

HERITAGE GAZETTE

OF
THE

TRENT



VALLEY



JOHN P. HERON REMINISCENCES *(See page 12)*



Since the publication of our August issue of the *Heritage Gazette*, both Steve Guthrie and Karen Hicks have stepped down from their roles on the Trent Valley Archives board and as editors of the *Heritage Gazette*. As the newly appointed president of TVA, I want to thank them both for their many years of volunteer service with TVA and their dedication to making the *Heritage Gazette* 2.0 a success.

The Executive Committee at TVA is committed to carrying on the task of producing the *Heritage Gazette* and have worked hard to bring you this issue. I want to thank them for their contributions to this project, and our Archivist Elwood Jones for gathering most of the content featured in this issue. I also want to thank each of the authors

who submitted stories to us. There is a diverse selection of thoughtfully researched and well-written articles in this issue, and I hope you enjoy them.

If you have relevant experience and a passion for local history, we would love to have you join our HGTV team! Please send us an email to admin@trentvalleyarchives.com if you are interested. Our inbox is also open to story submissions from anyone wanting to share more about their research projects or reminiscences.

m m

Madison More
Trent Valley Archives, President



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Thanks everyone.

HERITAGE GAZETTE

OF THE TRENT VALLEY



In this issue...

President's Corner <i>By Madison More</i>	2
Tickets Now on Sale for Crossing Over: A Peter Robinson History Play <i>By Ed Schroeter</i>	4
Farley Murder Case: An Excerpt from Peterborough's Unique <i>By Elwood Jones</i>	6
Fireside Chats Present Ontario History Through Folk Song <i>By Allan Kirby</i>	10
John P. Heron Reminiscences 1927-1929 <i>Article by John P. Heron, Footnotes by Elwood Jones</i>	12
DeLaval Goes to Castro's Cuba <i>By Zach Dyck</i>	22
A Case of Mistaken Identity <i>By Christine Fisher, author of The Strickland Family</i>	24
A Mystery Surrounding Zion School, Smith S.S. 11 <i>By Elwood H. Jones</i>	28
Around the Archives <i>By Elwood Jones</i>	30



ON THE COVER:
The official opening of the Peterborough Lift Lock on July 9, 1904. (Trent Valley Archives, Jack Marchen Fonds F1180)



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HERITAGE GAZETTE

This issue of the *Heritage Gazette* was edited by the TVA Executive Committee with support from our archivist, Elwood Jones.

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TICKETS NOW ON SALE *for* CROSSING OVER: A PETER ROBINSON HISTORY PLAY



BY ED SCHROETER

Trent Valley Archives' second annual fundraising play, *Crossing Over*, scheduled for production from May 29 to 31, 2025, is an exciting opportunity to step back in time and set sail with the Hagertys, Nagles, Owens, Regans, Ryans, Slatterys, Sullivans and Youngs. Join these brave Irish emigrants on their perilous, six-week journey across the Atlantic Ocean on the emigrant transport ship John Barry. *Crossing Over* is the sequel to 2024's acclaimed Trent Valley Archives Theatre (TVAT) production *Tide of Hope*.

Prepare for the ride of your life: storms, seasickness, scarlet fever, family feuds, petty larceny, plots and counterplots, rotting potatoes, sand bars, breached hull, mutiny and the lash. Just kidding! The lash was not used on emigrant transport ships, but it makes the story more exciting if a few of the emigrants believed they could be punished in that way.

Crossing Over is the thrilling story of tremendous courage in the face of unknown and hidden dangers, narrated by a Robinson settler on the ship, John Keleher, a fisherman and experienced Royal Navy sailor. Commemorating the 200th anniversary of the arrival of the Peter Robinson settlers from Ireland to Peterborough County and Kawartha Lakes in 1825, *Crossing Over* is a fictionalized but accurate historical account of the last of the nine Robinson ships to leave Ireland.

One of the first of several bicentennial celebrations in our area, the play is a unique opportunity to engage with your community and celebrate its rich and lively history. This "dramatic voyage" embarks at the Market Hall Performing Arts Centre in Peterborough on May 29, 30, & 31, 2025 at 7:30 PM and on Saturday, May 31 at 2 PM. The play is suitable for ages 14 to adult. The running time of the play is approximately 80 minutes. There will be a 20-minute intermission.

Top left: Actor Nathan Govier (right) apprehends actor Lucas Pronk for petty theft in a scene from Trent Valley Archives Theatre's forthcoming production of Crossing Over, May 29 to 31, 2025 at the Market Hall Performing Arts Centre. Bottom left: Actor Nathan Govier (right) thwarts actor Lucas Pronk when passengers plan to abandon ship in a scene from Trent Valley Archives Theatre's forthcoming production of Crossing Over, May 29 to 31, 2025 at the Market Hall Performing Arts Centre.

Opposite page: Many of the passengers on the John Barry were seasick during the voyage from Ireland to Quebec. Actors June Govier (right) and Nathan Govier portray one such scene from Trent Valley Archives Theatre's forthcoming production of Crossing Over, May 29 to 31, 2025 at the Market Hall Performing Arts Centre. Opposite page inset: Actors Lucas Pronk (left) and June Govier (right) portray a scene from Trent Valley Archives Theatre's forthcoming production of Crossing Over, May 29 to 31, 2025 at the Market Hall Performing Arts Centre. In the scene, two young passengers think they have discovered that the English have tricked them into boarding a prison transport ship. (All photos by Suzanne Schroeter)

The theatre company made a few changes to its performance schedule this year, thanks to valuable audience feedback. TVAT has moved its matinee to Saturday and has added a Saturday evening show. This year's play was co-written by Peterborough playwrights Ed Schroeter and Gerry McBride, who directed our May 2024 offering, *Tide of Hope*. Peterborough historical researcher Don Willcock consulted on the script.

TVAT is an initiative of Trent Valley Archives (TVA) to raise funds by staging volunteer-driven community theatre about local historical events. Founded in 2023, the theatre company's mission is to raise funds for TVA by bringing history to life on stage and laying a foundation for the development of new members, volunteers and audiences. Incorporated in 1989, TVA houses an extensive and growing collection of local historical resources and makes them available to the public. The Archives

also encourages local and family history research, operates a research facility and raises awareness of local history through historical tours, events, publications and presentations.

Tickets for Crossing Over can be purchased at the Market Hall Performing Arts Centre box office (705-749-1146) Monday to Friday, noon to 5 PM, emailing boxoffice@markethall.com, or online at www.tickets.markethall.org/robinson25.



FARLEY MURDER CASE: An Excerpt from *Peterborough's Unique*

This is an excerpt from one of the fifty stories told in the latest book by Elwood H. Jones, Peterborough's Unique, which was a recent publication of Trent Valley Archives. Copies of the book are available in our bookstore for \$60 each and would make a great gift for anyone who enjoys learning about Peterborough history.

Murder on Sunday Afternoon, 24 June 1888

The Howe Circus, managed by John Griffin, played Peterborough's Market Square on Saturday and Monday. The Saturday audiences were "large and delighted;" Monday's, less so. The circus

was considered clean and wholesome, and its acts included tumbling, trapeze work, juggling, a slack wire act and a featured cowboy act. The headline act was the Albion family working on "Roman ladders." The tents were struck Monday night, and the circus moved to Stirling early on Tuesday morning, with two fewer workers.

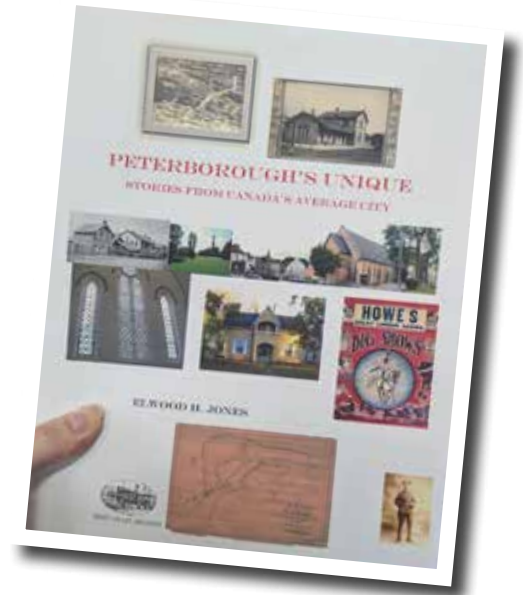
About 4 pm: a circus man had been shot by another in Peterborough's market square; word spread quickly and the square was "black with people."

Simon Elijah, an Oneida Indian, and James F. "Reddy" Farley, a circus property man, had a wrestling match, with Elijah winning. Later, they met on the market

square and Elijah said, "Hello, Reddy." Farley replied, "Don't speak to me you black son of a bitch." The Indian said something inaudible to those nearby, but Farley pulled out a revolver and fired point blank at Elijah, hitting him on the left side at about the seventh rib; Elijah doubled up and rolled to the ground. About a dozen people rushed to his assistance. Farley was drunk and seemed unconcerned; but a cowboy, Cranston, disarmed Farley to prevent a second shot. The chief constable, who was in the police office, on the Simcoe Street side of the square, heard the shot and came to the scene. Farley surrendered immediately, and the chief took his revolver.

The news spread like wildfire. Dr. Collins was called; and a Dr. Rollston, not from Peterborough, responded. Elijah was carried on a mattress to the Grand Central Hotel, where Drs. King and Brennan were called in. They recommended sending him to the Moira Hall Nicholls hospital, and a dozen circus employees carried him there. Elijah was an Episcopalian or Anglican, and so the Rev. Canon J. W. R. Beck was called. John Griffin, manager of the circus, instructed people to get the best medical help possible. By Monday morning, Elijah's condition was unchanged. The doctors had not probed for the bullet as they feared internal hemorrhaging might occur.

The wounded man was in great physical shape and had a "constitution like iron" and that alone kept him living for some time. The Review reporter described Farley, 26, of Philadelphia, as a small man with a "sneaking look." When the deposition was taken on Sunday, Farley was "jaunty and insolent" and sorry "he had not killed his man." The revolver was taken from the circus properties and was used for one of the acts by a circus cowboy. Two circus workers, Cranston and Collins, were held as material witnesses.



When taken to the gaol on Sunday evening, by beautiful Victoria Park, he remarked "This would be a damn nice place to swing."

The Inquest

On Monday morning, the police court was full. Farley's lawyer was John O'Meara, no evidence was taken and the case was "enlarged" to 4:30 p.m. Farley was more aware of the seriousness of his situation, and enquired on the health of Elijah. On the way down from the gaol, Farley smoked a cigar and to the Review reporter appeared "unconcerned, but his looks betrayed him." He asked that his parents be notified. It was said that fifty people were witnesses to the events, and many were subpoenaed. Farley was remanded for one week, pending a clearer view of Elijah's condition.

There were rumours that Simon Elijah was dead. The Review reporter noted that an Italian was shot outside the William Hamilton Manufacturing Company about a year ago, and he survived. [This story is not known to me.] Doctors rated his chance of survival as one in a hundred. Simon Elijah died in the Nicholls Hospital

BY ELWOOD H. JONES



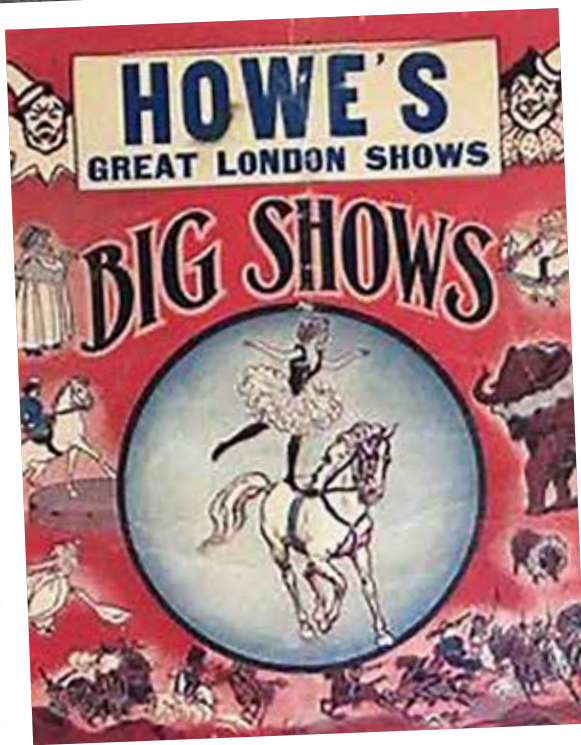
Roddy's Hotel as seen later as the CPR Hotel, north side of Simcoe Street, now between Turnbull Medical Building and the city bus terminal and parking garage. Roddy's Hotel was the scene of a confrontation between Elijah and Farley that happened before the fateful shooting in the Market Square. (TVA, Electric City Collection)



Above: Peterborough Court House, 1865. Right: Howe's circus poster.

at 9 am on Tuesday morning. Roszel contacted the circus to see who would claim Elijah's body. There was no one to claim the body but a cousin asked that he be interred in a Protestant cemetery. D. Belleghem, Ontario's Inspector of Anatomy, took charge of the body, which was interred in Little Lake Cemetery following a funeral service conducted by the Rev. Canon J. W. R. Beck, the Rector at St John's Anglican Church. [I checked St John's records and LLC – Elijah not listed in LLC list, perhaps because in pauper plot, or later disinterred]

At Farley's request, the police telegraphed Farley's father on Wednesday. The father replied he worked at the Knickerbocker Ice Company and could not afford to come to Peterborough. He asked for full particulars, and Chief Roszel sent him copies of the pertinent issues of the *Peterborough Review*. The Review also reported that Farley had been in Peterborough four years earlier. Someone who had worked with Farley said "he was always regarded by his fellow employees as a crank."



Dr. Fife called an inquest. The coroner's jury, meeting on the lawn in front of the Nicholls Hospital, ruled that Simon Elijah died of wounds from being shot by James F. Farley. The fifteen-member jury was chaired by Charles Cameron, and included D. Cameron, W. A. Sanderson, Benjamin Shortly, J. P. Bryson, A. J. Gough, J. J. Sheehy, Thomas Morrow, F. Foote, M. J.

Ostrom, Robert Whitla, Johnston Carey, W. G. Bain, I. Dormer and C. W. Hawley. The main witnesses were Dr. Collins, George Stevenson, Fred Dolan, Theodore Mulchahay, Police Chief Roszel, Thomas Griffin, Dr R. W. Bell, Dr. Richard King, and Peter Clancy. Dr. Collins believed the bullet was sufficient to cause the death. Dr. Bell said no medical team could have saved him. Dolan said that when Elijah was walking toward the arcade, he heard Elijah say "he could knock out any red, white or black man of his weight in Peterborough." When he said "Hello Reddy" to the prisoner, he replied with a vulgar term. He walked toward Elijah with his hands on his coat as if about to remove it, but when they were three or four feet apart Dolan heard a "report and saw smoke between them."

Farley was the shooter. Mulchahay was with Dolan and confirmed his evidence. After a recess to 7 p.m., the inquest resumed with Chief Roszel as the first witness. He had arrested James F. Farley, and he had the revolver which had been brought to him by W. H. Crisson, a circus employee who confirmed this was the weapon fired. According to Thomas Griffin, after Elijah, while laughing, made the comment about being able to lick anyone in town the prisoner replied, "I'll lick you," and then shot him. Neither man seemed to be drunk, Griffin said. The post mortem exam was conducted by Drs. Bell and King, and their report was read at the inquest. They concluded that "the perforated wounds of the bowel and mesentery" were the direct cause of death. Not even "the best medical skill in the world" could have saved him.

The jury took 25 minutes to conclude that the victim had died of the pistol shot fired by James F. Farley at Peterborough's market square. The trial was set for the fall assizes, beginning on October 10.

To finish the rest of the story, head to chapter 15 in Peterborough's Unique!

GIFTS FOR THE LOCAL HISTORY LOVER!



If you have a local history lover on your list, you should consider doing your holiday shopping with us! We have a great selection of books, photographs and maps that are guaranteed to please.

Why purchase gifts from the Trent Valley Archives? In addition to coming home with something high quality, you'll also be shopping small and supporting the work that we do to preserve the manuscripts, photographs and other materials in our collection that document our community's history for years to come.

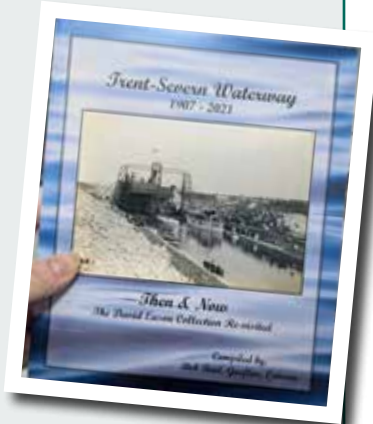
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We've highlighted a few options here, but we encourage you to visit us in person at 567 Carnegie Avenue (we're open Tuesday to Saturday from 10am to 4pm) or online at www.trentvalleyarchives.com/shop to check out everything we have to offer.

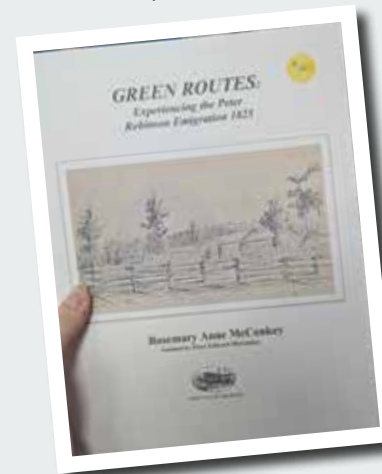
Not sure what to get them? Get them a membership to the Trent Valley Archives! It's the perfect gift for genealogists and anyone looking to explore the history of their family or property. They'll receive unlimited access to our 1,000+ collection of historical documents and other archival resources, and receive special membership benefits. Single memberships are \$60 per year.



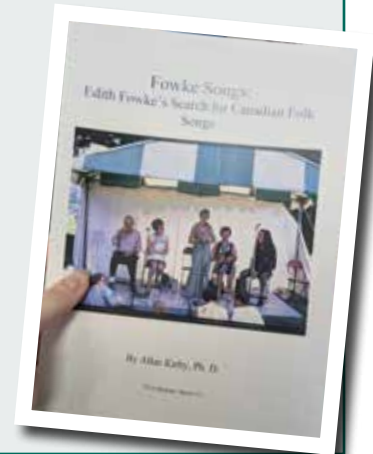
If they're a military history buff, they'll be captivated by the story of the 93rd Battalion's wartime activities, as told through the lens of the author's great uncle, Nicholas Scott in *Nicholas Scott: From Chandos to Méricourt with the 93rd Battalion* by Michael C. Doran. \$50 [<https://trentvalleyarchives.com/shop/nicholas-scott-from-chandos-to-mericourt-with-the-93rd-battalion/>]



If they spend a lot of time outdoors and boating on the Trent Severn, they'll enjoy looking at the incredible photograph comparisons made in *Trent Severn Waterway, 1907-2021: Then and Now* by Bob Reid. \$35 [<https://trentvalleyarchives.com/shop/trent-severn-waterway-1907-2021/>]



If they're a descendant of a Peter Robinson settler or are simply looking forward to the bicentennial next year, they'll be intrigued by the history of the Peter Robinson Emigration in *Green Routes: Experiencing the Peter Robinson Emigration 1825* by Rosemary McConkey. \$35 [<https://trentvalleyarchives.com/shop/green-routes-experiencing-the-peter-robinson-emigration-1825/>]



If they commented on how much they loved our Fireside Chats series, they'll appreciate learning more about Edith Fowke's mission to document Canadian folk songs, told in *Fowke Songs: Edith Fowke's Search for Canadian Folk Songs* by Allan Kirby. \$25 [<https://trentvalleyarchives.com/shop/fowke-songs-edith-fowkes-search-for-canadian-folk-songs/>]

FIRESIDE CHATS PRESENT ONTARIO HISTORY

BY ALLAN KIRBY

The autumn of 2024 saw the transformation of the Trent Valley Archive building into a performance space for three musical evenings. The idea of presenting events in Ontario's history through folk songs has been a passion of Al Kirby and local musicians Rob Cory and Rob Niezen. Kirby has presented historic words and music throughout the region over the years and has found that mini concerts in small venues in front of small audiences always works the best. This format allows the musicians to interact with the audience in a relaxed and informal manner. Kirby felt that such an atmosphere could be created within the TVA and persuaded the Events Committee to take a chance and schedule three mini concerts, which were quickly dubbed 'Fireside Chats'.

The first of the three Fireside Chats took place on the evening of September 24, in front of a sold-out house in the Trent Valley Archives building. This first presentation focused on academic song collecting in the Trent Valley. Kirby explained how a song-collector/writer and CBC broadcaster Edith Fowke came to the Peterborough area and discovered more than 2,000 folk songs that were being sung throughout the region. Kirby explained the difference in folk songs and how they were catalogued. There are Broadside Ballads derived from Scots, Irish and English street songs; The Child Ballads collected by Harvard Professor Francis Child in the British Isles; and Lumbering Ballads of Ontario as well as local songs about local events.

A ballad from each of the categories was chosen for presentation, its origin was explained, and it was performed by the trio of Al Kirby, Rob Cory and Rob Niezen. Songs performed included: *Barbara Allan* (Child #87), *What is the life of a Man* (Broadside Ballad), *The New Limit Line* (Local lumbering ballad) and *Johnston's Hotel* (local ballad). At the completion of this first chat, there was a vigorous question and answer session about folk song history with Kirby and the other musicians. The evening ended with a social time with coffee, juice and muffins for all. The refreshments and interaction with the musicians were an important element of all the chats and something that most attendees seemed to enjoy.

Through Folk Song

The second Fireside Chat, which was also a sell-out, took place the evening of October 8. The focus was folk songs that revealed the thoughts and experiences of Ontario settlers in the 19th century. Cory, Niezen, and Kirby presented songs like *Opeongo Line*, *Settlers Lament* and *The Backwoodsman*. The song *The Backwoodsman*, which originated in 1845, tells a story that originated in Omemee, Ontario and it is also the topic of a documentary film created by documentary film maker, Nick Van der Graff who made a guest appearance at the chat. He explained how he adapted the story told in the folk song to film. He explained some of the techniques he used in creating historic documentaries. His film *The Backwoodsman*

will be screened at Peterborough's Reframe Film Festival in January 2025.

The third and final Fireside Chat took place the evening of October 22. Once again, the room was sold-out. The focus of this chat was folk songs that told stories about murder, hanging and armed conflict. Among the songs performed at this chat was the song *Maggie Howie*, which detailed the gruesome murder of a young lady in Napanee, Ontario. The story of the cold, calculated murder of Fred Benwell in Princeton, Ontario was told in the 1890 song *The Hanging of Reginald Burchill*. Also included in the evening was the song about a ridiculous, alcohol fuelled attempt by a group of armed men from Ogdensburgh, New York to cross the St.

Lawrence River and conquer Canada in 1838. The song *The Battle of the Windmill* tells that story. The performance part of the evening concluded with a repeat of the song about the Peterborough jail, *Johnston's Hotel*. The audience enjoyed singing along to that one before the question-and-answer session and refreshments.

The Fireside Chats were well received and the admission price of \$20 per person did not deter attendees. In the end there was a waiting list of people wanting to attend the final chat. Al Kirby, Rob Cory, Rob Niezen, and Nick Van der Graaf donated their time and talent to make these chats come to life and raise \$1,200 for Trent Valley Archives.



1) A screenshot from Nick van der Graaf's film *The Backwoodsman* featuring Reverend Bain Milroy (left) and Al Kirby (right) playing banjo at the Hope Mill. 2) Rob Cory. 3) Edith Fowke with her *Folk Songs of Canada* album. 4) Rob Niezen. 5) Edith Fowke editing tapes. 6) Dr. Al Kirby.



John P. Heron REMINISCENCES 1927-1929

ARTICLE BY JOHN P. HERON, FOOTNOTES BY ELWOOD JONES

Introduction: This is an article written by journalist John P. Heron that was intended to be published in the Peterborough Examiner, but never was as he moved to Toronto to continue his journalism career. It documents the reminiscences of people who lived in Peterborough during its earliest days as a settlement and watched it grow into the thriving city it became at the time Heron composed his article. The stories these residents recalled about their youth in Peterborough are especially poignant as we head into the bicentennial of the Peter Robinson Immigration that occurred in 1825, as they give us a sense of the environment the Peter Robinson Settlers would have settled into as they began to work the land and immerse themselves in their community. The article also presents the argument that there are two ways to understand our past: through newspapers and through the memories we create. The article is a part of our Ed Arnold fonds (F186) at TVA.

The only way to find out the past is through history or by reminiscences.

“The truth is stranger than fiction.” So the occurrences of yesteryear when recalled by our old residents and by our records of by gone days will substantiate this statement to a great degree. What is stranger than the prices of foodstuffs in the year of 1867 when butter sold for 10 cents a pound, eggs for 9 cents a dozen, chickens from 20 to 30 cents a pair and a whole cheese could be purchased from 30 to 40 cents each, (not a pound) when

they are compared to the present day? We are too likely to live in the present and forget about the past.

However, when some of the modern house wives read the above price quotations they will agree with some of the skeptics of this terrible modern age, and sigh for “the good old days.” But it must be remembered that these prices do not tell the whole story. Where was the modern service in the stores of 60 years ago that the present day public demand and modern competition has enforced? What housewife then could run to the telephone and have a pound of sugar at her door before dinner? Who could take a spin in a motor car over improved roads after dinner and what conveniences were there as the electric light, or radios in the home? While instead of fast motor bus service to neighbouring towns and fine railway connections to other parts of the country, there were slow horse drawn stage coaches over boggy roads. Some still would prefer the simpler life but it would make an interesting statistical study to record and tabulate a set of figures that would show a contrast to those who would be willing to forfeit the modern age for that of past generations and live as our ancestors did. This is no discredit to them as it is a mere step forward in the history of the world, and its people today enjoy luxuries unknown even to kings who have been great men in history, they lived better than their preceding generation and our people are living better than the immediate past. True evils unknown arise with each new

invention but there is nothing new in that, the same has occurred during each stage of advancement and people have learned to adjust themselves to the novel, and new and the majority stressing the better side. The future and the present generations of any age have always been a problem to those who have seen the “Good Old Days,” history proves this fact.

Moliere in his comedies mocks the generation of his time, ministers in the early eighties and the late eighties were condemning parties and dances as some are now condemning the motor car and dances because a certain few abuse their use which is always greater in the eyes of the critic than their advantages. However let us turn the pages of our history back a few years and see how the modern generation of bygone years lived and lived happily. Let us see what Peterborough had to offer in those days. People live in memories; and thoughts of happy days in the past are the greatest comforters in present troubles.

1. Mrs. Sara Stubbs

Mrs. Sara J. Stubbs,¹ of 661 Water Street who is an old Peterborough resident recalls many interesting facts of this city. It lingers in her memory quite clearly when Central Park was a cemetery, when the land that was in front of her house was filled with water over which a bridge was built, but not one to stand heavy wind storms so collapsed on such a day carrying an unfortunate Jim Clegg to his death.²

Those days were the times of hotels and taverns in the town of Peterborough. From the present site of *The Examiner* office to Mason's store stood the old Simpson Hotel, while the premises of the present Bank of Toronto Building were occupied by the McFarlane's Hotel, there were many more but these two were plainly remembered.³ The Saved Army with head quarters in the old market hall,⁴ the old George Street Methodist church, located opposite the present one were vivid memories and even

the time when the old choir of St. Paul's Church consisted of two men and four women with the precentor Mr. McGalletty who frowned on the idea of an organ and said — “I would as soon have the devil in my church as an organ,” still linger in her mind. The visit of the Prince of Wales to Peterborough is another fond memory.⁵ The handsome young man in gray suit and hat, resembling somewhat the present prince only a little taller is well remembered. Those were the days when the

crinolines were worn and the roughnecks stood outside of Sam Jay's Saloon and made fun of the ladies passing by in their hooped skirts. Dresses in those days were made with seven widths to the skirt.

Fair day used to come every three months and that was the day for general quarrelling, especially in Ashburnham which gave the lone policeman, who was responsible for the peace of the entire town, a real problem to solve.⁶

3. The Examiner was on the west side of George Street and Mason's store was close to Brock Street, and so the Simpson Hotel must have been close to the Rowe Building. The Bank of Toronto was at the southeast corner of George and Hunter. 4. The old market hall was on the Water Street side of the farmers' market, midway between Charlotte and Simcoe. 5. The visit of the Prince of Wales was 7 September 1861. 6. Fairs were held quarterly but the peacekeeping issue is new to me. The need for policing the market was usually tied to weights and measures.



Peterborough downtown, 1886, as viewed from the tower of St. John's Church. The post office is under construction in lower right, and Hunter Street is in the foreground. (Trent Valley Archives, Electric City Collection)

2. J.J. Hartley

Let us now see what Mr. Hartley⁷ has to tell. Mr. Hartley of 234 Antrim street was born June 24th 1847 in a house at the corner of Aylmer and Antrim streets, just across the street from where he now lives. He has spent most of his life here and has watched the town grow into the city of its present commanding size. By being a contractor he has helped in a most real way to make the city grow. For ten years it was his privilege to serve on city council and to offer his services to the Board of education for fourteen years as a member. Mr. Hartley has served many offices but none more faithfully than to be President of the Liberal Association for a great many years. When a young man Mr. Hartley moved to Rochester and received four dollars and a half a day in wages, he yearned to return home and when he came back he received a wage of two dollars a day.

He has built many buildings in the city and there is not a street hardly, where he has not left his mark as an indication of the growth and development of the city. A few of the most important buildings are — the Peterborough Hardware Block on George street; the Bank of Commerce and the adjoining buildings on Water street; the stove works that became the Carbon works; the Cordage works; the Nashua Paper works; the Shovel works now the Raybestos factory; the Crystal Block on George street; the Lock Works; the King George school; Y.M.C.A.; Isolation Hospital; addition to Queen Alexander School; the Sunday School and the wings on St. Paul’s Presbyterian Church; and the big addition to the Quaker Oats that was destroyed during the fire.⁸ Many important dwellings are to his credit in the city. The wages paid when Mr. Hartley started contract work were a great deal lower than they are today. Then the bricklayer got 25 cents an hour for a ten-hour day. In 1896



The home of J. J. Hartley (Elwood Jones)

when the Y.M.C.A. was being built, a brick layer only received \$1.75 for a ten-hour day, while the best labourers only received from a dollar to a dollar and a quarter a day. Material was cheap a thousand bricks costing about six dollars while to-day they are over twenty dollars.

3. William Carter

William Carter⁹ is an old resident of Peterborough County and district, arriving in Peterborough from his home in Yorkshire, England, when he was five years of age. He crossed the Atlantic for the first time in a sailing vessel that took a period of sixteen days and finally arrived in this country and journeyed to Port Hope. The destination of the family was in what is now known as Smith Township and the only way of reaching there from Port Hope was by wagon and water. The first night in Peterborough was spent at what was known as the Casey [Caisse] House, across from the market where the Carter family had to sleep on the floor because of the crowded condition of this inn.

The family finally settled in Bridgenorth where his father carried on business as a shoemaker for some years. In this little village there was at that time a post office, a blacksmith shop and a saw mill. The little settlement beside these centres of business boasted of no fewer than five liquor stores. There was not much money in the early days of settlement, and Mr. Carter

remembers vividly the trading that used to go on. The traders brought the products of the farm and woods to the store keepers and bartered with them for the few goods that they had. There were not many luxuries in those days but one commodity that is now considered a luxury was stored on the rough shelves in plenty and that was maple sugar. This was used for sweetening purposes. Sugar later on was retailed at nineteen pence a pound.

All currency then was in the denominations of the Old Country. Mr. Carter recalls the adoption of the dollar as Canadian Currency and tells us with gusto the exchange factor that was changed into a profitable speculative venture. Before the English money was all called in, he gathered as much as he could of it and exchanged a dollar for 3s 10d. A shilling was worth 20cents, so by applying the exchange ratio current at that time profitable bargaining was carried on.¹⁰

On coming into Peterborough from Chemong Mr. Carter seriously took up the matter of education which was denied to him while a resident of Bridgenorth. He purchased a bundle of copy books at Menzies book store that was located opposite *The Examiner* of today and practiced faithfully the art of reading and writing. In the years of 1867 and 1868 coal oil was expensive and this made studying at night impossible. The coming of the railway into Peterborough is another highlight in Mr. Carter’s memory. When the lines were first laid here it cost as much to ship a car load of cattle to Port Hope as it did to have it carried from Port Hope to Montreal. Besides this there was also the difficulty of not knowing just when a car could be secured for such a shipment. The visit of the Prince of Wales to Peterborough is recalled vividly. The occasion drew one of the largest crowds that ever graced the town and it is remembered as a great gala day in the past history

Reverend Mr. Roger¹¹ the first Presbyterian minister to come to the city stayed with Peter Currie the first night that he spent in town. Mr. Currie lived to the age of 96 and to him fell the honor of drawing the first load of sand to build the Presbyterian Church. Oxen of course were used to haul the load. A christening in the early days was an event to which all the people in the neighbourhood were invited. Ten or twelve were all christened during one visit of the preacher and the occasion was for feasting and celebrating.

4. Mrs. Anna Dunn

Mrs. Anna Dunn (b. 1836), aged 93 at the time of the Jubilee Celebration of Confederation [1927] in Canada tells at that time a most vivid story to *The Examiner* of the early days in Peterborough. She recalled the time that Peterborough was a small settlement of a few houses, a general store and a post office and she watched its growth from these to its commanding size that it has attained.

Mrs. Dunn related at that time — “It seems but a few years ago that I recall the time when as a small girl, in our little cottage on what is now known as Weller street, we could sit on the doorstep and listen to the bagpipes played by Mr. John Hayes (father of the present contractor John Hayes)¹² while back in the thick woods where now stands the beautiful Mount St. Joseph could be heard the cry of the Wolverine and the call of the wild cat. We had no bands to give us music in those days but the songs of the birds and the rushing of waters filled the air. In Jackson Park was an old Quarry and the constant grinding sound became familiar to our ears.” How arduous were the means of travel in those days when even horses and vehicles that have now given way to the automobile were scarcely known and the railway had not come into existence. “I can well remember,” said Mrs. Dunn,

“my mother having to go to a sick uncle in Lindsay, and as she had to walk she set out at dawn, her path being guided by a blaze in the trees.

“After three or four days she returned in an ox-cart bringing with her a great treat for us children. Maple sugar was the toothsome morsel. What a wonder it was when the first stagecoach came to the village! All the inhabitants were out as soon as the horn was heard heralding its approach. As the old roads were only cow paths and corduroy, and a rough gravel road in place of the present highway the occupants of the coach endured great hardships. The only sidewalks were paths and boards laid down occasionally over a muddy spot. On the blue waters of the Otonabee, in all its wild beauty the whistle of a boat was unknown and only crude rafts of the lumber drivers with their drives of logs were seen.” The first steamer remembered was called The Shoepack, and a very clumsy vessel indeed.¹³ The brick fireplace was the only means of heating the home and huge logs thrown upon it were hewn from the trees surrounding the house. Bread was baked in the ovens made of brick and stone underneath the coals and ashes.

Meat was roasted in iron pots suspended from a crane over the fire. The crane consisted of an iron bar across the fireplace with an iron chain suspended from it with a large hook on the end of it. Home made tallow candles were all that were available for lights which made sewing and reading in the evening a very hard task. Very few houses boasted of lamps. In some places the fireplace even boasted of supplying both light and heat to the household. Every person travelling after dark had to carry a lantern, and lanterns when they came into vogue were hung outside the doors to guide the travellers. Mrs. Dunn received her schooling in a rough cast house next to where now stands the Montgomery Hotel. There an English lady a Miss Payne

labored faithfully to convey knowledge to the children of the early settlers. The beautiful churches of to-day recall a time when Catholic services were held in a little frame building where now stands the old Oriental Hotel,¹⁴ while on the present Cathedral grounds when the church was being built, the men of the congregation gave their services for two days a week to help with the building. Peter Simons the first sexton of the Cathedral was the father of Mrs. Dunn. Doctors at that time were scarce and medical attention was lacking in many cases making life of the pioneer much harder. Doctors had to travel many miles through the bush to their patients and as there were no hospitals kind neighbors administered to their sick friends. George street presents a very different aspect to-day then it did then when there were only one or two stores and no sidewalk or electric lights. The first store, a general store run by a Mr. Ridley stood where the Laura Secord store now is.¹⁵

The first confectionary store was owned by a Mr. Marshall and occupied a site that is occupied by Stenson’s Shoe store.¹⁶ There were no shoe stores then but shoes were made to order. As envelopes were scarcely known to the old settlers, when a letter was mailed it was folded and sealed with wax. Pens were a luxury and the quill was used almost entirely. Water even for household purposes had to be carried from the creek or river until wells were sunk and the pump and draw wheel put into use. Mrs. Dunn had always taken an active interest in the advancement of what was to her first a settlement and then a city.

5. Richard Carveth.

Richard Carveth,¹⁷ an old resident of Peterborough County now residing on Robinson Street relates many interesting facts regarding the early days of the city. Mr. Carveth was born on the farm now occupied by his son Arthur at Lot 2 Con. 3

7. Hartley’s story is told in the new TVA book, Elwood Jones, *Peterborough’s Unique*. 8. Many of these buildings are still standing. Peterborough Hardware, 368 George Street north; the Cordage works at Aylmer and Perry; Nashua Papers now Benett’s Furniture, Park Street; Raybestos building across from CGE; Crystal Block on George north of Hunter; King George School still stands next to the new Kaawatha East City School; and the YMCA now the Y Lofts at George and Murray. It is not clear what he built at Quaker Oats, but the east wing was removed and replaced by a three-storey wing. The Stove Works were at Simcoe and Bethune. The city bus terminal is built on the site of the Peterborough Lock Works. The Isolation Hospital was replaced by Fairhaven which was replaced by the new Fairhaven. St. Paul’s Church has been demolished and a new project is planned for it at Murray and Water. 9. William Carter (1851-1932) lived at 530 Bolivar Street and is buried in Little Lake Cemetery. 10. Canada’s currency changed to decimal system in 1857.

11. Rev John Morrice Roger (d. 1878) was the first Presbyterian minister in Peterborough. 12. John E. Hayes and Sons were contractors, 219 Park Street north. 13. Richard Tatley’s *Steamboat on the Trent Severn* does not note this boat. 14. The Oriental Hotel was extensive but all that remains is now the Peter Lillico law office. 15. Laura Secord store was at 380 George Street north of Simcoe Street, north of the Peterborough Hardware. Robert Ridley was a JP and a contractor, best known for the stone building at Hunter and Rubidge. Poole’s 1867 history of Peterborough, 16, credits the first store to a Mr. Stewart. 16. Stenson’s shoe store was at 364 George Street North before 1895 and earlier in 1887 was at 417 George Street. The names usually tied to confectioners are Long and Hooper. 17. Richard Carveth (1848-1937) lived at 140 Robinson Street.

Douro. Recalling the old days he spoke of the slow and toilsome task of cutting hay with a scythe and the grain with a cradle binding the sheaves by hand. He said the old reapers were a Godsend even though the binding still had to be done by hand. There were no buggies and the roads were poor so most of the trips to Peterborough were made on horseback or even on foot. Most of the farms in those days were covered by bush. The first school in Douro district was the old log house owned by Henry Borland and vacated when he built a more commodious residence. A few years later, a school was built on the corner of the Sullivan farm which is now owned by Thomas Forsythe.¹⁸

Among the many teachers William Burke is well remembered because he used to take

the boys to the river to fish during school hours which was a pleasant change from school work, with the result that he was quite popular with the boys. Mr. Thomson is another outstanding instructor, he being, an Irishman, but not the Catholic faith, would teach catechism to the students the majority of which were Catholics. Mr. Carveth's father owned the first saw mill in the vicinity and sawed lumber for the first church in Douro. Louis Borland, a brother-in-law of Mr. Carveth's built the present grist mill in 1861, which is close to Mr. Carveth's home. Mr. Borland's widow sold it to James Yourex who later sold it to the late Matthew Staples whose son Ross is the present owner. Mr. Carveth remembers the wolves coming up the ice on the river in packs and the people had to guard against their attacks on the sheep.

Once his father tied an old useless sheep in an exposed place, hoping that the wolves would approach it so he could shoot them, but they were too wise.

He also relates an incident in connection with the late Colonel Strickland¹⁹ of Lakefield. Driving a team of oxen from Peterborough to Lakefield a pack of wolves approached suddenly from behind. It was time for action and at last he outwitted the animals by letting out a long chain on the trail behind which kept clanging the snow, frightening the wolves. In the interval he climbed on the back of the oxen and urged them homewards with utmost speed, arriving there in safety with all credit to the chain. Wild cats on the fences and in the trees were a common sight when one went afield to seek the cattle. Fathers

McDonough, Lynch, O'Connell and Kiely are remembered clearly and like many other older residents. Mr. Carveth helped to haul the material for the present church. The white stone came from Longford and was shipped by rail to Nassau and hauled from there by parishioners. Other stone came from Taylor's Quarry, Warsaw, and from Walsh's farm now the home of Frederick Walsh.

6. David John Byers

David John Byers²⁰ who is 93 on the thirteenth of June and who is a resident on Brown street being born on the fourth line of Cavan has many recollections of the Old Days in Peterborough and the district. He recalls his father telling of the time when the road to Port Hope was merely a blazed trail. David Byers received his education first in a little log cabin at Bloomfield,

which is now known as Baillieboro. Sometime later a new school was built and presided over by a man named Aikens whose favourite pastime was to administer the beech rod to scholars, and it was often the sad case of the early teachers that they were not as well educated as some of the scholars, who were often able to teach the instructors a great deal, much to their embarrassment. In those days once a year it was necessary for all the boys to take a trip to Cold Springs to train in the military art. The occasion was looked forward to as a holiday and was an important event in the eyes of the youths.

Horses were little known in those days and so oxen were the chief farming animals. Mr. Byers often having driven a team of these and had one team that was the peer of the district which no one but himself could handle. These he used to take all through the country to the many logging bees that were held. At the time all the country was in bush. Wolves and bears were common while deer used to scamper through the fields. The wolf was often shot a short distance from the door step. Those were the days of hot elections when the various parties held their private feuds and all but declared open war on each other. The elections were held at Bewdley and that place was the site of many a good time. In fact, the road from Peterborough to Port Hope was the scene of twenty six hotels and they all sold hard liquor. The first time Mr. Byers visited Peterborough was to the Christmas fair. Park street was then the main street and most of Peterborough was a bush. The city was the scene of much horse trading which was carried out at what was called fairs where people would congregate from all parts of the country to barter in horses and if a trade could not be made people would drive the horses into the swamps for the wolves, according to this authority. Phelan's Hotel where the Montgomery House now stands was a great centre for horse traders to gather in the village.²¹ The boys in those days used to do their calling on girls by horseback and later buggies were the means

of travel and many a ride by moonlight was enjoyed and remembered. A death was the occasion for a dance or a least some form of amusement. When anyone died their friends all gathered to the house. The biggest dance that Mr. Byers recollected was at Peter McGinnis' wake when all the boys in the neighborhood gathered around with a couple of fiddlers and plenty to drink. Joy was unconfined. Mr. Byers remembers distinctly the great celebration in Peterborough when Edward VII, visited here as Prince of Wales; also the Mackenzie Rebellion when his father with the rest of the men in the neighbourhood went away to war.²² Those were the days of real forest fires, when ten to twelve acres would suddenly present themselves in the spectacle of one glorious blaze. Such occasions were not looked on with fright but with joy. Mr. Byers is a strict Presbyterian and first went to church in a little log house in Fraserville where later on the site of the present church a small frame structure was erected.

7. Marmora and Belmont

Beside these reminiscences recalled there are other memories recalled to our minds that might be remembered by some of our returning friends or at least they might have heard their fathers or grandfathers tell of the means of travel in Confederation year 1867 around Peterborough. A stage coach built in Albany New York was the means of travel between Peterborough and Marmora in that year. For six months Norwood was the eastern terminus but the gold rush to Hastings county caused a demand which J.H. Johnson, proprietor of the stage and a Norwood hotel owner, promptly met by extending his services. So on June 27 his advertisement reads — "From Peterborough to the Gold Mines — Leaves Norwood on Mondays, Wednesdays, Fridays at 7 am for Peterborough; on the same days at 2:30 pm. Arriving at Norwood the same evening. Leave Norwood for Marmora at 2pm, calling at Havelock, and the Ore beds for Marmora. Return trip by the same route."²³

18. Check land records. 19. Samuel Strickland, *Twenty Seven Years in Canada West*. 20. David John Byers (1836-1930) is buried at Little Lake Cemetery.



The Peterborough Examiner float in the 1927 celebration of Confederation, aged 60 (Trent Valley Archives)

21. This stone building across from the bus terminal still stands. 22. The Yonge Street rebellion led by William Lyon Mackenzie was in December 1837. 23. J. H. Johnson bio.



BECOME A MEMBER

Annual Fees

Student.....	\$30
Single (<i>one person</i>)	\$60
Family (<i>one mailing address</i>).....	\$75
Sustaining	\$275
Institutional	\$300
Patron	\$1,000

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- Digital copy of the Heritage Gazette of the Trent Valley, three issues
- A vote at the Annual General Meeting (*one vote per membership, must be 18+*)
- Subscription to the TVA e-newsletter
- Advanced booking for public TVA tours
- Invitations to member-only events
- Up to 3 hours of research assistance from TVA staff and trained volunteers
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In addition to the Standard Benefits other memberships are entitled to:

Sustaining Members

- A tax receipt for \$200
- Acknowledgement in the Heritage Gazette starting 2025

Patron Members

- A tax receipt for \$900
- Acknowledgement in the Heritage Gazette starting 2025

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- This membership category is suitable for educational partners with students that want to use TVA facilities and groups/businesses that wish TVA to provide archival services
- No tax receipt is given

Another advertisement sought business for the steamer “Ogemah” between Lindsay, Bobcaygeon, and Bridgenorth. A stage running from Peterborough to Bridgenorth brought travellers from the upper lake ports and provided connections for the trains to Port Hope and at Port Hope the steamer Corinthian took on passengers across the lake to Rochester. The mail train left Peterborough at 3:30 pm. Arriving in Port Hope at 5:50 pm. Returning it left Port Hope at 10:10 am. And reached Peterborough at 12:35 noon.

There was also a mixed train that left here 6:20 am. And arriving at Port Hope at 8:50 am. The Grand Trunk advertised a train going east at 9:30 am from Port Hope while the Great Western connected Toronto and Hamilton.

Marmora to-day is little thought of by present people, but some sixty two years ago it was brought much into the lime light by the discovery of minerals in that vicinity. The discovery of Gold made all the events, political or social fade far into the background and the lure of the yellow was almighty.

An iron mine operated at Blairton in Belmont Township, gold was in production near Madoc and finds of silver, lead and several other minerals in various parts of this locality stirred men’s dreams, for the editor of *The Examiner* caught a vision of Peterborough becoming an important mining or ore shipping centre.

Villages sprang up overnight. Blairton was a mushroom growth as was Eldorado near Madoc. It is impossible to present in the limited space all the details. A few flashbacks may suggest the prevailing hopes and ambitions of that year. The Richardson mine at Eldorado, a few miles from Madoc was the most promising of the prospects mentioned in the spring of 1867. On April 4 *The Examiner* said “There were hotel accommodations for one thousand people in Eldorado and several hundred buildings.” R.W. Errett was the agent in Peterborough for the Madoc Gold Mining Company.²⁴

24. R. W. Errett was a music dealer in 1888 at 135 Simcoe Street, living at 309 Park Street.

About May 10, investors who had invested their savings in the mines, and who had been refused information regarding the wealth of the mine determined to see how things were. One hundred and twenty of them paraded to the scene of the digging and by a show of force sent their three chosen representatives into the shafts. Here they examined the ore veins, and one of them named McQuarrie declared to the main body of his associates that the Richardson mine was the wealthiest that he had ever inspected. Such was the famous raid in which prominent Peterborough men had violated the law. On January 24, the Reeve of Dysart showed the editor of *The Examiner* a very good sample of the gold bearing ore that impressed the newspaper man very favorably. February 28 an extract from the Mercury reports a visit to the mines by representatives of Harper’s Weekly published in the United States. It also estimates that over 2,000 people from Prince Edward County had visited the mines and that 8,000 Chinese Coolies were expected to work there.

Robert Barry of Elzevir township sold the mining rights of his 300 acres for \$25,000 of which he received \$500 in immediate payment in cash. On April 18, a troop of 25 mounted police left their Belleville

headquarters for Madoc where a new Barracks had been erected for them.

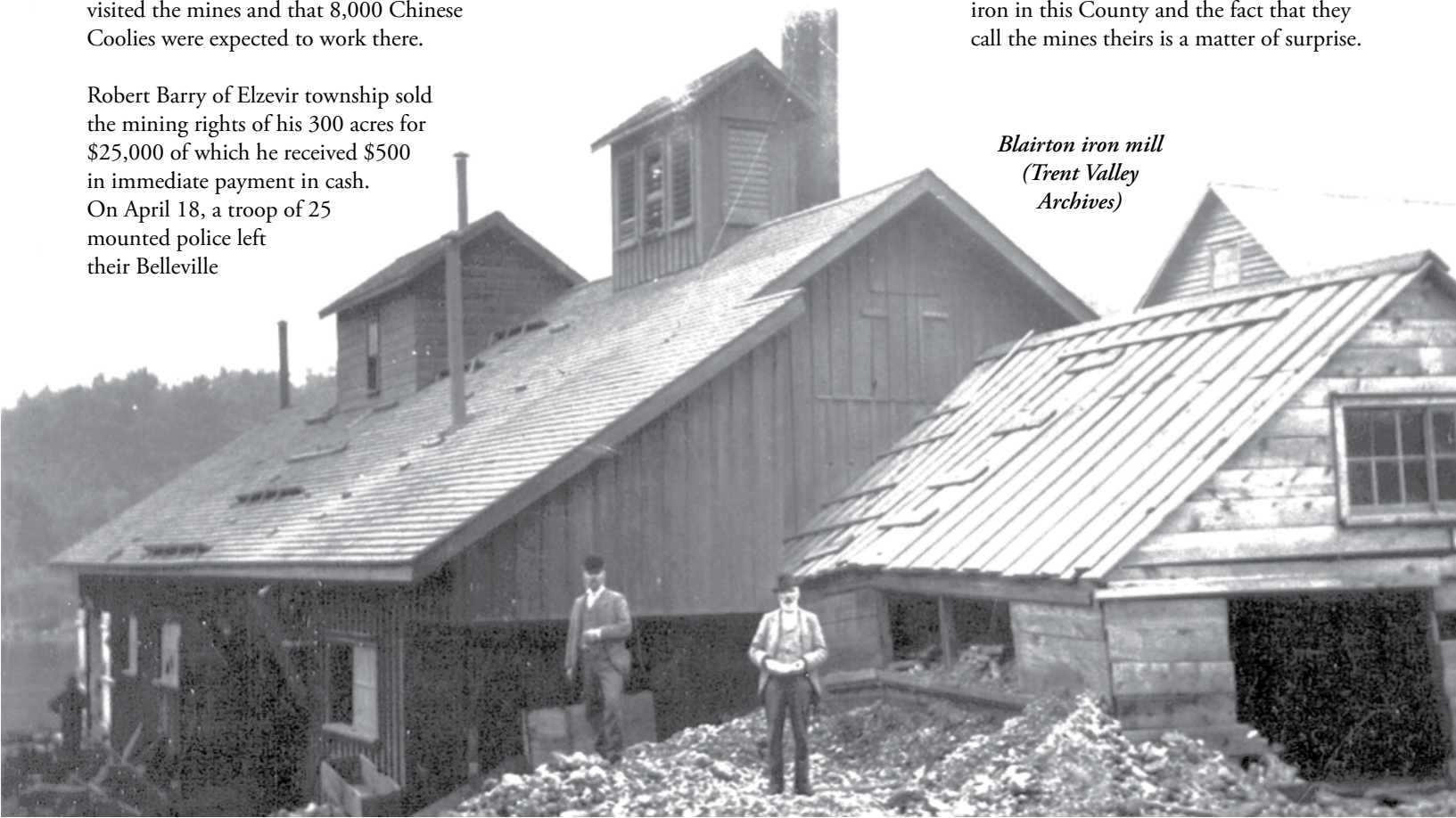
But there was also mining activity in Peterborough County. *The Examiner* editor tells of his trip to Blairton in June 1876, as follows. — “In a tour through the township of Belmont last week, accompanied by P. Pierce Esq, reeve of the township, we happened to pass near the celebrated iron mines of Marmora and the chance of seeing the mines without visiting them was too good to miss.

“The mountain of iron seemed to possess more than the common magnetic power to take us that way. We found 150 men at work on the face of the mountain boring and blasting, wheeling and leveling. Huge piles of ore were ready for shipment which only awaits the opening of the Marmora railroad which will go into operation today.”

“We also passed along the railroad where all was activity. There were only a few rods left to grade and all the rails were laid except the last mile. Mr. John Dumble was paying the hands and huge rolls of bills and baskets of silver were lying around him. That week he paid out nearly \$4,000. Dr. Beatty too was at work paying the men and he also paid out a similar sum. There is also a small village springing up by the name of Blair, after the principal director of the Marmora Company. There are already fifteen houses erected and twenty more are to be built. There are two stores one of which is owned by our good friend Mr. Roxburgh of Norwood.²⁵ There is not a tavern and we understand that the company will not permit one to be erected on their lands.”

“Cobourg will yet have thousands of tons of ore passing through the village. The iron trade of Marmora will surpass by many times the former trade of Peterborough. “But it is worthy of remark that all the iron in this County and the fact that they call the mines theirs is a matter of surprise.

*Blairton iron mill
(Trent Valley
Archives)*



25. William Ewing Roxburgh (1834-1908) was one of the most energetic and entrepreneurial leaders of the village of Norwood from the moment he arrived there in 1855 from Scotland. He was primarily a merchant and built some of the best commercial buildings in the village.

The mines are a mile from any part of the county of Hastings, in fact they are altogether in the County of Peterborough and belong to us and the pity is that we do not take some steps to have the road that removes the ore to pass through here rather than Belleville.”²⁶

8. Cobourg, Peterborough and Marmora Railway

To transport the ore a railway was built from Blairton to the Trent at a place called the Narrows. *The Examiner* of January 17 of that year announces that a survey is to be made of the nine mile railway. At the same time the Cobourg and Peterborough Railway effected an amalgamation for the construction of the railway. The Cobourg, Peterborough and Marmora Railroad was the name of the enterprise and J.H. Dumble took an active part in the organization.

This road was opened on June 27 and the councils of Peterborough Town and Ashburnham were guests at the opening. The Cobourg train with guests from that town on

the opening night ran into a herd of cattle on the track and was derailed near Harwood.

The route of the ore shipments was at the time from Marmora to the Trent River, thence by boat to Harwood, by rail to Cobourg where it was shipped again to boat to the various smelters. Labourers at the mines and on the railroad were paid the sum of \$1.25 a day. The removal of the rails from the Peterborough-Cobourg Railroad was started on April 1, 1867 and the rails were used on the Blairton branch. The shift was considered as conclusive evidence that the line would not be re-opened. But the editor of *The Examiner* explained to his readers that fortune would soon smile on Peterborough as reports of mineral discoveries in the north of the township sharpened the vision of heavy shipment of ore through this centre to Port Hope for Lake transport.

9. R. B. Rogers

When the Old Boys and Old Girls return to the city and look at the Lift Lock will they remember that the massive engineering

enterprise is really a monument to the late R.B. Rogers, the builder and a prominent Peterborough citizen, whose work has made Peterborough famous throughout the world with its Hydraulic Lift-Lock?²⁷ This seems to be a fitting place to remember him and his work.

He was the son of Robert David Rogers and Elizabeth Birdsall Rogers, and was born on January 16, 1867. In profession he was a civil engineer and a Provincial and Dominion Land Surveyor until 1884, when he was appointed superintending engineer of the Trent Valley Canal until 1905 when other activities claimed his personal attention. Too numerous are his positions to mention in this limited space but his connection with the building of the Lift Lock is surely worth recalling.

In this city as well as abroad he will be remembered as the man who suggested the use of the hydraulic lift lock on the line of the Trent Canal in the Midland district, making the suggestion to the then Minister of Railways and canals in the year 1895, Hon. John Haggart. The idea impressed

the department and he was commissioned to go to Europe and ascertain the facts and methods used in constructing two similar locks there with the same function. He left Canada in February 1896 and inspected the lock at the LaFontinette in Southern France and at La Louvinerex in Belgium and at Norwich in England. The latter was a small lock used to serve the needs of the salt works in the neighbourhood. In fact, they were all small in comparison with the size and capacity of the locks at Peterborough and at Kirkfield. He was afforded the fullest information as the European engineers were convinced that there were no engineers in Canada with skill enough to build such structures.

However, on his return to Canada he was instructed by the department to prepare plans for the letting of the contracts for construction. The steel work was handled by the Bridge Company of Montreal and the concrete work by sub-contractors for the department. The Peterborough lock was officially opened on July 9, 1904. This date was one that will long live in the memory of Peterborough residents as one which was rather a Dominion than a local celebration. Trains drawn by two engines, special upon special entered the town and a party organized by the Hon. H.R. Emmerson, then minister of the railways and canals, consisting of the members of the Senate and of Parliament from Nova Scotia to the North West Territories arrived. The Hon. Mr. Emmerson formally opened the lock.

Thousands of people gathered on Armour Hill and lined both sides of the canal to witness the spectacle of a boat being lowered some sixty feet to a lower water level. Even a downpour of rain did not deter their ambitions. The steamer to which is given the honor of being the first boat to go over the lock was the Stoney Lake in charge of Captain Scollard and on which was the majority of the Parliamentary party. The locking required less than fifteen minutes and the actual lowering took less than four minutes. This was nearly two minutes more than required but the extra time was taken to ensure against any possible contingency. The operation of the lock was entirely

satisfactory and the Hon. Mr. Emmersom who was on the boat declared it to be a triumph of engineering skill. As soon as the lockage was complete he hunted up Mr. Rogers and congratulated him as did many others in the boat. D.A. Murphy, superintendent of the Dominion Bridge company was at the lever when the first descent was made and successfully.

The town was beautifully decorated for the occasion, the work being done by A. Kingscote, while many private residents also had their residences dressed up in holiday decoration for the event. At the Lift Lock flags and bunting were in profusion and a number of tents were erected for the guests by J.J. Turner and Sons. The band of the 57th regiment was on hand to meet the visitors at the Grand Trunk Station as it was then known, and then afterwards the band was on the Stoney Lake. It also played the parting salute as the visitors left that evening on the Canadian Pacific Train at eight o`clock. The committee which had charge of the arrangements for the day representing the town and country were — Mayor G. M. Roger, Alderman R. F. McWilliams, H. Rush, Frank Adams, Henry Best, G.W. Fitzgerald, T. M. Hunter, T. F. Johnson, R. B. Rogers, F. D. Kerr and S. R. Armstrong.

10

Good roads were little known in the days before the automobile but to Ontario goes the credit of having roads as good as any in the country, according to C. Dittman who made the remarkable trip from Waynesburg Pa., to the city in a motor car — a 40hp Maxwell Touring model. Surely, Mr. Dittman must have gone far out of his way to reach the city - he went northwesterly through Ohio and Michigan coming into Ontario at Port Arthur from where he travelled to Peterborough. However, it was a great feat to travel such a distance by car. Contrast this with the unheralded trips of to-day.

Instead of joyriding about the country in automobiles as the youth of today, the common Sunday evening pastime of the young bloods of yesterday was to hire a horse

and buggy and to drive up and down George Street and the more daring used to go as far as Lakefield. That was during the time when the Livery Stable was the meeting place for the young men about town.

Such Reminiscences could be recorded to make a complete history of the city of Peterborough. The few that have been mentioned may be the means of recalling some pleasant memories or may recall some sad thoughts to others. However these memories may mean nothing to those who have not heard much about Peterborough in the past and this brief review may be the means of telling them that the city was not ever as it is now and that it progressed from a pioneer village with all the hardships connected with such life endured by its first settlers, to the modern city with all its modern advantages. It has kept pace with the times. Science, whether it be physical, as the engineer utilizes or theoretical as the economist solves the world’s business problems by, is never static but dynamic, always changing. So people adjust themselves automatically to the times and often live too much in the present forgetting about the past and the hardships endured by the pioneers.

The only way to find out the past is through history or by reminiscences. The latter has been used in the above article to recall the yesterdays of this city to the memory of those forgotten and has not made any attempt to become history or an authentic record but has largely been recorded from interviews by those who have been kind enough to tell the story of their past and incidentally the story of the development of the city. Other memoirs are discovered in the old papers which serve as a complete history of the city’s growth. If this writing has called to memory some forgotten thing in connection with Peterborough, or if something has been revealed that was not known before, it served its purpose.

[John R. Heron was a newspaper editor with the Toronto Star after his brief stay with the *Peterborough Examiner*. He was born in 1897, emigrated from Ireland in 1913, and had three children.]



Building the Lift Lock (Trent Valley Archives)

DELAVAL GOES TO *Castro's Cuba*

BY ZACH DYCK

This article is based on documents found in our DeLaval fonds at the Trent Valley Archives, F295. This is a large and significant collection that encompasses ledgers, correspondence, company publications, advertising materials and more that document the rich history of the company. Using the full extent of the fonds, the author was able to trace references in the ledger to references in other company documents to help piece together the story.

I began volunteering at the Trent Valley Archives three months ago, and my first project was to digitize one of the Peterborough De Laval plant's enormous ledgers. The ledger chronicles every single purchase order the plant received from 1960 to 1965. Most purchases came from dairy farmers within Canada, but there was one other country that kept popping up: Cuba.

Before I can talk about that though, I ought to explain what De Laval was. De Laval Company Limited, later known as Alfa-Laval, was a manufacturing and distribution plant that operated in Peterborough from 1912 to 1985. Their main facility occupied the whole corner of Park and Lansdowne, where the Home Depot sits now, and at their peak they employed 350 labourers. The Peterborough plant's specialty was equipment for dairy farmers, especially automatic milkers, pasteurizers, pumps and tanks.

Returning to the ledger, my project was to digitize every single one of the thousands of customers the Peterborough De Laval plant had during the period 1960-1965. Gradually, I began to notice repeat customers, like local farms that would make an order for a few small replacement parts every few months, or cooperatives in the prairies that would order the latest pasteurizer model when it came out. These repeat customers made sense. What didn't make sense to me was the repeated orders from Cuba. The first order came in on June 2, 1960. It was from engineer Rolando Fernandez in Pinar Del Rio, Cuba. Over the course of the following year, Fernandez would order a few of nearly every part and machine that De Laval produced. In 1961, the orders from Fernandez halted, and were replaced by similar orders from Tracto Import Cuba. These orders continued until at least the end of 1965, where the ledger ends. My assumption is that the engineer was conducting tests to determine whether this equipment was suitable for Cuban use, and once it was

approved, the orders were continued under an official name. After a bit of research, I realized the reason there were so many orders is that unlike most dairy farms in Canada, the Cuban dairy industry was starting from nothing.

In 1959, the Cuban Revolution succeeded in overthrowing Fulgencia Batista's regime. Shortly thereafter, Fidel Castro took office as Prime Minister and so began the restructuring of the country according to communist principles. As part of this restructuring, Castro sought to revitalize Cuban agricultural production. Cuba's primary agricultural export was sugar, but Castro wanted Cuba to be known for something else as well: dairy. Fidel Castro absolutely loved dairy, and he wanted his country to have the best dairy in the world. There was just one issue. Cuba didn't have an existing dairy industry at all. The native species of cow were hardy and well adapted

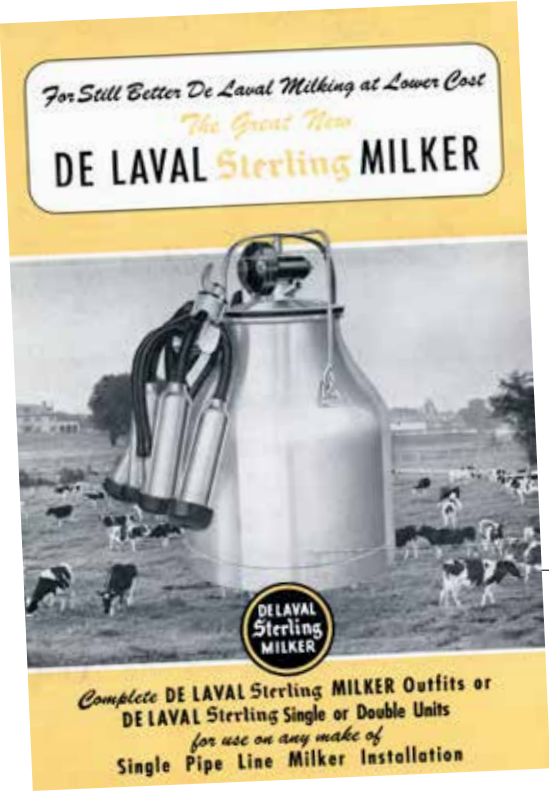
to the climate, but they didn't produce very much milk. On top of that, Cuba's closest and wealthiest trade partner, the United States, imposed an embargo on Cuba after the revolution. How could a dairy industry emerge in a nation with no dairy cows, no dairy infrastructure, and no trade with the United States?

Cuba turned to Canada for help. Castro had thousands of Canadian Holstein bulls and cows brought to Cuba, where nearly a third of them died due to the hot climate. Instead of giving up, Cuban scientists began working to crossbreed the hardy native cattle and the Holsteins, to produce offspring that could both provide ample milk and survive the heat. The program had mixed results, but did result in one major success, a cow named Ubre Blanca. She was recorded as producing over a hundred litres of milk in a single day and became a national symbol.

From De Laval's ledger, it becomes clear that Canada also helped Cuba develop their dairy production infrastructure, and that our own City of Peterborough played an integral role in this unusual piece of history. As I searched through the fonds for more information, I found an article in the De Laval internal newspaper, dated June 8, 1961, which proudly announced that De Laval had completed the construction of a major milking facility in Pinar Del Rio, Cuba. The company representatives who had made the trip to Cuba were confident there would be many more orders in the future, and this

lines up perfectly with the beginning of orders from Tracto Import Cuba.

At the time of writing this article, I've only digitized the first half of the ledger, and after this ledger there is another one which tracks orders from 1965 to 1984. In 1966 Castro had an enormous ice cream parlour called Coppelia, built in Havana, and I suspect that in the next volume of the ledger I may see purchase orders that reflect this project. I'm excited to see whether I will find more interesting connections between Peterborough and Cuba.



Left: Advertisement for the DeLaval Sterling Milker, one of DeLaval's most popular products, c. 1920s or 1930s. Right/opposite page: Map of Cuba c. 1960 (Library of Congress).



Illustration of the administration and manufacturing facilities of the DeLaval Company Limited in Peterborough, Ontario from a company brochure c. 1960s

A CASE *of* MISTAKEN IDENTITY

BY CHRISTINE FISHER, AUTHOR
OF *THE STRICKLAND FAMILY*

‘Picture 1’ is familiar to many Canadians as the picture of a young Catharine Parr Traill which has appeared in a number of publications since the 1970s. It was also used together with a picture of her sister Susanna Moodie in a commemorative Canadian postage stamp (Picture 3). So how come the same picture was named as Sarah in the biography ‘Agnes Strickland’ by Una Pope Hennessy published in England in 1940 (Picture 2)?

In 2020 I also identified the picture as being of Sarah and it appears on the back cover of ‘The Strickland Family’ (Picture 4) — my biography of the eight children of Thomas Strickland (1758-1818) which included Catharine Parr Traill, Sarah Strickland Gwilym, Susanna Moodie and Agnes Strickland. After



Picture 1:
The mistaken miniature.

Thomas Strickland died, his cousin Thomas Cheesman (1760-1834) was often visited by family members in London and in return he spent several summers at their home in Suffolk, England. He was a famous engraver and during his summer visits in the 1820s he made some family miniatures.

The subject of these miniatures arose in 1868 when Allen Ransome in England wrote to Susanna Moodie in Canada, making contact after a gap of many years. He was one of two friends who, in 1832, had waved goodbye to Susanna as she was rowed from the Suffolk shore in Southwold with her husband and baby, to meet the coastal steamer which would take them to Edinburgh, the first stage of their emigration journey to Canada. The other friend who bid the Moodie family farewell was James Bird, whose 14-year-old son went in the

care of the Moodies, to live with and learn farming from Sam Strickland near what would become Lakefield, Ontario.

Allen Ransome mentioned the Cheesman miniature of Susanna as being with James Bird’s widow in Yoxford, Suffolk. Susanna asked him to send her a copy — which he did — and she wrote in May 1870 thanking him and saying that she would have it copied for other members of the family. In January 1871 Susanna sent one of these copies to her sister Catharine Parr Traill who had also emigrated to Canada, together with a letter which said that Susanna had already sent a copy to their sister Sarah in England. Susanna told Catharine that Sarah in her reply had “sent a folded paper with her letter, which she said contained a photograph taken from the likeness that Cheesman took of her. I clutched the paper. But alas, she had forgotten the photograph. How surprised she will be to find it unsent”. Sarah’s miniature was not specifically mentioned again, but it is probable that it was sent successfully in a subsequent letter so that by 1871 copies of the Cheesman pictures of Susanna (definitely) and Sarah (probably) had reached Canada.

The only other mention I have found of a Cheesman picture was made by Jane Margaret Strickland in her biography of her sister Agnes. Jane wrote “Her cousin painted a fine miniature of Agnes during one of his visits to Reydon which is now (c. 1887) in the possession of her sister (Sarah)”. Sarah therefore had two Cheesman miniatures and Mrs Bird had a third one. I have not found any family member referring to a Cheesman ‘likeness’ of Catharine. Hence my conclusion that the Canadian commemorative stamp showed Sarah and Susanna, not Catharine and Susanna.

More recently I have found two letters among the correspondence of Una Pope Hennessy which, taken together with my own research findings, lead to the same conclusion. Her 1940 biography of Agnes Strickland says that the three miniatures (Picture 2) were shown by courtesy of Mrs Moodie and Mrs Badgely. To find



SOME OF THE FAMILY
Agnes, Susanna, and Sarah, three of the six daughters of Thomas Strickland, of Reydon Hall

Picture 2: From *Pope Hennessy biography*.

out who these ladies were, needs a return to 1877. By this time there were in North America innumerable descendants of the three of Thomas Strickland’s children who had emigrated to Canada — Sam, Catharine and Susanna. By contrast in England Thomas Strickland’s descendants amounted to little more than two sisters in their late 70s - Jane Strickland (unmarried and living in Southwold, Suffolk) and Sarah (a wealthy but childless widow living in Tilford, Hampshire).

In Canada, Susanna Moodie’s younger daughter, Agnes, had become a widow

in 1865. In the following years Agnes — then Agnes Fitzgibbon — worked with Catharine Parr Traill, providing the flower paintings and drive that resulted in their joint work ‘Book of Canadian Wild Flowers’ being published in 1868. The three surviving daughters of her first marriage all helped their mother with the individual hand colouring of the illustrations in the 500 copies of the first edition, and all of them knew Catharine Parr Traill well.

By 1877 Agnes Fitzgibbon had remarried and had become Agnes Fitzgibbon



Above, Picture 3: Commemorative postage stamp. Below, Picture 4: Sarah and husband.

Chamberlin. The three daughters of her first marriage — Mary (known as Maime), Geraldine and Alice were aged 26, 23 and 20 respectively and the daughter of her second marriage — Agnes Chamberlin — was aged 6.

In 1877 Geraldine Fitzgibbon went on a long visit to England, living with her great-aunt Sarah and sharing Sarah's varied social life. She soon met her future husband John Douglas Moodie (no relation) and they were married at Sarah's parish church in 1878, moving to Canada in 1879. This was the Mrs. Moodie mentioned by Una Pope Hennessy.

Alice Fitzgibbon arrived in England in 1879 and remained with her great-aunt Sarah until 1883. She married in Canada in 1884, became Mrs. Dunn and had two sons, one of whom she named Gwyllym.

In 1884 Maime Fitzgibbon went to England intending to stay with Sarah for one year, but she remained until about 1891, having shared the last years of their lives with each of her English great-aunts.

In 1886, Agnes Fitzgibbon Chamberlin, accompanied by her 15-year-old daughter Agnes Chamberlin, spent a

few months in England visiting each of her aunts Sarah and Jane, and spending some time with her daughter Maime. Thus, all of Agnes Fitzgibbon Chamberlin's daughters were in a strong position to identify correctly the Cheesman miniature which is either Sarah or Catharine and any or all of them might have had a photograph of it.

When Jane Strickland died in 1888, she bequeathed her two cottages

in Southwold to Maime, plus the accumulated manuscripts, books, letters and memorabilia of Jane and the then very famous Agnes Strickland. When Sarah Strickland Gwyllym died in 1890 she ensured that Maime was financially provided for, but it was her late husband's heir who was bequeathed all Sarah's possessions (including the originals of the Cheesman miniatures of herself and Agnes Strickland) plus her late husband's property and investments in which Sarah only had a lifetime interest.

The two letters which I have found among Una Pope Hennessy's correspondence were both written by Mr F.C. Badgley on behalf of his mother. In the first letter sent in November 1938 he said that when Maime died in 1915 "certain of the Strickland relics were bequeathed to each of her surviving sisters, the late Alice Dunn of Quebec, Mrs J.D. Moodie, now residing in British Columbia and my mother". Mrs Badgley was therefore the married name of Agnes Chamberlin who had visited England with her mother in 1886, aged 15, and who was therefore about 67 in 1938.

Mr Badgley's second letter to Una Pope Hennessy, dated February 1939, enclosed eight photographs. Most of them were of



historical interest, such as a portrait of Mary, Queen of Scots, but were of no use for an Agnes Strickland biography. However, two of them were described as "A small photograph of Agnes Strickland in her youth" and 'A small photograph of Sarah Strickland in her youth". This identification of the picture as showing Sarah — not Catharine — by people who had known both of them, seems to me conclusive.

The myth that the picture is a young Catharine Parr Traill has been repeated so often that it is likely to endure for ever, but there is a certain justice in this. Catharine

seems to have been a poor manager of her own finances and it was Sarah who sent her money year after year for decades — even when Catharine with grown-up sons and living in Lakefield surrounded by Sam Strickland's successful enterprises and descendants — really shouldn't have needed it, but felt that she did. Sarah also seems to have given sums of money to Catharine in the pretence that these were bequests from her husband and from Jane when there was no mention of any such bequest in their Wills. In this way Sarah tactfully sent a substantial sum of money to Catharine on at least two occasions.

So, it seems to me fitting that Sarah — kind and unassuming Sarah, the beauty of the family and the only one of the six sisters who was not a writer — has a memorial in the mistaken identification of her portrait in Canada, for there is no shadow of a doubt in my mind that the picture is of Sarah Strickland Gwyllym, not of Catharine Parr Traill.

Thomas Cheesman (1760–1834) was a British engraver who worked in London. He was a student of the Italian engraver Francesco Bartolozzi, who was working in London at the time. [Wikipedia]



THANK YOU TO OUR VOLUNTEERS!



On Sunday, November 17, we held an appreciation event for our volunteers at the Highland Park Visitor Centre. They had an opportunity to mingle with each other and enjoy the refreshments we provided, and, most importantly, we had the opportunity to show them just how much we appreciate them!

We want to thank each and every one of our volunteers for their dedication to the Trent Valley Archives and their hard work in ensuring that we continue to thrive as an organization. They support us in a variety of ways: helping our archivist process collections, assisting researchers with queries, leading and trailing local history tours, organizing and acting in our Little Lake Cemetery Pageant and Trent Valley Archives Theatre productions, providing administrative support, and overseeing our organization as a whole on our board and committees.

The Trent Valley Archives began with a dedicated group of volunteers who wanted to ensure our community's history would be preserved for generations to come, and continues to be supported by a dedicated group of volunteers. Without them, there would be no Trent Valley Archives. We hope you'll join us in thanking them for everything they do!

Want to volunteer with us?

We're always looking for passionate, dedicated people with an interest in local history to join our group of volunteers! Visit our Volunteer Peterborough profile to see what positions we're looking to fill right now (<https://volunteerpeterborough.ca/organizations/trent-valley-archives-2/>) or contact us at admin@trentvalleyarchives.com or 705-745-4404.

A Mystery Surrounding

ZION SCHOOL, SMITH S.S. 11



BY ELWOOD H. JONES

A simple query often hides mystery. While we were able to locate Zion School, we were unable to locate the church or congregation. It was on Concession 7 Lot 19 but under Smith Township's single front survey the church could face the Seventh Line or the Eighth Line, the main road between Lakefield and Bridgenorth. Or it could have faced the Centre Line. This is a story about our search. Any help from our readers would be greatly appreciated.

In an addition to our fonds on the Fairview United Church there was an interesting news story about the prizewinning rural school in Peterborough County for its improvement in the grounds and surroundings. The picture was similar to a picture of Fairview School S.S. 4, which is now part of the main building at Trent Valley Archives, and which also won a beautification prize in the 1940s. The prizes were awarded by the Horticultural Societies Branch of the provincial Department of Education. However, this is Zion School, three miles north of Fairview also on the Centre Line of Smith (part of the Centre Line is now Carnegie Avenue.)

The newspaper caption identifies the school as S.S. 11 in Smith Township. The history of Smith Township by the Theberges, *At the Edge of the Shield*, contains information about the schools of Smith Township, which confirms that S.S. 11 was also known as Zion School.

The Smith township history, pp 178 ff, says

the Zion School was "At the intersection of the Middle Line and Concession 7." The Middle Line would be the Centre Line of Smith, but the intersection has four corners. The red brick building was built here in 1876. The trustees were authorized by the township council to borrow \$788 to build the school on the half acre lot. The trustees were Richard Chownen, Andrew Montgomery, Thomas Robinson and the secretary was Jess Fitzgerald.

We asked for help from John Millage and his Facebook page on Vintage Lakefield. Sheila Garrett of the Lakefield Historical Society confirmed that the last teacher was Mrs. G. Y. Bateman, 1958-1959. Several former students confirm that the school was at the south-east corner of the Centre Line and the 7th Line. The school no longer stands, but a white house is on the location, apparently on the same footprint as the former school.

The use of the name Zion suggested a connection to a church. We consulted Fraser Dunford's book on the places of worship in Peterborough County and found that he identified a Methodist congregation called Zion. He noted that the Methodist congregation was on the Lakefield Circuit, 1884-1889; on the Bridgenorth Circuit, 1889-1908; and that it closed 2 November 1908. His additional source of information was the booklet, "Visions of Fairview United Church 1872-1960" which is at Trent Valley Archives. Fairview United Church was built in 1872 on land belonging to John Robinson, and

the church was renamed from Robinson's to Fairview in 1892. The Methodist Circuit around 1890 included six congregations, and the Zion church was described as being on the property in 1962 of Ralph Langley. That church held services until about 1909 and the building was taken down in 1910.

The map of Smith Township in the 1975 *Illustrated Historical Atlas of the City and County of Peterborough* shows a church in 1875 on the south-east intersection of the Centre Line of Smith, and the seventh line of Smith. This would be lot 19, concession 7. With the assistance of Dianne Tedford and aided by the nominal index for the county land records which is only available at Trent Valley Archives, I explored transactions related to that lot.

We found no references to a church or a school on that property. We knew there had been a brick school on that location from 1876 to 1960, and a church from about 1890 to 1910.

The land records yielded considerable fresh information. The main landowner at this intersection in the 1870s was Lewis Davies. It seems reasonable that he was able to let the school, and perhaps the church, to operate here by some lease arrangement. The land documents are silent on this, but township, school board and church records might be useful, if they still exist.

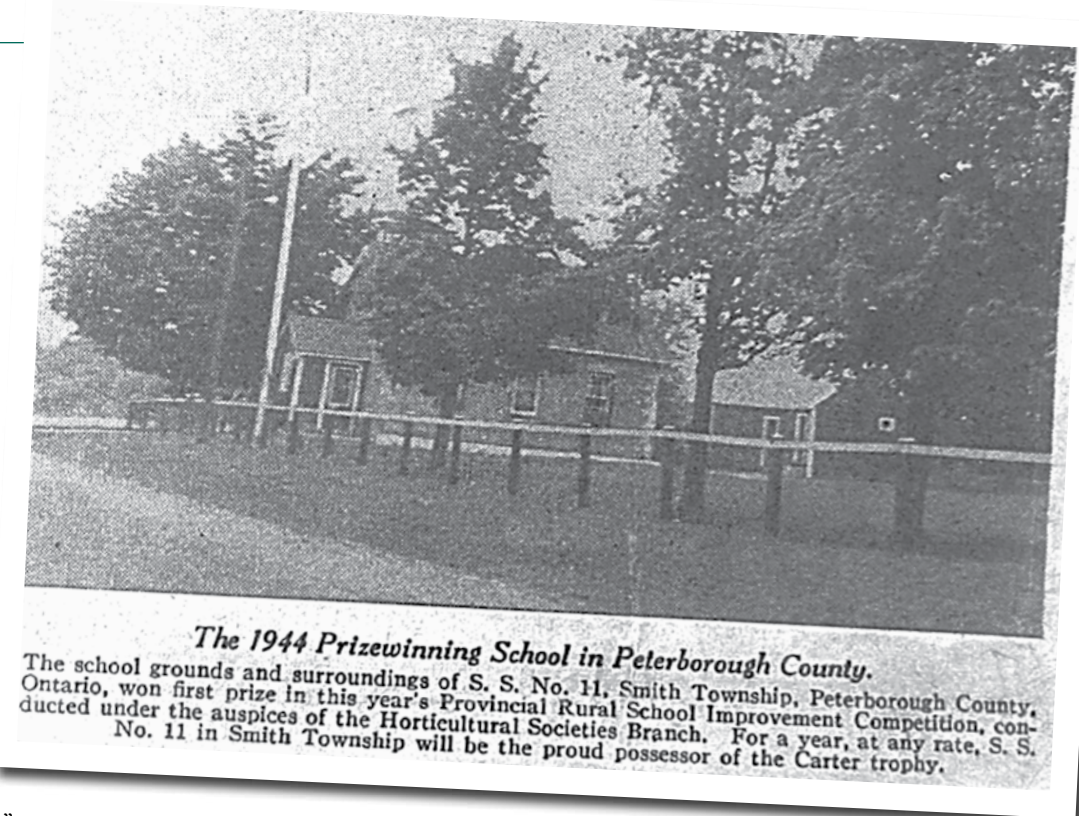
Our interest was piqued by a grant of land in lot 18 of the 7th concession, as we know

the property was owned by Davies and his son for some years. On 20 April 1921, William and Margaret Fowler sold a parcel of land to the County of Peterborough for \$300. We do not know why the county wanted land there, and we will need to do more digging. However, the transaction is probably not related to the church or the school, but to road maintenance.

We then revisited the index to the land records with a different search word, "school".

William Armstrong and his wife, both of the township of Otonabee, for \$100, 12 January 1876, granted land to the School Trustees of Section #11, "their successors and assigns for ever for a Public School site." This half acre site was located in Smith, concession 6, lot 19, at its northwest corner. The sixth concession lots are bounded by both the sixth line and the seventh line, as Smith was surveyed on a single front system, and so this school was at the southeast corner of the intersection of the Centre Line and the Seventh Line. The description of the lot boundaries concludes with the observation, "To Have and To Hold unto the said parties of the third part [the trustees] their successors and assigns to and for their own sold and only use as such trustees as aforesaid for a Public School site for Ever."

William Armstrong had been connected with this property, concession 6, lot 19, 200 acres, since April 1875 when he purchased the property from Thomas Elliott, who seems to be related to the William Elliot who received the patent from the Crown in January 1841. In July 1847, William Elliott et ux [and wife] sold for five shillings a piece of the northwest corner, 28 feet by 72 feet, that was likely the post office which shows on this lot in the 1875 map in the historical atlas. In 1863, William Elliott and his wife sold the property to their son Thomas Elliott for five shillings. There were several mortgages tied to the lot until the property was sold to William Armstrong. Thomas Elliott



The 1944 Prizewinning School in Peterborough County.
The school grounds and surroundings of S. S. No. 11, Smith Township, Peterborough County, Ontario, won first prize in this year's Provincial Rural School Improvement Competition, conducted under the auspices of the Horticultural Societies Branch. For a year, at any rate, S. S. No. 11 in Smith Township will be the proud possessor of the Carter trophy.

Newspaper Clipping from 1944 Depicting Zion School

signed a release of mortgage by 4 March 1876 and this document contained the information that the release was only for the half acre northwest corner of the lot, which measured 209½ feet along the west boundary (Centre Line) and 104 feet along the north boundary (Seventh Line). In a document of the same dates William Armstrong sold that half acre to the Trustees for School Section 11. William Armstrong then gave a bond of \$10,000 for the deed to his son James G. Armstrong. In 1884, James Armstrong sold the south half of the lot to George McKee and the north half (less the school property) to Thompson Braden.

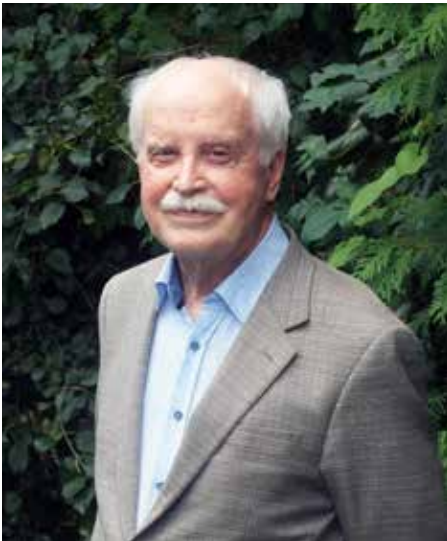
Subsequent transactions clearly leave the school property unaffected until 1961 when the Board of School Trustees of School Area Number one sold the property to Melville R. Harrison. The Fairview Public School which opened in 1960 welcomed students from several one-room schools including the school that is now part of Trent Valley Archives, which was known as S.S. 4 Fairview school. That school is now known as the Wayside Academy.

The link between the school and the church remains unclear. The Historical

Atlas map places the Zion Methodist church at the corner of the Centre Line and Eighth Line of Smith, now across the Centre Line from the Selwyn Township Offices, known as Concession 7, lot 19. The school one concession south but in a similar position appears to have taken the name of the Zion church, and the association was alive into the 1940s if not to the end of the 1950s. However, students who attended the school in the 1950s were unaware of the Zion name, knowing the school as S.S.11.

If the historical atlas placed the church correctly, then we need to find confirming documents, perhaps in the assessment rolls which used to be in the Smith Township offices.

The history of the school in *At the Edge of the Shield* begins by observing that a red brick school was built at the corner of the Middle Line and the Seventh Concession in 1876. The first teacher was Miss Baptie, and sometime after the school was built Fred Heard planted trees around the property. There is a photo of the pupils and teacher standing by the school. It would be nice to know more. (*Theberge, At the Edge of the Shield*, 182)



BY ELWOOD H. JONES,
ARCHIVIST AND SAMUEL TAYLOR,
ARCHIVAL ASSISTANT

Open House in September

Trent Valley Archives held a successful Open House in late September. It was an occasion to thank Trillium for its most recent support, mainly tied to our chimneys and to the improvement of electrical connections. The day also featured the Trent Canal holdings at TVA. Most recently we received a map cabinet courtesy of Gord and Pat Dibb, together with about 200 maps related to our area.

The highlight was a complete set of Trent Canal plans, 1918-1924, the original set that was produced. My favourite is the plan

for Peterborough, which covers Robinson's Island and Yankee Bonnet to Nassau but also includes the best 1920s map of the streetcar system that I have seen. TVA has many books and pamphlets and other maps relating to the Canal which were also on display that day.

The third feature was the launch of Michael Doran's Nicholas Scott book which is a tribute to a great-uncle he had never met. The book features good coverage of the raising of the 93rd Battalion in 1916 and the fate of many of its members, notably in C Company. Michael has included attestation pages accessible by QR codes, another first for TVA. The book will make a good present for war buffs and family connections to the 93rd.

Fireside Chats with Allan Kirby and Friends

For three fortnightly Tuesdays in September and October, the Reading Room became an auditorium where 20 or so guests were treated to an evening of memories, of background stories, friendly banter, and some fine folk music, mostly 19th Century. Highlights included "Battle of Queenston Heights," "Johnston's Hotel" aka Peterborough County Jail, and "Charming Sally Greer." There were good questions and much discussion, followed by refreshments which included delicious cupcakes and cookies thanks to Cory Kirby. Thanks too to Rob Niezen, Rob Cory and filmmaker Nick van der Graf.

Reading Room Volunteers

This is a shout-out to the fine team of Reading Room volunteers. Every one of them is a pleasure and we look forward to their weekly visits.

Archivist Elwood Jones (centre) giving his presentation on the Peter Robinson Experiment of 1825 to the North Shore Women's Institute in Keene on October 22. Archival Assistant Sam Taylor is also pictured (far left). (Pat Marchen)

Most are working on making some of our nearly 1200 collections easier to search with success.

Robinson Experiment of 1825

Our archivist was invited to speak to the North Shore Women's Institute in Keene, on 22 October. His power point presentation, with the assistance of Sam Taylor, our new archival assistant, was on the Peter Robinson Experiment of 1825. This remarkable experiment was to prove that a government's complete assistance to a group of 2000 emigrants for a period of 18 months could be a win-win proposition. While it did not prove that argument, and was therefore never repeated, many other points were proved. Feelings of hope by both the local First Nations and the new emigrants were not misplaced. The logistics were remarkable for any period and required the co-operation of the British Parliament and its Emigration Committee; the Admiralty; the military; colonial officials such as Sir Peregrine Maitland; local governments from Cobourg to Peterborough; the preparing of plans by Upper Canadian officials; the work of surveyors; and earlier people who had experience in such things as building roads and houses. Robinson's ability to keep track of all this was remarkable. The presentation lasted for about one hour and there was interesting discussion. The archivist hopes to share the presentation over the next few months.

Samuel Taylor, Archival Assistant

My job is to assist in the daily tasks and duties within the Archives. However, the job is likely more diverse than you would expect.

I first help with the opening routine. This can include turning on the lights, having a

meeting with the archivist, and emptying the dehumidifier.

Of course, those tasks are the appetizer. The main course is the work I perform with the collection. I assist the archivist by doing the following:

- Creating Scope and Content Reports for fonds within the collection
- Creating Finding Aids, a task which often requires research and dedicated 'spelunking'
- Helping to create inventory lists for newly arrived fonds
- Re-housing existing items in new file folders when needed
- Re-shelving/moving archival collections
- Moving furniture (good exercise!)
- Assisting with presentations by providing technical support

While some of the tasks listed above don't sound particularly exciting, I honestly enjoy them. Knowing that the research, cataloguing, and paperwork I do helps to keep the Archives running smoothly is greatly satisfying.

For anyone interested, I sincerely hope you come to visit the Trent Valley Archives. It's an excellent source of information for anyone interested in local history or heritage, and all the volunteers and staff are friendly and knowledgeable.

Recent acquisitions

We continue to get interesting archival documents. The map collection has been enriched by the York North Archaeological fonds, and Peter Johnston is our expert on cataloguing these maps. Aside from the Trent Canal maps I have been most impressed with the several large township maps covering the north of Peterborough and the lower reaches of Haliburton. These were done in the 1870s and are models of survey mapping. Of particular note are the plans done by J. W. Fitzgerald. Dennis Carter-Edwards and I are captivated by the frankness of his letters, private and

public, and are working together on an article about Fitzgerald.

We have received some items from Jack Marchen, a former Peterborough Examiner journalist. The first item is a brief but insightful history of Peterborough's new industries before 1919. There are some catalogues from J. J. Turner which are new to me. There are school yearbooks. The biggest story relates to Jack's investigative journalism with respect to the Buckhorn Wilderness Centre and curious land dealings.

TVA has a huge Peterborough Examiner archival collection but as with other journalists much is here that is not there. The City County Disaster Fund and the information about union activities and the internal phone directory are covered.

We now have a complete run of Lakefield Secondary School yearbooks, 1974-1993. Another interesting story relates to Walter Ward, a former head of CGE in Peterborough who served in World War II. Our accession relates to his D-Day experience. He was a radar specialist who joined the RCAF and was immediately transferred to the RAF and was on the flag ship of the D-Day invasion.

R. R. Hall's Legal Files

One of our most important collections which we have had for several years are papers of the legal office of R. R. Hall, one of Peterborough's leading lawyers during the 1920s and 1930s. In the early 1920s, where I have spent many recent days, I have been amazed at the number of stories that were really only known by



(Left to Right) TVA President Madison More, Peterborough-Kawartha MPP Dave Smith and TVA Archivist Elwood Jones at our open house on September 28. (Al Brunger)

lawyers. For example, the Birmingham Motor Company which was briefly on the site of what became Outboard Marine on Monaghan Avenue appears to be more real than some have claimed. The story ended with the death of a promoter who had been assisted by R. M. Glover and the Peterborough Examiner had repercussions.

Some of Hall's letters give frank assessment of people around Peterborough. In a case ostensibly about the sale of a used automobile the issue turns on the credibility of the presiding judge. These are the kinds of letters historians seek.

This is a huge collection and is related to other legal collections, but it will be one of the most important collections at TVA.

Hallowe'en story

Peterborough Currents, a local internet media outlet, reprinted a story from the Heritage Gazette of the Trent Valley on how Peterborough celebrated Hallowe'en before 1930. Diane Robnik was pleased to see her classic story still attracts interest. One of the interesting aspects that I drew from the reread was that the police organized a Hallowe'en parade for several years in the late 1920s as their effort to cut down on idle hands pursuing pranks. I wonder why Hallowe'en parades are not still run.

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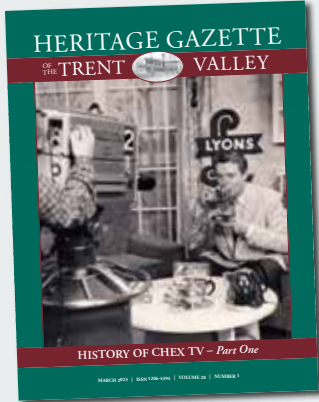
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