborough and the Sabatino branch was in Lakefield. The Vecchios lived in Toronto and the Cascianos in Pennsylvania. Luckily, Gordon Young of Lakefield Heritage Research confirmed that the photograph indeed originated behind the Sabatino home at 34-36 Albert Street in Lakefield. Thanks Gord! Judging the age of his great-grandfather Donato Chris dates the photo to about 1905. This concurs with the ages of the others.

Chris and I agree that the photograph teems with charm and character. Notice the overhead vines laden with plump ripe grapes. Some of the men have small bunches of grapes in their hands or in their lapels. Others hold lit cigars or cigarettes. All are well dressed. This is a celebratory occasion. Was there a parade of some sort in Lakefield in which the young uniformed Sabatino boy was marching? Was it simply a family photo taken after church one Sunday. Something special brought together family members from Peterborough, Lakefield and possibly Toronto and Pennsylvania. The grapes intrigue us. Carefully held on laps and in lapels, they seem to have an almost reverent place in this photograph and make us wonder if it is they who are the real centre of attention.

Some years ago, my Italian born father told me about a festival celebrated throughout Italy during the grape harvest season. "La Vendemmia" is usually celebrated sometime in October after the grapes have been harvested and the winemaking ritual has begun. Dad said that each region of Italy celebrated in its own way. As a boy in the small Abruzzo village of Rocca San Giovanni, he remembered a parade and a huge feast in the public square attended by nearly everyone in the village. He remembered fireworks, suckling pigs roasting on spits while platters of fresh grapes and wine flowed freely among the villagers. Today, "La Vendemmia" remains one of Italy's biggest celebrations and is a tourism highlight. There are parades, festivals and fireworks displays as well as the ceremonial "stomping of the grapes" festivities. In some localities, the townspeople decorate the town's main fountain with grapes. Sometimes, the fountains become wine dispensers. Italian communities outside of Italy celebrate La Vendemmia with festivals held

in Toronto, Ottawa, New York and California. Was the Minicola family gathered to observe its own version of this very Italian event?

Think about the people in the photograph and how they impacted both Peterborough and Lakefield. Although many Italians came through the Peterborough area to work briefly on the railroad or the canal system, the Minicola family was the first Italian family to settle in Peterborough. Arriving in 1886, they were also the first Italian family to move to Elm Street, now Hopkins Avenue, the street that for a period of about fifty years was known as Peterborough's "Little Italy". Likewise, the Sabatinos were the first Italian family to settle and remain in Lakefield. Both families were very well known in their respective communities.

Lucia Minicola, mother of Donato and Leonardo, for years ran a grocery store in Peterborough from the original family home at 519 Elm Street. After her death in 1915, her son Nicola, the only Minicola boy not pictured, took over the store and eventually left it to his daughter Lucy. In 1916, Lucy married Fred Pepe, possibly in the back row of the photograph, and together, they ran the store until the 1960s.

The Minicola boys worked in the family grocery business, first with their parents and then together. Eventually each had his own store. Donato, "D. M. Minicolo, the Fruit and Grocery Man" operated his store at 410 ½ George Street and later at 294 Charlotte Street. His sons ran the business into the late 1930s. Leonardo Minicola became a market gardener on Erskine Avenue and with his wife Rosaria ran a grocery store from their family home. Rosaria and her daughter ran the store for many years after Leonardo's death. Even today the Minicola name in Peterborough seems synonymous with the grocery business as Chris's father and brother run the "Charlotte Pantry" on Charlotte Street.

Joseph Minicola, who may be the young man on the pavement, made a somewhat different mark on the City of Peterborough. In 1888, young Joe was the first Italian-Canadian born in Peterborough. He became one of Peterborough's most accomplished musicians and, for over 25 years, led the choir at St. Peter's Cathedral. He was a

bandleader and taught music in his home. Joe Minicola was asked to join the famed John Philip Sousa Band but declined so that he would not have to leave his family for long periods



of time. He was also a wonderful singer who was said to "shake the windows of the church" when he sang Ave Maria during Midnight Mass. Joe's sons, Paul and Jack, were also very accomplished musicians. Paul Minicola's orchestra was the house band at Greenhurst Pavilion and at the Empress Hotel. Lucy Minicola left her Elm Street store and business to her son Joe who immediately sold it to his eldest brother Nicola. Lucy probably wanted to steer her son toward a more stable career as a grocer. Luckily for Peterborough, Joe followed his heart and became a rock star!

After boarding for a time on Elm Street, Giovanni Cupoli married Pasqualina Minicola and moved across the street to a house still occupied by their grandson.

Donato Sabatino was a skilled cement mason from the Italian town of Foggia who went first to Pennsylvania and later to Belleville, Ontario where he worked on the double tracking of the Grand Trunk Railway route from Toronto to Montreal. At this time he met and married Margareta Minicola. He eventually moved his family to Lakefield when the Lakefield Portland Cement Company opened there. Donato Sabatino eventually became a foreman at the plant and retired at that level. Some of his sons also worked for a time at the plant. The family lived in a large house at the corner of Albert and Rabbit Streets and it was here that our charming photograph was taken. By 1905 a large addition was added to the home to accommodate the growing family. As the children began leaving home, the addition was

converted to a boarding house for immigrant Italian workers at the cement plant.

The Sabatino family was very active in the Lakefield community with several of the boys playing hockey with the cement company hockey team. Most of the boys later also served with the Lakefield volunteer fire department. The family was active at St. Paul's Roman Catholic Church. Four of the boys, including the two in the photograph, worked during their younger years at Leonard's Hardware Store on Queen Street, the site currently occupied by the Pro Hardware Store on Lakefield's main street.

The Sabatino boys rose to some distinction in Lakefield and elsewhere. Domenic (Mike) moved to Bangor, Pennsylvania and was road foreman of engines for the Delaware and Lackawanna Railroad. Antonio (Tony) became a hardware wholesaler. He was promoted and was in charge of a large territory that included most of Chicago's west side, and later, most of the American mid-west. John Sabatino became manager of the Nepheline Mine Company at Lakefield and Nephton. Luigi (Lou) Sabatino also worked at the cement company before becoming manager at the Johnston Construction Company in Brantford, Ontario. Giovanni (Joe) Sabatino made the ultimate sacrifice while fighting in France during World War I. He was hit by a sniper's bullet while helping a wounded comrade; his name appears on the Lakefield Cenotaph.

Each time I look at this photograph I seem to find something that I have previously missed. Chris does the same. I continue to be amazed at how many stories it tells; the multigenerational history of two families, the very beginnings of Italian immigration to Peterborough and the existence of one of Peterborough's earliest immigrant quarters. It touches on the local grocery industry and the history of one of Lakefield's most notable former companies. Internationally the photograph brings to mind Italy's biggest national celebration as well as business history of both the Pennsylvania and Chicago areas of the United States. That is one powerful photograph!

The next time you go through family memorabilia, take a good look at the photographs. Try to identify the people. Study their faces. Find out something about them. You will be surprised at what you may find. A fleeting snapshot captures a moment in time and just may become one of your most valuable treasures.

Special thanks to Denise Kouri and Chris Minicola for the use of this picture.

Next Scandals and Scoundrels Pubcrawl: November 7 & 14 at 7pm

"The Christmas Stories"

Tuesday December 2 at 7:30, in the Showplace lounge. Join us for a relaxing evening of decadent desserts, historic and period stories relating to Christmases past and traditional holiday songs. A limited number of tickets is available, so call today. This is a terrific program that has been developed over the past three years, and is now brought to Showplace

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SEASONS GREETINGS

As we wish you the best of the season, may we also remind you that a membership in Trent Valley Archives makes a splendid gift for any occasion. We aim to have a diverse menu of good articles and archival treats. Just call TVA and we can help you with the details. This is a gift that keeps giving.