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# The Heritage Gazette of the Trent Valley

## Volume 13, number 2, August 2008

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Cover picture: The Ottawa Parliament Buildings as they looked when John Bertram was the Member of Parliament for Peterborough West, 1872-1878. This print appeared in the *Canadian Illustrated News*, 2 April 1870 (Credit: Elwood Jones)



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## PRESIDENT'S REPORT

I am really looking forward to this edition of "The heritage Gazette" because Elwood Jones has told me about another important Peterburian that we knew nothing about until recently. Apparently Ivan Bateman saw a picture of W. H. Law in the Roy Studio Collection at the Museum and Archives. He began a research and lo and behold, discovered he was prominent engineer in the 1890's. We have his story and it again demonstrates how dogged research can turn up wonderful stories of people we knew nothing about. Congrats Ivan on your persistence and determination.

It is lousy being a weather forecaster these days and worse yet when all that unwanted weather arrives at the wrong time. It is certainly having an effect on all our "walks" since people do not come out on rainy evenings, and that affects our financial picture. Last year we couldn't do enough "Walks" and this year we have scheduled many and have had very few takers. Perhaps it will clear up in August. Get your chin off the floor Diane.

Board member Steve Guthrie has come up with a brilliant idea. He plans on holding industrial tours. He wants to take a section of the city, show pictures of industrial plants or factories that stood there in the early days and then discuss the transformation to the building on the site today. Peterborough, as we know, was an industrial town 100 years ago and we have shifted away from that concept now. We have all that information at the Trent Valley Archives. We should use it.

We welcome back Andre Dorfman on the Board of Directors. He has been a long time member and was the president for a number of years before taking a short sabbatical. He is a driving force for the Trent Valley Archives and his role as Treasurer will surely have an impact.

We would also like to thank our good friend and member, Don Caban for the use of his 1937 Chevy in the Canada Day Parade. I have a soft spot for that automobile. I bought a '37 Chevy for \$175 when I was seventeen. Unfortunately, it didn't last very long in my hands. I wrecked it, but before the accident I learned a lot about cars and what made them tick. I discovered I could stop gas tank leaks with bubble gum and gas line leaks with tape. It improved my mileage considerably. I am sure Don doesn't have that problem.

*Wally Macht*

## WILLIAM LAW - ENGINEER AND ENTREPRENEUR

The late 19th century was a period of industrial expansion in the Town of Peterborough. Several factories supplied agricultural equipment, and flour mills and a brewery provided a market for the output of the farms. The Midland Railway arrived in 1880 and brought a fresh impetus for industrial promotion. In 1882 an entrepreneur named William Law arrived in town with a proposal to establish a works for the manufacture of rail cars.

*confirms the picture of the area as being one of small towns and villages engaged in mining and metal work, with the countryside between still agricultural but giving way to the extractive and manufacturing industries.*

Angerstein also noted "Wednesbury is perhaps the most famous place in the world for its tremendously thick seams of coal that measure 30, 33, 36 and 39 feet in height. A result of this abundance of coal is that the mines nowhere else are worked so carelessly and with such prodigality as here, where the miners can see quite plainly that the coal cannot come to an end in their lifetime."



William Hartill Law came from Tipton in England's "Black Country" an area of the midlands which included the coalfields of south Staffordshire between Birmingham and Wolverhampton. As early as 1754 a Swedish visitor, R.R. Angerstein, reported on the manufacturing industries in Bilston, Wednesbury and Wolverhampton and noted that "In every village, house and farm on the road between Wolverhampton and Wednesbury, one found a smith's workshop making buckles, rings, locks and nails". He also commented on the mines in this vicinity, noting that many old workings had been abandoned and had collapsed. In short he

Here can be seen the roots of the British "Industrial Revolution" that transformed the economy early in the 19th century. A recent history of Tipton notes: "Tipton has ancient origins but the modern town really began with the coming of the Industrial Revolution, when vast resources of coal, iron and clay were first exploited. Over the years, green fields and farms gave way to a sterile landscape of pit mounds, grime and smoke, and the face of Tipton continued to change with each new development."

Tiptonians are proud of their history for they can boast many achievements. The most notable

was the production of the world's first iron steamship, the Aaron Manby, constructed at the Horsley ironworks in 1822 and which spent many years plying the River Seine in France. The Horsley Ironworks was also noted for the manufacture of iron bridges which were sent all over the world. In the 1830's the Tipton "Iron Master" Joseph Hall, pioneered a new process of making iron at the Bloomfield ironworks, later celebrated for its superior brand of iron known as BBB.

Tipton gained its first canal in 1769 and the network grew to serve the expanding industries to such an extent that 13 miles of waterway ran within the parish boundary. This earned Tipton the epithet "Venice of the Midlands" or, as it is known locally "Tipton on the cut".

In 1841 the first comprehensive England census of Tipton was undertaken. The occupations of 5530 working men were recorded and 81% were involved in manufacturing or mining. Only 1% were engaged in agriculture. The industrial revolution had arrived.

This is the society into which William Hartill Law was born to Sarah Hartill. His forebears can be traced back to 1604, all living in the same region. A large number of those with the Law surname was concentrated in south Staffordshire at the time of his birth, indicating the close relationships that must have existed and the typical immobility of families tied to the land in past centuries. William broke this mould, as did many others in the 19th century.

He was baptised in the Church of England at Christ Church, West Bromwich on 7 August 1835 and given his mother's surname, Hartill. She could not get married without her parents' permission, being only 20 years old. On 6 November 1837 Thomas Law (born 1813) married Sarah Hartill (born 25th April 1815) in Wednesbury parish church. His father was John Law, a blacksmith, and her father was William Hartill, a coal miner. In all subsequent records Thomas acknowledged William as his son.

Thomas was also a blacksmith and his son was following the same trade by the time he was 15 years old. Possibly he was apprenticed to his father for he was described as a Master Blacksmith when he married Elizabeth Grace Harrold on 14 August 1856, just days after his 21st birthday. At the time his father was augmenting his income as an innkeeper. William had added his mother's surname to his own by the time of his wedding and retained it for the rest of his life. They were married in the Catholic Chapel of Sedgley and the witnesses were his

mother and Reuben Hartill (her father was deceased).

In 1861 William and Elizabeth had moved to 92 Broomfields in Deptford St. Paul, in Kent. He was employed as an angle iron smith. There were four families living at this address including the landlady and her family. In all, 17 people including 6 children, a shipwright, a sawyer and two other tradesmen were in the home. It was, apparently, a very crowded row house.

Deptford is now part of Greater London and is located on the south bank of the Thames immediately west of Greenwich. For centuries it had been a shipbuilding centre, and was from the 1660s, the days of Samuel Pepys, the earliest home of the Royal Naval Dockyard. The naval dockyard was closed between 1832 and 1844 and permanently after 1869 when the machinery moved down river to Chatham. William might have worked at the dockyard but it is more likely that he was employed by John Penn and Sons, manufacturers of marine engines and boilers. This would have given him the work experience that was so important later in his career.

At the time of the census in April 1861 the Law family included his sons Horace (born in the summer of 1857), and Andrew (born in late 1859). Agnes was born in late 1861 in Tipton, as was Elizabeth Grace who was born in the Tipton area in late 1867. The latter two births would indicate that the family had moved back to the Tipton area from Deptford.

There was a family crisis between 1867 and 1870 for reasons not reliably known. One family story suggests that William felt his career would be helped by emigration to the United States and that his wife wanted to stay in England. By the U.S. census of June 1870, William was in Danville, Pennsylvania, working as a boilermaker. His new partner Minnie, born in Portsmouth, England and 27 years old, was listed as his wife. Danville, on the north branch of the Susquehanna river, had iron mills largely serving the rail expansion of the period.

In the 1871 England census Elizabeth was living at 24 Aston street, Tipton together with her four young children aged between 13 and 7 years. She declared herself as a widow with no occupation. Her next door neighbour was Catherine Harrold aged 67, widow, and a grocer, most probably her mother.

On 14 February 1876 William visited Montreal to meet with his patent attorney and apply for two patents. Canadian Patent no. 5817 (also US Patent 13797) claims improvements to

a steam powered pumping engine for water. This was a double acting, positive displacement pump. He claimed that it "possesses over other reciprocating pumps the advantage of keeping the water continually in motion.... by this means economising power in its operation". He was obviously looking at business possibilities

mounted on wheels to provide a mobile power source.

On the patent applications he was identified as a mechanical engineer living in Riverside PA, across the river from Danville. Town plots had been laid out in 1870 but a depression hit in 1873 resulting in the shut down of the iron mills and

the unemployment of thousands. Many of the new homes were foreclosed and sold in a sheriff's sale at one third of their value. Possibly the worth of the patents enabled William to purchase a home in Riverside at a favourable price.

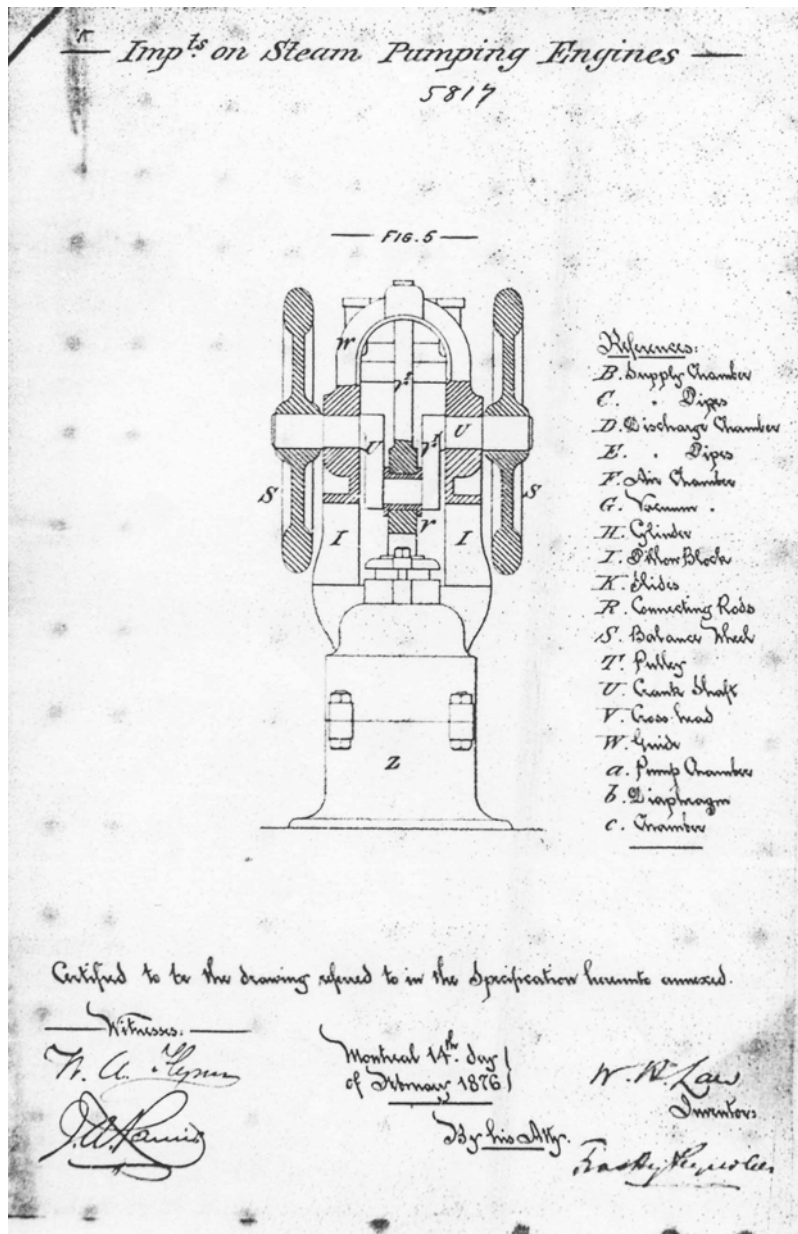
However, by the June 1880 US census William and Mini had relocated to Turbot Township near Milton PA, where he now described himself as a "Manufacturer." Milton, a town of many small manufacturers, was on the west branch of the Susquehanna river about 15 miles from Danville.

In the 1881 England census Elizabeth was living at the home of John Hathaway, husband of her sister Isabelle, at the Shakespeare Inn in Tipton. She listed herself as a nurse. Her son Andrew, an Engine Fitter, was visiting. Agnes Law, a 19 year old dressmaker, was living at the home of Thomas Riley in West Bromwich, with a child Kate Law aged six weeks. Elias (sic) Law was a domestic servant living at the home of Joseph Wallets in Tipton.

The eldest son Horace had emigrated to Australia and was married there in April 1881. Andrew, Agnes, and Elizabeth (daughter) followed

him to Australia in October 1881.

William moved to Peterborough, Ontario. D.W. Dumble, a prominent businessman who had recently been appointed Police Magistrate, had been travelling around Ontario and had concluded that a rail car manufacturing works could fill a need arising from the rapid increase



beyond the United States.

The other patent (Canadian Patent no. 5807) was for "Improvements in Steam Engines". He proposed using a one piece casting to mount the various components of the engine and claimed that it was lighter, less costly to manufacture, and could be combined with a boiler and

in rail transport. He observed that there were only two plants, one in London and the other in Cobourg servicing the Province. The Cobourg plant had started from a small foundry and was now employing 200 to 300 men. He called a meeting of leading citizens to see whether there was any interest amongst them to support such a project and (Peter) Hamilton suggested that he write Law for further information.

The *Examiner* editorial, 5 January 1882 strongly supported the concept of a car works:

We are glad to learn that a number of our townsmen are endeavouring to form a company to construct railway cars. We know of no place in Ontario better situated for such an enterprise, and we are confident that if the works are started and backed up with sufficient capital they will be a financial success. There are only two car shops in Ontario, one in Cobourg that employs 260 men and one at London employing 400 men. Of course the employment of such a number of skilled mechanics implies the support of three or four times that number of persons. It is stated that a capital of \$100,000 is required. Peterborough can easily supply that amount of capital if the men who have the means will so invest it. No town in Canada has made steadier or more substantial growth than Peterborough, and we know of no town with a better or more constant trade than ours; but when we say this, we hesitate to speak as to the future. It is certain that the destiny of the town now rests with the citizens. So far, the development of the country has given growth to the town, but having reached our present dimensions, what is there to justify us in standing still and waiting for a development and growth which we have done nothing to produce?

The time is opportune. The increased railway extension to the older Provinces and in Manitoba will take all the cars we can make. One successful enterprise leads to another. If they are profitable and successful in Cobourg and London, why not in Peterborough? By all means let us give to this new effort our best support. We hope a new era of prosperity will be ushered in by the starting of this new industry, and we commend those of our townsmen who are willing to put in their money. We believe the establishment of works of the kind, employing several hundred men all the year around would be the precursor of many more, and that our town with a little encouragement may become an important manufacturing centre. The North-west lies open to us. By the Midland railway we will be put on the line which will form the route to the west, and we are splendidly situated to command the trade. "Up to and at it" and let no other towns by their promptness and spirit take from us a prosperity which lies within our reach, and which only our own supineness can withhold.

Councillor Thomas Cahill had heard the suggestion for a new industry during the

municipal election campaign at the end of 1881. He suggested that a joint meeting of Council and interested citizens can be held to explore the possibility of providing town funding for the project and he introduced a resolution to this effect before Town Council on 30 January 1882. "Moved by Cahill, seconded by Poussette - That the question of assisting in the establishment of car works here be referred to a committee of the whole Council, and that the Mayor be requested to call the Committee together at an early day, and also invite a number of prominent citizens to the meeting."

On Friday, 3 February 1882 Mayor H. H. Smith took the chair at the public meeting that was extensively reported by both the *Examiner* and the *Review*. William Law was invited and many prominent business and professional men attended. These included Richard Hall, D.G. Hatton, James Stratton, Dr. O'Sullivan, G.M. Roger, C.W. Sawers, James Carnegie, D.W. Dumble and W. McGill as well as the Town council.

Mayor Smith was uncertain, owing to the town's consolidated debt, that they could legally take stock without specific legislation; but on a question of much importance to the town there were other ways to assist the company. He noted that Law, a practical Engineer with a great deal of experience in car building, represented the promoters of the company and would be able to give details of the proposed works. He then called on Cahill to speak to the resolution.

Cahill explained that he had been in contact with other leading citizens who had discussed the prospect of establishing a car works in the town and that George A. Cox had offered to take \$10,000 to \$20,000 in stock, being one tenth of the proposed total capital. He said that "other gentlemen in the town were also willing to take stock". Cahill felt that the industry would be "a vast benefit to the town" and that "it would be a good thing for us to take \$20,000 of stock in the proposed company". He "preferred taking stock to giving a bonus, as then the town would get a share of the direct as well as indirect profits".

William Law was asked to address the meeting and said that he was assisting the promoters of the company in trying to establish a company for the manufacture of cars. The range of products would gradually include axles, wheels and springs. The company might "eventually manufacture their own iron". Completed cars would be turned out four to six months after they commenced operations. The works would employ 150 to 200 men increasing



to 500 or 600. There was, he felt, no better location between Toronto and Montreal, as so many rail lines converged at this important railway centre. The town would benefit very much from such works. For every 70-100 men employed, the plant would turn out six to eight cars per day, pay wages of about \$1,000 a month, and consume from \$150,000 to \$200,000 worth of lumber per year.



David W. Dumble (Peterborough Law Society Library)

The proposed company planned to raise \$200,000 from the sale of stocks, of which \$75,000 was required before operations began. Already, between \$40,000 and \$50,000 had been subscribed and others had promised to purchase stock. With the town's proposed assistance, the works could be running in five or six months. The Mayor asked who had subscribed or promised and Law mentioned George A. Cox, D.W. Dumble, James Stevenson, John Burnham, Pousette & Roger, McKee and Davidson, A.C. Dunlop, John Hull, George Dunsford, George Hilliard, R. Rowe, R. Hall, T.W. Robinson and Co. and a Montrealer, named Macdougall, who manufactured car springs. Law hoped the town would take stock, and believed it would be a profitable investment. The town could use its

share of the profits, or its stock, to aid similar undertakings.

Law said the demand for cars "was almost unlimited" and that the working life of cars, formerly about twelve years, was about four to five years, because they carried heavier loads. He thought about 200 cars a week were destroyed or went out of service in Canada; the various companies needed new cars for the new roads, and to replace the cars taken out of service. He stated that "Canadian Pacific will require an immense amount of freight cars" and "it is said it would require ten car works for ten years, turning out 8 or 10 cars per day to meet demand".

Law claimed he had fitted up a car manufacturing establishment in the States and felt that machinery and buildings would cost between \$40,000 and \$45,000. The plant, which would employ 175 to 200 men, needed a ten-acre block of land adjacent to the railway track for receiving supplies and shipping cars.

In the Council discussion that followed, Kelly suggested that instead of bonusing, the town could take stock for giving a free site and exemption from taxation for 21 years.

D.G. Hatton could understand why stock would be preferred by the company and thought it also better for the town. Ratepayers too would prefer to take the subscription of stock rather than give a bonus. The town would then be interested in the matter and have a representative on the board. He thought \$20,000 would be a fair amount for the town to take. The gentlemen who had subscribed were all large ratepayers. They were willing to place their own money in the enterprise as well as pay their share of the taxes for the town's share. Hatton believed, "When Mr Cox comes down and offers to take one tenth of the stock, the town should be ready to do its share and help the scheme along."

Richard Hall wanted to encourage these works and was now prepared to take stock in the undertaking. Dr. O'Sullivan was strongly in favour of the project and although he had not been asked, he was prepared to aid both as a ratepayer, and as an individual taking stock.

Dumble "did not know how we could look for any great increase in our town unless in some way such as this." He thought the town should give the company a bonus of \$20,000 on condition that it kept 100 men at work for five years, and exemption from taxation.

James Stratton, the Examiner publisher, favoured the project and thought the town could lease the company a site at a nominal rent, and

give them cash. Such a project was certain to benefit the town by increasing its population. In his view, Kelly's plan, while it gave assistance, did not give strength. He suggested giving a free site, exemption from taxation and a small bonus.

Dumble said the company did not want a free site. They would not spend money on costly buildings and then have it owned by the town.

Councillor Thomas Menzies said "he did not believe in giving all our money to one undertaking, although he was favourable to the works". He moved, seconded by Kelly, "that having heard the discussion regarding the projected car works we would recommend that a bylaw be prepared by this Council and submitted to the ratepayers for their approval giving the Council powers to purchase say ten acres of land within the corporation of Peterborough, said land to be leased to the Car Works Co. for a period of say 21 years at a nominal rent and exemption from taxes, provided the Company employ not less than 100 men and the works be not stopped more than 3 consecutive months, and in case the above conditions were not complied with, the works, land etc. would revert back to the town."

Dumble said the present Act would not permit of the town taking stock. If the town gave a bonus, the company would give a mortgage for \$20,000 on the grounds and plant, on condition that if all the terms were carried out and the works run for five years, the mortgage would be cancelled, and if for three years, two-fifths. Menzies' plan was preposterous, he felt, and would not be accepted.

Carnegie could not agree with either Menzies or Dumble; one offered too little and the other asked too much. He preferred Hatton's proposal. The Act should be amended to permit the town as a whole to be a private stockholder. If the town loses, the others will lose; but if on the other hand it pays a dividend, all will reap advantages. If the works were successful they would at all events pay the interest the town would have to pay, they could lead to the establishment of other manufactures. If it were not possible to get enabling legislation then the town could give a bonus; he thought a \$10,000 bonus quite sufficient for the extent of the company.

A. P. Poussette said the discussion suggested that speakers preferred giving assistance by taking stock rather than giving a bonus. Under the present law, the town could not take stock although legislation was in place to enable them to bonus industries. He suggested taking a vote on giving a bonus of \$20,000, the company

giving security. In the meantime, the town could obtain legislation permitting it to hold stock; then, it could receive the stock in lieu of the amount of the bonus. Thus, the work could go on at once. George M. Roger, Poussette's law partner, suggested the town giving half in bonus and taking half in stock as apparently the stockholders were divided as to whether the assistance should be stock or bonus. The car works were vital to the town both for the immediate benefits and for the other industries which would follow.

## TOWN COUNCIL 1882

|              |           |        |
|--------------|-----------|--------|
| Alford       | J.        | Ward 1 |
| Cahill       | Thomas    | Ward 1 |
| Denne        | Henry     | Ward 4 |
| Douglas      | John      | Ward 3 |
| Kelly        | Thomas    | Ward 2 |
| McNaughton   | John      | Ward 1 |
| Menzies      | Thomas    | Ward 4 |
| Patterson Jr | Walter    | Ward 2 |
| Poussette    | A. P.     | Ward 2 |
| Richardson   | C.        | Ward 4 |
| Rutherford   | Arthur    | Ward 3 |
| Smith        | H. H.     | Mayor  |
| Wilson       | Edward B. | Ward 3 |

During a conversational discussion, Hatton made several amendments to his resolution to test the various suggestions thrown out. Hatton then moved, seconded by Carnegie, "That his meeting is desirous that the Council should submit a bylaw to a vote of the ratepayers at as early a date as possible to enable the corporation to assist in the establishment of car works here by taking stock to the extent of \$20,000 if the statute permit and if not, that a bonus of \$20,000 be granted to the company on the company giving the town security that as soon as legislation can be obtained the town have the right to take the said amount in paid up stock of the company, said stock to be of the same grade as the stock now subscribed will be when paid up, and that the Council endeavour to obtain at the present session of Parliament such amendment to the Municipal Law as will enable the town to take stock in the company and if the company prefer, when such legislation is obtained, and within three years, to repay the bonus in cash, without interest, instead of giving such paid up stock, the company shall have the right to do so, and also that the works of the



company be exempted from taxation for 21 years.”

Kelly withdrew his name as seconder of Menzies’ motion, and no-one else seconding it., “it fell to the ground”. Hatton’s motion was passed, Menzies alone dissenting.

Two days later, on Monday, 6 February, the Town Council met in a special session to discuss the Carworks Question. Mayor Smith was in the chair and except for Denne, all the councilors were present.

Walter Patterson doubted whether the town had the right to purchase stock, but Poussette, a lawyer, thought that they had that right. Wilson, who ran woolen mills, wanted to know whether the town had the right to get their money back. Thomas Cahill thought that the Provincial Government would not oppose any legislation to allow the town to take stock because the government wanted the country to advance.

C. Richardson’s constituents favoured the project, and as did he, wanted to see factories established here rather than in other towns. John MacNaughton pointed out that a few years ago they had lumbering to fall back on but today they had only the farmers.

Rutherford thought that the townspeople were taking the matter out of the hands of the Council. It seemed curious to him that the expense of a deputation to Queens Park should be made when they had a man paid to look after their business there, namely, Dr. Kincaid, the local MPP. He opposed the motion because \$20,000 was too much to support the company.

Menzies, a local banker, explained he was not against the carworks but wanted to know the conditions on which the money would be granted. John Douglas agreed with Cahill but mostly he wanted to know what the town could legally do. MacNaughton thought “We all wanted foreigners to come here, and should be glad to have outsiders establish themselves in our rapidly rising town.”

Cahill said if a deputation were sent to Toronto, it would have a tendency to strengthen Dr. Kincaid’s hands. He added that the expense of sending two or three gentlemen to Toronto would not be very great, and if the town objected to paying \$9 or \$10, he, for one, would pay his share out of his own pocket.

After further discussion, Cahill, seconded by Douglas, moved “that the Mayor and J.R. Stratton be required to proceed to Toronto to urge the Attorney General to pass legislation as may be necessary to enable the corporation to take stock in the proposed car works in place of

granting a bonus to such works, and that they require the aid of the members for this county to assist them.” It was carried with only Rutherford and Menzies opposed.

On 9 February, the legal firm of Poussette and Roger had the *Ontario Gazette* print a formal application to incorporate the car works, summarized as follows:

Notice is hereby given that, after the expiration of one month from the first insertion of this notice in the *Ontario Gazette*, an application will be made for Letters Patent granting a charter to George Albertus Cox, Esquire; James Stevenson, Merchant; David William Dumble, Solicitor; Robert Stewart Davidson, Merchant; John Burnham, Solicitor; George Hilliard, Lumber Merchant; Alfred Passmore Poussette, Solicitor; William Hartill Law, Mechanical Engineer; George Morrice Roger, Solicitor; Robert Brown McKee, Merchant; Robert Rowe, Builder; Thomas Bradburn, Merchant; Andrew Charles Dunlop, Gentleman; George Dunsford, Solicitor; Richard Hall, Merchant; and Thomas William Robinson, Merchant, constituting them, and such others as shall become shareholders in the company - under the name of “The Peterborough Car and Manufacturing Company (Limited)”

The objects for which incorporation is sought are the manufacturing of railroad and other cars, trucks, rolling stock, locomotives, implements, machines, engines, wood and iron bridges, bolts, nuts, screws, iron forgings, and to carry on the business of general brass and iron founders, and of rolling and working in iron; with power to make, draw, and endorse promissory notes and bills of exchange.

The operations of the said Company are to be carried on in the County of Peterborough, and its chief place of business will be in the Town of Peterborough, in the said County.

The amount of capital stock of the said Company is to be two hundred thousand (\$200,000) divided into 2,000 shares of \$100 each.

The first Directors of the said Company are to be the said George Albertus Cox, James Stevenson, David William Dumble, William Hartill Law, Richard Hall, Alfred Passmore Poussette, and John Burnham.

On 10 February a delegation met with Premier Oliver Mowat at Queen’s Park. Their hopes were dashed five days later when a telegram from Dr. Kincaid addressed to J.R. Stratton stated: “The Attorney General declines to change the law in your case, but recommends Council to proceed and he will grant you the legislation required next session, in the usual way. (signed) R Kincaid MPP.”

Town council met again on 20 February. Poussette, seconded by Kelly, moved that a bonus of \$20,000 be granted on condition that it would be repaid upon the town taking stock when the necessary legislation was passed.

The referendum was held 5 April 1882, and the voters approved giving the bonus by a 391-127 vote. The by-law was approved, but at this writing it is unknown if the bonus was paid.

We have no further information on the company proposed in the *Ontario Gazette* notice and by June that approach seems to have been dropped. On 3 August the *Review* reported that William Law, civil and mechanical engineer, had joined the firm of McLean and Brayshaw & Co. which became known as Law, McLean and Brayshaw. The original partners had advertised their new venture in January 1882, just a week before the town meeting to discuss the car works. They had leased the former Helm's foundry building on Simcoe Street, a site now occupied by the west end of the City Bus Terminal. Their business involved castings in iron and brass, repairs to agricultural equipment and machinery in general, and they had refitted the machine shop with new machinery. William McLean was a pattern maker residing in Peterborough and William Brayshaw was a moulder living in Cavan. As their expertise was in producing castings, Law brought additional skills to the firm.

The August report mentioned that since

June, wages paid to mechanics and workmen had increased fivefold and that they had more orders than they could deliver promptly. They were expecting to hire more men and making large additions to their plant. Orders included machinery for a new pulp mill being erected on Dickson's raceway near the foot of London Street, shafting and other machinery for Brodie's woollen mill, special pumps for the water-works at Bobcaygeon, and work for the Government locks at Bobcaygeon and for the water-works at Peterborough.

William Law, a gentleman of skill and experience, had located in the town and shown foresight by entering into business here. The firm was doing a large local trade, and extending its operations beyond that and was manufacturing for other places.

In August 1882, Law applied for two Canadian Patents. No. 15417 related to "Improvements in Moulding Machines." The device was a lever operated ram on a table for ramming sand around patterns for castings, a procedure that would replace slow hand-ramming methods. The application was witnessed by William McLean and William Brayshaw. Patent No. 15418 related to "Improvements on Hydrants" and was entitled "Law's Fire Hydrant". It incorporated a shut-off valve in the base of the hydrant that would close against mains pressure when the main valve needed to be removed for replacement of the

leather seal. [Picture: Law's Campbellford bridge, Library Archives Canada]

On 8 August 1884, the *Examiner* reported that the Central Iron works had just obtained a contract for the iron work for "a fine new bridge" at Campbellford. This was probably the road bridge. He was also awarded the contract for the iron work for the new bridge across the Pigeon Creek in Omemee. In the same month the *Review* reported that the town council authorized the Streets and Bridges committee "to build a good and substantial bridge over the creek on Hunter Street at once". It was expected to cost \$2,000. On 19 August Law concluded a Memorandum of Agreement with James



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Campbellford Nov 1, 1917

Stevenson to provide financial assistance for this bridge, which he had contracted to build. Under the agreement Stevenson had first claim on any monies due to Law until the debt was repaid. On 9 October it was reported by the Streets and Bridges committee that difficulties had arisen with the chosen contractor over sureties and conditions and that the contract had lapsed. Some councillors wanted to delay the work until the following spring but a local retailer adjacent to the bridge wanted some certainty about the project going ahead before he undertook construction of a store. Other councillors thought there was plenty of time to complete the project before winter and the committee was instructed

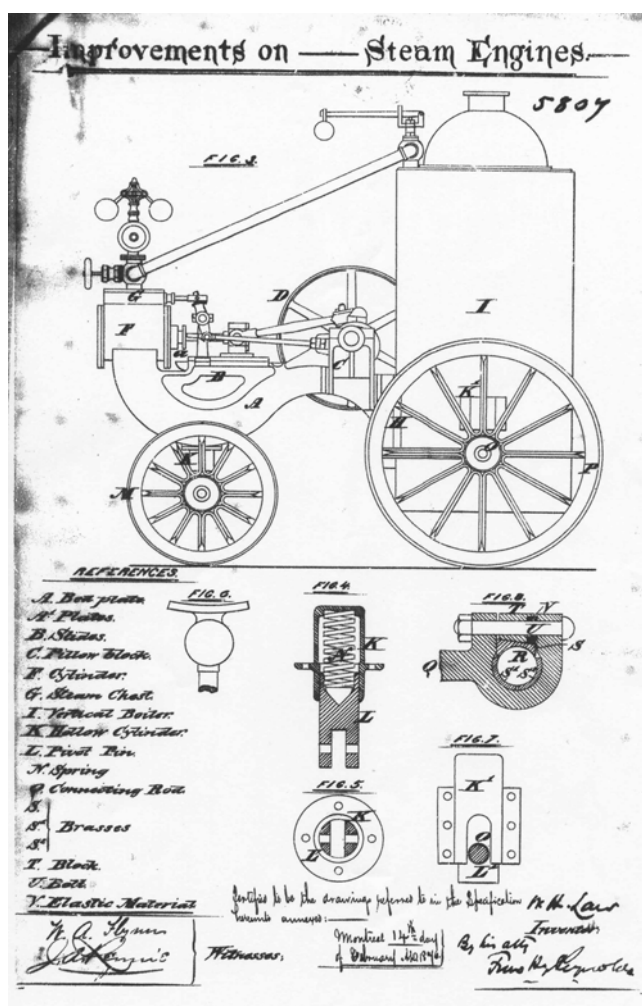
years. Comparison of the insurance maps for 1882 and 1889 show the foundry area increased by about 40% and a new three-storey building of 13,300 sq. feet erected to the west. The tax holiday was very generous.

The two businesses continued to expand and two years later on 14 May a copy of a letter written to the *Review* was copied in the *Examiner*. In it, John Carnegie, a successful Peterborough businessman requested Town Council to close the portion of Water Street lying between Sherbrooke and Dalhousie streets so that the old Romaine Brickworks buildings (which he owned) could be extended to provide a new home for what was now called the "Bridge

Works" He pointed out the that the site lay close to the Ontario & Quebec Railway (CPR). The rail access thus would make possible the shipping of large prefabricated structures. It would also make possible the extension of the track to serve Stevenson's flour mill on the bank of the Otonabee river. Carnegie offered the Town "all the gravel now lying between the brick works building and Water or Sherbrooke and Dalhousie streets, above the level of the ground floor of the brick works building" as compensation. The *Examiner* editorial comment was negative, in that it opposed the permanent closing of streets for private purposes and pointed out the occasions when the town had refused such a concession. They suggested that the use of the street should not be given away, but their use should be given for a time without surrendering the town's right to control of them.

On 16 May the *Examiner* printed a letter from D.W. Dumble agreeing with their position that Carnegie should not receive permission to close the streets requested. He felt that a small park would be a better use of the road allowance. On May 20th the *Examiner* again editorialized against the proposal and that evening a "Midnight Session" of council referred the matter back to the finance committee even though one councillor suggested that Law might leave Peterborough if the closure request was not granted. On Monday May 30th the *Examiner* weighed in with yet another editorial as the report was to be discussed by council that night. Nothing appeared in the paper the next day about any discussion and the request seems to have been shelved.

*This story will continue in the next issue of the Heritage Gazette.*



to issue a new contract forthwith.

In June 1885 it was announced that the property on Simcoe Street owned by James Stevenson and occupied by Central Iron Works was to be enlarged to provide more space for them as well as to provide space for the newly formed Peterborough Lock Works. The Town Council froze the existing assessment for 10

*This interesting document was a report on the interesting public meeting about Law's car works, and was a source in the preceding document. The editor congratulates Ivan Bateman on the wide range of document and the dogged research that characterized his article.*

### **"Car Works" Meeting**

Peterborough Examiner, 9 February 1882

Pursuant to a resolution passed at a late meeting of the Town Council, the Mayor called a meeting of the Council and leading citizens on Friday evening last to discuss the question of the town's assisting the proposed car works by taking stock therein. A very large number very present, and at eight o'clock, the Mayor took the chair and called the meeting to order. He read the resolution authorizing the meeting and briefly explained the object thereof. Owing to the town's present position in regard to its consolidated debt he was not certain whether they could legally take stock without further legislation but as it was considered a question of much importance to the town, assistance might be given in some other way. Mr. Law, a practical Engineer and one who has had a great deal of experience in car building, was here at the instance of the promoters of the company and would be able to give details of the proposed works etc. He would first call upon Mr. Cahill, the mover of the resolution to give his views.



Picture: James Stevenson

Mr. Cahill said his attention was first called to the matter by articles in the local papers, and upon consideration he felt it would be a good thing for the town to have such an establishment located here. When he learned that Mr. Cox had offered to take one-tenth of the stock, provided it was not less than \$100,00 not more than \$200,000, and that other gentlemen of the town were also willing to take stock, the question suggested itself to him of the wisdom of the town taking \$10,000 or \$20,000 stock in the concern. At the meeting, after the municipal elections, the subject had been broached and since then he had been asked by several ratepayers to take further steps in the matter. He had thought a joint meeting of the Council and citizens the best way to have the matter ventilated, and had accordingly moved the resolution requesting this meeting. He was in favour of assisting the Company by means of taking stock, as he believed such an industry would be of great benefit to the town. The car works in Cobourg paid out some \$15,000 a month in wages, and if we

could have a similar establishment located here, it must be of vast benefit to the town.

Mr. Law was next called upon, and said he was here assisting the promoters of the company in trying to establish a company for the manufacture of cars. This, through time, would develop and increase gradually until the wheels, axles, and springs were made here, and he had little doubt but that they would eventually manufacture their own iron. At present, it was proposed to commence with from 150 to 200 men but would in time increase to 500 or 600. He knew of no better location between Toronto and Montreal than Peterborough for such works, as this town was destined to become an important railway centre having so many lines converging here. As an example of the benefits of such an establishment to the town, he said that works employing from 70-100 men would turn out from 6 to 8 cars per day, the wages paid out would be about \$1,000 a month, while they would consume from \$150,000 to \$200,000 worth of lumber per year. Already between \$40,000 and \$50,000 of stock has been subscribed: others have promised to do so and if the town gives the proposed assistance, the works could be placed in working order and running in 5 or 6 months. In answer to the Mayor over who has taken stock, he said those who had subscribed and those who had promised were: Messrs. George A. Cox, D.W. Dumble, James Stevenson, John Burnham, Poussette & Roger, McKee and Davidson, A.C. Dunlop, John Hull, George Dunsford, George Hilliard, R. Rowe, R. Hall, T.W. Robinson and Co. and others as well as a party in Montreal, named Macdougall, a manufacturer of car springs. As to the nature of the town's assistance, some favoured taking stock and others giving a bonus. He was in favour of the town taking stock, and had no doubt they would find it a profitable investment.

In Pennsylvania he knew of works that had been running for 14 years, and had never lost a week. In fact the 18 car works present in that State cannot supply the demand. The life time of a freight car in the past has been from 10-12 years but with the increased weight of load now placed on them, it is reduced to 4-5 years or in other words, the whole rolling stock will have to be replaced every 4 or 5 years. In Canada with its present railways, it is calculated that 200 cars are destroyed or go out of service each week, and as it is at present, the various companies cannot tell where to place their orders. Then, there is the Canada Pacific of itself, which will require an immense amount of freight cars. On careful calculation, it is said it would require ten cars works for ten years, turning out 8 or 10 cars per day, to meet demand. This with the existing and projected roads can have no fears of slack times in this industry for the next 10 or 12 years. The machinery and buildings necessary for works to employ from 175-200 men would cost, he thought, from \$40,000 to \$45,000. Cars run in price from \$450 to \$600 with an average profit on each car from \$20-\$30.

Councillor Kelly suggested that instead of the town either bonusing the enterprise or taking stock that it give a free site and exemption from taxation for

21 years. Mr. D. G. Hatton desired that something should be done to benefit the town. He believed the subscription of stock to be preferable to a bonus, and more likely to find favour with the ratepayers. The town would then be interested in the matter and have a representative on the board. He thought \$20,000 would be a fair amount for the town to take. The gentlemen who had subscribed were all large ratepayers. They were willing to place their own money in the enterprise as well as pay their share of the taxes for the town's share. There would not be the least trouble in getting a market for all the cars that could be built, as every road was requiring them. As it is now, there was no certainty with grain dealers, when they could get their produce moved. Oftentimes, they were deterred from buying through fear of not being able to move it to market when they wanted. During last year, he knew that hundreds of tons of hay, baled up in the back county, could not be got to market, owing to the fact that no cars could be obtained. The present roads in Canada can not be supplied with cars. Then there is the Canadian Pacific which will require an enormous amount of rolling stock during the next few years, and which will need constant replenishment. The Ontario and Quebec could also be another customer and he felt confident in saying that before on year, that road could be running east and west from Peterborough and that inside of a year and a half it would connect Ottawa and Toronto. This rolling stock wears out rapidly and as the weight of loads are increased, the lifetime of a car will decrease. There was no danger of the market giving out. The question now is "Shall Peterborough take advantage of its natural position to supply this want?" In time, this company will be able to extend its business and take in the manufacturing of wheels, axles and springs. Every one will admit that the town will be benefited by manufactures. Then when we get an opportunity like this, let us not throw it away. When a man like Mr. Cox was willing to take ten per cent of the stock it was pretty good evidence of its being bona fide. Then there were Messrs. Dumble and Stevenson and others all willing to put their money into it. Why should those who were unable to put their hands in their pockets and invest so much cash, not assist it in the manner of the town taking stock. We had had a law placed on the statute book enabling us to aid manufactures. Let us take advantage of it, and if the law won't allow us to take stock, then let us give a bonus. Stock would be preferable as we could hereafter sell out the stock and use the money to assist other enterprises.

Mr. Richard Hall wished to assist this enterprise and had taken stock in it. He was willing to pay his share of the taxes for the benefits which could be derived from it.

Dr. O'Sullivan was both willing and anxious to assist and would take stock in the company as he believed it would benefit all classes of the community either directly or indirectly. Besides, providing work for our mechanics, labourers, and artisans, it would attract outsiders to our town who would take

advantage of our magnificent water privileges for establishing other industries.

Mr. D. W. Dumble being called upon said it was quite evident Peterborough could not expect to secure anything by sitting with folded hands, and depending upon the development of the country to accomplish that which must be brought about by our own efforts. During a recent trip to the west he had noticed that the places which had made rapid growth were those who had citizens of energy and enterprise. Peterborough was as good a town and had as good a circle of country around it as any town in Canada and if our townspeople would but unite and put their heads together it could be doubled in size during the next two years. He had been impressed with the necessity of having something done and had called a meeting of leading citizens to see if it was sufficient encouragement would be given to establish some industry of benefit to the town. At present no industry gave promise of better success than car building and on the recommendation of Mr. Hamilton he had written to Mr. Law and brought that gentleman here to obtain information. At present there were but two such industries, one at Cobourg and the other at London. The demand for cars was great and was increasing. The works at Cobourg had started from a small foundry and now it employed between 200-300 men. Peterborough was much better located and had a far better chance than Cobourg, and the question was "Have we the men amongst us who will put their capital into it, and will the community assist in the development of the enterprise?" Private stock has already been taken and it was now for the ratepayers to do their share. Such an establishment will greatly increase the value of property, develop the trade and give a boom to the growth of the town. If car works are established and are successful, they will suggest the establishment of other industries and the thing will spread, it will only be the beginning of a large development of industries. The great North-West provides an unlimited breadth of country to supply with goods. We have got the wood here, the iron here and the labour here and we will soon have direct railway communication with that territory so that all we will have to do is put our productions on the railway and send them off. There was one feature with this company which should not be lost sight of. All the stockholders were residents of the town and heavy taxpayers and besides putting in their own money, they would have to bear their share of taxes on such assistance as might be given by the town. They asked such assistance from the ratepayers as might be considered fair. Let the town either take stock or give a bonus. He favoured a bonus, especially as the town's present position precluded the taking of stock. Security would be given upon the Company's property, the lands, building, and plant. If this undertaking was choked off through lack of enterprise it might be another such opportunity would never present itself. If Peterborough wishes to become a great place, such as her natural facilities would enable her, she must be up and doing. Let her make use of

that great boom country in the west. Orillia, Colborne and other little towns have been represented there for years, but Peterborough has not a single representative that he could find. There was a market there for everything and if our people would only put forward enterprise they would soon have a boom in our own town.

Mr. James Stratton was always in favour of aiding enterprise of this kind and he felt something should be now done to aid the promotion of this scheme. We would soon become a railway centre and it needed best enterprise and energy to make us a manufacturing centre as well. Apparently all were satisfied that this enterprise should be assisted. Mr. Kelly's plan while it gave assistance did not give strength. He would suggest a free site, exemption from taxation and a small bonus. Although not a heavy taxpayer, he was willing to give his share. If the enterprise succeeded and the town grew, the land would improve and while the bonus would go to promote the interests of the stockholders more particularly it would benefit all very largely. It was to all our interests to assist, but the question was in what way as the assistance to be given.

Mr. Dumble said the company would not listen to any such proposal as a free site. They would not spend money in the erection of costly buildings and have it owned by the town. Mr. Thomas Menzies while in favour of assisting this enterprise thought we should not give all our money to it as other companies might come along with equally as feasible schemes and they would have to be assisted. We must look after our own interests. If a majority of the ratepayers were favourable to this scheme, he would support it, and would move the following resolution, seconded by Mr. Kelly.

"That having heard the discussion regarding the projected car works we would recommend that a bylaw be prepared by this Council and submitted to the ratepayers for their approval giving the Council powers to purchase say ten acres of land within the corporation of Peterborough, said land to be leased to the Car Works Co. for a period of say 21 years at a nominal rent and exemption from taxes, provided the Company employ not less than 100 men and the works be not stopped more than 3 consecutive months, and in case the above conditions were not complied with, the works, land etc would revert back to the town. Mr. Hatton said he had also prepared a resolution. He did not want to submit it as an amendment, but thought it would meet the feelings of the meeting perhaps better than Mr. Menzies. He thought it quite possible that the Government would amend the general Act and allow the town to take stock instead of giving a bonus.

Mr. Dumble said the present Act, would not permit of the town taking stock. If the town gave a bonus, the company would give a mortgage for \$20,000 on the grounds and plant, on conditions that if all the terms were carried out and the works run for five years, the mortgage was then to be cancelled, and if for three years, two-fifths, Mr. Menzies plan was preposterous and would not be accepted. Mr.

Carnegie could not agree with either Mr. Menzies or Mr. Dumble; one offered too little and the other asked too much. He thought Mr. Hatton's proposal the best. He was satisfied the works would pay, and felt that the town should assist, and have the Act amended so as to permit the town as a whole to go in as the private stockholders. If the town loses, the others will lose; but if on the other hand it pays a dividend all will reap advantages. If the works were successful and he had no doubt but that they would at all events pay the interest the town would have to pay, they could lead to the establishment of other manufactures. If we found we could not get legislation to enable the town to take stock then let a bonus be given but he thought \$10,000 bonus quite sufficient for the extent of the company.

Mr. Pousette said it was evident from the discussion that assistance by means of taking stock was preferred to bonusing but under the present law the town could not take stock although they had legislation to enable them to bonus industries. He would suggest that a vote be taken on giving a bonus of \$20,000, the company giving security and in the meantime obtain legislation permitting the town to hold stock when the town could then receive the stock in life of the amount of the bonus. By this means, the work could go on at once. Mr. George M. Roger suggested the town giving half in bonus and taking half in stock as apparently the stockholders were divided as to whether the assistance should be stock or bonus. He felt this work was of vital importance to the town not only in the benefits accruing through it, but in the other industries which would follow.

After a conversational discussion during which Mr. Hatton made several amendments to his resolution to meet the various suggestions thrown out, it was moved by Mr. Hatton, seconded by Mr. Carnegie "That his meeting is desirous that the Council should submit a bylaw to a vote of the ratepayers at as early a date as possible to enable the corporation to assist in the establishment of car works here by taking stock to the extent of \$20,000 if the statute permit and if not, that a bonus of \$20,000 be granted to the company on the company giving the town security that as soon as legislation can be obtained the town have the right to take the said amount in paid up stock of the company, said stock to be of the same grade as the stock now subscribed will be when paid up, and that the Council endeavour to obtain at the present session of Parliament such amendment to the Municipal Law as will enable the town to take stock in the company and if the company prefer, when such legislation is obtained, and within three years, to repay the bonus in cash, without interest, instead of giving such paid up stock, the company shall have the right to do so, and also that the works of the company be exempted from taxation for 21 years.

Mr. Kelly asked to have his name withdrawn as seconder of Mr. Menzies's motion as he felt the voice of the meeting should be unanimous. No other seconder being forthcoming, the resolution was dropped and Mr. Hatton's put and carried. The meeting then adjourned.



## 1908 DIARY OF A.J. GRANT

*Edited by Dennis Carter-Edwards*

Mr and Mrs A. J. Grant  
*Peterborough Centennial Museum and Archives 2000-012-001597-1 Balsillie Collection of Roy Studio Images*

The extracts from the diary of Alexander J. Grant, superintending engineer for the Trent Severn Waterway are a continuing series that highlights the personal and professional life of this prominent Peterborough resident. The year 1908 was another busy year for Grant, with work on the Ontario and Rice Lake Division of the canal, extensive travel for both work and pleasure, entertaining with friends, renovations to his home on Gilmour and the birth of his daughter Helen.

1908

1 Jan Alex and I went tobogganing on the Monagan [sic] road, his first Toboggan ride. The little man enjoyed himself.

9 Jan Alex, the little man had his curls cut off today, & his picture taken before he lost him. He is no longer a baby. His mother took him into to [sic] Lewis to have them cut off.

18 Jan Maude Alex & myself had lunch at the Chinese Café where we met Father Keilly. Maude & myself went tobogganing from 4 to 6. Alex stayed with Mrs. MacPherson.

28 Jan The hotel people, Strattons & Mrs. Perks were in for a game of cards. We drove out to the rink to see the carnival but it was too cold to stay.

30 Jan At home reading over galley printed form of new Rules & Regulations for governing Dominion Canals.

4 Feb Mrs. Sherwood, Maude, Miss Mary Stratton & myself went to see the dutch [sic] picture exhibited by the Womens' Art Association in the old B of M building

12 Feb Maude is very badly in need of a long rest & change of scene. She has been without a girl since October when Mary Husdon left . . . she is going to stay with Kate {Alexander's sister in law who lived in Ottawa} Sandy of course went with his Mammy . . . While Maude is away I will take dinner & supper at the Oriental

23 Feb House is very quiet & lonely without Maude & Alex who are in Ottawa at Gordon's {Alexander's brother}

4 Mar After breakfast went to Dept & had interview with the Minister Mr. Graham & Mr. Butler together with the Campbellford power users. Not [sic] agreement arrived at

16 Mar After office hours hunted up Mary Hudson who now lives at corner of Dublin & Parks Sts. She is not working now & may come to us as soon as Maude returns.

18 Mar Maude & Alex returned from Ottawa at 5 pm. They have been away since the 12 February. Maude is looking & feeling much better since she left. Alex is glad to be back to his toys & toboggan slide.

21 Mar F. Radden has been helping Maude to house clean yesterday 7 today taking up & beating carpets in den & spare room She has taken the den for our own bedroom.

27 Mar Went to theatre with Maude, Mrs. Hewson & Blanchet to see "Coming thru the Rye" . It is no good, very light frivolous opera.

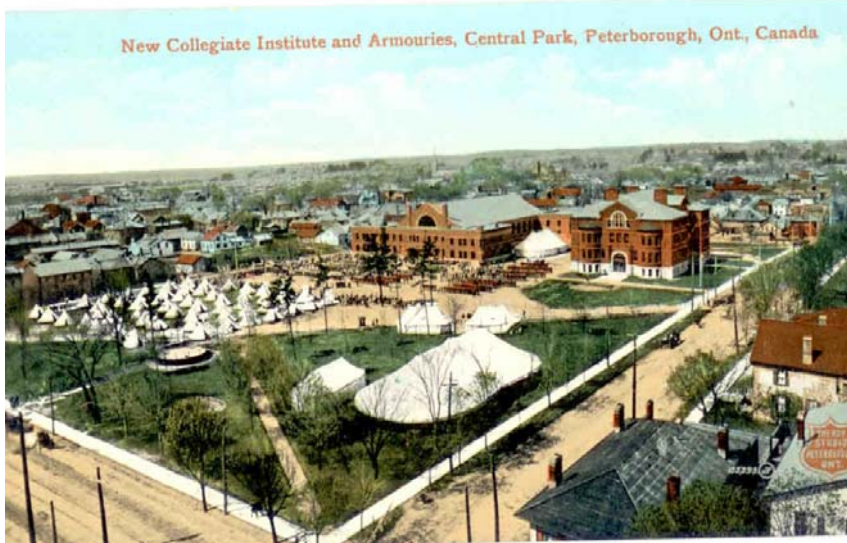
11 Apr Went to Bobcaygeon at 8.30 . . . went down to dam, but saw nothing but water. Everything is drowned out. A regular N.W. Hurricane [sic] is blowing & the water of Sturgeon Lake is 6" deep on top of the entrance piers between the Lock & highway swing bridge

17 Apr After dinner we went to the Golf links with Mr. & Mrs. Wm Sherwood, Mrs. Hewson & Blanchet & played our first game of golf. Links are fairly dry in the high ground but low ground is very wet.

21 Apr After tea, Maude, Mrs Hewson, Blanchet & myself went to see the Walking Matels at the Brock St. Rink

22 Apr

Afternoon Maude, Mrs. Wm Sherwood & myself attended the At House given by the 57<sup>th</sup> Regiment in honour of Sir Frederick Borden Minister of Militia who is here today laying the corner stone of the new armories. I attended the Citizens Banquet given in his honour at the Oriental Hotel this evening



23 Apr At house all day, pruned vine on verandah, & trees, put away Alex's toboggan slide and planted a few sweet pea. Frank Radden scraping rail of staircase

30 Apr Frank Radden finished planning & sandpapering floor of dining room & hall preparatory to oiling & washing same

4 May Alex is 4 years old today. God bless the little man.

6 May Toronto attending exchequer Court Case of Fenelon Falls Village versus the King – case not called today. Went to see "The Man of the Hour" at the [Princess?] Theatre. A modern play to show methods of "Graft" in Municipal affairs in large US cities. Good play & good actors.

7 May Found Maude & Alex well. She has carpets down & floor & stair railing are looking swell now in their new coats of shellac & wax & varnish etc. The house from this cause has been in a dirty mess for 6 weeks as it was a long job scrapping & planning the black dirty floor of the hall & dining room

16 May Maude & myself on the golf links after 4 pm tea at the Chinaman's restaurant

17 May Mr. & Mrs. J.R. Stratton, Dr. & Mrs. Eastwood & several others in for 5 o'clock tea.

3 June Maude & myself left for Belleville at 8.30 am – drove to Trenton per Rathburn's team . . . We had a very pleasant day for our anniversary, 5 years married & yet like a pair of lovers. May we continue to be the same to the end.

22 June

Maude, Mrs. Wood, Mr. & Mrs. Wm Sherwood, myself & Alex left per Robinson team for Chemung where we boarded the "Bessie Butler" & went to Buckhorn.. Had dinner on the boat at Buckhorn inspected the work & then went on to Bobcaygeon where we remained all night eating & sleeping on the boat

25 June . . . Fine sail across Lake Simcoe this morning, just roll enough to make things pleasant for the ladies.

13 July . . . Peterboro today had 15,000 thousand strangers of which probably 6,000 were Orangemen. The

procession in the afternoon is said to have had between 6 and 7 men in line. This was the greatest influx of visitors in the history of the City. Everything passed off quietly but the poor R.Cs came in as usual for a tongue lashing.

19 July The opening festivities for the 300<sup>th</sup> anniversary of the founding of Quebec began today by services in the Churches at which the soldiers and sailors attended.

6 Aug After tea Maude, Eva Denne, Eason & myself drove out to Dr. [Nearal?] & gazed at moon & stars, first time I ever looked at the moon through a telescope of 40,500 & 600 diameter power

20 Aug

This evg the Minister Geo. P. Graham & Mr. Butler came in from Hastings at 7 pm. Went over with the town Council to meet at the lift lock & drove back with them to the Town Hall where some speech making was made

21 Aug Left with the Honble G.P. Graham & Mr. Butler on the Bessie Butler up the Lakes at 7 o'clock. Passing Buckhorn & Bobcaygeon they examined the work & went on. At Bobcaygeon Mr. Boyd drove the party over to the new dam & back to the lock

At Fenelon Falls which we reached at 6 o'clock we remained all night & after tea some speech making was indulged in on the verandah of the Kawartha Hotel

Maude fixed up Den as an office for me & changed electric lights in the room. The wifie is always looking after her hubbie's comforts

27 Aug Left Canal entrance {at Gamebridge} . . . after dinner we drove to Holland Landing where we took Kerr's launch down the river to the Bessie Butler at the Forks . . . then went on to Barrie where we remained all night. Maude is thoroughly enjoying herself & I wish she was always as happy. We went to see the tercentenary Quebec moving pictures after supper.

7 Sept Gardening all forenoon, potted Geranium slips

10 Sept Cereal people kicking about shortage of water. I promised to open sluices in Buckhorn dam on Monday next.

19 Sept Left Toronto at 9 am C.P.R.. After dinner spent an hour or more in the office & then went home. Maude is feeling better & has a seamstress in the house since Wednesday morning making duds for herself & Alex

27 Sep Letter yesterday from James {Alexander's brother who was a priest in California} . . . how glad mother would have been if alive. May God grant him the grace to be a good & faithful priest to the end. On the 22 Dec'r next he will be 14 years a priest.

1 Oct A leak was discovered in the west embankment above the Peterboro Hydraulic lock this afternoon by Graham the watchman. It is in the stone protection notch & about 480 [ft?] west of entrance pier of the lock. It has been running for a long time by General appearance of hole in bank & water colored with permanganate of potassium took 35 minutes to come out at fountain

26 Oct Today a General election is being held for the return of members for the 11<sup>th</sup> parliament of the Dominion J.R. Stratton is running for West Peterboro Maude took a cab after tea & drove around town with Mrs. Hunter & Miss Stratton. I spent the evening watching the returns posted in the Peterboro club. C.P.R. had a wire in the clubrooms. Election is all one sided, the Government being sustained by a big majority. On return home at 11 found Maude in a very weak condition lying on the cot up-stairs. She only had been in a few mins ahead of me

31 Oct Afternoon at home, fixing dining room electric lights etc. Dug up Garden, rose bush bed & put in cellar windows for the winter

16 Nov Alex went to school this forenoon for the first time (age 4 yrs 6 mos) almost too young. Miss Dorothy Hall an ex public school teacher has opened a private school at their home 334 Charlotte St for infants. At present she has only about ½ doz pupils. School hrs from 9 to 12 o'clock. I took Alex down & called for him at 12.20. He says he likes going to school & made letters on slates, & we hope he will always continue to love to go to school & make the most of his opportunities to learn. His mother is very proud of her boy.

19 Nov After dinner called at C. Gen Electric works where Mr. Patterson showed me the 1000 ton Electric Motor just finished by them for the Shawingan [sic] Falls Co. It has 4 250 HP. Motors for driving, & used A C or D.C. current under various voltages in an automatic manner.

21 Nov House all day, in bed with bad attack of lumbago

29 Nov Home all day  
Helen Gordon was born this morning at 9.27, a strong healthy, fat baby, God bless & make her a good woman like her Granny after who she is named. Her mother is doing well & feels better than she has done for months & every thing points to a speedy recovery. The wifie is very pleased for her hubby's sake that she has got a daughter.  
The girlie came rather unexpectedly. We sent out at 5.20 for Mrs. Douglas who came immediately and the doctor at 8.30 (Eastwood)  
Wrote several of our friends & Gordon, Janie & John of their neice's [sic] arrival

13 Dec Mass at 10.30 Afternoon at home  
Maude very well and downstairs for 1<sup>st</sup> time since Helen was born 2 weeks since, latter is well & fat. Dr. Eastwood was in at 12.30 & found both mother & daughter in the drawing room. We spent the afternoon happily by ourselves  
Alex in house all last week with a cold. He was down town yesterday afternoon for an airing with Mary. He is better now & goes back to school tomorrow

24 Dec House all forenoon fixing hydro light at Maude's bed & sundries for Xmas

25 Dec Home all day, except while at 10.30 Mass, said by his Lordship.  
Alex had a Gay time with his toys & presents. Helen was a pretty good baby all day. Maude is tired & had a sleep after dinner, she has been doing too much this week & feels the effects of it

*This is the third installment of the A. J. Grant diary. The next installment will be in the next issue. Thanks to Dennis for transcribing these diaries which provide interesting insights into the life of Peterborough a century ago.*



## PETERBOROUGH BIRDS EYE VIEW MAP C. 1893

The Trent Valley Archives were very excited about receiving a plaqued copy of the 1893 Birds Eye view. As a fundraiser, we sold a limited edition copy of the map to people who attended "Peterborough's Greatest", our special dinner in May. A small section of the map illustrating the advertisement for Central Bridge and Engineering, which is the subject of Ivan Bateman's interesting research. That company was located in the block that had earlier been known for Romaine's brick works, and today is the site of Dieter and Darcy's No Frills, at George and Sherbrooke, and illustrated in the map segment above.

The map is dated because of what we know about the fascinating advertisements on the map. Central Bridge for example was only in Peterborough for little more than the 1890s. The advertisements are a treat, and provide insights into many local businesses now long forgotten. The map too presents many insights about long ago. However, we were struck by the sloppiness or artistic license that is evident on the map. Did Victoria Park ever have a central fountain with pathways radiating out? Why is St John's Church portrayed with gables on the east side that never existed? Why is the 1882 landscaping represented as more circular and closer to Hunter Street? Why is half of St Paul's Presbyterian Church missing? Why does the Hunter Street bridge look more like the ill-fated Rainbow Bridge of 1872-1875 than it does of the

Wrought Iron Bridge Company bridge that stood from 1876 to 1920? These are mysteries.

On the other hand, we get interesting representations of other parts of the town that may be more accurate. Central Park (now Confederation Square) was overcrowded with trees, and the old drill hall may have looked somewhat like represented. The Dickson's Raceway may have, before the big 1896 fire, looked as represented.

We also know that the map fades out as it gets to the peripheries of the west end or Ashburnham north of Elizabeth Street.

The Trent Valley Archives has made a large research copy for researchers to use. As well, we will have a smaller version on the wall of our research room. We have never seen such a delightful item that captures so much of what is important to our work. We are always trying to learn more about the buildings and industries of Peterborough, and that is one aspect of our mandate. We have accepted donations of archival materials for the whole five county region that we wish to serve.

Thanks to all those people who embraced this modest fundraising project. We know that you got value for your investment. No matter how you look at it, this is an attractive conversation piece, that just might open your eyes to new things about our past. Its monetary value will increase undoubtedly as well.

Special thanks to Louis Taylor, Whatley Technical Supplies, Bruce Fitzpatrick, Erik Hansen and Mary Charles for the City of Peterborough.



## INSURANCE COMPANIES

*While indexing the Peterborough Examiner, Diane Robnik, is finding many interesting stories. Here she shares three about insurance. In May of 1867, the Peterborough Examiner had a huge fire in their building on the east side of George Street, north of Hunter Street. The following week, the owner of the paper posted this notice praising George A. Cox (pictured below) and his prompt handling of the insurance claims arising from that fire. This story adds detail to an important theme in Elwood Jones' recently published history of Fighting Fires In Peterborough. Before there was a professional fire brigade, it was insurance companies that prodded local governments into maintaining good fire fighting practices. Incidents such as this became part of the current wisdom in Peterborough, and the importance of insurance was well learned in Peterborough. Cox was surely Canada's top insurance agent. The other articles suggest the importance of insurance, too.*

### Insurance Companies

Under the above head it appears to be our duty to make a few remarks. There is nothing more common than to hear of delays and trouble in the settlement of claims for loss by fire and sometimes this is not be wondered at. Of late, Upper Canada has become notorious for fires, and very often there does appear a necessity for delay in order to leave time for ferreting out any little clue that may lead to the discovery of the cause of the fire. In the case of the late fire here, there



did not appear the least desire on the part of the companies concerned or their agents, to cause any undue delay. The unfortunate fire took place on Sunday morning. On Monday, Mr. Cox, agent for several of the companies, telegraphed to each of the occurrence. In the case of the Commercial Union, Mr. Cox was instructed, one hour afterwards, to settle the claims, which he did with all promptness and accordingly; on Tuesday, Mr. Lawder and Co, and Mr. Clarke were able to commence their business again. [Their businesses were in the Examiner building].

This was certainly satisfactory to the insured at least. In our case, with the Lancashire Insurance Company, there was equal promptness. On Monday, Mr. Cox telegraphed and on that evening sent particulars, when he was instructed to have a statement of loss forwarded. On Saturday following, the statement was sent by the hands of Mr. Oliver, Fire Inspector of the Royal, but it could not be received by

the Company until Monday, on which day, Mr. Cox received a telegram that it was satisfactory and to draw on demand for that amount. This was also very prompt attention to business on the part of both the agent and the company, and on Tuesday we received our claims in full. Rarely have losses been so quickly adjusted - all in about a week. Mr. Scott's claims for damages to the building is not yet settled, but is not the fault of the company. The agent would have willingly settled the matter and the company also, and they in order to its adjustment directed that carpenters do estimate the value of the damages, but their validation did not satisfy Mr. Scott. He thought it would require about \$2000 to refit the whole, but the carpenters thought the whole at \$1050 or \$1090. They then agreed to put on another three men and they put the damages at \$1200. The trouble is not, therefore, with the company, but the difficulty in opinion about the cost of the damages. So far, all the companies showed an immediate willingness to adjust all damages at once, to the amount of insurance.

There is a little scruple in the minds of a number of persons concerning insuring to what is called "the full amount". Few companies will insure the full amount, they wish to have a little of the owner's risk, and this is not unreasonable. But, a severe loss has taught us the wisdom of being insured, and that for more, than a small part. Every one whose property is at the mercy of unmitigated scoundrels should insure to the full amount if possible, and there can be nothing wrong in doing so. The false fear of being accused of putting the coal to the goods should not deter a wise man from using every lawful precaution of protecting himself against loss by fire, when it is in his power, and it is better to pay a few dollars extra yearly than to run the risk of losing all or nearly all in an hour, and from the very satisfactory manner in which Mr. Cox managed our business, and the prompt manner in which our insurance has been adjusted, we think the Lancashire Insurance Company is a safe company to do business with.

### Dreadful Wind Storm

Peterborough Examiner, 11 December 1873

A severe hurricane blew over the place on Thursday morning, doing immense damage to buildings, sheds, stables, fences, churches etc. The turrets were blown off the Presbyterian Church; one of them fell on the roof and went through it. The school room of the new Methodist Church was slightly damaged. The front wall of a new building in course of erection for Mr. McLelland, watchmaker, was levelled to the ground. The end was blown out of a new building belonging to Mr Bradburn, in rear of the Queen's Hotel, George Street. A new brick building belonging to Mr. Thomas Lee, Communication Road, was blown down. Masses of debris, windows, window blinds, etc. was found everywhere in various parts of the town.

## The Accident at the Driving Park - All the Injured Are Recovering

Peterborough Times, 26 June 1897

The festivities on Tuesday last were marred by an accident at the Driving Park resulted in the injuring of a couple of dozen persons. Although no lives were lost, it is marvelous that this was so, for the "fall in" was of such a character that men, women and children were thrown indiscriminately into the vortex of breaking timbers and scantling. It was during the races that ominous, cracking was heard and the stand fell in and \_\_\_ human beings. Those most seriously injured were Councilor Cobb, bruised about the shoulders and Mr. A.C. Kirkpatrick, of the CPR Freight Sheds, shoulder dislocated and face badly cut, Miss Etta Montgomery, ankle broken, Mr. Frank Bradburn, son of Mr T.E. Bradburn, arm broken, W. Brien, body jarred, John Billington, nose broken, Miss Rutherford, Emily, bruised, Miss A Watson, knee injured, William Croft, arm hurt and otherwise bruised, R.H. Fortye, face cut, R.B. McKee, ribs hurt, besides many others.

This stand has been in bad shape for some years, and attention was called to its rottenness by the Times over a year ago.

[This is an interesting follow-up to the article on the Peterborough Grandstand that appeared in the February 2008 issue. The story is not mentioned in Elwood Jones, *Winners: 150 Years of the Peterborough Exhibition* (1995). The newspaper is in a recent collection of newspapers kept by P. Shewen of Lakefield, who was known to readers of the day by his nom de plume, Sam Slocum, Trent Valley Archives, Shewen fonds. ]

## HISTORY OF GARDENING IN PETERBOROUGH

We were recently asked what sources might be useful for documenting the history of gardening in the Peterborough area. There are quite a few sources that would be useful.

One can start by looking at the books and magazines that are pertinent. The Illustrated Historical Atlas of Peterborough County 1825-1875 (1975) was surprisingly useful, primarily because of the splendid Romaine map of 1875 that shows some gardening, landscaping and nurseries. Elwood Jones, *Winners* (1995) is pertinent because in the early years this was a great place to display the treasures of the garden. Of course, one reads the accounts of early writers, such as Catharine Parr Traill, who had a keen eye for all things tied to plants. Frances Stewart spends some time in the garden, and so *Our Forest Home* (1891, 1902) is very useful. Libraries have lots of books, and the Peterborough Historical Society published the very interesting Occasional Paper *"To fare sumptuously*

*every day"*: *Rambles among Upper Canadian dishes and repasts together with authentic menus and culinary receipts*. By Mary F. Williamson (OP 25, November 2004). Several good books tie the kitchen and the garden together but Williamson is a good entry into those. This illustration is from the cover of her booklet.



A personal favourite for me is Charlotte Erichsen-Brown's neat book on 500 years of plants that lets one see what plants were around all that time. I met Charlotte around 1980 and she was a fascinating person. She tried to persuade me to start an historical garden at Otonabee College, just outside A House. However, I know enough about public gardens to know that one needs a very systematic approach to keeping up with the weeding and the watering.

I also like to look at the items that are just out of the ordinary, but still give a good feel for the past. Laurel Ulrich Thatcher's book on Martha Ballard has a chapter on the gardening cycle that is really quite excellent. Other books that deal with natural medicine could also be instructive.

My book on Peterborough exhibitions did not include every reference to garden exhibits, but it is representative. If you want to go to the newspapers for the details, you could start with the Trent Valley Archives. The research materials used in *Winners* are in the Peterborough Exhibition fonds. As well, we have newspapers on microfilm. Newspapers are a valuable source because seed dealers advertise in the paper, and usually there is a Saturday column on issues related to agriculture and horticulture. As well, one can key the papers to the seasons, tying in with seeding, harvesting and the timing of the annual exhibitions.

Government reports are excellent guides to what was happening on farms and in gardens. We have the 1880 report on Ontario agriculture and it is excellent for the kinds of issues you mention. We have some reports on horticultural societies, and on agricultural societies in different collections, notably in our Pammett papers and in the Peterborough Exhibition fonds. In the *Heritage Gazette of the Trent Valley* we



have published pertinent articles, including the 1850 report on agriculture in Otonabee Township.

The annual reports of the Ontario Department of Agriculture are a rich source, and Trent University, in its Government Documents section, has complete records of legislative assembly journals in microfilm, and some in hard copy.

Conventional wisdom says read the published works first. For one thing they are easier reading, but it also helps you to identify the kind of issues that authors have identified. When David Fife and his friends in Otonabee Township developed improved wheat, including the Red Fife variety, they were defining what was possible in their day.

There are several excellent archival sources worth pursuing. Trent University Archives has the Boyd family fonds that is rich in gardening information, and amplified by the excellent diaries that every member of the family seemed to keep; you were not a Boyd if you did not keep a diary. Archivists love families with diaries. We should be running workshops on how to keep diaries.

The Trent University Archives also has the papers of Frances Stewart and her family. I would expect the Marryat papers to be useful because local historians often have to discuss landscape. Their holdings can be easily viewed from the webpage which is reached from the Trent University page: follow Library to Trent University Archives.

At the Trent Valley Archives, we have the excellent 45 year diary of the Weirs which begins in 1880 and is excellent on the patterns of the season and he does make specific references to what he is planting.

As with any project, you then just follow from one lead to the next. There are no right ways or wrong ways. One only needs to be alive to the possibilities, and recognize when a gem is in your hands. Think widely, not narrowly, on everything.

## MILKMAN'S PARADE 1915

*Carl Doughty showed us an excellent photo from the Roy Studio collection which was labeled the Milkman's Parade 1915, and gave some information about the people who won prizes that day. We confirmed that the picture is listed in the View Register of the Roy Studio, and we decided to check the local papers to see what could be learned from that source. The event was part of an effort to promote white as the official colour of dairies and to show that dairymen were very conscious of the need to be sanitary. Thanks to Carl for opening a very interesting door to the past.*

**Dr George Clinton is in the City  
Will Address the Milkmen of the City –  
Inspection This Afternoon**

*Peterborough Examiner, 15 May 1915*

Dr George Clinton, Medical Officer of Health for the district of which Peterborough forms a part, is in the city. His mission is to address the milkmen of the city, who, this afternoon will convene on the market square, where they will be inspected by His Worship Mayor Buller, Sanitary Inspector Spence and other civic dignitaries. A number of addresses are in prospect, including one from Dr Clinton. The latter will continue to Belleville this evening.

It is expected that at least twenty-five milk vendors will take part in the parade which is billed for two o'clock at the rendezvous mentioned above. A number of prizes are being offered for the best outfit, including horse and vehicle.

### **Milkmen's Parade Was a Success**

*Peterborough Examiner, 15 May 1915*

About twenty-one milkmen took part in the parade that was held this afternoon on the market square. A large crowd turned out to view the aggregation, which elicited much favourable comment from Dr George Clinton, District Officer of Health, and others. Sanitary Inspector Spence regards the event as one result of education. With few exceptions each of the vehicles received a new coat of paint and in a number of cases, they were brand new. The milkmen first lined up on the market square, after which, they drove around for a couple of blocks in order to give the citizens an opportunity of seeing just what the milkmen of the city are doing in the way of modernizing their business. Up until the time of going to press the prizes had not been awarded.

### **INSPECTION OF MILK VENDORS' OUTFITS**

*Peterborough Review, 15 May 1915*

One of the results of educating milk dealers to take pride in their occupation was demonstrated this afternoon when 21 milk delivery wagons were lined up and inspected by Dr Clinton, district health officer. The array was one of the most surprising character and demonstrated that the efforts along educative lines adopted by the board of health and Sanitary Inspector Spence were bearing fruit. Some nifty looking outfits were brought on, and the judging was based upon general cleanliness, efficiency and appearance. The committee consisting of Dr Clinton, Dr C. H. Amys, Harry Winch, Roland Denne, and Mayor Buller, went over the whole 21 vehicles. Of these, the ones owned by Wm. White, the Peterborough Pure Milk Co., and Wm. Dummitt looked to be in line for first, second and third places respectively. Mr White's outfit and Mr Dummitt's were practically alike, while Mr Gillespie's, though somewhat similar, looked to answer up to all requirements. Not only were the outfits judged, but the owners as well.

This is the first exhibit of its kind in the city and Dr Clinton stated to a reporter that it was a pleasant surprise to him and indicated the intelligence and prosperity of Peterborough milk dealers and dairymen.

Mr F. Roy took some good photos of the exhibit.

**Milkmen's Parade Was Huge Success****A. C. Curtis, of Otonabee, Won First Prize for the Best Outfit –****Address by Dr Clinton***Peterborough Examiner, 17 May 1915*

A. C. Curtis of Otonabee won the first prize in the milkmen's parade that was held on Saturday afternoon. This consisted of a copper bottle filler, which was donated by the De Laval Dairy Supply Company. The second prize of ten thousand bottle caps, contributed by Mr G. A. Gillespie, of the Peterborough Pure Milk Company, went to W. L. White of Smith Township, while the third prize, consisting of a handsome flag, was awarded to I. Hetherington of Smith. The flag was donated by the "Examiner." There were twenty-one vehicles in the parade, two from the Peterborough Pure Milk Company, and the rest made up as follows: W. L. White, Hunter's Dairy, I. Hetherington, P. O'Connor, W. Dummitt, W. Twomey, W. Londry, W. J. Robson, C. Waller, J. Bray, C. Curtis, F. Darling, W. Stalker, E. W. Curtis, E. Butler, F. Riley, A. Rodger, S. Huston, and P R Castle.

**A Credit to the Milkmen**

In the words of Dr Clinton, district officer of health, who came all the way from Belleville to address the milkmen, "the affair was not only a credit to the city but to the milkmen, themselves. In announcing the winners, Dr Clinton remarked that it was the first time he had witnessed such an event and, in fact, the first of its kind he had ever heard of, so far as Ontario was concerned. He congratulated the milkmen upon the service they were supplying in the way of clean, sanitary vehicles, and a first-class quality of milk. He also commended Sanitary Inspector Spence for the part he had taken in bringing the affair to such a successful conclusion. It might be said that the idea originated with Inspector Spence. Dr Clinton asserted that it was the best collection of vehicles to be found anywhere in Ontario. He concluded by voicing his approval of the bottling of milk.

His Worship Mayor Buller eulogized the milkmen for the response they had made to Inspector Spence's invitation to hold a parade. He noted the improvement that had been made in the past few years and was pleased to see that the milkmen were bent on establishing a high standard of efficiency.

To Mr E. Butler is given the credit of bringing out the first white painted milk vehicle in Peterborough. This he did some years ago. He also possesses a horse that has propelled a milk wagon around for upwards of ten years. He is said to be the oldest horse on the job.

M Advertisements for Dawson Bros, corner George and London Streets. Opening new "Additional Ice Cream Parlors" featuring Toronto City Dairy Ice Cream. Different ads appeared in each paper, 14 May 1915.

**TOOK THE DE LAVAL PRIZE****Bottling Machine is Won by Clifford Curtis***Peterborough Review, 17 May 1915*

Clifford Curtis, milk vendor, of Otonabee, is the proud possessor of a thoroughly modern bottling machine, presented by the De Laval Company for the prize winner in the milkmen's parade held on Saturday. Mr Curtis had the neatest, cleanest, most hygienic and serviceable outfit of the twenty-one exhibitors, although the judging was so close that the judges were almost perplexed in making a decision. Wm. S. White secured second prize, which was a flag, while third honors went to I. Hetherington of Smith, who captured the 10,000 milk stoppers donated by the Peterborough Pure Milk Co.

Mayor Buller introduced Dr Clinton after the judging was completed, remarking that it was almost an impossibility to arrive at a decision owing to the general efficiency of several of the outfits. However, Dr Clinton found that the honors had to be divided as stated, and he expressed his unqualified satisfaction with the showing all the exhibitors made.

## QUERIES

*Diane Robnik*

## TANNER FAMILY

One family that recently dropped in to the Trent Valley Archives wanted to know what we could say about the Tanner family. George Tanner had operated a furniture warehouse and factory, most notably on the site that later had the Belleghem furniture factory and funeral business. Once we identified that the family had been here during the 1860s and 1870s, it was possible to look at our various genealogical resources. However, this story had a real estate aspect. For this, we quickly turn to the Martha Anne Kidd fonds, undoubtedly our best resource for identifying information about most places in Peterborough and Ashburnham, and occasionally into the surrounding area. We also, for this period, find the 1869 assessment role useful. This precious item is available on our web site, and is not available in searchable form anywhere else.

We have some other archival fonds that might be useful. We recently received the account books of Edwin Poole, who was a cabinet maker near George and Brock, and was very active in the local militia and the fire brigade. Such books can be useful in identifying what people might be buying in the furniture line, and give some idea of how easily they might be to obtain.

With our special fundraising initiative last November we were able to acquire a nice run of microfilmed newspapers mostly pre-1900, although

we got one 1917 reel by request. I have been indexing these newspapers, and still have quite a ways to go. However, I had many references to the 1860s and 1870s already and we found several entries related to the Tanner family, and most notably George Tanner's furniture warehouse. The earliest reference was an

probably because volunteers helped move furniture to the street. This loss was covered by insurance. However, we notice that Tanner insures his content for less and less as time goes on.

The most tragic fire was in 1871, and the news report is quite extensive for the day of four page

newspapers. It is interesting to notice that one was vulnerable to the carelessness of others. In a couple of instances the fires were started by arsonists. Thus, livelihoods were lost.

In the absence of street directories, stories such as this allow us to establish relationships. Mr Kane's cabinet shop and John Sullivan's hotel were in the building owned by Sheriff Hall, which would have been on Hunter at Chambers street. Tanner's shop was contiguous to Kane's but presumably in the next building. Sproule's Photographic Gallery was destroyed; happily he rebuilt, but we had not had such an early reference to Sproule's photographic studio. A. W. Kempt, the druggist was just behind.

It is surprising how much one can learn about ancient ancestors. It was a special satisfaction to learn more about important

chapters of Peterborough history otherwise unknown.

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 as entirely  
 used today

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"E. L. Y." is a most  
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 Dealers in

Glasgow Warehouse,  
 October 7th, 1868.

41-3in

Great Bargains  
 IN  
**FURNITURE,**  
 At GEO. TANNER'S, Hunter Street,  
 SIGN OF THE MAMMOTH CHAIR,  
 And a call will be enough to convince any one who wishes to  
 select from the Largest and Best Stock, that at the  
 Sign of the Mammoth Chair is the place.  
 There they can buy Bed room Setts from \$16 to \$100; Parlor  
 Setts from \$35 to \$200; Parlor Chairs, in hair cloth,  
 very good at \$2 75 each.  
 ALSO, A GOOD ASSORTMENT OF  
**CANE AND WOOD SEAT CHAIRS!**  
 BEDS IN GREAT VARIETY.  
 Intending purchasers will please Call and Examine the Stock.  
 N. B.—Pictures framed with neatness and dispatch.  
**GEO. TANNER.**  
 Peterborough, October 8, 1868.

41

LOOK OUT!



1857 ad which described Tanner's furniture warehouses as being opposite Eastland's Livery, which would be the location later of the Oriental Hotel. An 1860 display ad was looking for "four first-class cabinet makers to whom constant employment and highest wages will be given." The *Toronto Globe* was invited to copy the ad and to send its bill to Peterborough. What an interesting way to look for skilled artisans! I wonder if the *Globe* ever copied the ad.

Another great ad was this one from 1868. It is very interesting to see the store is identified as being at the “sign of the mammoth chair.” It makes one wonder why this oddity has never appeared in any local history, until now. Tanner was a full range furniture store, even framing pictures “with neatness and dispatch.”

The George Tanner furniture store was also the scene of three fires, 1861, 1864 and 1871. None are mentioned in the recent book on *Fighting Fires in Peterborough*. One fire was on a Saturday in February 1864. The brief news notes says a large portion of the building was gone before the fire brigade could get the engine operating. Most of the furniture was saved.

**Mack**

Recently, I have been trying to find out about my maternal roots in Canada and about their emigration from Ireland. I am somewhat stuck at my gr.gr. grandfather, John Mack, who lived in Peterborough County in 1851, in Cavan in 1871, and by 1881, was dead. His wife Agnes was a widow living in Lindsay, the head of her household of seven children - according to 1881 census data. In 1873, a Lindsay newspaper showed this entry: "Fire at Omemee -John Mack, Suicide at Dam-J. Howard...1873". Researchers at the Lindsay Library were unable to find the article being referenced. To complicate matters, a July 13, 1877 Canadian Post showed a death notice for John Mack of July 6, 1877. (a sawyer from Lindsay in his 56th year, which he was).

**McMillan**

I have very little info on William which is why I'm asking for help! He married a Hannah and they had a daughter (my husband's grandmother) Frances Alberta

McMillan, born September 15, 1868. She married William Cunningham November 14, 1888 and they resided in Kingston. I believe the family lived in Dummer Twp. I searched various census and vital stats and came away empty. Puzzling!

#### Wigmore

I am trying to find a marriage record for Daniel Wigmore born 1831 Dummer Twp. and died 1888 son of William and Ann Wigmore. I have Daniel married to an Elizabeth. Would like to have her maiden name and her parents. I believe they were married in 1857. Can you help? Thank you.

Wigmore answer by Diane (still looking for assistance):

Thank you for your query. After doing some research, it appears that you have a bit of a mystery. I cannot find the marriage between Daniel Wigmore and Elizabeth. I have their family tree which lists their children, and the tree that includes William and his wife Ann and their children, but Elizabeth is listed as Elizabeth unknown. The marriage is not listed in ancestry.ca. It is not listed as an announcement in the newspapers in Peterborough, nor are any of their children married in the newspaper or ancestry.ca in which one could look up the mother's maiden name. I did find the death registrations for both William and Daniel, but not Elizabeth. I searched through the Dummer land records to see if she signed her maiden name on the land title, but she did not. It appears that William and his son Abraham die on the same day so both their wills come up to probate at the same time. This might interest you. Daniel does not leave a will in 1888. He also loses one of the family farms in 1886 which also might interest you. Unfortunately, there are only a handful of documents that can give the wife's maiden name: her birth registration (born too early for that), her marriage, the marriage of her kids, possibly her death registration. I have struck out on all fronts.

## ART DAINTON: AN APPRECIATION

*Elwood Jones*

Arthur William Dainton (1951-2008) will be terribly missed. He had many trades over the years, supported many people and organizations and shared what he learned. Art was a generous, loyal, innovative and helpful friend.

Despite more than his share of problems, Art had a full life. He was a photographer, a problem solver, an historical researcher, genealogist, archivist and probably more than I ever knew. Each of us has our own memories, and collectively we have been with him on every square of the checkerboard.

It is rare to find volunteers who can so willingly and cheerfully share their talents in so many aspects. Art showed this spirit in countless years as a cub leader, as a genealogist and with unstinting support for Trent Valley Archives and the Wall of Honour.

Once, Art was stopped for speeding. As he pondered the size of his fine, the OPP officer strode to his car. He looked in the car and said "Akela" and the old cub-master got no fine that day. Art inspired confidence and respect in those he taught.

My wife remembers his generosity. He promised that he and Call-A-Cab could get her to Toronto General Hospital in two hours even if I were not around to drive her there.

Art was plant manager for Fisher Gauge for 15 years. Served in the Army RCME, was a scout leader. He headed up the local Metis association when it was most active, and then continued to associate with the Metis group in Maynooth along with his friends John and Glenna Robinson.

Art had a great love for gadgets and had a talent for making things go. Clearly he drew well on his years with RCME, Fisher Gauge and CGE. He fixed our film projectors, microfilm equipment and computers. With Keith Dinsdale, he was the maintenance backbone of the Trent Valley Archives after we moved to our current building in 1998.

He was amazingly adept at finding solutions to any problem. Art was a spark-plug of the local heritage community for some twenty years. Many genealogists got their starts with his sessions on Genealogy 101. In earlier days he did an amazing amount of historical research on families and on Metis history. More recently, he has been diligently compiling our local military history.

With Steve Gavard, he was the founder of the *Heritage Gazette of the Trent Valley*, and the magazine remains true to their commitment to share the history of families and communities with a wider world. In the research room as well, he was very effective at tying genealogy to archival and historical research. This remains the trade mark of the Trent Valley Archives.

For the past decade he and Susan Kyle have been the wizards behind Dave Edgerton's Wall of Honour website. Art and Susan also designed our website and maintained it over the years. Art was often on our TVA Board of Directors and its executive.

He frequently forwarded photos of newspaper stories praising the Trent Valley Archives. Several of his photos have graced our covers and our inside pages. He took photos of all the cemetery grave markers in the St Peter's Roman Catholic Cemetery in Peterborough and donated the proceeds of the sale of the resulting CD to the Trent Valley Archives. He microfilmed archival records most notably the indexes to the photos of the Roy Studio. He recorded the reconstruction of the Inverlea Bridge much as earlier photographers had captured the progress of the building of the Hunter Street Bridge.

He knew that the big picture emerged from lots of little details; that the past was the sum of what we could preserve. He will be missed often. We extend condolences and best wishes to the family and his closest friend.

Donations in his memory may be made to the Trent Valley Archives, 567 Carnegie Avenue, Peterborough ON K9L 1N1.

DAINTON, Arthur William died July 2 2008. Son of Arthur Thomas Dainton and Elizabeth Dorothy Fredenburg. Husband of Patricia Susan Stewart, sons Mathew William and Neil James. Brother of Patricia Ann Rose (Graham) and Robert Arthur (Elizabeth). Husband of Barbara Jean McMahon and friend of Susan Dorfman Kyle. Art was laid to rest beside his parents at a private family service July 10 2008 at Rosemount Memorial Gardens, Peterborough.

## THEIR SPIRIT LIVES ON: CEMETERY TOUR

When the Presbyterians were celebrating 175 years in Peterborough, a group at St Paul's Presbyterian Church asked us to prepare a tour in Little Lake Cemetery that celebrated some significant Presbyterians and reminded us that the future rests in part on the legacy left by our forbears. This was also the tour that was chosen for our July cemetery tours, although the leader adlibbed fresh names and dropped some that were not so easy to reach. There are over 30,000 burials in Little Lake Cemetery, and our tours tend to highlight 20 or 30.

Not everyone was famous, but the combination of names selected by the group and by the TVA captured a fresh slice of Peterborough's past. For the St Paul's tour, it was requested that we begin with the Rev John Morrice Roger, the founding minister in 1833, that we highlight Dr Torrance, the second minister, and that we get some mention of the Rev Mr Pogue. Traditionally, our tours begin at the cemetery chapel, but the change of start position worked well.

We began by talking about Roger's contributions to early Presbyterianism in Canada, and especially his role in the Great Disruption of 1844. In Mr Roger's neighbourhood, we were able to talk about the Dennistouns, the Dicksons, and the Haultains. There are many stories to tell with these three families. I talked about golf, temperance, the publishing industry, early Presbyterian missionaries, the Protestant Poor Home, and one of the later Fathers of Confederation. The next stop brought us to the Stewart family, really Anglicans but with a fondness for Mr Roger. Moreover, the markers in this area link with Dr Hay and T. A. S. Hay, who were prominent Presbyterians. When we passed the monuments of James Harvey and Peter Connal and their families, we were able to make links to windows at St Paul's but also talk about the importance of coffee at Hutchison House. We then cut across to the other side of that section so we could comment on the contributions of major philanthropists: Charlotte and Robert Nicholls and William Hall. After a visit to the Adam Hall, and on some walks, Amelia Grover Foley, who in 1892 left her fortune to help the poor of Peterborough County.

This brought us to the Art Deco monument of Dr Torrance, whose wife was a Dennistoun. When researching the tour we could not find the Torrance monument for it was hid by a huge cedar planted by the ladies of St Paul's some 75 years ago. After several trips to the cemetery office to consult the cemetery plans I nailed down the precise spot for the marker. I stood about three feet from it and said, "It must be there." I reached into the cedar and pulled the branches aside. While in this area we talked about the Cressmans and the Sandersons.

On the south side of the cemetery chapel, our stops included Wilson Conger (an Anglican), Louis Magie and his wife, the family of William Johnston and the McWilliams family. Conger deserves to be remembered as the father of the Little Lake Cemetery, and I have only recently discovered that his Little Lake Cemetery monument was erected by public subscription. The Magies were the donors of the Peterborough Foundation. With the Johnstons I shared the story that came from the Johnston fonds in the Trent Valley Archives. The McWilliams family allowed me to talk about people not buried here, but who made a terrific impact in Winnipeg and Canada more generally. Earlier, the Haultains had permitted me to talk about how the west was won with the essential help of Peterborough.



*At the Torrance monument. Photo by Sheryl Smith.*

After a short detour to the Eastwoods, I talked about the contributions of the family of James Hall and his descendants. This was a good way to conclude the tour, for laity were very important in this congregation. It seemed reasonable to believe there was a time when "Presbyterians ruled Peterborough" which might have been a good title for the tour.

Sheryl Smith, St Paul's Presbyterian Church, is preparing a report on this cemetery tour which will be deposited in the Trent Valley Archives.



## PHOTO OF THE MONTH: THE 93<sup>RD</sup> GOES TO WAR



*About this photo:* Thanks to Ivan Dyer who brought his copy of this photo to the Trent Valley Archives. The photo shows the 93<sup>rd</sup> band leading the regiment to the CPR train station to leave for overseas in 1916. Ivan's great-grandfather is in the centre of the photo on the drums. Many of the others were noted in the recent book *Striking Up the Band!* but this picture was not in that book. The picture has extra delight because it shows the children getting excited and riding their bikes and wagons down the street. The street car line is very evident. The Ackerman building provides a perfect backdrop, and in the distance several billboards are in evidence. We believe the photo was taken by Roy Studios.

## TRENT VALLEY ARCHIVES EVENTS:

### Eerie Ashburnham

Friday nights until the end of August, Trent Valley Archives presents - Eerie Ashburnham Ghost Walk from 9-11pm. Tour East City by lantern light with costumed guides from Quaker Oats to the Lift Lock. \$10 per person. Meet at corner of Hunter Street and Driscoll Terrace. No reservations required. 745-4404.

### Little Lake Cemetery

Trent Valley Archives hosts a Tour of Little Lake Cemetery every Sunday from 4 - 5 p.m. at the Cemetery (Haggart St., Peterborough). Participants experience a historical tour through this lovely garden cemetery. Tours differ each month from June - August (June - Victorian Mourning; July - Their Spirit Lives On; August - Tragic Tales). Tickets are \$10 per person. No reservations required.

### Pub Crawl

\*\*Pubcrawl dates to remember: August 29th & September 26th. Call 745-4404 for tickets.

### Industrial Tour

\*\* Industrial Tour of Peterborough led by Steve Guthrie and Don Willcock, in planning stages for September, look for details on web page, local papers, or 745-4404. We will send email notices to our list.

### Trails and Rails Bike Tour

Trails and Rails Bike Tour planned for September. Look for details on web page, local papers, or 745-4404. We will send email notices to our list.

### Peterborough's Greatest

Encore performance of "A Night With Peterborough's Greatest" scheduled for Saturday October 25th at the Burnham Mansion. Call the archives for details.



## WEIR DIARY FOR 1880

The Trent Valley Archives has received the diary of John Graham Weir, a farmer in Otonabee township, a few miles east of the Town of Peterborough on what is now Highway 7. The diary is amazing for several reasons. It runs for 45 years, and it has very useful details that give insight into farming, the social life of the area, the politics, the business life, the interconnection of town and country and several other recurring themes. Diane Robnik has been leading a team of volunteers including Cliff Couch, Pat Marchen and Anne Nighswander. Weir uses a standard Brown's diary each year, and his remarks appear in two forms. In the first instance he gives comments on activities; in the second, on expenditures. We have left out the accounting columns, and researchers will like the fact that the digital version of the diary includes all the information from the diary.

We have made no effort to correct spelling errors, but since we are working from handwriting some of the errors might be due to the reader rather than the diarist. For purposes of the publication we have deleted the days for which there was no information. The digital version retains all the days. It is interesting to see how the second set of information usually deals with different subjects than the front of the diary.

There are some remarkable stories in 1880. The Grand Junction Railway which came to Peterborough in late 1880 crossed Weir's property, and so we get some interesting and fresh insights about railway history. There is much to learn about farm labourers, and about the well-honed barter system. Notice also the variety of ways in which he earns money. Weir was clearly engaged in mixed farming.

|           |       |    |  |  |
|-----------|-------|----|--|--|
| Sunday    | March | 29 | Cutting straw at James Jackson's half the day and at home the remainder of the day. Sawing wood.   |  |
| Monday    | March | 30 | Threshing peas with the cutting machine for Robert Jackson. Robert Mitchell and James Campbell sawing and splitting wood on the yard here. Weather cold and dry, roads dry and hard froze.   |  |
| Tuesday   | March | 31 | I was threshing peas at Jacksons today, got done about the middle of the afternoon and Mr. Jackson sent the machine home for me.   |  |
| Wednesday | April | 1  | Poem   | To Belligham for framing pictures  |
| Thursday  | April | 2  |  | To Best for coal oil (10 gallons) \$2, 2 bushels beans (\$3)   |
| Friday    | April | 3  | Sawing wood with the bucksaw and piling it in the woodshed. The weather cold and dry, accompanied with frosts at night. The object of which appears to be the filling out of the fall wheat and clover.  |  |
| Sunday    | April | 5  |  | To L.V. \$2, Sundries \$1.50   |
| Thursday  | April | 9  | Threshing peas today with the strawcutter. Had James Jackson, Richard Reid, Robert Mitchell his two boys, James Brickly, James Campbell and myself. Weather a little cold. James Brickly got seventy bushels of peas for seed at 70cts per bushel.   |  |
| Friday    | April | 10 | I and L.V. went to town in the buggy. The roads were very bad and deep with mud.   |  |
| Sunday    | April | 12 | James Galvin, James Campbell and myself worked at the new barn over on the swamp lot. The weather cold and cloudy and windy. So cold we had to put on our mitts when making tea. Froze so hard the ice on the swamp would almost carry a man. The snow that fell on Saturday has almost disappeared.                             |  |
| Monday    | April | 13 | Robert Mitchell, Jim Campbell and myself worked at the new barn over at the swamp lot. Butchered a heifer in the afternoon. Weather cold and drying winds.   |  |
| Tuesday   | April | 14 | Went to town with a load of peas and beef. Got a keg of three inch nails, two pair of hinges, one lb of chalk and one doz. Picture nails in Bertrams. I placed Georgie and Mable on the market scales and they weighed 2020 lbs the pair. I weighed myself on John Whyte's scale in his warerooms - 151 lbs without an overcoat. | Received for 20 bushels peas \$12.80, Beef and hide \$8.57, To L.V. \$8.50, for this journal .60, Pew rent \$3.75, Sundries \$1.25 |
| Wednesday | April | 15 | I went to town for a load of lumber - took it to the new barn.   |  |
| Thursday  | April | 16 | Campbell and I worked at the barn until noon when it rained so fast we had to stay in the shelter and do chores.   |  |

|           |       |    |   |   |
|-----------|-------|----|---|---|
| Friday    | April | 17 | Went to town today, bought five bags of potatoes at 55 cts per bag. Weather cold and disagreeable rained and snowed or blowed all day.  | 5 bags potatoes \$2.75, horse medicine .50, cash for James Campbell   |
| Wednesday | April | 22 |   | Received from Samuel Johnston on hay, paid Robert Jackson on clover seed  |
| Friday    | April | 24 |   | Paid for 4 bags of potatoes, paid Lockhart and Chowen for buggy painting, paid for weighing hay .25   |
| Friday    | May   | 1  | I and Jim Campbell went to town with the wagon. Sold 15 bushels and 15 lbs of peas to Green and Wighlan and bought from them 10 bushels of barley for seed. Got an iron rod 17.5 feet long from J. Whyte and to draw the roof of the old log stable up to the barn. Cost \$4.10. Weather cold and cloudy with some snow and rain.                         | Received for 15-16 bushels of peas, paid for 10 bushels of barley to Wright, and to T.W. Robinson for barrel salt.  |
| Sunday    | May   | 10 | I and Jim Campbell and Mitchell's two boys and two pair of horses were working all of last week on the new land raking of stones, cleaning up and ploughing and sowing oats.  |   |
| Monday    | May   | 11 | We quit working on the new land tonight, worked eight day and only got two and a half acres cleaned and sown. Weather favourable for working, no rainy days, but cold and frosty nights.  |   |
| Friday    | May   | 15 | Finished sowing our barley in front of the house today. I took a load of hay to town today and owing to the large number of loads on the market, the price went down from nine and ten to seven and eight.  | Received for 1820 lbs of hay \$6.35, paid for one bushel timothy, paid old Mr. Flavelle for 195 lbs of oats I got on the eighth.  |
| Thursday  | May   | 21 | Finished sowing oats at home today at noon, and Jim Campbell, George and William Mitchell and I, washed our sheep in the afternoon. Rained lightly for about an hour this afternoon while we were washing the sheep.  |   |
| Friday    | May   | 22 | Rained this morning until about ten o'clock. In the afternoon, Jim Campbell and I took the two pair of horses and went over to the new land and plowed where the fall wheat was a year ago.   |   |
| Sunday    | May   | 31 | I and Jim Campbell, George Mitchell and Thomas Rea with two pair of horses were all of last week raking off stones and ploughing and breaking up some of the new ground at the new barn, finished sowing oats on the new ground today. Weather pleasant and cool the last three days accompanied with a sufficient quantity of rain to assist vegetation. |   |
| Sunday    | June  | 7  |   | Received from James Stevenson on wool sold to him (\$13). Received from Thomas Johnston on hay (\$10). Paid to Pappin (\$1.50), to T. Young (\$3.73) and to Lovinia (\$1.50) Sundries (\$1.77)  |
| Tuesday   | June  | 9  |   | To Rogers for grinding chop (.40), sundries (.50)   |
| Friday    | June  | 12 |   | To Ontario Bank (\$21.22), Received from J Stevenson on wool.   |
| Thursday  | June  | 18 |   | Received from James Stevenson for wool (\$8), received from James Stevenson for wool (\$19.50), paid Jim Campbell (\$14), Paid for hair vigor (\$1), fellows syrup (\$1.25), tickets for Circus Forepaugh (\$1), sundries (\$3), Book R.P of Life (\$2) |
| Tuesday   | June  | 23 | I and Jim Campbell was making a stump fence in the swamp between Galvin and me. Bees swarmed today about ten o'clock.   |   |
| Tuesday   | June  | 30 | I cut hay in the forenoon and we drew in two loads in the afternoon when it began to rain and rained heavy for about an hour and a half. After tea we drew the roof of the old log-stable up to the barn. Weather cool and pleasant with frequent showers.  |   |
| Friday    | July  | 3  |   | Received from Campbell for hay  |
| Sunday    | July  | 5  |   | Received from M. O' Donnell   |
| Monday    | July  | 6  |   | Received from Campbell for hay  |

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|-----------|--------|----|---|---|
| Wednesday | July   | 8  | Went to town with Mr. Fowld's the Grand Junction Right of Way against and agreed to let him have the right of way for one hundred dollars per acre he is to pay. Mitchell for the crop that they take from him and I to give the crop that they take from me in. In the evening I sawed four lbs of rape seed on the little field north of the wood shed. | Paid to H. Lebrun for clothes (\$13) and to L.V. (\$1), Willie Graham (.50), sundries (\$1.50)  |
| Thursday  | July   | 9  | I was patching the roof of the shed and stable today with shingles. Jim Campbell was hoeing potatoes in the new land today. No rain since last Friday.  |   |
| Friday    | July   | 10 | I went to town and sold "Pansy" the young four year old mare and foal to Charles McDonald for one hundred dollars and if she proves to be in foal, the price is one hundred and seven dollars to be paid in a new first class wagon all complete with whifflees and _____ spring seal and footboard dash. Weather warm today, 90 degrees.                 | Received from R. Wainwright (\$7), paid to H. Lebrun (balance on suit of clothes that I got two days ago (\$6) paid in full, for hats (.60)   |
| Sunday    | July   | 19 | George Johnston and pair of horses came here to board while working at the Grand Junction Railroad. Board for himself \$2.50 and hay for his horses, \$1.50. I and Jim Campbell came home from fishing and picking berries at Stoney Lake.  |   |
| Thursday  | July   | 23 | Sent Jim Campbell and horse and cart at noon to work on the Grand Junction Railway.   |   |
| Friday    | July   | 24 | Stewart Cox of Campbellford, time keeper of the Grand Junction Railroad came here and commenced to board. Bargain \$10 per month.   | Received from Wainwright by Jim Campbell and for him.   |
| Tuesday   | July   | 28 | Jim Campbell and our team and wagon began to work on the G.T.R. opposite Jim Jackson's house.   |   |
| Wednesday | July   | 29 | Jim Campbell and team continues to work on the G.T.R. and I took Dobbin and the other cart on to work at noon that makes two horses and carts and two horses and a wagon. Victoria Gleeson commenced to work here today.  |   |
| Thursday  | July   | 30 | I worked on the G.T.R until noon and then Lovinia and I went to town with George Davis's horse and buggy. Sold with Mr. Fowld for the right of way for G.T.R Road through this farm for two hundred and seventy three dollars.  | Received from George Davis for hay  |
| Friday    | July   | 31 | Jim and I and two pair of horses working on the G.T.R.  |   |
| Sunday    | August | 2  | Jim and me drawing in barley in the forenoon. Willie Mitchell and pair of horses and carts on the G.T.R. Road in the forenoon. Began to rain at eleven o'clock and rained most of the afternoon. Jim and I went to town in the afternoon. Evening cool and cloudy.  | Paid Pappin the blacksmith  |
| Friday    | August | 7  |   | Paid Jim Campbell \$1, received from George Davis for harness \$1   |
| Tuesday   | August | 11 |   | Received from H. Fowlds the Grand Junction right of way agent for right of way through our land - the sum of being one hundred dollars per acre. Paid James best \$446.40 being the amount of a certain mortgage and interest that he held against my lands. I paid George Edminson five dollars for drawing discharges and registering them. Weighing (.50), sundries (.83), I paid Devlin for harness \$14, I paid a note to B. Shortley in the Bank of Toronto (\$20). |
| Friday    | August | 14 | I was cradling oats over at the new barn in the forenoon and was reaping with S. Johnston's team for B.J. Mitchell in the afternoon. Jim Campbell and John Fulton with the two team was on the Grand Junction Railroad. At night I took 500 lbs of hay to Hill and 560 lbs of hay to Geo. Davis. Weather pleasant and cool.                               |   |
| Sunday    | August | 16 | Really heavy frost this morning. I went to town this morning and got some flour and ten bushels and 20 lbs. of oats. I reaped oats for ourselves in the afternoon. Weather very cool, thermometer about 55.   | Received from the Ontario Bank (\$59.10) and received from H. Fowlds (GTR agent) \$10, Paid T.W. Robinson for groceries (\$39.46), Paid Flavell for oats (\$7.50), paid G. Rogers for flour (\$3), paid Willie Graham (\$1), sundries (\$1)   |

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|-----------|-----------|----|--|---|
| Tuesday   | August    | 18 | I went to the new land to work culling oats in the forenoon. I cut oats with the reaper and George Davis's horses in the afternoon for R.J. Mitchell in the field near the pump. Heavy rain last night.  |   |
| Monday    | August    | 24 |  | Received from GTR for teams wages and paid a note to A. Comstock.   |
| Wednesday | August    | 26 | Jim Campbell was at Sullivans threshing and the two teams on the G.T.R   |   |
| Thursday  | August    | 27 |  | Borrowed from Lovinia and paid Flavelle for oats (\$6.50), George Armstrong (.75)   |
| Sunday    | August    | 30 |  | Paid Bertram (.57) and Chamberlain for potatoes (\$1.25)  |
| Monday    | August    | 31 | Great Orange Excursion to Orillia today. Tickets to Orillia and back and privilege of returning and time during the week for \$1.  |   |
| Thursday  | September | 3  | I went to town today in the buggy. Rained nearly all day. No work on the G.T.R today. Teams are all at home and men are gone to town.  | To L.V expenses to Harwood and back.  |
| Friday    | September | 4  | September excursions will be more patronized by the farming community than the excursions of the past two months. The excursions to Idylewild and back are only 25 cts. Lovinia and Jane went to Harwood on Steamer "Golden Eye." I was culling oats on the new land in the forenoon and binding oats and drawing in the afternoon. Finished harvesting at home tonight. |   |
| Monday    | September | 7  | Finished harvesting tonight.   |   |
| Thursday  | September | 17 |  | Paid William Graham for money borrowed to pay the bank (\$50), Paid interest on James Brickley mortgage to Pousette and Rogers (\$41.25), Paid account to John Bertram (\$8.24), paid account to John Erskine (\$4.23), paid to Muncaster and Sanderson for silver watch (\$30), for gold ring for Lovinia (\$2.25), sundries (\$1.15), hat (.85) |
| Friday    | September | 18 |  | Received from GTR for work (\$167.25), received for account of plough broken (\$7.55), received from James Hallahan for wood sold in June (\$10), paid Jim Campbell up to date (\$11.70), paid John Fulton (\$1), received from George Davis for board (\$35)   |
| Monday    | September | 21 |  | Paid T.W. Robinson account to date (\$19.06), Paid T.W Robinson two quarters plus rent (\$7.50), paid C. Young tea and to go fishing (.55), deposited in Savings Bank for L.V (\$75)  |
| Sunday    | September | 27 |  | Tickets for tea meeting (.75) and sundries (.50) to Hall and Ostrom for biscuits (\$1.19) and C. Young for \$2.58)  |
| Monday    | September | 28 |  | To John Fulton \$5, sundries \$2  |
| Wednesday | September | 30 | Had William O'Brien, Edward O'Brien and James Dillan threshing oats and barley.  |   |
| Thursday  | October   | 1  | Finished threshing at half past ten o'clock. Moved some straw into the barn and went to town with two loads of oat straw for William O'Brien and James Dillan.   | To William O'Brien and James Dillon cash \$5 two loads oatstraw (\$4), cash to James Campbell \$1.10, Stenson .30, G. Armstrong .75, C. Young .60, cash to Victoria Gleeson for wages \$9   |
| Friday    | October   | 2  | Finished moving in the straw and in the afternoon we cut the clover seed in the orchard and gathered in the apples.  |   |
| Monday    | October   | 5  | Eleven Grand Junction men and three pair of horses came to board. Jim Campbell, John Fulton, George Mitchell and I were digging potatoes in the new land.  |   |

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|-----------|----------|----|--|---|
| Tuesday   | October  | 6  | I went to town with a load of wheat to Roger's Mill to leave for flour. Got Georgie and Dobbin shod all around with new shoes.   | Cash to Hall and Ostrom \$1.19, George Armstrong \$1, Bertram .34, Shortley .50, Long Confectioner 1.12, received from Patterson for lambskins \$1.80       |
| Thursday  | October  | 8  |  | Received from Patterson for sheepskin \$1, paid George Armstrong for horse shoeing \$1.60, paid Edward O'Brien balance on threshing to give his brother \$1 |
| Friday    | October  | 9  | First time the G.T.R Engine and cars crossed over this farm and across the road into Jackson's field with a load of ties and iron for laying the track. We finished raising our potatoes in the new land.  | Paid John Fulton on wages   |
| Saturday  | October  | 10 | Drawing in seed clover out of the orchard in the afternoon. Drawing cedars out of the swamp for to cover the skibberran bridge in the forenoon. Nice pleasant weather for any work.  |   |
| Monday    | October  | 12 |  | To Jim Campbell   |
| Sunday    | October  | 18 | I went to town in the afternoon with a load of apples and old iron to Whyte's Foundry. Jim Campbell and Jack Fulton was at James Jackson's threshing.  | Paid Willie Graham for coal oil   |
| Monday    | October  | 19 | I went to Joseph Houston's and hired a cider press to be driven by our horsepower. I went to town in the afternoon and got barrels repaired to hold cider. Jim Campbell and Jack Fulton was at James Jackson's threshing.  |   |
| Tuesday   | October  | 20 | Jim Campbell finished graveling Skibberran bridge. Made eighty gallons of cider in the afternoon. Cool, windy weather.   |   |
| Wednesday | October  | 21 | Delivered to Denoon in Peterborough, three head of cattle. Bought a new plough from John Whyte and Co. Made cider in the afternoon. Made of cider and vinegar, one hundred gallons imperial measures.  | Cash for three cattle from Denoon (\$60), Paid Denoon for beef \$2.25, sundry expenses for repairs (\$2)  |
| Thursday  | October  | 22 | I commenced to plough in the afternoon. Jim Campbell and John Fulton picking stones. Commenced to storm from the East, rain and snow.  | Paid Joseph Houston for use of cider press  |
| Friday    | October  | 23 | I and men cleared grain in the barn and sawed wood in the woodsheds. Rained and snowed alternatively for the last thirty hours. About six or eight inches of snow remains on the ground tonight. Air cold and freezing lightly.  |   |
| Sunday    | October  | 25 | I and Campbell and Fulton went to town to get wagons and plough repaired. Campbell and Fulton taking the day off to themselves. The ground so covered with snow we could not plough. Some places the snow drifts are three feet high. Weather is cool. Snow just thawing a little. | Paid Jim Campbell \$3, Paid John Fulton \$2.50, Paid Hackell .40, Ruston .32 for drugs  |
| Monday    | October  | 26 | Raining all day. Doing chores in forenoon and paring apples in the afternoon. Snow nearly all gone.  |   |
| Tuesday   | October  | 27 | I was ploughing at Mr. Patterson's in Peterboro. Jim and Jack were drawing out manure. Weather cold and cloudy.  |   |
| Wednesday | October  | 28 | Ground hard, froze this morning. Could not plough before noon. Jim Campbell and Jack Fulton was drawing out manure. Warm weather this afternoon.   |   |
| Sunday    | November | 1  | I finished ploughing for Mr. Patterson.  | Received order on S. White from Patterson (\$10) for ramskin \$1  |
| Monday    | November | 2  | Jim Campbell and I ploughed at home with two teams. Jack Fulton was spreading manure.  |   |
| Tuesday   | November | 3  | We were ploughing today.   | Received from R.J. Mitchell   |
| Wednesday | November | 4  | I was at Thomas Egan's sale, today and I bought 2 ewes and a buck and some small implements for which I paid seventeen dollars and fifty-five cents. I also bought twelve sheep from my uncle William Graham for 48 dollars.   | Paid Thomas Egan for sheep  |
| Thursday  | November | 5  | We went and brought home the sheep that I bought yesterday. In the afternoon I took Lovinia to Dr. Burritt to get some medicine.   | Paid Dr. Burritt for medicine for L.V., paid Bertram for glass and putty  |
| Friday    | November | 6  | I went to town with a load of barley. Sold to Green and Wrighton for seventy cents per bushel.   | Paid for Dallas Salve (.25) and other small articles (.75)  |
| Saturday  | November | 7  |  |   |

|           |          |    |   |  |
|-----------|----------|----|---|--|
| Sunday    | November | 8  | I was drawing barley to Peterborough. Jim Campbell was plowing and Jack Fulton was working in the garden. Barley sold at seventy-five cents per bushel. Snowed a little last night. Weather cloudy and roads muddy today.   | Received for barley from Wrighton (\$72.41), Paid Bertram for 2 penknives (\$2.50), 2 whips (\$2.50), rope lines (.35), paid H. Lebrun for Jack's shirts (\$2) and for fullcloth for my pants (\$2.25), paid T.W. Robinson account to date (\$23.76), paid Wrighton for cloves and candies (.41), paid John Fulton for wages (.75) |
| Monday    | November | 9  |   | Paid Luke Fishers account to date  |
| Friday    | November | 13 |   | Paid L.V \$4, Mary Gleeson \$4, paid to Mark Greystock amount of note to George Buttry \$43.50, received from George Davis \$15, received from Patterson for sheepskin (\$1.10)  |
| Sunday    | November | 15 | I and Willie Graham, James Jackson and James Brickley went to the back lakes to fish and shoot. Willie Graham and I camped on Sandy Point tonight. Commenced to snow about dark and snowed all night. Came from James Brickley's to Sandy Point in two hours.   | From Patterson for sheepskin \$1.10, to John Cameron \$1.55, to Bertram \$1.55, to Flavell for lard, sundries .20, to Tully druggist for maltine for L.V \$1   |
| Monday    | November | 16 | Today at one o'clock James Brickley and James Jackson came along to our camp and we all left for Eel's Creek, gathered at 4 o'clock and cleared away about six inches deep of snow to put up our tent. Got supplies and made ourselves comfortable for the night. Never quit snowing since yesterday evening. |  |
| Tuesday   | November | 17 | Today we went about two miles up the creek in our canoes and then took to the woods with our guns.  |  |
| Thursday  | November | 19 |   | To fare on cars from Lakefield   |
| Friday    | November | 20 | Went to town with Lovinia in the cutter. Jim Campbell took a load of wood to Shortley on the sleigh and afterwards went to Lakefield for my canoe.  | To T.W. Robinson for starch .75, blacking \$1.75, Bertram .15, Pappin .90, Jack Fulton .50, from W. Patterson for sheepskin \$1.15   |
| Sunday    | November | 22 | Finished making the railway crossing in the forenoon and the three of us helped Uncle William Graham to move straw into the barn on the railway farm in the afternoon. Weather cold and windy. Sleighing holds good yet for light loads.  |  |
| Monday    | November | 23 | We began to move the old lime kiln in the morning. Lovinia and I went to town on the sleigh in the afternoon and got the horses shod. Weather clear and cold with enough snow to make sleighing on the road.  | From Tom Mitchell for ton hay (\$9), from R. J. Mitchell on account \$10, to L.V \$9, to T.W Robinson .75, Shortley .10  |
| Tuesday   | November | 24 | We were all working at the old limekiln and making roadways with the rubbish from the other house to the sideroad and making a watertable on the low-place. Weather cold with some showers of snow.   |  |
| Wednesday | November | 25 | We were all working at the old limekiln today, moving away the accumulated rubbish. Weather clear and cold, about 24 above zero.  |  |
| Thursday  | November | 26 | Jim Campbell, Jack Fulton and I were moving away the rubbish from the old lime kiln. Weather clear and cold. Jim Campbell's Tim is out for which he engaged.  |  |
| Friday    | November | 27 | We all went to town on the sleigh there being just sufficient snow to make good sleighing. Got the horses shod and brought home the horse-power from being repaired at. W. Hamilton's.  | Received board bills (\$57.10), for crossing (\$4), George Read .20, to Ontario Bank for L.V (\$25), to J. Lebrun for overcoat (\$15), to Jim Campbell \$8, Pappin \$7, boots for L.V (\$7)  |
| Sunday    | November | 29 | I took a load of wood to Callahan, one of the H. LeBrun's tailors.  |  |
| Monday    | November | 30 | I took a load of wood to Foot and McWhinnie's store in the forenoon, and a load to Cullin, one of their shoemakers, in the afternoon.   |  |
| Tuesday   | December | 1  | I took a load of wood to Foot, this morning and made a sheeprack in the afternoon. Warm and pleasant today.   | To Hall and Ostrom for sodas and snaps (\$2.72), to Mary Gleeson (\$4), Sperry for shingles (\$12.76), to Erskine for elastic .15, to Bertram for horse medicine (\$1)   |



|           |          |    |   |  |
|-----------|----------|----|---|--|
| Wednesday | December | 2  | I went to town with a load of wood to Mr. Shannon, one of Foot and McWhinnie's shoemakers had two cards on the one load drew it with George and Noble and not very good sleighing. I, Lovinia, and Jack Fulton went to town this afternoon in his cutter with Dobbin. Got him shod at Tappins. Orange Lodge night.                                    | To William Dawson (.75), Velvet (.10), to Hilliard for lumber for rack (.80)   |
| Thursday  | December | 3  | Stayed at home today and worked at driving shed all day. Weather warm and pleasant. Horses all sick with the _____ or distemper.  |  |
| Friday    | December | 4  | I went to town with a load of tamarack wood. Jack Fulton went with me. I sold the wood to old William Collins for two dollars and twenty-five cents on time. Bought six dollars worth of pork on the market. Got some ten-inch lumber at Hilliard and some bran at Roger's Mill and came home. Weather warm and pleasant.                             | To Hilliard for lumber (.80), bought pork \$6, to Pappin removing shoes (.40), Wainwright (\$1), O. Lodge (\$2)  |
| Saturday  | December | 5  |   | Lent Jim Campbell \$2, Paid Bertram for Crewilstand (\$5.75), to Menzie for wallpaper (\$1.60)   |
| Friday    | December | 11 |   | To Bertram for hinges and file   |
| Monday    | December | 14 |   | Paid taxes to George Read and Gallan \$13.37, Pappin removing shoes (.45), Black Lodge Dues \$1  |
| Sunday    | December | 20 | I was at James Duffus's threshing today and Jack Fulton was drawing out manure.   |  |
| Monday    | December | 21 | I and Jack Fulton and team was at R.J. Mitchell's threshing today in the forenoon and pulling straw in the stable loft in the afternoon.  |  |
| Tuesday   | December | 22 | I went to town with two loads of dry pine wood. Sold one load to Choate and the other to the Review Office. Bought two ____ and a bag of onions and a stove and came home. Jack Fulton left today at noon, his fourth month being completed.  | Paid John Fulton .85, sundries \$1.15, paid Adam Hall for stove and furnishing   |
| Wednesday | December | 23 | I took two loads of wood to town today, one to Carnegie at the Review Office, and one to Louis Downer. Weather clear and cold, very poor sleighing. Some loads are being drawn on wagon.  | Paid Carnegie wood (\$5.30) and cash \$1.50, box raisins (\$2.24), beef steak .25, Rodgers for binding chop \$1, paid Anthony for Lovinia's boots (\$4), Paid Bertram for wire barbed (\$1.25) |
| Thursday  | December | 24 | I went to Carnegie with a load of dry pine to pay for diary and scrap book for 1881. Bought a box of raisins and some other articles and came home. Very large market today: Hay \$10, Peas 64 cents, Oats 32 cents, Springwheat \$1.17, Potatoes per bag 35 cents, Pork per cut \$6-6.30, Beef hind \$5 and fore \$4.                                | Paid P. Hamilton's account   |
| Friday    | December | 25 | Christmas comes and Christians all loudly hail the day. Evil thoughts depart, kindness fills the heart and care flies swift away. Willie Graham came here and brought Bertie, Katie, and Annie Gordon in the cutter. William and I spent the afternoon shooting.  | Received from R.J. Mitchell in all   |
| Sunday    | December | 27 | We went to church last night. Heard the Rev. Dr. Hunter preach.   |  |
| Monday    | December | 28 | I left home this morning at four o'clock to go to James Brickley's to cut straw. Rather a cold ride, thermometer at zero and a Keene icy wind blowing from the north.   | Ruston for perfume .15, tar .50, toll .10  |
| Tuesday   | December | 29 | I went to the annual school meeting today. Only five of us there, business not very brisk. Lovinia and I went to town this afternoon. I made my selections and paid for all my next year's newspapers. The chosen ones are the "Montreal Weekly Wellness", "Toronto Globe", "Peterborough Review", and "Examiner". Very cold today. Seven below zero. | To J.R. Stratton for Examiner and Witness (\$3.85), to N.B. Babcock for Canada Farmer (\$1.55), to L.V \$4   |
| Thursday  | December | 31 | I went to town to hear Sir. Richard Cartwright address the electors on the Canada Pacific Railway swindle.  | Received from R.J. Mitchell \$40, paid a note to A. Harris Son & Co. \$59.80, tea \$1, cap .85, sundries \$1.15  |

## GENERAL ELECTRIC TOUR, JUNE 2008

*Diane Robnik*

Being interested in local history, I always jump at the chance to see a place I've only just read about (and driven by about a thousand



times). Several "behind-the-scenes" tours stand out in my mind: touring inside the Lift Lock, walking through the basements of the Theatre Guild, climbing down the back stairs of several of Peterborough's finest bars during our pub crawl. More recently, I was pleased to get an opportunity to see what lies behind the high fence at General Electric. Those genuinely interested in Peterborough history must know what I mean. For those of us on the outside, GE seems like a mystery. I felt a bit like Dorothy in the Wizard of Oz standing outside the Emerald City. It is a city in itself, and try as you can, you can't quite figure out what lies beyond the fence.

For a variety of reasons, GE has reduced its number of public tours in recent years. I believe

the last one was in 1991 to commemorate the 100<sup>th</sup> anniversary of the plant, so you can imagine my surprise when one of the guests from a recent pubcrawl, Katherine Blanchard, suggested that it might just be possible for us to tour the famous site. When she got back to me with a date, I could hardly believe it. I asked myself, would I know enough GE history to understand what I was about to see?

While we were not allowed to bring cameras, Katherine was nice enough to ask GE's own camera man, Bob Beavers to take photos of anything we wanted (apparently up until the 1970s GE had three official camera men on duty at all times). She also brought along Steve Cheel who assumed the role of GE historian. As Elwood Jones was on holidays, I brought along our pubcrawl leader, Bruce Fitzpatrick who, like me, also has a keen interest in crawling around old buildings and basements.

As soon as we entered the gates, we put on visitor I.D. tags and safety goggles. This was the first time I really appreciated that we would be walking through a working factory. When asked what we wanted to see, we replied, "anything historic". That is easy to do. The physical buildings, clad in different styles of brick, have not changed much since their various constructions any time from 1891 up to including the 1940's. You can still look inside the doors and imagine workers standing at those beautiful single pane windows with lots of natural light streaming in.

Once we did a walk-around the property, we were then ushered into the main buildings. They are attached with a series of central corridors - great for moving fast between them or the trials of winter weather. Walking overhead along the galley in the easterly most building and



gazing down on the wood block floors and machinery below, you get this feeling that the building is alive. Huge items are moving constantly over your head with cranes, machines are running, carts are driving past, and people are busy. And this is only the first building - 14 or so sections still to go. This being my first tour through a working factory, I'm amazed. I think some of the employees were kind of amazed as well. They are trying to figure out why we are touring. "Tomorrow the whole factory will be a-buzz trying to figure out why you guys are here," Katherine says to me. I can tell that our visit has been specially arranged - that this doesn't just happen.

We see old photos of GE and the items they have built over the years on the wall - they are obviously proud of their history. I notice that they have a plant "hospital" on site. Katherine tells me that this just makes sense, "We can respond faster than 911 can." Bruce becomes fascinated with the original office building (building 1) with its huge columns and gargoyles. We walk inside to see that the columns have been walled in at each storey.

We end the tour looking over the massive planning archives room which apparently holds 1.4 million plans/specs/diagrams. A true archive! The size of this space is truly breathtaking. We discover that GE has retained the plans to every item they have ever built. The Peterborough plant can replace parts for motors, assuming the customer has the item number, for any motor built in Peterborough back to the day the plant opened in 1891. Neat.

At the end of the tour I am still amazed. Mostly due to the sheer size of the plant and imagine what it was like when their workplace was at its peak with 5500 workers.

Many thanks goes out to those that took time out of their busy schedules to accommodate us: Katherine Blanchard, Kathy Butterworth, Steve Cheel and Bob Beavers.

For those interested in learning more about the workings of GE, you can purchase the GE history from our bookstore for \$10.

The historical pictures in this article are from the Martha Kidd fonds at the Trent Valley Archives. The one shows the corner of Albert and Park in 1975, while the other is an interior view of the machinery shop. We have included four photos taken at CGE on the day of the tour; these have been archived in Fonds 200, CG Electric

Steve Guthrie will be running a TVA industrial tour in the CGE area in September. For details contact Diane, 745-4404, or watch the news and website.



## JOHN BERTRAM: MP FOR PETERBOROUGH WEST, 1872-1878

*Elwood Jones*

*Thanks to Peterborough Examiner*

John Bertram (1837-1904) served as Peterborough's Liberal Member of Parliament during the third Parliament, 1874-1878, the years in which Alexander Mackenzie was Prime Minister of Canada. The 1874 election was the only election in which Sir John A. Macdonald did not prevail from Confederation to 1891. The dominant issue in that election was whether the Conservatives had unwisely dealt with the promoters of the Canadian Pacific Railway, and Mackenzie won the Pacific Scandal election. John Bertram was the only Liberal elected to the federal House of Commons before R. R. Hall turned the trick in 1904, when Sir Wilfrid Laurier won his third of four federal elections. The largely rural constituency of Peterborough East was won during these years was more unpredictable as it was held by the Conservatives and Liberals almost equally.

The politics in Peterborough West, which contained the town of Peterborough, was contested even at the elections. In those days, several elections were lost after the voting. John Bertram, for example, was elected in 1872 with 735 votes to 702 votes. The returning officer, acting on legal advice, awarded the victory to William Cluxton, the Conservative candidate, and one of the most important businessmen in the town. The returning officer claimed that Bertram had not submitted the qualification papers at the time of his nomination. In 1874, with the election campaign running over Christmas and New Year's, Bertram defeated W. H. Scott, 892 to 801, a majority of 91 votes.

Scott was considered one of the best Conservatives ever to run in Peterborough, and some tagged him as the potential Ontario party leader, had he not died at the age of 44. He was only 29 when first elected as mayor in 1866, and he served six terms as mayor. Scott was elected in an 1875 by-election after George A. Cox's victory was thrown out on the basis that one of his agents had acted inappropriately. In the ensuing by-election, Scott won by one vote over Cox, and won re-election in 1879 by a comfortable margin. He died while a sitting member; the 1882 by-election was won by Dr Robert Kincaid, by acclamation. Looking over Peter Adams' handy summaries of Peterborough elections, this seems to be the only acclamation in Peterborough history.

Bertram lost his bid for re-election in 1878 when he faced George Hilliard, the lumber merchant most associated with the lands north of Peterborough that included the industrial suburb of Blythe Mills, formerly owned by John Langton, who sat for Peterborough in the Province of Canada, and left politics to become Auditor General. Hilliard won in the election in which Sir John A. Macdonald

campaigning for a "National Policy" that promised tariffs to protect Canada's industries, and of course, to complete the Canadian Pacific Railway.

Francis H. Dobbin, Peterborough's outstanding historian, lavishly praised Bertram in his 1913 "Historical Index of Peterborough." He called him "A man distinctly above even a high average, and one who ranked high among great Canadians." Dobbin added more praise. "He occupied a public niche with great ability and loyalty." Dobbin had spent most of his career as a journalist for Conservative papers, most notably for the *Peterborough Review*. Dobbin's dad told him to go to the paper and ask for a job. The son went to the Review office, where he had hung out since he was 13. His dad had expected him to go to the Liberal Examiner. His dad exclaimed, "Jerusalem cherry tree," his favourite swearing words, and Dobbin reflected on how short was the distance between "a hide-bound Tory" and "a howling Grit."

John Bertram was born in Fenton Barns, Haddingtonshire, East Lothian, Scotland and attended the parish school at Dirleton, Scotland, run by a Unitarian teacher, George Hope. He learned about running a business while working at a little shop in Galashiels. He emigrated to Peterborough in 1860, aged 23, and established a hardware business. He married Helen Shields, who came out from Scotland, in 1863. Religiously, he became Unitarian, but his wife and family remained Presbyterian. In the 1869 assessment, Bertram owned two major properties, one at the south-west corner of George and Simcoe and the other on Hunter street west of George street. His total assessment was \$10,800, which was very high. The assessment roll at the time assessed real property but it also included, for businesses, an assessment of inventory. Bertram sold his business, including the store in Lindsay, to his brother in 1874.

After his electoral defeat in 1878, Bertram became a lumberman. As a hardware merchant on the lumbering frontier, he became familiar with the industry. He became president of the Collins Bay Lumber Company, operating in the Georgian Bay region. He was an early advocate of reforestation and of selective cutting of only the most mature trees.

Bertram was highly regarded for his knowledge in lumbering, shipbuilding and transportation.

By 1887, Bertram moved to Toronto where he remained until his death. Here he partnered with his brothers, George Hope Bertram (1847-1900) and Alexander in the Bertram Engine Works. George had bought the hardware business in 1874 and had moved to Toronto in 1881. He was the key mover of the company which was reorganized as Bertram Engine and Shipbuilding Company in 1892. George was elected the Liberal Member for the usually Conservative Toronto Centre in an 1897 by-election and died in office. John became the president of the company.

In 1897, John Bertram was appointed to the Ontario Forestry Commission by the Liberal government, and served with several people who had Peterborough connections, E. W. Rathbun and J. B.

McWilliams. Rathbun's lumber company was based in Deseronto, but it had a significant Peterborough office for many years. McWilliams lived in the house on Water and London that now houses the Red Cross offices. The Commission report recommended that former forest lands that were unsuitable for agriculture should become forest reserves, and the policy was quickly established, earliest in the Temagami and Mississauga River regions. As well, Bertram and Rathbun successfully found a strategy to counter the 1897 American Dingley tariff which was designed to keep Michigan saw companies in business by raising tariffs on lumber from Canada so that logs would be shipped. Bertram and Rathbun refounded the Ontario Lumbermen's Association to push for a "manufacturing condition" that successfully stymied the Americans and became a key weapon for Canadian resource policy for the next generation. Lumbermen would now cut the logs into lumber, before exporting to the United States.

At the time of his death, John Bertram had been traveling with the federal Transportation Commission which had been announced in August 1903 and was to examine both land and water routes. He was appointed by the Laurier government because of his large experience as a large shipper. The Bertram company was one of Canada's six major players in inland shipping on the Great Lakes. Bertram was selected as chair of the Commission and saw its task as finding the shortest way to get goods from Lake Superior to England. He died before the work was done.

Bertram was survived by his wife, three brothers, three sisters and seven children. Of the sons, Hugh lived in Peterborough; Robert was vice-president of the Bertram Engine Works; John A. was a lumber inspector in Little Current; and, Melville was vice-president of the Collins Inlet Lumber Company. One daughter was married to the manager of the Collins Inlet company.

To most observers, Bertram was cool-headed, sensible and effective. His success in diverse areas of business and politics were lined to his Peterborough experiences and connections. He knew this, for he chose to be buried at Peterborough's Little Lake Cemetery.

## OYSTER SUPPER TO MR. BERTRAM'S TOWN OR CENTRAL COMMITTEE

*Peterborough Examiner*, 26 March 1874

The evening previous to the departure of Mr. Bertram and Mr. Hall for their legislative duties at Ottawa was made the occasion of an oyster supper to Mr. Bertram's Central Committee. Mr. John Ludgate, during the election campaign, while in committee discussing the probable results in the Town, was told by several young men that there would be a Reform majority. As this had never been the case previously,

Mr. Ludgate said that if the committee secured a majority, after the election he would treat them to an oyster supper. It turned out that there was a majority in Town of *one*, at least sufficient to satisfy Mr. Ludgate that he must carry out his promise, and the evening before the members left home for Ottawa was considered the most opportune.

The supper was provided by Mr. R. Roddy, now proprietor of the Stewart House, and right well did Mr. R. meet the expectations of all present. The whole was got up in a manner reflecting credit on him and affording a guarantee that he will provide good fare for travelers selecting the Stewart House.

The large dining room, extending from Hunter Street completely across the building was filled, and yet there was not room at the first tables. Mr. A. Smith presided. On his right were John Bertram, Esq., M.P. and Mr. Ludgate. On his left, Jas. Hall, Esq., M.P., Mr. Moir, and Mr. William Hamilton. Mr. John Moloney and Mr. Dumble occupied the vice chairs.

After removing the cloth (not literally) the usual loyal toast, The Queen, The Prince and Princess of Wales and Royal Family, and the Governor General and Lieutenant Governors were given from the chair and received as only Reformers can do these things. After The Queen, Mr. Galletly sang the national anthem, and after the Governor General, &c., Mr. Bell sang an Irish air. Mr. John Moloney then proposed the Army, Navy and Volunteers in fitting terms. Mr. Lieutenant Dixon ably responded.

Mr. Dumble gave the House of Commons and Local Legislature, during which he took occasion to refer to the Commons of England as the firm advocate of the rights of the people ever since the *Magna Carta* from John, till the present, and as the Commons of Canada was an outgrowth of the English House, we might safely leave our political rights in the hands of our representatives in the Commons in the Dominion.

Mr. LePoint sang the Marseillaise hymn.

Mr. Bertram responded. After referring to the occasion of their being met together, and the noble army who had done veteran duty for him in the last campaign, and referring to the blending of Englishmen, Irishmen, Scotchmen and Frenchmen in the work of reform, he did not now wonder that he was elected. He was going to Ottawa to carry out their wishes, for he felt that it was because his own views and those of a majority of the electors were in accord that he had been elected. He did not hope, nor need any one hope, to get this own way in everything, but he would try and get the nearest thing to it and he hoped to be always found on the side of equal rights and justice to all.

Mr. Hall also responded on behalf of the Commons, congratulating the Committee on their success as well as the success east of the river. Reformers had long contended for the rights of the people and step by step had gained, until now in Canada they had attained to the control of her legislation, and he felt sure they would wisely use their position and power for the welfare of the country and the people.



Mr. Edmison gave the "Dominion of Canada" referring to its progress, the extent of its natural and mineral and mercantile wealth, and to the bright future that is in store for her under a wise and enlightened and Liberal policy.

Mr. Elder responded to this toast in an excellent speech, recounting the advantage of soil, climate, sources of wealth, extent of territory and means of water and railway communication, and predicting a glorious future for our young Dominion.

Mr. Quincey sang "The Maple Leaf Forever."

Mr. Stratton proposed The Young Reformers of the Dominion, reverting to their youth and energy, their bright hopes and strong desires to maintain right justice and their adaptability to extend the glorious principles of Reform from ocean to ocean. Mr. Taylor, Mr. Quincey, and Mr. M. Hall responded to this toast, each of them claiming Mr. Bertram as a young man and expressing their confidence in his ability and integrity to represent their interests in the commons. Mr. Moir have the Learned Profession. Mr. Dumble briefly responded. Mr. Dumble gave the Mercantile and Manufacturing interests. Messrs. Doran, P.

Hamilton, E. Moir and W. Hamilton responded for their several branches of trades etc.

The Ladies and the Press, although last, are not least in their influence on the country were duly honoured. Mr. Bertram then proposed the health of Mr. Ludgate who had been the innocent cause of that great meeting.

This was received with continued cheers. Our Host and Hostess concluded with the sentiments of the evening which was pleasantly spent. Messrs. Galletly, Millar and Quincey sang several appropriate songs during the evening. Mr. Roddy succeeded in pleasing every

one present and all separated, each one, no doubt fully pleased with the part he had taken in the election and determined to continue to maintain the good old reform principles which had led them to victory.

## OUR IMPROVEMENTS FOR 1870

*Peterborough Examiner*, 13 October 1870

The material prosperity of towns and cities is generally considered according to the rate of increase of population and the number of buildings erected their commodiousness and consequent outlay. Taking these things as our guide in reference to the growth and progress of Peterborough, we may safely say that few towns in Canada exhibit such substantial signs of progress and improvement.

From returns of freight shipments to Peterborough it will be found that we receive more goods in a year than any town in similar size in the old Newcastle District and our trade has been steadily increasing for years. The stocks of merchants will

compare favourably with those of any town in the Dominion and even with the cities and in industry and reliability our mechanics and citizens can not be surpassed. The population of the town has been increasing steadily for some years so much so, that at present there is not a vacant dwelling house in the town and when a vacancy does occur there are 10 to 12 applicants so at present, rents are unusually high. To meet the growing demand for dwellings, there are in course of erection – just completed this year, not less than 70 new buildings, without taking into account the repairs done to old buildings, so as to make them tenantable. We have made an attempt to find the number of new buildings and their estimated costs which we give below although not complete it is sufficient to show that Peterborough is going ahead at a rapid rate. We need not fear its ruin or decay during this generation, and with proper foresight and due liberty in opening communication towards us, to induce trade towards us, there is no fear of decay for many generations. Our situation in the midst of one of the most fertile districts of Canada, together with the start we have got, is sufficient to warrant us to look forward to becoming a city in a few years. The population of the town, sister village and suburbs is not less than 8000, and these are all one to all intents and purposes and with the same rate of progress as during the past three years should be closer to 10,000. Wise councils moderate expenditure, unless when absolutely demanded, and low taxes are all we require to ensure continued prosperity.

### Improvements

To give a complete list of these would be no ordinary task. Commencing on George Street, Mr. Thompson has erected a very handsome building where Messrs. McKellar and Cameron were burned out. It is divided into four stores and is very neat in design. \$6000.

George A. Cox erected four stores on George Street, further north at a cost of \$4000 and he is also building a double dwelling on London Street which will cost about \$2000.

Mr. J.F. Dennistoun is building a very handsome residence at the head of George Street at \$4000.

The Board of Trustees are erecting a neat school house near the Union School at a cost of \$5000. The contractor is doing well and when completed it will be no disgrace to the locality, although the old burying ground would have been a far more suitable place.

Mr. C. Ormond, druggist, has a very substantial dwelling house in course of erection just above the Union School which will cost \$3000.

Sheriff Hall has erected a hotel and store on Hunter Street for \$6000.

Mr. Edward Robinson has erected a store and dwelling on the corner of Aylmer and Charlotte at a cost of \$3000.

Mr. William Toole has built a new shingle and sash factory and planning mill on Bethune Street for \$3000.

All the above list, it will be seen, are costly buildings and none are under \$3000, several costing



twice that amount. There are numerous dwellings too in course of erection, less costly of course than the above list but at the same time, handsome and commodious at costs ranging from \$1500-\$2500.

Mr. Peter Hamilton, Mr. E. Poole, Mr. Dunn and Mr. R. White are each erecting neat brick buildings on George Street, south of Charlotte, that will cost \$1500 each and by the time the sheds and stables are erected, the grounds fixed off neatly, not less than \$2000.

Mr. Leplante, butcher, has built a neat brick building just outside of the Town limits in the south end at a cost of \$1600. Mr. E.C Hill has built a very handsome dwelling house in the west of town at \$2400. Dr. Burnham has also built a dwelling house on Brock Street costing over \$1200. Mr. Hudson has built a store on Brock Street costing \$1400. Mr. Yelland a house in the north-east of the Town costing \$1000. Mr. John Rogers is building on corner of London and Water. Mr. Payne has built a neat brick dwelling house just north of the Union School. In the south-west of the town, Mr. R. Rubidge and Mrs. Tate have each erected dwelling houses costing about \$1000 each and Mr. N. Shaw has one in course of erection that will cost about \$2000. Mr. Hughes, carpenter, has also erected a brick dwelling house near his own dwelling on Charlotte Street. Mr. W. Thornton has built a rough cast dwelling in the north end of the town and Mr. Henry Hartly a brick house on the McDonald Street, west of the old burying ground. These will cost from \$800-\$1000. Mr. R. Hamilton is also building on Sherbrooke Street. A handsome iron fence has been erected around the Presbyterian Church (Rev. Mr. Roger).

Sheriff Hall, Mr. James Stevenson and Mr. W. Patterson are improving to the amount of \$600 each and there innumerable others repairing, enlarging or beautifying their places which will not add up to less than \$20,000. Very large sums have been spent in improving dams and mills and manufactories in the town and vicinity, making the sum total of outlay for building and improvements this year over \$100,000.

It will thus be seen that our town was never in a more prosperous condition. In few years since the settling of the place, was so much expended on building and no one year witnessed the erection of so many comfortable dwellings. We anticipate therefore, continued prosperity for Peterborough; notwithstanding that some of our citizens have a gloomy future in their imaginations. If the Grand Junction should be built, and the road northward secured, we may safely predict for Peterborough an increase in trade and population unexampled in any town similarly situated.

It is true we lost heavily by forcing Messrs. McDougall and Ludgate and Messrs. Campbell and Huston to remove their large mills to Harwood. But since that, Mr. D. Brook has commenced, and is successfully carrying on his large woollen factory, which gives employment to not less than 40 hands, day and night and when we consider Mr. Brock employes a class of labourers that would otherwise be scarcely able to obtain employment, we may safely

say his factory, is as great a boon to the town and of as much consequence as one of the saw mills.

An effort ought to be made to establish a cotton factory here. And, we have no doubt but that a suitable party with a little capital would easily find persons in town willing to aid such an enterprise to a large amount. All that is wanted is enterprise to ensure success.

## DOORS OPEN PETERBOROUGH 2008 - MARK YOUR CALENDAR!

*Sheryl Smith*

Peek into some of Peterborough's fascinating built heritage sites, and learn more about our Lift Lock City history. Join us *Saturday October 4, 2008* for FREE heritage tours! The Peterborough County Courthouse and Jail, the Canadian Canoe Museum, notable buildings along Rubidge and especially Brock Streets, and many others, make up our 17 venues this year. A FREE Doors Open Shuttle Bus will traverse the route, making visits easier for all.



Sites are: the Canadian Canoe Museum (also the terminus for the free shuttle bus); Kawartha Artists Gallery and Studio at the DeLaFosse Library; the Knights of Columbus Hall and Ridley Cottage on Hunter Street West; Hospice Peterborough offices and St. Andrew's United Church on Rubidge Street; Hutchison House Museum, Kingan House, Carlson Wagonlit / Stewart Travel, Youth Emergency Shelter, the Pig's Ear Tavern, all on Brock Street; County Courthouse & Jail and St. Paul's Presbyterian Church, both fronting on Victoria Park; Showplace Theatre on George Street; RCAF Association (428 Wing, Peterborough) and King Bethune Guest House on King Street; the Main Fire Station on Sherbrooke Street; and, Art Gallery of Peterborough on Crescent Street. Check our new website at [www.doorsopenpeterborough.ca](http://www.doorsopenpeterborough.ca) for more information.

### **More About Doors Open**

Doors Open started in France in 1984 and has since spread around the globe. The purpose is to offer free tours of places people might not have had the chance to see before. Some sites are historic in nature, or of outstanding historic or modern architecture. Others offer a glimpse 'behind the scenes' where the public is not usually welcome. Toronto became the first North American city to host the concept in 2000. The Ontario Heritage Trust took on province-wide sponsorship in 2002. Doors Open cities across Ontario hold their events on different weekends from spring to fall; hundreds of municipalities are on board for 54 distinct events in 2008.

Peterborough's event is usually held the Saturday *before* Thanksgiving weekend each year. No tickets or pre-registration are needed. Visitors choose their sites and tour at their own pace. Venues must offer free admission BUT can sell mementoes or refreshments, showcase activities or have presentations by special groups. Normally the hours of operation are 10 a.m. to 4 p.m. though some sites may close earlier for special reasons (such as weddings at churches).

Our event is featured in the full-colour print publication put out by the Ontario Heritage Trust that was published in Spring 2008. An attractive "Doors

Open Peterborough" rack card will be available. Venues are also listed on the OHF website; this has become an annual "must see" event in tourism brochures and marketing websites for Peterborough and Kawartha Tourism. You can obtain copies of the provincial guide and the tourism information card by calling City Hall (742-7777) and asking for the Recreation Department.

This year, we welcome returning sponsors **Trent Valley Archives** and **Peterborough This Week**, along with the **City of Peterborough**. TVA will help promote the event and has graciously offered to provide a tour guide for our free shuttle bus through the city. Our new partner relationship with the **Kawartha Artists Gallery and Studio** links Doors Open with Peterborough's vibrant *Artsweek* (Sept. 26 - Oct. 5/08) in the city and promises some exciting artistic tie-ins with our heritage sites. See you soon for Doors Open Peterborough!

Volunteers are always needed to assist us before and during the event. Call Jennifer Patterson at City Hall if you would like to be a "D.O.V." - Doors Open Volunteer (742-7777).

## NEWS, VIEWS AND REVIEWS

### **City of Toronto Archives**

Michele Dale at the City of Toronto Archives has sent us the report for 2007. This archives is in the shadow of Casa Loma and was visited by a delegation from the Trent Valley Archives some ten years ago when it was the Metro Toronto Archives. Now it is a veritable regional archives as it serves all parts of Toronto, and the former small archives have disappeared. This is an excellent use of taxpayer dollars, and the building and staff are as good as they come at the municipal level. Their acquisitions in 2007 included some interesting local government records, some as far back as 1908, and as recent as the 2007 minutes of the Toronto Transportation Commission. On the private side, they received many records by private individuals. I was pleased to see the papers of John Grubb and family papers 1837 to 1947; I had done research in these papers over 35 years ago. The records of the St Andrew's Society, 1884 to 1998, will have wide interest, too. I notice that their most popular general brochure, "Researching Your House," has been translated into French, Chinese and Italian. This would be a popular brochure at the Trent Valley Archives as well for we get many requests that are linked to houses. Andrew Elliott uses our research facilities for writing his popular Examiner column.

### **Peterborough Trails**

The Canadian Federation of Podiatric Medicine recently named Peterborough the fifth most pedestrian-friendly city in Canada, and the main

reason was because of the super system of trails that have been built in the city and surrounding area over the past 13 years. The CFPM wants to keep people walking. The success in building the trails has been due to the efforts of the Rotary Club, the Kinsmen Club and of two businessmen, Haig Kelly and Cowan Barron. The city has also contributed to the Millennium Trail, which was our official millennium project. The Trent Valley Archives wants to honour this major achievement by leading historic bike tours on the Peterborough trails. We have a lot of the records that will be useful in reconstructing the history of the railways that plied the routes now covered with asphalt and gravel trails. There is also a history that is visible from the trails. Peterborough is fortunate to have a setting that is dominated by hills and lots of trees. The city is now moving ahead on a plan to extend the Otonabee River trail past the Holiday Inn by building a long pedestrian bridge parallel to the shore line. It should work.

### **Norwood Fair Archives**

The Norwood Fair hopes to build up an archives of its history. We have told the organizers that the history of the Norwood fair intersects in significant ways with the history of the Peterborough Exhibition. The history of the Peterborough Exhibition was told in the book *Winners* written by Elwood Jones, assisted by Don Willcock and Ivy Sucee, and is available at our bookshelf. As well, the research materials for the book are in the Trent Valley Archives.

### Canada Day Parade

The Trent Valley Archives once again participated in the Canada Day Parade. The theme of the parade this year was the celebration of the history of the Fire Department and the Peterborough Concert Band, whose histories are available from the TVA Bookshelf. The parade took 30 minutes to pass any spot and people were lined two or three deep through much of the route from Confederation Park to Morrow Park. It was a successful parade, and the rest of the day was quite exciting, too.



### Wall of Honour appeal

The Wall of Honour appeal will be heard in Peterborough in the first two weeks of September. The Trent Valley Archives has supported the appeal in different ways. The history of Confederation Park has been covered in the *Heritage Gazette of the Trent Valley* more thoroughly than anywhere else, mostly in the pages of our magazine going back almost to the first issue in 1997. We have supported the view that with solid archives it is possible to know much about our early history. The absence of city archives or respect for archives by civic and religious officials has left strange gaps in the historical records. The gaps can be reconstructed in different ways. Trent Valley Archives first published the evidence that the burial grounds were closed in 1854, at the same time as burials were forbidden elsewhere in the town limits. We confirmed that the grounds had been used for a wide range of public uses over the years. We also drew attention to the dominant history of Confederation Park as a public square, and really the only public square in the town and city. Diane Robnik, Elwood Jones and David Edgerton have added to the documentary record over the past few months, and we will feature some of it in the November issue.

### Wooden Canoe Heritage Association

For the first time since 1992, the Wooden Canoe Heritage Association held its annual meeting in Peterborough, the home of the Peterborough canoe. They replicated the impressive stunt of crowding the Lift Lock with canoes, an activity that in 1992 was choreographed by Gerry Stephenson. We have Gerry's excellent research collection on canoes and wooden boats. It also contains minutes and other records from organizations such as the WCHA and the

Peterborough Historical Society. His history of the Peterborough Canoe remains popular and in print some 20 years later. We miss Gerry, and on occasions such as this, even more so. His papers remain one of our most significant.

### Hutchison House

Congratulations to Hutchison House which on the real Victoria Day marked the 30<sup>th</sup> anniversary of its official opening. Hutchison House has been a local treasure through all those years thanks to the dedicated work of successive curators and talented volunteers. Many children have learned about pioneers by coming here. Over the years, many stories have been shared with the wider community. Some aspects of its history are representative of the wider experience; but some are most unusual and provide insights into the lives of a doctor, an engineer and a merchant. The Peterborough Historical Society has expended considerable energy into its success, and it is nice to see that the city recognizes that in some respects the society has been providing a municipal service.

### Peterborough Armoury

At the end of May the local Armoury marked its 100<sup>th</sup> anniversary by hosting a very successful ball. On this occasion, a legacy plaque was unveiled to commemorate 16 units (and perhaps 40,000 individuals) that used the Armoury as a base over the years. Representing the three services on this occasion were Wally Smith, William Booth and Kenneth Underhill. Lt Col Alex McLeod, who is also the city property asset manager, was given a commendation for his five months in Afghanistan, where he was a link between the efforts of various countries assisting the Afghans.

### CCF Founded 75 Years Ago

The Toronto Star, 13 July, published the official portrait of the delegates to the first national convention of the CCF in Regina, 19-21 July 1933. Dylan Reid commented he had talked to Trent University professor Joan Sangster on how some of the delegates got to Regina. Lorna Cotton-Thomas, from Peterborough, used a friend's railway pass. She was the candidate for the CCF in the 1935 federal election and finished last. She was the first woman, though, to contest a Peterborough riding, federally or provincially. The CCF in Peterborough was able to build on a strong labour tradition but even so until 1960 it was tough sledding for CCF candidates.

### Trent Severn Waterway

Elizabeth Bower, of the Examiner, wrote an interesting six-part series on traveling the Trent Severn Waterway from Lake Ontario to Georgian Bay. The series appeared Saturdays in the Examiner during May and June. The series had extra interest as the National Geographic recently named the Waterway one of the great 500 trips anywhere. The series began 17 May with an extensive interview with Jim Angus author of *A Respectable Ditch* (1988), still the most

complete history of the Trent Severn Waterway. The Examiner plans to publish a book based on the series and there is also a documentary DVD in the works, possibly for early 2009. The waterway is 175 years old, and was built between 1833 and 1920, a long time for a public works project. Peterborough, the site of the Lift Lock, was the key town on the system.

### **Christopher Greene**

Christopher Greene, Professor Emeritus of History at Trent University, (1933-2008) died 1 June 2008 at his home. He was a major proponent of heritage restoration and helped people appreciate the special qualities of local architecture. Christopher Greene was a descendant of a Revolutionary War hero, General Nathaniel Greene, of Rhode Island, and he nurtured the family's rich and distinguished New England roots. He was a graduate of Harvard University, and his family spent the summers in New Hampshire. He spoke with the unmistakable Harvard accent made famous to our generation by President John F. Kennedy.

Christopher Greene came to Trent University in 1966 to teach European history. The History Department had only recently taken shape and Professor Greene along with his colleague, Professor Emeritus Stuart Robson, shaped an exciting line-up of European courses. Their interaction in lectures and course development was legendary and both Greene and Robson had reputations for clever and quick repartee. Their second year course on European history was their signature course together. Both joined together with other colleagues to deliver a fourth year course that determined themes in the preceding spring at a meeting of the students intending to take the course. Christopher Greene also taught a course on French history, mainly in the eighteenth and nineteenth century, and always with a French Revolution flavour.

Christopher Greene's doctoral research had been on the French government's architectural policies as they emerged in the generation after the French Revolution. The French Revolution changed many aspects of the world we knew, and everything before it became the Old Regime. But the revolutionary leaders also wanted to know everything about the past, perhaps as a way to secure the future. The idea of systematic approaches to archives flourished in the same air as architectural heritage.

The Greenes arrived at Trent University just as it was beginning to build on the Nassau campus. They quickly became involved in college life. They served as dons, living in residence with the students. Christopher also became a senior tutor and served in this role through his entire academic career, and into retirement. Christopher knew his students very well.

This well-grounded and exhaustive foundation in architectural theory meant that Professor Greene was well-positioned to be very useful to the local community. When the Ontario Heritage Act was passed in 1975, each community was able to have its own advisory committee to give advice on community

architecture and the ways to conserve the best aspects of the past. Christopher Greene working with Martha Ann Kidd and others founded the Peterborough Architectural Conservation Advisory Committee, locally known as PACAC, in 1976. Peterborough was one of the first communities to have such a committee, and almost immediately it worked with the 1976 city plan to include a listing of local buildings of historical significance. Professor Greene has been a perpetual member of the committee, its institutional memory and still one of its researchers. In 2004, when the City of Peterborough marked its centenary as a city, Christopher Greene prepared a history of Edwardian architecture in Peterborough which was presented to the Edwardian Conference organized by local historical groups, headed by the Peterborough Historical Society. Out of this grew his interest in promoting heritage conservation districts in Edwardian parts of Peterborough, such as the Avenues between Charlotte and King Streets, and along Belmont Street. The Ontario Heritage Foundation recognized his contributions with a special award last year.

The local heritage community will deeply miss the wisdom, compassion and knowledge of Professor Greene. He was also the secretary of the Trent University Association of Retired Persons (TUARP) for the past ten years and his colleagues mourned the loss to the community and to the family.

### **Linda Burtch**

Linda Burtch (1953-2008), the archivist and librarian at the Sault Ste. Marie Public Library, recently died of melanoma. She was instrumental in building the archives from scratch into a tremendous collection of over 1,000 feet of records, many relating to lumbering, mining and railway companies that operated from the Sault. Her husband, Michael, curator of the Art Gallery of Sault Ste Marie since 1981, is one of the world's leading authorities on the art of the late David Bierk, the noted artist who livened up Peterborough's art scene while selling work from New York and Los Angeles. I have seen Linda at conferences and visited her archives and looked at her terrific work in building an archives in an area that had no archival traditions. We hope that the Public Library retains a commitment to protecting the archives that she developed. She will be much missed. Michael and Linda worked in neighbouring buildings and so much of their lives were interconnected. They were generous hosts and great friends. The archival community in Ontario has lost a great voice.

### **Wally Smith**

Wally Smith (1925-2008), long the voice of the veterans in Peterborough and only recently appointed to be their Canadian voice, died suddenly, 7 June 2008. He had a full range of activities for the D-Day celebrations, 6 June, and showed no sign of flagging. Wally was also an active member of St John's Anglican Church, where he frequently read a lesson in



his strong bass voice at the 8:15 a.m. service. During World War II, he was with the famed Princess Pats (PPCLI) in Italy and Northwest Europe. He was one of the strong voices for the Wall of Honour, which he fought hard to have in Confederation Park.

### Pathway of Fame

The Pathway of Fame committee announced that at a ceremony on 13 September it will add nine names to the Pathway of Fame in Del Cray Park. The ceremony will be at the Trentwinds Motor Hotel beginning at 10 a.m. and the public is invited to attend. The names include J. J. Duffus, the former mayor, MP and Senator who was one of the earliest automobile dealers in this area. Thomas H. B. Symons, the well-known founding president of Trent University, and the leading promoter of Canadian Studies, a former chair of the Historical Monuments Board, the Ontario Human Rights Commission, and the Association of Commonwealth Universities.

Others being honoured are Cecil Banks, Barb Bell, Willie P. Bennett, John Greco, Lloyd Hill, John McPhee, and The Sonics. John McPhee covered the labour scene as an Examiner reporter for some 25 years. The Sonics were the first rock and roll band from Peterborough to appear on American TV. Barb Bell, one of the founders of the Pathway of Fame with Sean Eyre and others, is being remembered as a foster parent and a radio host. Cecil Banks and Lloyd Hill were tireless workers in service clubs. John Greco, who has his own plaque on Hunter Street in front of the Red Dog, was a hotel manager who promoted local musical talent.

### Grandstand at the Exhibition

Readers will remember our earlier discussion of the grandstand at the Exhibition. The city had reported that it was going to demolish the grandstand on the grounds that it required extensive repairs. Our view was that such steps should not be taken before there is a solid and defensible plan for a replacement grandstand. Happily, that view prevailed and the city has made repairs to the grandstand and bought a three year window to consider plans. This year the Peterborough Ex runs from 31 July to 3 August.

### Circus Came to Town

Peterborough saw its first circuses 150 years ago, and it is great to announce that the Gardens Brothers Circus brought their three-ring show to Peterborough for a two-day stand, 27 and 28 May. Part of the proceeds went to the Police Protection Association, and to the Shriners. Clowns and elephants were the big draw for a solid crowd at four shows at the Memorial Centre.

The Trent Valley Archives has a solid run of back issues of *Bandwagon*, the official magazine of the Circus Historical Society. Peterborough was one of the early centres to develop rail connections, and circuses travelled in rail cars from the 1850s to the 1930s, occasionally later. Our list of circuses that came to town has been expanding most recently

because of Diane Robnik's indexing project. She is going through the newspapers looking for stories that reflect the kind of questions we have received or complement our 200 collections.

### Turnbull Medical Building

One of the more interesting buildings in the downtown has been completely refurbished and is looking really good. The building, best known locally as the Zeller's building, was always a department store, even before the Turnbull Department Store disaster of August 1913 (95 years ago) and the fire in the early 1920s. After Turnbull's, the building was one of two buildings occupied by Eaton's before it built a store at Charlotte and George in 1932. Zeller's was then the tenant for about 70 years. The new building has picked up the early name for the building. This building is one of the best built in the downtown area and its new life is good news for the downtown.



### CKPT Tower

CKPT-AM went off the air after nearly 50 years, and when the two radio towers were brought down in early June it was truly the end. Over the years, the radio station had tried several formats, and even had moved to FM in 2007. Its most enduring legacy was playing hit music all the time. But there were times when it tried a talk format and a sports format. Its studio was in the Empress Hotel, and then it moved to Peterborough Square. More recently it has been located across from Del Cray Park. CHUM Kawartha will continue to operate Energy 99.7, Country 105, and Bob FM (in Lindsay).

### Recent acquisitions

The Trent Valley Archives has received many donations over the past few months, and we wish to thank our many donors for their respect for the preservation of our collective past. Two of the largest collections we have received will take some time to process, and if members wish to assist in the work of processing archives please contact Elwood or Diane. The Hazel Wilson fonds has many highlights, but suffice it to say that the collection is immensely rich on the history of the YWCA, George Street United Church, and various organizations in Peterborough and Omemee. She was also an inveterate traveler often

attending the annual conferences of the international YWCA.

Our second large collection is from the family of Frank Montgomery and includes a particularly rich collection of air photos and photos of aircraft that were accumulated in the ongoing work of the Montgomery Air Services. Montgomery Brothers also owned a warehouse on Robinson Street. Jean Montgomery was active as a coach for tennis and badminton, and the papers reflect that aspect. The papers also contain some family correspondence and materials related to scouting and to St Stephen's Presbyterian Church, and some books that might be removed later but seemed to be useful to understanding the contexts.

We have a volunteer assisting in organizing the Gail Corbett papers related to her book on the Barnardo Children. We are selling copies of the most recent edition of this classic work. The papers relate to

the production and sale of the book, but our members will value the collection of interviews that are in the collection.

Carol Koeslag has brought the documents and photos that illuminate the life of her grandmother and complement the William Johnson family papers which we received earlier.

Ivan Bateman donated a family album that he had acquired at an estate sale. This family has no connection with his own family but he has researched the various people whose pictures appear in the collection.

Some people have donated books to our library and to our bookshelf. We are grateful for both kinds of donations. Among recent titles added to our library shelves we noticed Reynolds' history of Bancroft and Ed Arnold's Hockey Town book.

Our collections continue to grow and we will need to address our options for expansion in the near future.



## TRENT VALLEY ARCHIVES

567 Carnegie Avenue, Peterborough ON K9L 1N1  
[www.trentvalleyarchives.com](http://www.trentvalleyarchives.com) 705-745-4404

### Eerie Ashburnham

Friday nights until the end of August, Trent Valley Archives presents - Eerie Ashburnham Ghost Walk from 9-11pm. Tour East City by lantern light with costumed guides from Quaker Oats to the Lift Lock. \$10 per person. Meet at corner of Hunter Street and Driscoll Terrace. No reservations required. 745-4404.

### Little Lake Cemetery

Trent Valley Archives hosts a Tour of Little Lake Cemetery every Sunday from 4 - 5 p.m. at the Cemetery (Haggart St., Peterborough). Participants experience a historical tour through this lovely garden cemetery. Tours differ each month from June - August (June - Victorian Mourning; July - Their Spirit Lives On; August - Tragic Tales). Tickets are \$10 per person. No reservations required.

### Pub Crawl

\*\*Pubcrawl dates to remember: August 29th & September 26th. Call 745-4404 for tickets.

### Industrial Tour

\*\* Industrial Tour of Peterborough led by Steve Guthrie and Don Willcock, in planning stages for September, look for details on web page, local papers, or 745-4404. We will send email notices to our list.

### Trails and Rails Bike Tour

Trails and Rails Bike Tour planned for September. Look for details on web page, local papers, or 745-4404. We will send email notices to our list.

### Peterborough's Greatest

Encore performance of "A Night With Peterborough's Greatest" scheduled for Saturday October 25th at the Burnham Mansion. Call the archives for details.



## TRENT VALLEY ARCHIVES

Founded 1989

Thanks very much to all our friends, members and volunteers who have helped us over the years, and special thanks to those who have supported our recent semi-annual campaign. Your support at any time is always appreciated.