

# The Heritage Gazette of the Trent Valley

## Volume 13, number 1, May 2008

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**Cover Photo:** *An Evening with Peterborough’s Greatest, 3 May, featured left to right: Dennis Carter-Edwards (Dr Hutchison), Wally Macht, Diane Robnik, Bruce Fitzpatrick (George A. Cox), Sylvia Sutherland, Basia Baklinski (Mrs Zacheus Burnham), Graham Hart, Donna Clarke (Charlotte Nicholls). Photo by Clifford Skarstedt, used with permission of the Peterborough Examiner.*



### TRENT VALLEY ARCHIVES

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## TRENT VALLEY ARCHIVES

We have had a very busy season at the Trent Valley Archives. At our AGM, we heard Elwood Jones speak on the upcoming history of *Fighting Fires in Peterborough*, and elected new members to our board of directors. Congratulations to our new members. We have had a very effective board over the past year, and we are grateful to the support that has come in so many ways. Wally Macht has agreed to stay on as president. There was a good turnout for the meeting, and lots of pleasant discussion.

Archives Awareness Week went without a hitch, and people enjoyed the opportunities to see some of our recent acquisitions, notably the Bradburn family fonds, and to get an update on our major project. Don Willcock and Alice MacKenzie were on hand to discuss the project for indexing the Peterborough County land registers.

We were pleased to make a press announcement about the recent arrival of more Anson House papers. The Trent Valley Archives already had the major holdings of the former home for the aged, as well as the papers gathered by the Trent University students who worked with Elwood Jones and Brendan Edwards to produce the 2001 book on Anson House. We have also received the papers wrapping up the Anson House board. However, the Peterborough Housing Corporation phoned us some months ago to report they had found archival materials while preparing to renovate the building to low-price housing. These records turned out to be records kept by the treasurer, and included materials from the 1870s to the 1990s. Highlights were the records of household expenses, annual reports to the provincial government, and curiously a Methodist reflection journal for a Henry Hill written in the 1870s. Since the Open House we have received Barb Ketchabaw's collection of photos related to Anson House. An impressive collection is now more impressive.

At the end of the week we had a successful inaugural Genealogy Fair. Toni Sinclair and Karen Carter-Edwards handled the details. The presentations were first rate from start to finish. Congratulations and thanks to Stephen Guthrie, Dennis Carter-Edwards, Basia Baklinsky, Rick Roberts of Global Genealogy, and bookdealers Mark Jokinen and Doreen Carpenter, and representatives from local historical and heritage societies. Special thanks to the PCMA, the PHS and the Greater Harvey Historical Society. As well, Sherry LeTooze had some new titles. She has done extensive work that interconnects her interests in Durham County, Bible Christians and emigration.

"An Evening with Peterborough's Greatest", 3 May, featured interviewers Sylvia Sutherland, Wally Macht and Graham Hart, in conversation with Charlotte Nicholls (portrayed by Marie O'Connor), Dr. John Hutchison (portrayed by Dennis Carter-Edwards) and George A. Cox (portrayed by Bruce Fitzpatrick) - back from the pages of history for one night only. Savour a mouth-watering three-course dinner from the superb chefs of the Burnham Mansion Restaurant. Relax and enjoy this evening to remember, a gala benefit for Trent Valley Archives. Tickets are available, in advance only, by calling 745-4404.

We were very pleased with the continuing support with the local media. CHEX@530 did features on our pub crawls, the open house, and the Peterborough's greatest event. The Peterborough Examiner ran impressive full-page profiles on the Trent Valley Archives, and on the upcoming Evening with Peterborough's Greatest, and on our pub crawls. Thanks to Joelle Kovach and Werner Bergen for these fine articles. Thanks also to Kelly McGillis for her exceptionally fine weekly column on fundraising events and to Ed Arnold whose weekly column often touches on issues of interest to TVA.

# MEMORIES OF MORROW MANOR - 484 WELER STREET

Diane Robnik

From 2002-2006 I had the opportunity to live in arguably one of Peterborough's finest homes. Now known as the Morrow Estate, since it was officially designated as a "Category A" property (homes which hold provincial and or national significance) by the City of Peterborough in 2007, this beautiful house is one of the grandest in the area and was built for Peterborough industrialist William George Morrow (1869-1939).

The land was originally owned by Daniel Hopkins in the 1850s and comprised two lots. In the 1890s Mr. Morrow had his estate built across them. William George, Isabella and Emma Jane Morrow (brother and sisters) moved into the estate in 1895, after the death of their mother, and it became their home for the next forty years until William's death in 1939. His sister Emma Jane lived in the house until she died in 1942. It then stayed vacant until 1945 when the huge residence was broken up into six apartments never again to see the splendour of its former time.



ADDRESS: 484 Weller St NAME: Hopkins-Morrow BUILDING LOT: 3 PARK LOT: 11 Form Bc 7a  
 ESTATE PLAN: Rowage LOT, CONC: 13, 13  
 (1811) LATER: BUILDING LOT: 4 PLAN: 49

NUMBER	INSTRUMENT	DATE	GRANTOR	GRANTEE	REMARKS
1)	PATENT	4 Feb. 1836	Crown	Thomas M. Tupper	All 9 acres, PK Lot 11
2)	B/S #3770	19 Jan. 1835	Thomas M. Tupper	Alexander McDell	2 100 All 9 acres
3)	Sheriff's Deed # 3071	22 Mar. 1849	Wilson S Conger (Sheriff)	James Wallace	2 83.1.10 Lot 3
4)	B/S #11331	14 Oct. 1856	James Wallace	Pat. Walsh	2 40 Lot 3
5)	B/S #11332	18 Oct. 1856	Patrick Walsh et ux	Charles A. Weller	2 150 Lot 3
6)	B/S #11333	6 Mar. 1858	C. A. Weller et ux	Daniel Hopkins	2 137.10 (P. 3r 34p)
7)	#220 B/S	17 Feb 1875	Daniel Hopkins et ux	Wm. A. Morrow	\$1.00
8)	B/S #4381	2 July 1879	Daniel Hopkins et ux	Wm. A. Morrow	\$1.00 Rent
9)	Mort. #402	1 Jan. 1880	Daniel Hopkins et ux	G. A. Cox	\$4000 Part of other lots
10)	Mort. #4574	18 Oct 1880	Daniel Hopkins et ux	Rd. Hall & R. Innis Trus	\$10,000 Part of other lots
11)	B/S #4921	19 Sept. 1881	Daniel Hopkins et ux	G. A. Cox	\$3,600 Part of other lots
12)	Mort #19716	29 Mar. 1861	Daniel Hopkins et ux	Ed. R. Roberts	\$400 Lot 3 on Plan
13)	Discharge #558	23 Jan., 1878	Re: Ed. R. Roberts	Daniel Hopkins	
14)	Discharge #654	1 Jan., 1884	Re: Hall & Rbt Innis Trus.	G. A. Cox, James Stevenson	Discharge of 4574
15)	B/S #8068	24 Dec. 1887	G. A. Cox et ux	Ter. R. E. I. Co.	\$32,200 All lot 4 Plan 49
16)	B/S #8070	21 Dec. 1887	Ter. R. E. I. Co.	Margaret Cox	\$14,200 Lot 4 Plan 49
17)	B/S #11519	29 June 1893	Marq. Cox	Mary Anne Morrow	Lot 4 plan 49
18)	850 books of will # 12709	19 Sept 1895	Mary Anne Morrow	Wm. G. Morrow	Lot 4 plan 49
19)	Quit Claim # 358 M # 6577	14 Nov 1905	Emma J, Mary J. Morrow (sisters)	Wm. G. Morrow	Premises 78.00 All lot 4 plan 49
20)	Quit # 6577	14 Jan. 1898	Wm. G. Morrow	National Trust & Co. Ltd.	all
21)	Grant #40494	14 Nov. 1906	John Simons	Wm. G. Morrow	Premises \$1.00 all

I remember when I first laid my eyes on 484 Weller Street: it was autumn, and the street (located in Peterborough's historic "Old West-End") was a beautiful canopy of mature trees, and #484 was mansion-like on a road where all the houses were already impressive. But this house seemed special, and I had the sense that great things had occurred here. I lived in what was known affectionately as "The



Cottage." I'm not sure why it was called that when it so obviously looked like a carriage house, but my first impression was that it was beautiful. In fact everyone who ever visited us said that they thought it looked like something out of a fairy tale, with its grey-blue slate roof, flag-pole posts and gorgeous gables. It had four separate apartments (one in the basement, two on the main



floor and one upstairs); I lived on the upper level. It might not have been roomy, but the views through the windows were gorgeous. We were told right away, as we toured the vacant apartment, that the house had once belonged to a famous person – a former mayor of Peterborough, W.G. Morrow. Had I ever heard of him? Truth was, I hadn't. And so began the historical love affair I had with both this property and its distinguished owner.

County of *Y*

Name and Residence of Deceased *Mary A. Morrow*

When Died *October 24-1895*

Sex - Male or Female *Female*

Age *68 years*

Rank or Profession *Widow 014709*

Where Born *Ireland, Wicklow Co.*

Qualified Cause or Death (if sudden or unusual) *Chinew of Rheumatism - old age*

Place of Burial (if any) *A. to. Yellow. M. R.*

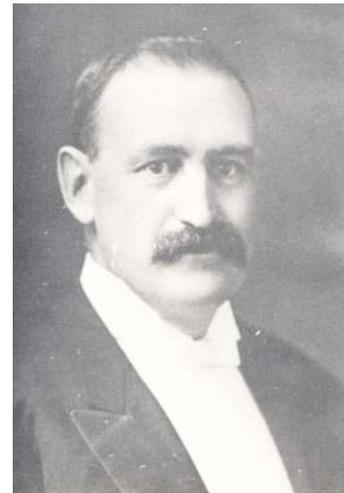
Funeral Expenses and Burial (if any) *(signed) A. Lombard*

When Registered *October 25 1895*

Signature of Registrar *M. J. ...*

REMARKS

William George Morrow was born in Cavan Township in 1869. His father was William A. Morrow and his mother was Mary Ann Hopkins whose sister, Margaret was the first wife to George Albertus Cox making his uncle one of Canada's wealthiest men. I often wondered why he went by W.G. Morrow, though it might have been to avoid confusion as his father was called William as was his grandfather. His great-grandfather, Robert Morrow was born in Ireland in 1762. He took the family to Cavan in 1818, and Robert and his son William are buried in the 9<sup>th</sup> Line Cemetery in that township. William A. Morrow laboured as a farmer in Cavan but soon grew tired of this lifestyle and moved his family to Peterborough. You can see little William G. Morrow on the 1881 Peterborough Town Census in his father's household. The next time we see him is in 1901 where he is living at the Morrow Estate with his



sisters Emma Jane (28) and Isabella (26). He is 31. The last census available to researchers is the 1911 which shows the same household with the exception of a servant (Alice Downing) living in the house along with a Zonie Gorrie (I'm sure this is a transcription error). It states she is a daughter, but whose I'm not sure. Isabella Morrow marries Duncan Walker the following year (see image). Note that on her marriage certificate she calls herself Mary Isabel Morrow. W.G Morrow's mother, Mary Ann Hopkins, passes away in 1895. She is a widow at this time: her husband having died in 1887.

W.G. Morrow was Peterborough's mayor from 1910-1911. As mayor he helped finance the building of a new public library. He and E.H.D. Hall visited the Carnegie Foundation administrators in New York, and, with \$35,000 from Charlotte Nicholls estate, they established the Carnegie Library (now the Carnegie Wing of present City Hall) which did not cost taxpayers one dollar. Morrow also bequeathed \$5,000 to be invested to provide an annual fund to purchase books. He was an avid sportsman and was interested in both curling and golf. He was a member of the Peterborough Golf Club and was one of the first members of the Ketchecum Hunt Club. He was also a member of the Charlotte Street Methodist Church (forerunner to Trinity Methodist, now United Church).

Morrow had been asked many times, after he had been mayor, why he didn't seek election of a different kind especially when the Liberals were looking. He responded, "I have not. I once decided and I think sensibly, that if Peterborough kept turning down a man of the abilities of Mr. Cox, there wasn't much hope for me."

George A. Cox lived in an impressive mansion of his own across the street from his nephew (where Belmont Street is today) and he gave him his first job, at the age of sixteen, at the office of the Toronto Savings and Loan Company which Cox owned. By the time of his death, W.G. Morrow was the managing Director of the Toronto Savings and Loan, the President of the Peterborough Lock Manufacturing Company (a position he held for 35 years), Vice President of the Imperial Life Assurance Company, Director of the Central Canada Loan and Savings Company and Director of the National Trust Company.

Interestingly, almost all of these companies were run by George A. Cox at some point. I find the relationship between Morrow and Cox quite fascinating. It parallels the kinship Cox had with himself and Joseph W. Flavelle (whom he also made a multi-millionaire). Cox had a strong head for business and was able to predict who shared his passion. He saw this same drive in his nephew and provided him the opportunities to be successful – beginning just like he did, first in Peterborough and then in Toronto.



Particulars to be filled in by the person solemnizing

**MARRIAGE**

I Heretofore declare that I Heretofore

**AFFIDAVIT**

Required before License or Certificate is Granted by Issuer of Marriage License in pursuance of

**The Marriage Act.**

019619

1. Name of Groom: *W.G. Morrow*

2. Name of Bride: *Miss Josephine Morrow*

3. Name of Minister: *W.G. Morrow*

4. Name of Witnesses: *W.G. Morrow* and *W.G. Morrow*

5. Name of Registrar: *W.G. Morrow*

6. Name of Location: *Peterborough*

7. Name of Date: *June 24 1905*

8. Name of Signature: *W.G. Morrow*

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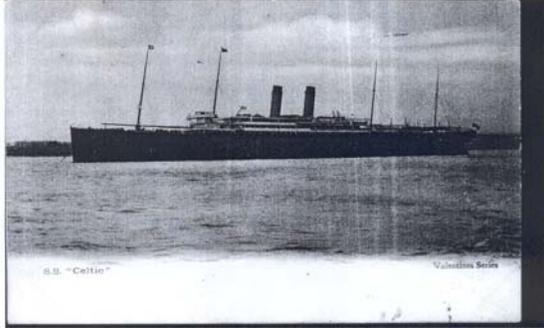
98. Name of Signature: *W.G. Morrow*

99. Name of Signature: *W.G. Morrow*

100. Name of Signature: *W.G. Morrow*

For those researchers not yet familiar with the wonders of *ancestry.com* and haven't perused the ship lists and immigration records, you can imagine my surprise and great delight when I found Cox and Morrow as passengers together on the ship **Celtic** traveling from Liverpool, England to New York, New York on 24 June 1905. I had originally found W.G. Morrow on the list and while scanning the passenger manifest I was excited to see his uncle aboard as well. George A. Cox's son Herbert and his wife are also listed. Scanning further,

wealthy merchant Timothy Eaton is a passenger as well, listing himself as "lame - on account of an accident."



I began to wonder if this is a business trip? Or are they visiting the relatives back home in England during a summer holiday? I highlight these documents (ship manifests) because of the interesting information it contains about Cox and Morrow. We see that both men paid for their own passage. Both men were carrying more than \$50. George A. Cox lists himself as "Bank President and Senator". Both state that their eventual destination is Canada and that both are from Toronto. Both state that they travel "frequently" to the United States. George A. Cox lists his address as 439 Sherbourne Street, Toronto

and working for the Western Assurance Company based there. William G. states that he is working at the Canada Life Assurance Company in Kingston. Both state no's to the final questions (Ever been in a prison, almshouse or institution, or a place supported by charity, Are you a polygamist, Are you an Anarchist, Are you coming to labour in the United States). They then answered "good" to the condition of their mental and physical state and "no" to whether or not they were crippled.

**LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE U. S. IMMIGRATION OFFICER AT PORT OF ARRIVAL.**

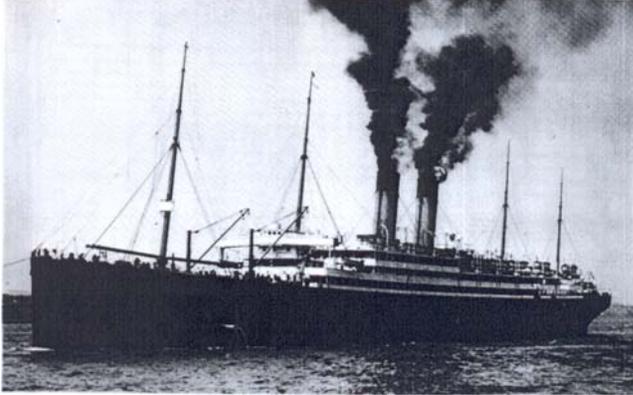
Required by the regulations of the Secretary of Commerce and Labor of the United States, under Act of Congress approved March 3, 1903, to be delivered to the U. S. Immigration Officer by the Commanding Officer of any vessel having such passengers on board upon arrival at a port in the United States.

S.S. "Celtic" sailing from Liverpool 16 June, 1908 Arriving at Port of New York, 1908

No. on List	Name in Full	Age	Sex	Marital or Single	Color	Place of Birth	Profession, Occupation, or Trade	Country of which citizen or subject	Place of Birth	When last in U.S.	By whom	Amount of money	Special notes in the United States and in U.S. consular office	Whether going to take relatives or friends, and if so, what relative or friend, and his name and complete address	Whether subject of a flag of any other nation	Condition of Health, Mental and Physical	Admitted or Excluded, Name, Date, Length of Stay, and Reason
1	Ed Thomas Saffles	27	M	Married	Yes	England	English	London	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
2	Charles Robert Brown	20	M	Unmarried	Yes	Canada	English	London	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
3	Samuel Edmund Brown	21	M	Unmarried	Yes	Canada	English	London	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
4	Geo. George Bell	20	M	Unmarried	Yes	Canada	English	London	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
5	Henry James	29	M	Unmarried	Yes	Canada	English	London	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
6	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
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21	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
22	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
23	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
24	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
25	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
26	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
27	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
28	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
29	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted
30	James William Brown	19	M	Unmarried	Yes	Scotland	Scottish	Dunfermline	Canada	Self	100	1908	Western Assurance Co. Toronto	Home 439 Sherbourne Street Toronto	No	Good	Admitted

Cox travels with the Morrows (William, Bella, and Emma) on the Adriatic on 11 June 1908. I imagine them being a very close-knit family. I also imagine how they must have traveled in first class

style. I notice that they are traveling with a Laura Jane Davidson, also from Peterborough. She is approximately the same age as the girls, presumably a close acquaintance.



Years later, William George Morrow and Emma travel from Peterborough to Buffalo on 19 April 1937. Though this document is hard to read, it states that their departure contact is “Cousin May Morrow.” Who this is, I have yet to discover. However, this information was an important genealogical gem.

On 16 June 1937, William, Emma, their sister Bella and her husband Duncan Walker travel on the luxurious Queen Mary. The passenger manifest accidentally lists Emma as W.G.’s spouse. He is listed as a banker, and instead of giving a passport

number, the document reads (executive order 5869). Searching the internet, I see that this order was put in effect on 30 June 1932 by Herbert Hoover. <http://quod.lib.umich.edu/p/ppotpus/>

## TORONTO SAVINGS AND LOAN COMPANY

OFFICES: 435 - 437 GEORGE STREET, PETERBOROUGH, ONT.

### SAVINGS DEPARTMENT

**4%** Interest Paid Half-yearly on Deposits. One Dollar opens an Account.

Special facilities afforded to Depositors for the convenient transaction of their business.

### DEBENTURE DEPARTMENT

For Sums of \$100 and upwards this Company's Debentures afford a profitable investment.

These Debentures are issued for periods of from One to Five Years and bear a special rate of interest depending upon the term of investment.

Money to Loan at lowest current rates of interest.

W. G. MORROW,  
Managing Director.

U.S. DEPARTMENT OF LABOR  
BUREAU OF IMMIGRATION

List 9 TRANSMIT.

### LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE UNITED STATES

ALL ALIENS arriving at a port of continental United States from a foreign port or a port of the harbor possessions of the United States, and all aliens arriving at a port of said harbor possessions from a foreign port, a port of continental United States (This column is for the listing of aliens only.)

S. S. "QUEEN MARY" Passengers sailing from SOUTHAMPTON, 16TH JUNE, 1937.

No. of List	HEAD-TAX STATUS (The whole or a portion of which was paid)	NAME IN FULL		Age	Sex	Color of hair	Color of eyes	Maiden name (if female)	Place of birth	Nationality (Country of which citizen or subject)	Race or people	Place of birth	Issued	Date, country of issue (The column for use in connection with this list only)	Last permanent residence	
		Family name	Given name													Tra. No.
1		WALSH	FRANCIS J.	60	M	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
2		WALSH	FRANCIS J.	38	F	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
3		WALSH	FRANCIS J.	60	M	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
4		CASHMAN	PATRICIA	25	F	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	MANCHESTER	1911	CANADA	TORONTO
5		WALSH	FRANCIS J.	38	F	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
6		WALSH	FRANCIS J.	60	M	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
7		WALSH	FRANCIS J.	60	M	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
8		WALSH	FRANCIS J.	60	M	BROWN	BLUE		CANADA	ENGLISH	IRISH	CANADA	QUEBEC	1925	CANADA	HALIFAX
9		DINEY	WALTER L.	59	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	ADLAIDE	1911	AUSTRALIA	SYDNEY
10		MORROW	WILLIAM O.	67	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	CANADA	PETERBORO	1906	CANADA	PETERBORO
11		MORROW	WILLIAM O.	67	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	CANADA	PETERBORO	1906	CANADA	PETERBORO
12		POWELL	CHARLES W.R.	44	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	SYDNEY	1911	AUSTRALIA	SYDNEY
13		POWELL	CHARLES W.R.	44	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	SYDNEY	1911	AUSTRALIA	SYDNEY
14		POWELL	ALICE E.	39	F	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	SYDNEY	1911	AUSTRALIA	SYDNEY
15		SMITH	EDWARD H.	41	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	CANADA	MONTREAL	1909	CANADA	MONTREAL
16		SMITH	EDWARD H.	41	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	CANADA	MONTREAL	1909	CANADA	MONTREAL
17		WALKER	EDWARD H.	72	M	BROWN	BLUE		ENGLAND	ENGLISH	SCOTTISH	CANADA	DIARH	1906	CANADA	PETERBOROUGH
18		WALKER	MARY I.	63	F	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	CANADA	PETERBOROUGH	1906	CANADA	PETERBOROUGH
19		KATE	WALTER A.	27	M	BROWN	BLUE		ENGLAND	ENGLISH	IRISH	ENGLAND	GLASGOW	1911	ENGLAND	GLASGOW
20		KAWAKITA	KAWAKITA	35	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1927	JAPAN	TOKYO
21		KAWAKITA	KAWAKITA	30	F	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1927	JAPAN	TOKYO
22		SHEDDY	FRANCIS L.	40	M	BROWN	BLUE		ENGLAND	ENGLISH	SCOTTISH	ENGLAND	FRANAN	1911	AUSTRALIA	FRANAN
23		SHEDDY	FRANCIS L.	40	M	BROWN	BLUE		ENGLAND	ENGLISH	SCOTTISH	ENGLAND	FRANAN	1911	AUSTRALIA	FRANAN
24		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
25		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
26		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
27		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
28		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
29		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
30		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
31		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
32		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
33		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
34		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
35		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
36		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
37		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
38		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
39		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
40		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
41		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
42		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
43		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
44		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
45		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
46		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
47		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
48		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
49		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
50		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
51		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
52		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
53		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
54		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
55		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
56		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
57		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
58		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
59		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
60		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
61		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
62		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
63		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
64		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
65		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
66		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
67		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
68		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
69		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
70		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
71		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
72		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
73		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
74		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
75		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
76		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
77		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
78		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
79		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
80		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
81		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
82		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
83		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
84		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
85		ITON	YASUO	24	M	BROWN	BLUE		JAPAN	JAPANESE	JAPANESE	JAPAN	TOKYO	1911	ENGLAND	LONDON
86																



*Herbert Hoover, 1929-1933*

EO 5869

Executive Order 5868. June 28, 1932

### **Executive Order**

#### **RESERVOIR-SITE RESTORATION No. 11**

##### **CALIFORNIA**

So much of the order of June 8, 1926, creating Reservoir-Site Reserve No. 17, as affects the lands hereinafter described is hereby revoked:

##### **MOUNT DIABLO MERIDIAN**

T. 2 S., R. 15 E., sec. 20, S.  $\frac{1}{4}$  SW.  $\frac{1}{4}$ , SW.  $\frac{1}{4}$  SE.  $\frac{1}{4}$ ;  
sec. 29, NW.  $\frac{1}{4}$  NE.  $\frac{1}{4}$ ;  
sec. 30, N.  $\frac{1}{4}$  NE.  $\frac{1}{4}$ , SE.  $\frac{1}{4}$  NE.  $\frac{1}{4}$ .

**HERBERT HOOVER**

**THE WHITE HOUSE,**  
*June 28, 1932.*

[No. 5868]

Executive Order 5869. June 30, 1932

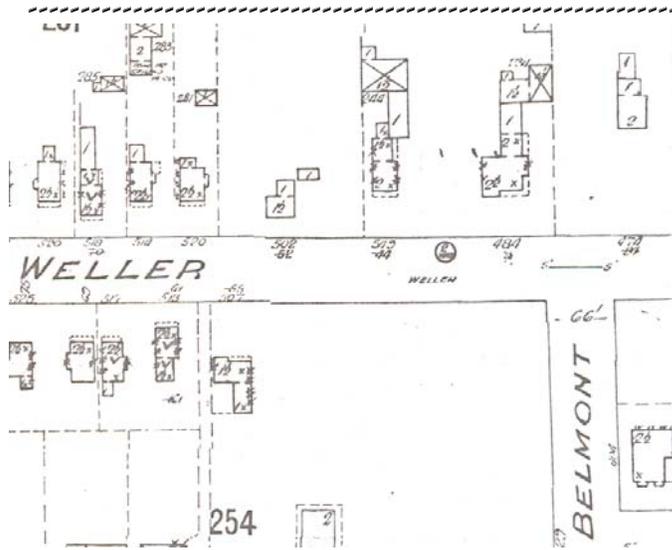
### **Executive Order**

#### **DOCUMENTS REQUIRED OF ALIENS ENTERING THE UNITED STATES**

By virtue of the authority vested in me by the act of Congress approved May 22, 1918 (40 Stat. 559), entitled "AN ACT To prevent in time of war departure from or entry into the United States contrary to the public safety," as extended by the act of Congress of March 2, 1921 (41 Stat. 1205-1217), entitled "AN ACT Making appropriations for the Diplomatic and Consular Service for the fiscal year ending June 30, 1922," and with reference to the act of Congress of May 26, 1924 (43 Stat. 153-169), as amended, known as the "Immigration Act of 1924," I hereby prescribe the following regulations governing the entry of aliens into the United States. (In addition to the general immigration laws and regulations, there are special laws and regulations governing the admission of Chinese.)

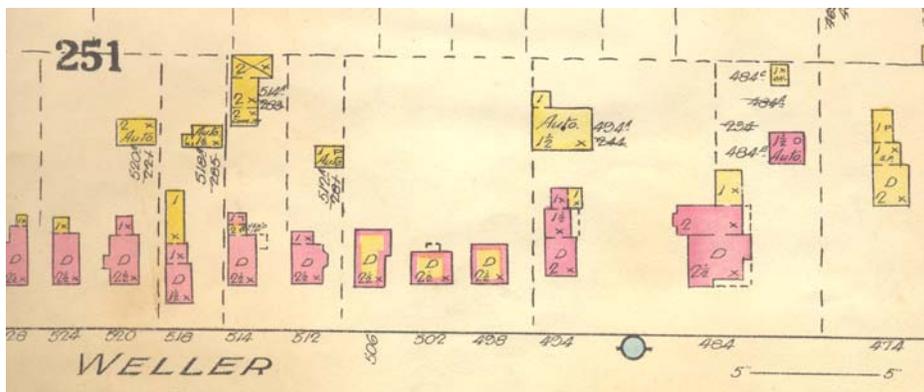
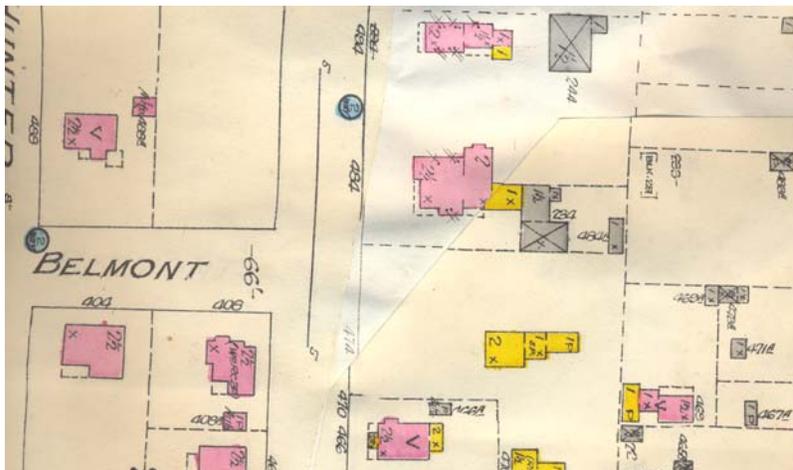
1213





I'm so glad that we have a photograph that depicts the property in 1915. This photo, found in the Balsillie Collection of Roy Studio Images shows the property far differently than it looks today. We see the abundant fencing, meant to keep stray animals away. Notice as well, the dirt roads and what looks like a different outbuilding where the cottage now is. Incidentally, when you look up the property in the Goad fire insurance map of 1915, there is a steel building mentioned on that site. Upon closer inspection of the ground you can see the footprint of a much larger structure, now no longer there. If anyone knows what this was, or has a photo of it, I'd be very interested. The verandah and balconies

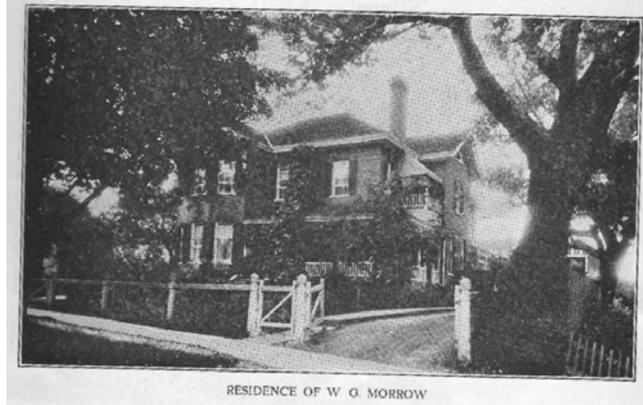
look different. Most importantly, the addition to the right side of the house, built in the 1960s is thankfully missing. The house looks regal and adequately reflects the tastes of the gentleman and his sisters who were living here at the time. These images are from the 1911, 1915 and 1929 Goad Fire Insurance Plans.



The plans show the scale of the house compared to its neighbours. Notice also the numbers indicating the number of storeys in each part of the house. The main part of the house is solid brick construction but the summer kitchen is of frame construction. It is also possible to discern slight changes made to the buildings between assessments. There was a fire hydrant quite early. Fire insurance plans assisted insurance agents, but have proved a gold mine for historians of the changing built environment.

Again we see the house in 1925 – an important enough residence to be included in the “Peterborough – the Electric City”

booklet. Labelled as “the residence of W.G. Morrow” we see the same beautiful verandah and the same fence. Would you believe that the fencing is still there? I discovered it hidden in the bushes one afternoon coming home from work. Many of the posts are lying on their sides, but it is the exact same fence from 100 years ago. The tree to the right of the property is still there as well although its top has been cut off.



We also see in a recent photograph of the house the large

sprawling maple tree (this photo shows it with many of its branches already missing) in front of the property. There is an interesting story from 1932 regarding this tree. The Peterborough Examiner reported



on 22 November 1932, that roots and all, a sugar maple tree that was 16 inches wide, 40 feet tall and weighing close to 20 tons was uprooted by the Davey Expert Tree Company of Canada from a quarter mile away and replanted in front of the residence of W.G. Morrow. The tree was laid over on trucks, limbs carefully tied back so they wouldn't drag and it was drawn from behind Queen Mary School and replanted at 484 Weller Street. Can you imagine what a spectacle this would have been? It was something that I thought about briefly almost every time I drove into my driveway. Sadly, this tree

was taken down when Weller Street experienced what those of us thought was a tornado on 17 July 2006 (I believe the official term used for this phenomena was called a downburst) and we lost about eight huge trees along that street, this historic tree being one of them.

On 13 March 1939, Mr. Morrow passed away from pneumonia at the age of 69 while on a family trip with his sisters to Pasadena California – a trip he made almost every winter. Peterborough learned of his passing via a telegram from his sister Emma Jane. Here, Peterborough lost one of its most prominent citizens, a great industrialist, the Examiner wrote, surely one of the most significant men during the last fifty years. “It is very sad news that came to Peterborough this morning”, said Roland Denne, a close personal friend. “The community at large will miss him. His death is a far-reaching blow. His advice on all the numerous boards on which he served will be sadly missed.” His estate at the time of his death was worth \$1,062, 693. Part of this money, \$600,000 was set up in a trust to the City for a new City Hall building which was built on its current location in 1951. W.G Morrow had never married and was survived by his two sisters, Emma Jane and Isabella (Mrs. Duncan Walker). I had often wondered why he did not marry when he was described as being “ruggedly handsome and athletic” and surely ran in a circle that was filled with wealthy socialites ready to be married to one of Peterborough's richest men. Perhaps, unlike Cox and Flavelle, he was too caught up in his business successes to notice anything missing in his life.

William George Morrow, his parents and two sisters now lie peacefully in the lovely Morrow Mausoleum in Little Lake Cemetery. This one-of-a-kind (for Peterborough) cemetery plot is featured on Trent Valley Archives' "Victorian Mourning" tours of Little Lake Cemetery. Its prominent location provides an unobstructed view overlooking picturesque Little Lake. Being the banker that he was, friends lovingly joked that they considered this final resting place to be the "south-end branch."



The vast property of 484 Weller has other interesting elements that I remember fondly. The original hand water pump is still visible on the lawn, as well as a stone water trough for the horses. There are huge well-established hostas planted in the numerous gardens. I wonder to myself if the Morrow gardeners planted them. The six-car covered parking garage where I parked my car was actually the original Morrow family drive shed, located at the rear of the cottage, and I still remember to this day the smell of horses and straw that radiated from that building. Today the majority of that building has been taken down, although I did manage to get some photos before this unique piece of history was because of neglect. How many people can say that they still have one of these outbuildings behind their house? It always seemed impressive to me that a family needed a drive shed of this size. Then again, the Morrows were not your average family. The basement of the main house was frighteningly fascinating with its labyrinth of dark corridors leading



to the huge laundry room complete with vintage washtubs and a visible coal chute. I remember one day, the curiosity getting the better of me, opening one of the basement doors to reveal a hidden servant's staircase, now cut off from the rest of house, remaining like a ghost of its former days. I wonder how many times the servants walked up and down these?

to the huge laundry room complete with vintage washtubs and a visible coal chute. I remember one day, the curiosity getting the better of me, opening one of the basement doors to reveal a hidden servant's staircase, now cut off from the rest of house, remaining like a ghost of its former days. I wonder how many times the servants walked up and down these?





All the architectural elements of the outside are lovely and still well preserved. I remember how heavy that front door was whenever I needed to go inside the main building to check for mail. Made very solidly, it took you to an impressive foyer that when the inside apartment doors were open would let you imagine for a second how grand a house it must have been in its time. But it was the mayor's house, and the home for the nephew of George A. Cox. It was meant to be special.

*Special thanks to Sue Schappert, Electric City Collection, Ancestry.ca and Martha Kidd funds.*

## THE ALEXANDER JOSEPH GRANT DIARIES - 1907

*Dennis Carter-Edwards, Parks Canada, Trent Canal*

*In March 1906 Joseph Alexander Grant was hired to replace R.B. Rogers, who had resigned as superintendent of the Trent Valley Canal the previous month over trumped up charges of faulty design and lax supervision in the construction of the Peterborough Lift Lock. Grant's first year was spent getting to know the staff and engineering works along the waterway. His wife Maude and young son Alexander moved to Peterborough in May 1906 and the family took up temporary residence in the Oriental Hotel on George Street. As Grant and his family got settled in, they made new acquaintances and began participating in the vibrant social life of Edwardian Peterborough. Grant was kept busy supervising maintenance of the existing canal works and managing new construction projects such as the locks and dams being built along the Trent River. The diary details the constant travel of Grant and his staff as they carry out their various duties associated with the canal. The diary also records the personal life of his family as they extended their contacts and interaction with the community and finalize the purchase of a house on Gilmour Avenue.*

*This article is the second of a series that will provide excerpts from Grant's diaries for each year he lived and worked in Peterborough. Although Grant's writing is quite legible, he uses many short forms that are difficult to decipher. Where words are unclear in the original, they are enclosed in [ ] brackets, sometimes with a ? to indicate an attempt to decipher the meaning. Words that are undecipherable are noted with a \_\_. To avoid repetition of [sic] to indicate a spelling error, the text is generally presented verbatim. Where a clarification of the original text is required, the detail is presented in { } brackets. The original diaries were donated to the St. Catharines Museum by Alexander and Maude's descendants Peter Grant and Susan Scott and are catalogued as 2006.134.23. I would like to thank the curator, Arden Phair for making copies of the diary available.*

1 Jan 07 Peterboro

Mass at 10 am

Maude stayed at home with Alex who has a bad croupy cough, but is getting better

We had dinner at Mrs. C. Sherwood's - in our room from 4 to 9 on when we went to the Deep Sea Mission dance at Oriental, which we enjoyed fairly well, considering that we only knew a few people at it. We went home at 1.30 am

26 Jan 07 Peterboro

After dinner drove Maude around town looking for house lots & then out to lock & back by Smith Bdge



A.J. Grant and his wife, Maude, in a photo taken by Roy Studios on 26 November 1906, as noted in the first installment of Grant's diary. Peterborough Centennial Museum and Archives 2000-012-001597-1 Balsillie Collection of Roy Studio Images

27 Jan 07 Peterboro Dourou

7 Feb 07 Peterboro

Signed agreement with Mrs. R.E. Wood for purchase of her house on lot 43 (park) Peterborough for the sum of \$5600 - \$2100 cash & mortgage of \$1000 & \$2500 @5%. Gordon & Kate {Alexander's brother and sister in law} tumbled in unannounced at 7:45 pm from Toronto on way back from San Francisco & Vancouver. They were 4 days in snow drifts between Medicine Hat & Winnipeg. They are now [40 days away?] from Quebec both look well & report James in good health they spent 9 days with him in Oakland.

-----  
{James, a brother of Alexander, was a Roman Catholic priest living in California}

8 Feb 07 Peterboro  
Maude & I drove Kate & Gordon up past Wood's house (libel [sic] to be ours) & then over to Hydraulic lock. They left on the 11:30 C.P.R. am train for Ottawa

13 Feb 07 Peterboro  
Sent Mr. Butler {the Deputy Minister of Railways & Canals} plan of Little Bob River also resolution of Bobcaygeon Council re same  
John sent me money from B of M re paying Wood for his house & lot  
Maude signed power of attorney for John to sell M{ontreal}Bank stock After dinner we drove up to Mrs. R.E. Wood's & measured lot which is about 109 feet by 185 deep from edge of sidewalk to back fence

14 Feb 07 Peterboro  
Went with Sherwood to YMCA Gym Class for physical exercise from 5 to 6 pm These classes are Monday & Thursday evgs. I joined last Thursday

17 Feb 07 Peterboro  
Maude & I at 10.30 Mass dinner at the Hotel  
Left by CPR 12.30 am (Monday) train for Ottawa

18 Feb 07 Ottawa  
Went to dept at 10.30 am with McClellan, met Weller, Phillips, Marceau & Stewart there. We are here to form a board to revise Canals rules and regulations of 1895.

25 Feb 07 Peterboro  
Maude & I went to O'Connell office at 11 am & cleared up matters for the purchase of the Wood House. Gave them a cheque for \$2063.31 as the amt of the first payment on the property. Also took out a 3 yrs policy with the \_\_\_ Co on the house for \$3500.

21 Mar 07  
Alex was circumcised today by Drs. Eastwood & McClulloch

24 Mar 07 Peterboro  
Mass with Maude at 10.30  
Dinner with her at Oriental. Alex was not able to come over, he is much better since his operation on Thursday but not able to walk yet

1 Apr 07 Peterboro  
office writing Buckhorn dam spec{ifications}  
At 4 pm Maude Raddon? & myself went up to Mrs. R.E. Wood's house, now ours & got measurement of floors for carpets. Streets entirely clear of ice & snow & well dried up

2 Apr 07 Peterboro  
Went to Oriental for dinner with Maude, water main on George St burst & not water to cook etc at rooms  
Made application for Membership in K. of C.  
Peterboro Council

3 April 07 Peterboro  
Maude went to Toronto to purchase carpets for house left on 5.15 CPR am train which was 25 min late

4 Apr 07 Toronto  
office all day up to 4 pm Alex & myself left at 5.15 for Toronto where we met Mother {a reference to his wife Maude} at the Arlington Hotel about 9 pm. She has been in Toronto for the past two days buying furniture  
Eddie went home until Saturday forenoon when she comes back to clean the rooms & wait our return on the evg train

19 Apr 07 Peterboro  
Maude let Eddie go last Tuesday, she & her mother go to Napanee this week so there was no use in keeping her any longer  
*The Grant's difficulty in keeping a servant is echoed in articles and correspondence of the period over the "servant problem."*

24 Apr 07 Peterboro  
Maude went to Toronto at 5.15 am & returned at 7.40 pm Alex & I met here at the station. She spent the day at Kays buying a dining room suite & other shopping

28 Apr 07 Peterboro  
Mass at 9.15 Maude & Alex at house, the former is not feeling well  
Called on Father O'Brien after dinner with Maude, re the maid servant problem. He is to send word to another girl he knows who is looking for a place. The Daly girls is not likely to come  
Father O'Brien leaves on Tuesday for Ireland on a 2 month vacation.

30 Apr 07 Peterboro  
Maude & I busy packed up house goods until 11 pm  
Got key of House 130 Gilmour from Mrs. Wood at the National Hotel {The house still exists but is now 580 Gilmour Street}

1 May 07 Peterboro  
Maude & myself went up to 130 Gilmour St. & took possession of our future home, where we hope to spend a few years, Alex drove up with us & rambles all through the house with us & out around the yard  
While there Best's men arrived with a [Happy Thought Stove?] & put it up, Maude also had a woman come & beginning washing the floors etc  
At rooms George St we worked until 2 am Thursday packing books, dishes etc

2 May 07 Peterboro  
Forenoon moving from George St to new home at 130 Gilmour Maude drove up to the house at 9 o'clock & Buller's van came to the rooms at same hour, I remained with them to see the stuff loaded. They took 3 hours to load, but the contents of the rooms went in one load.

4 May 07 Peterboro  
Alex's birthday he is 3 years old. God bless him No party for him, it is a mad rush trying to get things put in some order at the house



580 Gilmour Street (Courtesy of Dennis Carter-Edwards)

5 May 07 Peterboro  
We spent the afternoon about the house at odds & ends & did not go out  
Maude expects Mary Hudson tomorrow as her Maid

6 May 07 Peterboro Campbellford  
Maude has arranged for painters & paper hangers to come tomorrow to get rooms painted & paper dining & sitting room & drawing room

7 May 07 Campbellford  
Mother is 4 years dead & how many changes, last big change in our small family is Gordon's wedding. May God have mercy on her soul

20 May 07 Peterboro Montreal  
left at 12.29 am for Ottawa  
Gordon & his wife are here from Quebec, came up yesterday he has been appointed Inspecting engineer for the G.T.P Rly [Commission?] & will now be moved from Quebec to Ottawa. His salary will be \$5000 per annum & his duties take him from Winnipeg to Moncton

24 May 07 Peterboro  
spent the day with the Knights of Columbus which Society I joined today. The Peterborough Council had initiation ceremonies here today when some 150 candidates joined the society

We all heard a high mass at 8.30 after which we marched back to the rooms where the initiation ceremonies began. They finished at 11 pm  
Maude & Alex spent a lovely day at home

27 May 07 Peterboro  
Peterboro Hy lock opened for the Season, opening was delayed owing to repairs to bank above lock

1 June 07 Peterboro  
At 4 o'clock I went out with Maude to the golf links for tea, the first tea that I have attended. There were very few there this afternoon.  
We mowed the lawn after 7.30 pm in the dark & by electric light

3 June 07 Peterboro Youngs' Point  
anniversary (4<sup>th</sup>) of our wedding. The wife is a buzzy [sic] as ever and Claims the day as her own May we have many happy years together  
I took Maude for a drive to Youngs' Pt where we had supper

9 June 07 Peterboro Sunday  
Mass with Maude at 10.30 wore frock coat to church for the first time to please her

13 June 07 Peterboro  
Jordan set out Geraniums & other plants in flower beds  
[Grandfather's?] picture from Montreal came today  
*Jordan was likely a gardener or part time help working around the yard*

25 June 07 Peterboro  
Afternoon took Maude & Alex to [Forepaugh's & Sells?] circus they had a tentful of people

26 June 07 Peterboro Idylwyld  
forenoon in office  
After dinner went down the Otonabee River to Idylwyld with the Mrs. Saywers summer excursion – left at 1 pm & back at 11 pm – about 100 on board the steamer Otonabee her third trip she is the old City of Peterboro built over last winter

6 July 07 Peterboro Kirkfield  
Opening of Kirkfield lock  
Mr. Butler here today with the Honble R. Lemieux P.Master Genl to formally open the Kirkfield lock. Party left here by train to Lindsay & from there to Beaverton by boat. Thence to Peterboro by train. Arrived at lock at 2.30 pm where we remained for an hour or more  
On board were M.P.s, Mayors of towns etc, also Haney?, [Toronto?] Johnson of the D.B. Works and others  
Mr. Butler had his family along Maude accompanied me to see the show

9 Jul 07 Peterboro

Maude Alex & I walked down to the station CPR & met James & Father McGough both of whom are here from Oakland Cal on 2 months holidays. I have not seen Jamie since June 1903. He is looking very well, feels well & in good spirits {James was Alex's brother who was a priest serving in California}

15 July 07 Peterboro

office all day at correspondence  
James & McGough out canoeing on Little Lake. They are enjoying themselves & intended going fishing to Stoney Lake

21 July 07 Peterboro

James said the 10.30 Mass at St. Peters which Maude & myself heard  
After dinner Maude, Alex Jas & myself drove from 3 pm to 6 o'clock, called while out at Mount St. Joseph We drove down the Otonabee on the west side for 5 miles & on way back went through the Lake Cemetery

24 July 07 James left for Ottawa  
Peterboro

James left for Ottawa at 11.16 am after a visit (short) of 2 weeks in 4 years He enjoyed himself while here

26 July 07 Peterboro

Miss Era Denne in for tea we walked home with her via Jackson Park where we remained for the exhibition of Moving pictures

29 July 07 Peterboro

office all day  
Dr. Eastwood in to see Maude this forenoon who is not well

30 July 07 Peterboro

Forenoon at home with Maude who is not well  
Drs Eastwood & McCullough were in to see her this morning at 9.30 o'clock. Miss Stanton trained nurse is with her

11 August 07 Peterboro

Mass at 10.30  
Maude came down stairs again, 2<sup>nd</sup> time since she was sick this time think she is on the mend  
We spent the afternoon very quietly reading & she practicing on the [piano?]

18 Aug 07 Peterboro

Mass at 10.30 with Maude. The first Sunday that she has been able to be out for a month

Colonel Rogers & his son Guy & Mrs. Wm Sherwood called for 5 o'clock tea We all walked back to the hotel with Mrs. Sherwood

Maude has all here candle sticks light at 9.30 supper this evening in honour of her brother-in-law James. We had a long chat before bed time. James seems to be enjoying himself is keeping in good health notwithstanding his frequent breaks from diet. {James returned from a visit to his other brother in Ottawa}

23 Aug 07 Peterboro

Spent the afternoon at home with Maude, James & Alex. This is James last day with us, he left at 5.10 pm for Toronto, Buffalo & San Francisco, as he has to be back at St. Mary's Oakland on the 1<sup>st</sup> September. He meets Father McGough in Buffalo tomorrow  
James spent about a month with us from July 9<sup>th</sup> to 24<sup>th</sup> & from Aug 13 to date. We hardly expected to see him again in Canada for 4 years, & what changes may happen in the meantime. May it please got that we all meet again in good health



Home in 1916 (Courtesy Dennis Carter-Edwards)

25 Aug 07 Peterboro Sunday

Maude Alex & myself at 10.30 Mass & Oriental Hotel for dinner

Mary Hudson is away on a week's holiday  
Tea (5 o'clock) at Mrs. Stratton's our next door neighbour - Maude enjoyed herself & Alex had a snooze in his cot while we were out

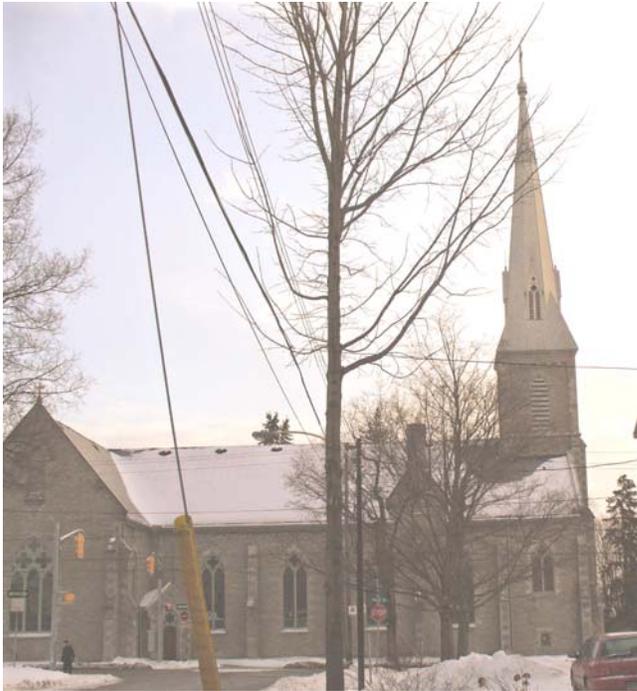
28 Aug 07 Trenton Peterboro

left Trenton with Maude & Alex at 6.09 am for Peterboro via Port Hope Alex got up like a little man After last night's jollification when he was like a little young Indian, with his yells and capers  
In office all day correspondence etc  
At 4 o'clock drove to dam No. 5 with R.R. Hall & Ferguson re their wing dam at the Otonabee Power Co plant, which dam shows every indication of failing

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*The power plant was located on the west bank of the Otonabee at Lock 22 immediately north of present day Trent University.*

6 Sept 07 Peterboro  
office all day  
J.A. Culverwell in office most of the day. Damned nuisance  
*Culverwell was a lobbyist for private hydro development on the waterway*

7 Sept Peterboro  
Afternoon repaired Gates at the house & repotted Maude's rubber plant. She, Alex & myself walked down town at 5 pm Radden took photo of house at 2 pm



St Peter's RC Cathedral, Peterborough, today. (Elwood Jones)

8 Sept 07 Peterboro  
Maude Alex & myself at High Mass 10.30 Dinner at home by ourselves. Mary Hudson has been away for 2 weeks expected back tomorrow

14 Sept 07 Ottawa Saturday  
office until 10 am  
At 11.15 left for Ottawa with Maude & Alex. At Smith Falls she lost her golden handled umbrella [sic] (blue silk) given her by Mrs. Rutherford Ottawa several years before she was married  
Gordon met us at the station. We stayed with him at his house 475 McLeod St Katie is under the weather & will be for another month. She has her brother Tom staying with her

21 Sept 07 Ottawa Peterboro  
left city at 10.45 for home. Before Leaving Gordon & I went to Topley's and ordered enlargements of Father, Mother and group photos for this [purpose?] I left with Mr. Topley photo of Father & Group  
got home at 5 pm Maude & Alex went to Fenelon this am via Millbrook

28 Sept 07 Peterboro Saturday  
After dinner drove over to Tug with [Mair?] & Gerell to inspect construction of boat. Launch was fixed for today but through some underhand work it seems to have been postponed. & is now fixed for Tuesday next  
Maude & Alex out driving with me, they stayed at the hotel while I went over to the boat

1 Oct 07 Peterboro Campbellford  
"Bessie Butler" canal Tug was launched today.

19 Oct 07 Peterboro  
Mary Hudson left us today & went to Toronto

20 Oct 07 Peterboro Sunday  
Mass at 10.30  
Maude & Alex at home no girl today  
Afternoon we had a long walk up through Jackson's park etc - Fine fall day leaves are falling fast

21 Oct 07 Peterboro Monday  
Mary Hudson left this am for Toronto with her sister to go into Telephone office

2 Nov 07 Peterboro  
Helen Mary born today Gordon's first child office for an hour at noon  
House all afternoon. We went to the Chinese restaurant for tea and theatre afterwards with Alex to see the train horses that are exhibiting there just now

Gordon's wife presented him with a baby girl today, which is to be called Helen Mary. Born at 275 McLeod St. Ottawa their present house  
*The Chinese restaurant on George Street was either the Dominion Chinese Café owned by Tom Hum or the Canadian Chinese Café owned by C. Woo.*

3 Nov 07 Peterboro Sunday  
Mass at 10.30  
Alex & Maude at home We were alone all day & went or a short walk at 5 pm

5 Nov 07 Peterboro  
After tea Maude & myself went to see "Macbeth" played by the Ben Greet players of England. They had a good house [Boland?] drove us to & from the theatre  
Herbert Girioux stayed with Alex while we were out. No girl at present.

7 Nov 07 Peterboro

Forenoon went down the River for 10 miles with Messrs Mair? & Gerell on the "Bessie Butler" for the trial trip of the boat

9 Nov 07 Montreal Quebec

left Montreal at 7.20 on I.C.R. train for Quebec, with 120 members of the C. Soc Civil Engineers all \_\_\_ to visit the wreck of the Quebec Bridge. The I.C.R. provided 3 cars & a dinner for us. Reached the Bridge at 1 pm & left for Montreal at 4 pm & spent the 3 hours at the bridge with Allison & had a good look & inspection of the ruins. 75 were killed in the fall of the structure & 38 bodies have been recovered to date. May they rest in peace. John Brophy, Sherwood & McLachlan were along also a number of others that I knew.

17 Nov 07 Peterboro

Mass at 10.30  
Maude & Alex at home no maid these days

20 Nov 07 Peterboro

Drove over to Hydraulic lock & examined banks & water pipe etc with Gillespie. Lock is laid up for the winter on the struts, lower reach full, & 2 feet of water in upper reach below Norwood road. Gates between lock & Nassau are all up for the winter

21 Nov 07 Peterboro

office all forenoon.  
Home all afternoon, working at Double Windows.  
Had man from McPherson's to start furnace, only let it burn for 4 hours, house to [sic]hot  
Maude out for card party at Fergusons

14 Dec 07 Peterboro

Afternoon & evening with Maude at home, she made her Xmas Cake & pudding  
Cloudy windy & cold Snowing heavily

17 Dec 07 Peterboro Toronto

Went to Toronto per CPR 8 am train  
Shopping all day at Eatons etc. Bought Xmas tree fixings for Alex's first Xmas tree

18 Dec 07 Toronto Newmarket Peterboro

|| J. Isreal Tarte [as in original] died today in Montreal, one of the most picturesque figures in the recent political history of Canada.

19 Dec 07 Peterboro

Alex at kindergarten – school closing in care of Jessie Spence. [sic]

20 Dec 07 Peterboro Friday

McCabe came down from Buckhorn, work there over for this season.  
Sherwood in Campbellford re land valuations.

Frank Raddun putting up Xmas tree

21 Dec 07 Peterboro Saturday

Afternoon Maude rigged up Alex's first Xmas tree.  
She was [as in original] shopping most of the forenoon buying Xmas cards, presents etc

22 Dec 07 Peterboro Sunday

Maude Alex & myself at 8. o'clock mass, we went to Communion  
At the Hotel for dinner & spent the afternoon at home writing Xmas letters & sending away cards etc.

23 Dec 07 Peterboro

Alex had his first Xmas tree tonight. He had a dozen young friends in to help him [enjoy?] it. They had a good time assisted by Santa Claus in the person of Mr. William Sherwood.

24 Dec 07 Peterboro Tuesday

Most of the office staff away for Xmas  
Office during the afternoon. House all forenoon helping Maude put the rooms in order after Sandy's party of last night, besides the children present last evening, were Mr. & Mrs. Dan O'Connell, Blanchet, Mrs. Hudson, Miss Bradburn, Mrs. Dr. Eastwood, Mrs Ferguson, Mr. & Mrs. William Sherwood & Miss Bradburn. {Sandy was a nickname for their son Alex}

25 Dec 07 Peterboro Wednesday

Maude at 8 o'clock mass. Alex & myself went to 10.30 o'clock mass  
Alex went to bed at 8 o'clock & Maude & myself went to Mrs. O'Connell ' for a game of cards.  
We had a quiet & pleasant Xmas

26 Dec 07 Peterboro

House all forenoon. Went to office at 3 pm for a couple of hours.  
Went to Peterboro club dance, held in the C. of Music Hall. About 100 guests present.

29 Dec 07 Peterboro

Mass at 10.30 am  
We spent the day at home & had no regular meals. Too much turkey & plum pudding during the past week.

30 Dec 07 Peterboro

office all day  
Most of the men back from Xmas holidays

31 Dec 07 Peterboro

office all day at Spec Sec 3 O.R.L. Div  
Several of the men went home today for New Years  
We did not see the old year out – but retired early.  
Maude is not feeling well & is very tired not recovered yet from last week.

## COUCH FAMILY ARE PIONEERS OF LOOK LAKE

**On a Beautiful Day in July Young  
Couple Establish Home at Landing**

### MANY HARDSHIPS

**Moses Couch Paid \$15 For First Cow—Earned  
Fifty Cents a Day**

*[This article written by Rev. C.A.G. Spence,  
minister of the Anglican Church, Apsley, appeared in  
the Examiner on 31 December 1928. Thanks to Cliff  
Couch for sharing it.]*

APSLEY, Dec. 31—(Examiner Correspondence)—  
“What do you think of them? I can see nothing but  
starvation ahead of them!” Not a very encouraging  
parental benediction for a young wedded couple,  
starting out on the great adventure, to hear, but  
perhaps the gloomy prophecy justified by the  
circumstances. How the prediction was unfilled, and  
how instead the man of 18 and the maid of 19,  
endowed with health of body, vigour of mind, and that  
most priceless if all possessions, mutual love, literally  
hewed their way if not to affluence at least to comfort  
and independence, constitutes almost an epic in  
pioneering life.

Moses Couch was born near Trenton '78 years  
ago and soon after his birth the family moved to  
Tongamong Hastings County where they settled and  
remained for a number of years during which time his  
mother never once saw a white woman. When Moses  
was about sixteen his father decided to move to  
Chandos township and they came to the west end of  
loon lake, to what is now known as Scott's Landing,  
about a mile from where they located a lot, and Mr.  
Couch senior started blacksmithing. It was a trek of  
about twenty miles from Tongamong to their place of  
settlement. The cattle were driven all the way through  
the woods, while the household stuff was brought over  
the lake in roughly made canoes and rafts. Couch had  
for neighbors an English family named Woods, and it  
was not long before young Moses fell in love with the  
daughter, a year older than himself, and at the age of  
eighteen and nineteen respectively they were married.  
They had to journey to Lakefield, about thirty-five  
miles for the ceremony, borrowing a horse and buggy,  
the only one in the district, for the purpose. On their  
return they set out from Scott's Landing in the canoe  
to search for a place to build a home and start  
housekeeping. Their sole possessions consisted of a  
few provisions, the clothes they had on, an axe and  
fifty cents in cash which belonged to the bride. As  
their fathers watched them paddle down the lake, the  
hopelessness of their situation struck them so forcibly  
that they summed it up in the terse sentences with  
which this history opens.

It was a beautiful day near the end of July fifty-nine  
years ago when Moses and his wife struck out from the  
landing and after paddling about a mile keeping along

the south shore they picked on a spot where the land  
seemed to slope down towards the lake and pushed the  
canoe into the dense growth that lined the shore, so  
dense that the young bridegroom had to literally carve a  
way with his axe to enable them to land. Moses at once  
began to clear a space, and not more than twenty feet  
from the highwater mark chose a site for their house and  
thus they became the first settlers on the south side of  
Loon lake. A shanty made of pine logs was soon erected  
with no tool but his one trusty axe, the shingle for the  
roof being made with the axe also from white pine logs.  
The furniture consisted of a table and two seats roughly  
constructed from logs, while the bed was simply poles  
nailed to log walls and covered with marsh grass. It was  
two years before they procured a stove and then Mrs.  
Couch bought one with money she had earned by sewing  
for men in the lumber camps.

Moses started clearing the land for cultivation  
and before winter came had four acres sown in wheat  
which he harvested the next year and threshed at night  
over a barrel when the day's work was done. He sold  
the wheat for a dollar a bushel and with part to the  
proceeds bought his first cow for \$15. Besides  
clearing the land he was able part of the time to work  
out on neighbouring clearings across the lake for 50  
cents a day, which with money derived from trapping  
enabled him to buy flour that at this time cost \$10 a  
barrel. It was seven years before a road was made  
from his settlement to the main road leading to  
Apsley, and during that time, to get supplies from the  
village the trip had to be made by boat to Scott's  
Landing, from which there was a trail to Apsley.  
Moses' immediate ambition was to possess a yoke of  
oxen as being indispensable to further cultivation of  
his land, and his ambition was realized, in the third  
year, in this way. The cow he had purchased,  
presented him early the following spring with a calf  
and about the same time he traded his hat with a  
neighbor for another calf, thus procuring at practically  
no cost, a yoke of oxen that eventually stood him in a  
good stead for many years. The third or fourth year it  
was found necessary to build a barn. Moses cut the  
logs and his wife with the young oxen went to the  
woods, skidded them, and drew them to the barnyard.  
The barn still stands as a monument to woman's  
strenuous life in pioneering days.  
For twenty-one consecutive winters Moses worked in  
lumber camps while his wife with a young and  
increasing family carried on at home. Deer were very  
plentiful and with no game laws they had plenty of  
meat in the shape of venison. On one occasion Mrs.  
Couch saw a deer swimming across the lake. She at  
once gave chase in the canoe, killed it with her paddle  
and towed it home.

It is to Moses Couch that the tourists of to-day  
owe their enjoyment of the bass fishing in Loon Lake.  
There were no fish in the lake except shiners or  
“chub” as they are known locally, when Couch settled  
there. Thirty years ago he induced a neighbor, Steve

Scott, to go with him to Burleigh Falls, where they caught twenty good sized bass. These they put in a barrel, and brought to Loon Lake. One of the twenty died on the trip, the nineteen were put into the lake where they thrived and increased so prolifically that to-day Loon Lake teems with these game fish.

Twenty-eight years ago Moses who had for years been a sufferer from asthma decided as practically all the timber in the county was cut to seek new pastures, so he went to New Ontario, leaving his son George to reign in his stead. During his occupation of about thirty years he had cleared approximately seventy acres, all of which were under cultivation. Their family consisted of five boys and four girls, all of them still living and all thriving prosperously, five of them living in the vicinity of Port Arthur. Mr. Couch at the present time keeps a store at Gillies, of which he is also postmaster. He is seventy-nine and his wife eighty, both active, keen and cheerful, and hope to celebrate the sixtieth anniversary of their wedding next July. Mr. and Mrs. Couch paid a visit this summer to the scene of their early struggles, where now their children to the fourth generation are reaping the benefit of their industry, and where they lived again in memory, those years of hardships and privations, endured cheerfully and uncomplainingly fortified by the bond of mutual love which never weakened, and is as strong now as it was sixty years ago.

*C. P. Mulvaney, History of the County and Town of Peterborough (1885) contains this sketch.*

MOSES COUCH, of Chandos, is of mixed German and English extraction. His father, Daniel, was born in Germany; and his mother was the daughter of John Simmons, of the Township of Murray, Ontario, of English descent. He was himself born in Murray, the third in order of a large family, in 1851. When only sixteen years of age he came to Chandos, and located a "Free Grant," consisting of lots 7 and 8, concession 7, comprising 136 on the south bank of Loon Lake, where he has ever since resided. He began life here literally without a dollar; and after sixteen years spent in the "Back Townships," has now a fine farm, with a clearing of over 100 acres, on which are all the conveniences requisite for a comfortable home—the whole being the result of industry and perseverance, not unmixed with a share of what is usually called good fortune. Mr. Couch's father was also a pioneer in this locality, having started the first blacksmith shop north of Stoney Lake. This was on lot 39, concession 5, Anstruther, where he resided a number of years, afterwards returning to the Township of Murray, and dying there in 1879. Mr. Couch has a young family of six children, whom he is trying to rear in the path toward which his religious faith has ever pointed in his own daily walk, being a zealous adherent of the Methodist Church, and one of its most esteemed and influential members.

### SAMUEL LOWRY'S PHOTOGRAPH

*Lois Watson*

In the November 2007 issue of the Heritage Gazette, I outlined what I had discovered about the life of Samuel Lowry. This gentleman was a weaver in Warsaw and Peterborough from 1884 to 1910. His jacquard loom has been restored and will be the centerpiece of the proposed Samuel Lowry Weaver's Shop at Lang Pioneer Village. In the article, I asked for family connections in order to obtain a photograph of Mr. Lowry.

Within a few weeks, the search for a photo was successful. Contacts made at Lang in August of 2007, led, person by person, to a family photo album in Oshawa. This unusual photograph of Samuel Lowry, dressed in fur from head to toe, was donated by Samuel's brother's grandson, Jack Lowry.



## Fire Claims Life of Hazelbrae Secretary

Ivy Sucee

In little Lake Cemetery are many monuments, each with its own unique story to tell. One of the two Hazelbrae Barnardo monuments has a truly sad story that spans two continents.

Miss Jane Loveday had come from Wigston England in 1892 and was immediately connected to our local Barnardo Home, Hazelbrae. For the first seven years she was a visitor to girls adopted into various homes; then for seven years she was secretary and then one of the superintendents of the home, a position she held at the time of her untimely death.

On Friday, 14 September 1906, Miss Loveday traveled to Ottawa on Barnardo business. Barnardo's was somewhat concerned about two of their girls and Miss Loveday was to call on them. She registered at the Gilmore Hotel in a room close to the elevator shaft. After receiving directions to the homes she wanted to visit she left the hotel returning at approximately 11p.m. She retired to her room never to be seen or heard of again.

It is believed the fire broke out at approximately 11.15 p.m. An electrical spark at the foot of the elevator shaft was thought to be the cause of this disastrous fire. Many guests fled the hotel into the night dressed only in night clothes. Warm clothes were offered by bystanders while some had to be transported to the hospital.

The fire was fanned by the draft in the elevator shaft moving to landings, down hallways and corridors. Some of the first rooms affected were the rooms closest to the elevator shaft where Miss Loveday was registered. Panic followed as rooms filled with smoke and flames. Firemen and spectators helped bring one by one hotel guests down the fire escapes.

On 18 September, a body believed to be Jane Loveday's was removed from the hotel. Investigators hoped to learn if their worst fears were confirmed and Miss Loveday had been lost in the fire.

Miss Adelaide Pearse from Hazelbrae rushed to Ottawa to offer her assistance. She went to hospitals and the police station enquiring about her friend. Miss Pearse made the identification of the remains Miss

Loveday. The body was difficult to identify as it had been so severely burned and several body parts were missing. Of course Miss Pearse was devastated. Miss Loveday's body was returned to Peterborough by C.P.R. train to Hazelbrae. An inquest was held. A private funeral service was conducted on 21 September at Hazelbrae by the Reverend Dr. Torrance of St. Paul's Presbyterian Church. Miss Loveday had been a faithful member of that church.

Mr. Owens head of Barnardo's in Canada also came to Peterborough to express his sympathies and offer Miss Pearse any assistance she may require.

The late Dr. Barnardo held Miss Loveday in high esteem. A short time before his death he had written to her that he was mindful of her labours of love and her zealous untiring dedication with the work "I have placed in your hands in Canada."

Numerous friends spoke of her many beautiful qualities and disposition. She left behind many affectionate memories. Miss Loveday fulfilled her obligations and responsibilities to the children and the Barnardo homes with love. She was known to many Peterborough citizens and was often seen about town especially on a Sunday afternoon with her little girls. The children she had under her charge were most upset when informed of her passing.

Miss J.C. Kennedy who for the past ten years had been a part of the Barnardo's office staff in Toronto was appointed Secretary in Peterborough. Miss Kennedy was a Canadian woman "who thoroughly understands the demands of the position and conditions under which the girls are placed out."

Miss Loveday had no relatives in Canada. She had a married sister in England.

I had a dear friend whose mother was at Hazelbrae at the time Miss Loveday had charge of the girls. She called Miss Loveday Mother. Whenever my friend came to Peterborough, she would place flowers at Miss Loveday's monument in Little Lake Cemetery. Often there was a tear shed.

[Ivy Sucee, a daughter of a Barnardo boy, gathered the above information in the *Peterborough Examiner*, 17-20 September and 31 October 1906 and from *Ups and Downs*, Barnardos Canadian magazine, fall 1905.]



# QUERIES

Diane Robnik

## The Late William Hamilton

*Peterborough Daily Examiner*, 14 February 1902

The works of the William Hamilton Manufacturing Company are closed today and the big flag is hanging at half mast out of respect to the memory of the founder of the business who passed away yesterday afternoon shortly after five o'clock.

The death of Mr. William Hamilton though sadly anticipated for some time has greatly pained the community and the announcement will be received in manufacturing and trade circles throughout Canada with sincere grief. His death came as a result of a paralytic stroke received nine years ago last June, since which time he has been incapacitated from attending to business, but his bodily vigour was not so greatly impaired as to prevent him being driven abroad daily until only a short time ago. During the last year however, the weight of advancing years told upon his robust constitution in connecting with his illness and the members of the family were aware that the end could not be far off. His decline within the few weeks was of such a nature that his death was expected almost hourly.

The name of William Hamilton will always live in Peterborough, being indissolubly associated with the advancement of the town as a manufacturing centre. Coming here early in life he invested his capital in the establishment of a foundry and from this present magnificent works grew step by step as the town increased in size and importance as in industrial centre. He was born in Swinton, Berwickshire Scotland, in 1823 and was the son of William Hamilton. He came to Canada in 1844 and worked at the machine business in both Cobourg and Hamilton. In 1848 he went to Buffalo and afterwards lived in Cincinnati and Madison Indiana and in each place he was interested in his chosen occupation. Two years later, he went to Shelbyville Ind, where he started a foundry and machine shop under his own name. It was in 1856 that he came to Peterborough and established an industry for the manufacture of saw mill and general machinery and thus laid the foundation for the present works which have achieved an enviable reputation throughout the Dominion and stand at the head of the industries engaged in the tool and machine manufacturing business in Canada.

Mr. Hamilton took no active part in public life and owed his high standing in the community entirely to his personal record for integrity occupied with a high sense of honour. His ability and shrewdness as a business man were responsible for the establishment of an industry in Peterborough which from a small

beginning attained such proportions as to give the firm a continental reputation. In politics Mr. Hamilton was a Reformer. He was a member of St. Paul's Church. Late in his forties the deceased was married to Miss Margaret Patterson in Indiana, who survives him with six children: Mrs. George Munroe, Mrs. A.E. Lech of town, Mrs. Bruce Ludgate of Pittsburgh, Misses Jessie and Annie who reside at the homestead and Mr. William Hamilton Jr. President and General Manager of the Company. The funeral will take place on Saturday afternoon at two o'clock from the family residence on Reid Street.

## Hamm/ Sitzer

### Palatines Research

A researcher is studying the Palatines (Germans from Alsace Lorraine area of France/Germany). Some left their homeland in 1709, headed for England where they stayed for a year before Queen Anne figured out what to do with them. There were about 10,000 people. The British shipped some (about 3000) to Ireland and the rest to US, New York, to help with harvesting pine pitch waterproofing England's naval ships. They left there and moved to Schoharie County, NY to farm on their own.

Many families who went to Ireland converted to Methodism, particularly led by Phillip Embury and Barbara Heck, who went on to found American Methodism. Embury died in the US and is buried in Cambridge, NY but Barbara Heck, as a Loyalist, moved to Canada, Bay of Quinte area.

Apparently some Palatines came to other Upper Canada areas including Emily Township. I am interested in learning more about these Palatines and their connection with Emily Township. What families, what they did, what their lives were like, etc.

The researcher is reading Carolyn Heald, *The Irish Palatines in Ontario*, available in the Peterborough Library but also looking for *Irish Emigration & Canadian Settlement*. Welcomes suggestions on availability and other titles.

The researcher seeks more information about the Palatine connection with early Canadian Methodism. Ancestors Hamm & Sitzer (Zitzer) emigrated to NYS in 1709. Researcher's father was a Methodist minister in eastern NYS and the researcher attended Drew University in New Jersey which has many records from early Methodism.

## Suspicious deaths

On 10 July 1988 divers were doing some recreational diving in the Otonabee River at the foot of Lock Street, Peterborough looking for some antique bottles. Near the middle of the river one of the divers located a human skull along with part of a human vertebra in approximately 12' of water. It had been lodged between a rock and a log. The remains were sent to the Center of Forensic Sciences and an exhaustive investigation was carried out in an attempt

to learn the identity of the remains. Composite reconstruction was conducted on the skull and photographs were released to the media in 1988. This investigation has continued as the technology in DNA testing has advanced and a DNA profile is presently on file at the Center of Forensic Sciences. The remains are felt to be that of a white male, possibly 20 to 70 years old with a slim face, dark brown receding hair and unshaven. I don't know if you can help in this case but I thought I would ask. From speaking to experts I have learned that the head may have been lodged on the bottom of the river for one year, five years or fifty years. The records I have access to only go back to 1972. What I would be looking for is any stories of remains being recovered without the head. Someone that had gone missing believed to have been murdered. A grave or tomb that was disturbed and the head went missing.

If you have any suggestions contact Diane at TVA, 745-4404.

**LETTER TO THE EDITOR:  
LAKEFIELD AND TEMPERANCE**

You made mention in the recent Heritage Gazette that the book "Lakefield a look at its heritage" did not mention the vote on the Dunkin Act or the Scott Act. ("...none of the fine local of Lakefield even mentions the Dunkin Act.") True enough. We didn't. The explanation is simple. At the time, the editorial committee felt that the vote was confusing to understand just what was going on, and, that in the end, it really had no major or lasting influence on the politics of the village, or of the outcome of the village. The late John and Bill Twist had nothing on it in their notes on the village. Further, it did little to tell us about the "hows-n-whys" of the growth of the village which was the basic premise of the book, rather than a basic history of the village which the Historical Society had already planned. None of the families who participated in handing in unpublished family histories or other diaries etc., made mention of the two temperance acts... furthering the view that there was really no need to make mention of it our book.

Further, the list perpetuates what the voting men of Lakefield did on many occasions; that is a recorded vote. It probably goes back to the "Police Village Act" which the village had been under and the three trustees had to report to Douro Township. We hope this will be useful to the Gazette readers. Since its incorporation as a "Police Village" with three trustees, the village has, by-in-large voted small "c" conservative. If the person running for office, municipal, provincial or federal, anyone espousing a small "c" platform stood a better chance of election regardless of part affiliations. Religious outlook in the village has also been small "c" conservative, from Anglican to Baptist, to Presbyterian, to Methodist...its been conservative, until the United Church era when that denomination went truly "liberal" throwing the baby out with the

bathwater. The Anglicans were "high church" until the last 30-years, the Presbyterians similarly and the Baptists are still conservative. Sincerely,. Gord,  
Editor, Lakefield Heritage Research

**SOUTH OF LANGTON STREET**

*Robert J. Lapum, 91 Langton Street, Peterborough*

Re: Further to the article reprinted in the February 2007 issue of the Heritage Gazette entitled "City's First Concrete Block Houses Built By Fred Tuggey in 1904-05" (*Peterborough Examiner*, 26 April 1958)

This article tells about the construction of the first three concrete block houses in the city. They were built using extra large contoured veneer blocks, 32 x 10 x 9 inches in dimension. A photo showing the house being built on Water Street near Langton Street accompanied the Examiner story. This house is actually at 1033 Water Street, south of Langton Street and north of Mill Street, but the concrete blocks are now covered by vinyl siding. The photo attracted my attention because it showed the carpenter John Higgins and others building the house.

This was interesting because John Higgins was the owner and probably the builder of our house at 1043 Water Street (south west corner at Langton Street and now numbered as 91 Langton Street). The kitchen addition to our house was built at about this time of similar concrete block. Two of John Higgins' daughters lived in our house until the late 1960's and we purchased it in 1972.

John Masters, now deceased, added to the story. He lived in the older house on the north side of Langton Street since 1922. Although he never knew John Higgins he said that John poured the concrete blocks for the kitchen extension himself using special forms. He also said that John Higgins worked as a millwright at the Nassau Mills which is in keeping with the city directories and assessment rolls, which show John at various times as a carpenter, sawyer and a millwright.

A search of the city directories and assessment rolls reveals an interesting story of John Higgins and our house and its predecessor. The 1878 roll shows John Higgins living in this location and again in 1885 and 1886, but he does not appear in the 1888 roll. The city directory for 1883/4 also shows John Higgins living at this location, but the directory for 1888/9 shows him living at 841 Water Street which is one of the older houses on the west side of Water Street, south of Hilliard Street. However the 1889 roll shows him back at the present location with the assessed value now doubled from \$600 to \$1200.

The old rolls are incomplete and somewhat difficult to follow, but it appears that the old house burned down and a larger house was built. This is

borne out by the fact that there are small pieces of burnt embers visible in the crawl space under part of the house and the old foundation has been extended for the present larger house.

Another interesting side to the story is the earlier development of the lands in the area. In the mid 1800's John Langton, a notable person in the area at the time, registered plan 14 on the lands west of Water Street extending from the Auburn dam area north to Langton Street. This plan created Mill Street and Mona Street and various building lots and blocks upon one of which our house is built. He named the plan Blythe Mills probably in connection with his adjoining mill development along the river. Before long he took off to greener pastures in Toronto. The older houses and mills are long gone and probably the old Ontario gothic style house on Mill Street is the last building left from the Blythe Mill days.



*One of Tuggey's concrete brick houses, on Water Street south of Barnardo Avenue. (Elwood Jones)*

#### TONY BASCIANO

We extend our condolences to the family of Tony Basciano (1922-2008), who died in mid-April after a valiant struggle. Mr Basciano had come to many of our TVA special events as Gina Martin, his daughter, is one of our most valued volunteers. Mr Basciano was one of the stars of "Miracle on Elm Street" the story of a depression-era Christmas that was particularly special and heart-moving. Gina's reading of that story first appeared in the Heritage Gazette, and has been one of the favourite stories for our special Christmas Stories event. Mr Basciano served in Italy during World War II and he was a barber for over 53 years. He was the parade marshal for the annual Remembrance Day service at Confederation Park. He was an essential member of the community, and will be missed. It was great to see the Bascianos at the Peterborough's Greatest event.

#### DAVID KEMLO

David Kemlo (1943-2008), the energetic driving force of the Greater Harvey Historical Society passed away in late April. It was a shock, as when he attended the TVA Genealogy Fair in early April he looked very healthy, having recovered from a serious heart attack last year. After a career with the Royal Bank of Canada, David and Pam retired to their year-round cottage. David was also very active in the Kawartha Branch of the UEL, and other organizations in the Buckhorn and Kinmount area. He will be much missed by Trent Valley Archives, too.

#### PHS BMO HISTORY AWARDS

The Peterborough Historical Society started its awards program ten years ago, and the event is now widely recognized for honouring those in the local community who make outstanding contributions to Peterborough history and heritage. There are five awards. For the 11<sup>th</sup> time, the judges were Dr Art Turner, Graham Hart, and Louis Taylor. Graham Hart was the emcee at this year's event held in the Empress Garden. The first-time commercial sponsor for the awards was BMO Bank of Montreal.

The winners of the awards included Elwood Jones and Andrew Elliott for their weekly Saturday column in the Examiner and the Cavan and Millbrook Historical Society for their recent book on Millbrook architecture. Congratulations also to Stewart Travel who were recognized for their renovation of Hammond Hall, and to Peter Robinson and his construction crews who were honoured for their great project of miniature historical buildings in the Riverview Zoo, visible from the train ride, which is open to riders of all ages. The City of Peterborough was cited for its support of the Hutchison House Museum, which is now guaranteed significant annual support from the city. Also the UEL was mentioned for its programs for promoting history in the schools.

The first awards were given at fancy banquets, and in some years the awards were made at the PHS monthly meetings. In recent years the awards were made at Hutchison House. Generally, this year's choice of the Empress Gardens was lauded as a site that gave a sense of dignity and occasion, and highlighted the award winners. The decision to find a sponsor also means that the PHS will meet the costs of running the award program without drawing support from its other worthy activities. It is good to see such fresh and creative thinking.

## THE HERITAGE OF PETERBOROUGH'S HOSPITALS

Catherine Dibben

Everyone in the Peterborough area has memories of the former Civic Hospital and the former St. Joseph's Hospital – the joyous arrival of a new one, the caring and healing touch for another and the sad passing of yet another. Peterborough is poised to lose these two buildings of historical significance when they face the wrecker's ball or sale to a new party. Patients and their families and a huge staff are reflecting on the past leading up to the grand opening of the new hospital on June 8.



For over two years many individuals, primarily volunteers, have been at work in the background seeking to preserve the rich history of all of the predecessors of the new PRHC i.e. Moira Hall, Nicholls Hospital, St. Joseph's Hospital, Queen Mary Isolation Hospital and Civic Hospital.

The Heritage Committee, an *ad hoc* sub-

committee of the PRHC Foundation, was formed in 2006. It has representatives from the Sisters of St. Joseph, the St. Joseph's Nursing Alumnae, the Nicholls / Civic Nursing Alumnae, the Spiritual Care Committee, the Art and Healing Committee, the St. Joseph's Hospital Archives, the PCMA, the Civic Hospital Museum and Archives, the City Heritage Preservation Office and members of administration from PRHC and the PRHC Foundation.

The objectives of the Heritage Committee are twofold: find suitable homes for existing artifacts and archival materials that cannot be accommodated in the new hospital and help to create an area in the new hospital which will celebrate the rich history of the previous hospitals.

For obvious reasons the major concern of the hospital planners is the re-location of all patients and staff to the new site – a gargantuan task to be sure.

When the dust settles there will be time and energy for the installation of some of the 800 pieces of artwork being gathered up, the repair and installation of the two stained glass windows from the Nicholls and Civic Hospitals, the creation of a heritage display and the planning for the time capsule.

When the doors close on June 8 there will be one last opportunity for photo-documentation and a sweep to make sure nothing of significance has been overlooked in the former hospitals.

The Heritage Committee will welcome suggestions for the contents of the time capsule which will be part of the heritage display.

*Photo: Moira Hall (Trent Valley Archives, Martha Kidd fonds)*

## REMEMBERING OLD HOSPITALS

Dr John Martyn

As the new hospital progresses to its final position a look at hospitals and the people that make them would seem appropriate. Initially, without doctors, nurses or without modern understandings of the causes or treatments of diseases, hospitals were shelters for the poor, the soldiers and the dying. Everyone was crammed together to die. Hospitals dedicated to treating the sick and professional standards for medical practice emerged in the late 1800s in both Canada and the United States.

The first serious hospital in Peterborough was at Moira Hall in the early 1880s, and it quickly proved to be too small. This building, which is approached from Albertus Street, still stands, and would make an ideal

medical museum because it is so close to Charlotte Street.

All hospitals seem to run by remote control and seldom is this work recognized or appreciated. Even the names of these workers seem to have drifted away and only a few are recorded.

The nursing situation was never a problem with treatment. Once in awhile a patient would move to another hospital but this was a doctor or patient preference. The outcome would be on the level of any large hospital in Canada or USA.

The ambulance service quickly graduated to excellence and with the addition of helicopters patient care and recovery was excellent.

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The emergency department was, and still is, well staffed and up to date.

Medical patients, surgical patients, psychiatric patients and intensive care patients were well managed in both hospitals and patients just in for diagnoses or short stay procedures were well managed.

People attached to the hospitals who have made significant input into the effectiveness over the years are usually never noticed and their work goes unappreciated if mentioned at all.

1. Ground keepers working in all climates.
2. Telephone operators and others.
3. Kitchen staff who have food and drink ready for workers and patients and patients' families.
4. staff involved in ambulance service including those in helicopters.
5. Librarians of all types who keep appropriate literature and have up to date data on new information.
6. Hospital departments such as emergency, obstetrics, operating rooms, paediatrics, surgery, internal medicine, recovery room, psychiatry, I.C.U., and diagnostic services

After years of separate lives, the union of the Civic and St. Joseph's hospitals has given Peterborough patient care and medical procedures equal those seen in any large teaching centre in North America.

Here are some of my favourite memories of doctors and nurses in Peterborough. I hope that inspires others to jot down their memories and perhaps make visits to the old hospitals.

Joe Howes was a general surgeon in Peterborough and was in the military in Britain and France where he was responsible for commando units. He did a lot of commando training in the Scottish highlands and said he was so healthy he could run a couple of miles with ease. As the war wound up, he wondered how he could bring back to Canada a brand new Mercedes Benz taken over by his unit and which he had driven with pleasure. There was no way, and he had to leave it behind.

Although there were several doctors in Peterborough doing vascular work, Jim Mewett actually brought vascular surgery to this area. Alan Thompson and Bill Hughes are now doing most of the vascular work in this area. Peterborough now has excellent facilities and practitioners, and the patients are getting good results.

Fred Bradd graduated from Victoria University in Cobourg in 1888, and practiced in Campbellford and Omeme before coming to Peterborough, where he spoke to nurses on various medical situations. He died in December 1907 when he fell from a streetcar that he was exiting. He sustained head damage and developed an abscess, but despite an operation he died. A memorial oak flower stand, still existing, was placed in his memory. He is buried in Little Lake Cemetery.

Dr Rupert Michell was a surgeon on the *Nymrod*, a small boat that in 1907 completed expeditions to the Arctic and to the South Pole. He was in New Zealand from 1907 to 1909, but practiced in the Peterborough area, notably in Warsaw and Norwood.

Dr Stan Walsh (d 1973) put his patients at ease immediately, and could quickly identify their problems. He was born and raised in the Cavan area, and during the Great War served with the Medical Corps in Gallipoli, Mesopotamia, England and France. He loved to talk to his patients, and his consultations were often an hour long. He shared vignettes about recent things he had eaten. He would ask about the patient's family, the crops, the livestock, and often gave advice on better care for the livestock. He would eventually ask why the patient was there, and after finding out often had simple but effective solutions to offer. He was very well-informed and was Chief of Staff in 1970. His office was in the building at Charlotte and Reid that later became the Peterborough Arms.

Dr Alan Manchester Davidson graduated in medicine in 1946. In 1952 he was commander of the Canadian Field Forces in Korea, and formed a MASH unit that was part of the Commonwealth Forces in Korea. His driver in Korea was James Lorimer Keirstead, who became a noted artist whose paintings are still popular. With Dr Les Calvert he revised the First Aid Manual that is still used. Tragically, he died a few days before his wedding; he was buried with military honours.

Dr Don Curtis was very active in the community and served with Boy Scouts, YMCA, and the Canadian Canoe Museum.

Dr Campbell Mellis Douglas was born and raised in Lakefield, won a Victoria Cross for his efforts in rescuing officers and men from a collapsible boat, somehow associated with Howard Green's military ventures with a British military group. Douglas' canoe is at the Canoe Museum; all the information was found in his Lakefield-area barn.

Dr Les Calvert graduated from the University of Western Ontario in 1942 and won a Military Cross during the war. When one of his men was badly injured behind the rest of his group, Calvert and two assistant drivers loaded up and drove through the German Panzer divisions to rescue the man and bring him back to Canadian camp. When there was an outbreak of venereal disease, he was able to secure rations of penicillin and sulfa drugs for his troops. To solve the problem he walked to a nearby town and struck a bargain with a woman in her 40s with three or four children. He gave her money and the penicillin from his rations to keep her free of venereal disease. The troops in his immediate vicinity had no cases of venereal disease. Headquarters staff investigated to see if his regiment had turned to homosexual activity to meet the problem.

Dr John Fraser was born in Cobden, Ontario and was delivered by Dr John Stewart's father. Fraser received many citations for his care of injured soldiers. On one occasion, the troops in his company had moved forward against the German troops and he was in the rear with those cleaning the cars and the rest area. He was looking after injured soldiers. Some German troops had retreated behind their area, and some began appearing from basements of the small houses, apparently willing to fight these rear units. John realized that there was a serious problem, and that no outside help was coming. He arranged his personnel, equipped them with small arms, and secured a machine pistol for himself. The small group took on the attacking Germans, who surrendered quickly after the tremendous volley of machine gun fire. The captives were rounded up and secured for the return of the troops, who were all pleased at how a potential disaster was turned into a serious defeat for the Germans. He never received a special citation for this remarkable success because the pictures showed he had a machine pistol at his side. Medical personnel were exempt from attack under international law; but he was outfitted as if he were a combatant. Dr Fraser never talked much about this event, but he did comment that he had four military crosses in his repertoire.

Dr Tom Currier, also from this area, was in the RCAF during World War II. He was a psychiatrist who was very active in the local community activities such as literacy, woodworking and the Peterborough Historical Society. Before moving to a retirement home he made a memorable bicycle trip to Vancouver return.

Dr Edgar Flak, a native of Poland, had degrees in dentistry and maxillo-facial surgery. He practiced in several hospitals in Toronto, Peterborough, Lindsay, Cobourg and Campbellford. He was a master glider pilot who flew spectacular distances over the Rockies, and had many records and world records. He fell downstairs at his home in 1979, and died. He is buried in St Peter's Cemetery, and was survived by his wife, Ludmila, and two sons, Edred and Edwin.

Dr Jenny Ingram has been in the forefront in the research and treatment of Alzheimer's disease. She recently acquired the former YMCA property and plans to develop a multipurpose facility that includes activities for seniors.

Dr Bob Neville has a large practice based in the Medical Centre, but he also has a large practice in industrial medicine stretching around Ontario. He was a goalie for his university hockey team, and in Peterborough has been the team doctor for the Petes, including some exciting times when they almost won the Memorial Cup.

Lorna Whittaker has been an archivist with the hospital for many years. She has collected a large display of pins and nursing caps, and has displayed this work locally, in the military archives and in

Ottawa. She has kept archival material, records, figures and pictures which she hopes will be displayed in the new hospital.

Dr Bill Belch was born in Dr Turner's private hospital in Millbrook. He received some of his training at Sick Children's Hospital and at the Henry Ford Hospital. He has a large practice as a surgeon. With Dr Alan Kelly and Dr John Martyn, he performed Peterborough's first successful ruptured aortic aneurysm repair. In 1970, he acquired 44 head of buffalo from Elk Island National Park and now raises buffalo on his local farm. Buffalo meat is now a local gourmet item at the Farmer's Market and at some restaurants. He has several penny farthing bicycles which he brings out for special occasions, and demonstrates the art of riding these archaic machines.

Dr Jack Shepherd has been a superb golfer over the years and won a significant North American golf tournament in Pennsylvania in 1977. He made the cut in one Canadian Open, although finishing behind Arnold Palmer.

Dr Jules Sobrien has won many medals for his shooting pistols, and represented Canada at Commonwealth Games and the Olympics.

Dr Hardy Friesen's large general practice is in the same building as Dr Jenny Ingram's office. In the summer he has arranged to take colleagues and volunteers to South America to run an outpatient hospital that treats all comers, operating like an Emergency ward.

Several doctors with local connections served in the American Civil War of the 1860s. These included Dr Alex Bell, Dr Horatio Charles Burritt, Dr Alexander Fife, Dr Payne Ford, Dr Albert Kincaid, Dr John R. McCullough, Dr Reginald R. Perry and Dr Harrison R. Keene. Several had distinguished careers in this area; some stayed in the United States.

Over the years, Peterborough hospitals have had interns, some who stayed for some time. Some of the names that come to mind are Dr Coderque, Dr Taklev, Dr Lehemamt, Dr Hugh Johnson, Dr Campbell, Dr Claude Hill, Dr Kurowski, Dr Warren Gamble, Dr Harold MacKay and Dr Eduoxia Dutkevich. One intern, Dr Vince Comet, was married in St Peter's Cathedral by proxy to his wife in Saragosa, Spain.

Dr Rusty Magee served in World War II, and treated many soldiers injured by tank warfare. He noticed some patients, British and German, had fractured hips held together with the Kuntscher nail. He introduced this nail to orthopedic services in Canada and the United States. At one point, he commandeered a jeep so he could find the doctor who invented the procedure and brought the considerable information home for displays in North America.

His wife, Dr Agnes Moffat, an anesthetist, also served in the war. She noticed an excellent method of inducing anesthetics for patients and she found out what it was and brought it to Canada. It was a useful item in the treatment of Canadian patients.

## **FIREWATCHER AWAY, CHIEF CLAIMS Civic Hospital Fire Damage Set At \$60,000**

Dave Pulver  
*Peterborough Examiner, 6 May 1960*

Peterborough Fire Chief Albert Mason said today a preliminary investigation into Thursday's fire [5 May] which destroyed the Civic Hospital staff cafeteria has revealed that, contrary to safety regulations governing welding operations, nobody was standing by with a fire extinguisher when the blaze started. A spark from an oxy-acetylene torch started the blaze.

Describing the fire as "one of the most potentially dangerous in my whole experience," Chief Mason said the Pigott Construction Company - which is building a new wing at the hospital - was responsible for keeping a man permanently at hand to watch for stray sparks from ox-acetylene torches.

At a meeting between fire department officials, hospital authorities and construction workers Thursday evening, it was discovered that a man who was detailed for the job of firewatcher had been temporarily moved away from the site to do another job, said Chief Mason.

The fire had already burned through most of the cafeteria wall when the man returned and by that time his attempts to douse the flames with an extinguisher were useless.

... suggestion had been made by site workers that it was caused by a lighted cigar butt.

"It was a miracle that the fire was prevented from spreading beyond the cafeteria," he added.

Certain recommendations would be made to the hospital authorities concerning fire precautions in the future, said Chief Mason.

Charles Buchberger, Pigott Construction supervisor at Civic Hospital, told the Examiner a man was standing by all the time welding work was being carried out and had not moved away until 5 - 10 minutes after it was completed.

The worker was engaged in hanging tarpaulins for weather protection about 10 feet away from the spot where the fire started.

"We are completely satisfied that all necessary precautions were taken and a man sent to investigate by the Construction Safety Association in Toronto also said he was satisfied we did everything we should have done."

Hospital superintendent John MacKay commenting on the rescue operations in which almost 200 patients were removed from smoke-filled wards to the hospital lawns said today: "The community co-operation was just fantastic. It gives us a real lift to know that the community is behind us in an emergency like this."

Forty of the hospital's staff of 80 doctors were on hand within a short time of the outbreak of the fire, said Mr MacKay.

The hospital is now practically back to normal operation with a half-patient (110 patients) load and the hospital will probably be back to normal with a full load in two to three days.

"Until then no new patients will be admitted," he added.

"I would like to thank the fire department, police, clergy, Boy Scouts, service organizations, hotel keeper and local firms for their offers of help. The sisters of St Joseph's Hospital gave us tremendous co-operation by getting everything ready to receive our more serious cases and even sending some of their minor cases home," said Mr MacKay.

Assistant hospital administrator Richard Builder also warmly commended hospital nurses, doctors, and staff for their calmness and "excellent sense of duty" during the evacuation of patients from the hospital building.

By 5 p.m. hundreds of sightseers had gathered on the hospital lawns to watch rescue operations.

Deputy police chief Jack Shrubbs said today the crowds created no difficulty for the police "and many of the bystanders proved of great assistance."

"Many off-duty officers were called in but we're very grateful for the excellent co-operation we received from the public - I have no criticisms of anyone."

However there were reports that visitors hindered nurses ... weather was in our favor," said Mr. McGrath. "If it had been cold or raining the situation would have been immeasurably worse."

Describing the fire, which gutted the cafeteria, blistered paint and warped ceiling tiles the length of a 200 foot corridor, a kitchen helper said "the hardwood wall was suddenly a mass of flames and in seconds the fire was fanned by the wind into a roaring furnace inside the cafeteria."

The alarm was given by cafeteria cashier Mrs Elizabeth Purvis who ran to the hospital switchboard to call the fire brigade and have the general alarm bells sounded.

All of the equipment at the main city fire station was sent out to deal with the fire, in addition to pumbers from the North End Station. All off-duty personnel were called in by radio.

"There is no doubt their promptness of action and unselfish concern for the welfare of patients saved many lives," added Mr Builder.

The only near-casualties were five new-born babies who were overcome by smoke in the general alarm fire.

Taken outside to the hospital lawns with the 14 other babies in the fifth-floor nursery, the five unconscious babies were soon revived with whiffs of oxygen.

The fire started about 4 p.m. Black, acrid smoke poured through the building as the blaze spread to the interior of the staff cafeteria. A 20 mph wind whipped the flames and within minutes had left it a charred shell.

Firemen had the blaze under control in 20 minutes. Assistant fire chief George Gimblett said the

arrangements could be made to return them to Civic Hospital.

The nurses' recreation room and lounge rooms were pressed into service Thursday night and today as makeshift cafeterias. Staff were advised to bring packed lunches. This morning many members of the staff had their breakfast in the sixth-floor conference room.

But at 10 am the kitchens, although partially damaged by water, were reported to be functioning almost normally.

Visiting hours today have been restricted to immediate relatives only and will be between 2 and 4 pm. Saturday's visiting arrangements have not yet



flames were held within a corridor wall and were prevented from spreading to the upper floors.

However, hospital authorities now say about 13 other rooms sustained extensive smoke and water damage, although there was no estimate of the amount of damage available this morning. The hospital pharmacy was blackened by smoke, but there was no actual damage to medicaments.

Assistant administrator Builder told The Examiner there were 110 patients discharged and sent home during and after the fire in comparison with the usual 15 to 20 who are discharged each day.

Still at the hospital this morning were 99 adults and 20 babies (one was born a few hours after patients were carried back to the hospital from the lawns).

Mr Builder said 10 seriously ill patients were transferred to St Joseph's Hospital as soon as the emergency began and were being kept there until

been decided; medical staff are to discuss the situation with hospital administrative staff later today.

Meals were provided for staff and rescue workers and patients ...smoke to help relieve patients.

"Fortunately no one was hurt and things could easily have been much worse than they finally turned out."

A nurse who was in a third-floor ward when the fire broke out said: "I heard the alarm bell and thought at first it was just another fire drill. Then there was a lot of shouting and smoke was billowing out into the ward.

"We closed all the doors and windows at first so that the draught wouldn't help spread the fire and started helping patients downstairs to the lawn.

"What was most remarkable was there was absolutely no panic. Everyone was very cheerful and

many of the patients were laughing and joking about the whole business.”

At about 4.15 pm when smoke had spread to the wards on the upper floors several patients who had not yet been removed broke windows and cried for help. Firemen used extension ladders to carry them down.

Several firemen who returned again and again to several wards thick with smoke to help remove patients, were overcome by smoke and had to use the resuscitator.

A pulley system, used in the construction of the new \$2,100,000 addition was adapted for lowering patients on the upper floors to safety.

Construction workers aided firemen and police in conducting rescue operations.

In a temperature near 75 degrees patients lay on makeshift beds on the hospital lawns while nurses

made them as comfortable as possible under the circumstances.

Hospital superintendent John Mackay said that within three minutes of the alarm being sounded he had checked up to the fifth floor of the hospital.

“Every staff member was at the proper fire station and all foors were closed off,” he said. About half the patients removed had to be helped or carried, some of them on beds.

The engineering staff cut off electric power and ventilators as soon as the alarm sounded. Elevators were useless but were back in operation when patients were returned to their wards 90 minutes later.

Privately-owned station wagons and panel trucks joined ambulances at the hospital grounds in response to broadcast appeals.

## Visitors Hinder Rescue Operation in Hospital Fire

*Peterborough Examiner, 6 May 1960*

Bedlam reigned as smoke billowed from the windows of Civic Hospital Thursday afternoon.

Many patients broke windows and screamed for help while the hospital staff worked desperately to evacuate the threatened building. About 215 patients were carried or assisted to safety.

Hospital officials, however said that despite the initial confusion, evacuation measures were well-organized and carried out in an orderly fashion. They had high praise for the nurses, doctors and other members of the staff.

The green expanse of lawn in front of the hospital was soon turned into a scene reminiscent of a Second World War battleground.

Patients were made as comfortable as possible by the nursing staff, as heavy smoke forced the evacuation of five floors.

Medical treatment for several of the more serious cases continued on the lawn and others, wehre more complicated treatment was necessary, were moved to St Joseph's Hospital.

Several overwrought city residents when they were unable to find relatives among the patients on the front lawn, rushed around, questioning police, nurses and bystanders.

One woman, in tears cried out several times for her grandmother, but seemed unable to locate her.

Through all the excitement, however, the patients seemed to be the most calm in the area, many laughing and joking; spectators at the scene seemed to be much more excited.

One of the patients, Mrs John Victor of RR 9 Peterborough, who suffers from a form of anaemia, was being given regular blood transfusions when the fire alarm was given. Nurses carried her downstairs while continuing the transfusion on a bed that had been wheeled out from the emergency ward into the hospital forecourt.

Throughout the emergency, she sat calmly on the bed while the transfusion continued and when nurses carried her back to her hospital bed, she was still receiving blood from the plasma bottle.

Firemen, using extension ladders to evacuate the higher floors received some stubborn opposition from an elderly man, who felet that was nothing to be excited about, and didn't want to be taken from his room. He was carried out, however.

Off-duty police and firemen were called in to direct and divert the unusually heavy traffic in the hospital's area.

The situation was described as “bedlam” by one officer who was attempting to clear spectators from the lawn.

Although no one was injured, the hundreds of spectators hindered nurses by walking between the patients on the lawn and getting in the way of officers attempting to direct traffic and firemen who were rushing in and out of the hospital.

Off-duty nurses arrived within minutes of the alarm to aid in the evacuation and also the return of the patients to their rooms once the building was declared safe for use by firemen.

Members of the clergy and Salvation Army chatted with the patients scattered on the lawn on mattresses, beds and blankets and reported later that spirits were very high. “Most of the patients took the affair very calmly,” they said.

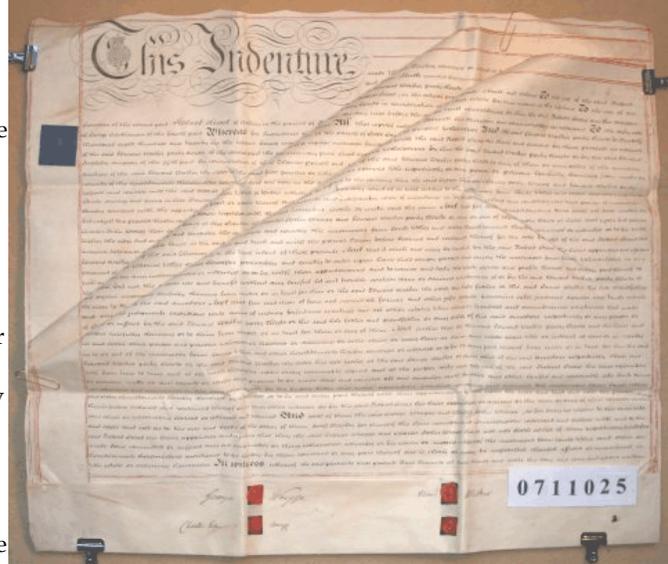
*[The photograph was taken from the air and shows the progress of the evacuation process at the hospital in May 1960. Notice, too, how small the hospital was, and how remote. Thanks to Peterborough Examiner and the Peterborough Fire Department.]*

## EDMUND WRAGGE PETERBOROUGH'S UNKNOWN ENGINEER

*Gord Young, Editor Lakefield Heritage Research*

Peterborough has been “home” to several engineers. Of native sons, Richard Birdsall Rogers remains the best known. He is far better known than, for example, Walter Francis, who was his “second” on the lift lock construction.

Peterborough’s best-known engineer has to be, without doubt, Sir Sandford Fleming (1827-1915) who gave us “standardized time” amongst several dozen major accomplishments over his very long productive life. Fleming of course was tied in his loyalty to Peterborough because he had married Jean/Jane Hall in 1855. Rogers when planning and building the lift lock regularly contacted the sage engineer. Fleming started his career in Peterborough in 1845. Early he did map-making and surveying. He joined the engineering staff of the Ontario, Simcoe and Huron Railway, becoming engineer in chief of the successor Northern Railway in 1857. In 1863 the Canadian government appointed him chief surveyor of the first portion of a proposed railway from Québec City to Halifax and Saint John. Subsequently built as the Intercolonial Railway, Fleming was its chief engineer. Fleming then went on to the Canadian Pacific Railway, for whom he did the preliminary engineering and survey work. Much of his work was ignored by the CPR, but his notes were eventually used by the Canadian Northern Railway, the last of the transcontinental railways.



Another major engineer who called Peterborough/Lakefield “home” was Kivas Tully (1820-1905). Tully was trained in England and Ireland by some of its foremost Public Buildings engineers after finishing engineering school with the Royal Navy; W. H. Owen and George Wilkinson. Tully came to Canada was briefly associated with the famous Toronto architect, John George Howard, because Tully’s half-brother John Aspinwall was with Howard. Though Tully is best known for his own personal commissions; Victoria Hall in Cobourg being his “crown jewel”, Tully’s other major contribution came when he was appointed the Chief Building Architect for Ontario in 1874. Tully collected some of the brightest young engineers ever assembled, anywhere, and there is not much in southern Ontario that was built that was not built by Tully’s “whiz kids”. Some of the latter “Tully whiz kids” are certain to have assisted Rogers in the planning and construction of the lift lock. Certainly there is some correspondence between Rogers, and, Tully, but, undoubtedly, there were thousands of telegrams and phone calls that have gone unrecorded for history between the two men or their offices. We know that Tully made himself available to Rogers on a regular basis, but, what that included, we will not know. Tully was one of the founding members of the Canadian Society of Civil Engineers, established the following year, and in 1899 he was first president of the Engineers’ Club of Toronto. Tully’s second marriage (his first wife having died) was to Sam Strickland’s daughter (Nov. 4th 1852 in Douro Township, Upper Canada, Maria Elizabeth Strickland (d. 1883), daughter of Samuel Strickland and widow of Benjamin Beresford, and they had four daughters a widow herself; and had two girls, one of which is not well known here, the artist Sydney Strickland Tully.

Peterborough has been blessed by other engineers of note. Claude Rogers, R. B. Rogers’ nephew articulated under his uncle during the lift lock construction and the Kirkfield Lift Lock, but, took over his father’s Peterborough Canoe Company. There his engineering skills were used to improve the production of the canoes.

Another “Home boy engineer” was Thomas Alexander Stewart Hay, a grandson of Thomas A. and Frances Stewart. Hay is best known in Peterborough for building the compressed Portland cement bridge, the “Inverlea Bridge”. Hay also planned and built a “subdivision” which he proudly called “King Edward Park”. However, no sooner had “King Edward Park” been nearly completed, than a sinkhole suddenly and unexpectedly appeared

creating a major setback. Hay's career was dogged by such embarrassments, really not his fault. He was a brilliant engineer, who gave advice to other engineers such as R. B. Rogers.

Edmund Wragge, also a brilliant engineer, has received no notice from local writers in Peterborough and deserves to be well-known. According to one source, he was the youngest man ever to pass the engineering exams at Oxford. His double-career father, Charles Wragge appears in the UK census as a banker-solicitor in Old Swinbourne in middle England. His mother, Francis Ann Cheadle, was a daughter of a civil engineer in Stafford. Both towns were on rail-lines which might explain Edmund's interest in railroading as a career. Not much else is known about the family.

Wragge had a significant career in South Africa. We do not know exactly how he went to South Africa. One resource is incorrect in stating that Wragge was working for Cecil Rhodes. The Rhodes railroad conglomerate did not begin until after Wragge came to Canada. He must have received his experience with narrow gauge (3' 6") railways in South Africa, either with the Cape Town Railway and Dock Company or Wynberg Railway Company.

Mr. Lathom Brown was the first Managing Director of the Cape Town Railway and Dock Company. By 1857 the company selected Mr. William George Broungert as its first Construction Engineer. After long administrative delays and some interference by other competitors, the contract to build the first railway line in the Cape of Good Hope was awarded to this Ccompany on 6 August 1858. The first line proposed was from Cape Town to Wellington, a short but important line of 45 miles that would serve the wine-growing districts of the Western Cape. The first sod on the construction of the line was turned on 31 March 1859, and the first trains in the Cape Colony started running on this line on the Cape Town to Eersterivier section in February 1862. The 0-4-2 locomotive used during the construction was also used on the inaugural run when the Wellington line was finally opened in 1865. It was built in 1859 by Hawthorns of Leith, and it is now serving as a station guard on Cape Town station.

The Wynberg Railway Company was formed in 1861 and built a line from Cape Town to Wynberg which opened in December 1864. (Interestingly enough a later South African railroad built, the "Rand Tram" whose charter was given to George Pigott Moodie. This Moodie would have been related to one of Dunbar Moodie's brothers who had remained in South Africa.)

While in South Africa, Edmund Wragge married Lucy Carlyon, from Truro Cornwall UK. The family had large financial holdings in South Africa. Lucy Eliza Carlyon, who was baptized at Truro St. Mary on 7 February 1845, was the daughter of Frederick and Lucy Carlyon. The Wragges returned to England and then came to Canada in 1869.

Somehow, his reputation for building narrow-gauge railways brought him to Canada. He began building the Toronto and Nipissing Railway for the Gooderham family. The railway went from somewhere to nowhere. John Shedden was the general contractor. However, Shedden died in a serious accident. The fireman of a locomotive let the crownsheet become dry, and the boiler exploded. Wragge named Shedden, Ontario in his honour. Other towns named by Wragge were Cannington, Lorneville and Argyle. Cannington was named for Lord Richard Canning, Both Lorneville and Argyle honoured the Marquess of Lorne the Governor General (1878 - 1883). Wragge gained the reputation of "Swamp master" as so much of the railway north and east of Cannington passed through swamp. The Grand Trunk Railway, working with George A. Cox, made arrangements with several railways including the Midland, the Grand Junction and the Peterborough and Chemong. Wragge came to Peterborough in 1882 to rebuild the Peterborough-Lakefield branch, a line which was continuously sinking. The Grand Trunk failed to keep up the maintenance on the line after Wragge moved on.

While based in Peterborough, Wragge oversaw the building of the "missing link", the line between Peterborough and Omamee which was begun in February 1882 with J. H. Beemer as contractor. The heaviest work was bridging two wide deep valleys at "Tully's" and "Doube's." At Tully's it was necessary to build a trestle 700 feet long and 40 feet high. At



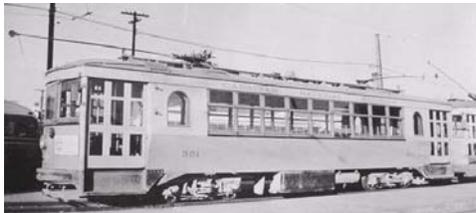
Double's, the workers build a trestle 1,500 feet long and 70 feet high. Most of this trestle work has since been filled in with ballast. On 2 July 1883, workers, some armed with stiletos and revolvers, fought at Sherin's Cut, two miles east of Omeme. Some Italians went on strike over an illegal reduction of wages while some Irish-Canadians kept on working. Many were wounded but none were killed. The first train over the "Missing Link" ran 23 November 1883, five days after standard time had been first adopted by the railways of Canada.

Wragge was the only General Manager of the Peterborough and Chemong Railway. During his decade of responsibility for Peterborough, the last section of the Peterborough and Chemong Lake Railway was completed and officially opened by Sir Joseph Hickson, the President of the Grand Trunk in 1891. Sadly, this railway only lasted a dozen years and was declared surplus in 1904. The C. G. E. Electric Motors Plant in Peterborough rented the line from 1904 to 1914 in order to test new freight locomotives. The *Evening Examiner* tells us about the testing. The photo below shows the final locomotives that C. G. E. developed for the Canadian Northern Railway, for the Mount Royal line north of the city of Montreal. This particular design is popularly known as "box cab"



A testament to the great design of these all-electric motors is, that, they remained in service for a full 80 years !

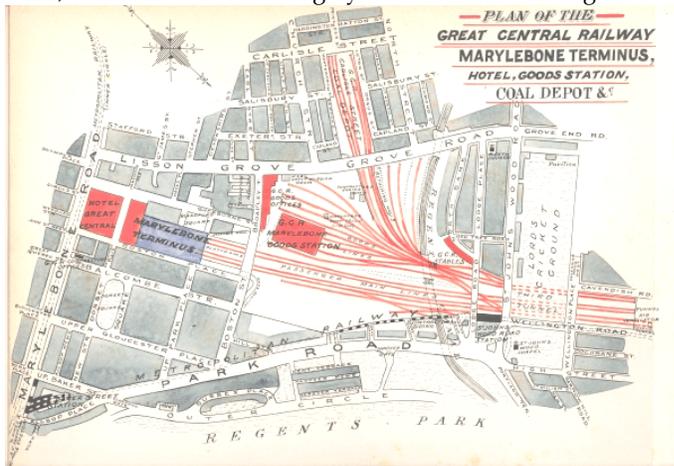
An earlier all-electric design that was also tested on the "Chemong Line" was the "steeple cab" which provided great visibility to operators. They were used primarily for switching. The Niagara, St. Catharines, and Toronto Railway steeple-cab shown below is typical of these C. G. E. Types. The car bodies for both locomotives were built by the Canadian Locomotive Company in Kingston Ontario.



Wragge was involved in this design work after he returned from London. But, we are slightly ahead of ourselves here.

Because of his fine work in building railways through swamps, Wragge was sent down to Toronto to help with the second Union Station. Here, he worked with another Peterborough/Lakefield son Walter Strickland whose architectural firm, Strickland and Symons,

won the commission to build the station. Wragge designed the trackwork for the station. Here again, his knowledge of working with swamps was appreciated. The second Union Station and the later present station were both built on landfill, which of course was highly unstable like building on a swamp.



The Grand Trunk was so impressed with Wragge's work that they lent him to the Great Central Railway in the UK to help build their station's track work at Marlyebone, on swampish ground. The Grand Central in Britain had the same board of directors as the Grand Trunk in Canada. The Great Central was one of the most inventive of British railroads. Wragge returned to Canada in 1904 where he retired and became a railway consultant.

Among his many projects, he developed C. G. E. freight locomotives. Adam Beck and the Hydro-Electric Commission were promoting "radial railways", or "interurbans" as the Americans called them. Wragge was active in developing ideas in this area, and may have

suggested the line for the west shore of the Otonabee, between Peterborough and Lakefield. With D. A. Starr C.E., Wragge also was a consultant for the Cornwall Street Railway. The Canadian National had an interurban car company shown above may well be what was proposed for here.



The Preston Car Company promotional photo, shown on the next page, is more typical of the “heavy streetcar” design from that era.

As did Kivas Tully, Wragge surrounded himself with a number of “whiz kids”, brilliant young civil and mechanical engineers. Sincere thanks to Gord McOuat of Halton Radial Railways (rail historian) for photos and information on radial railways. One of those “Wragge whiz kids” was David William Brunton, who developed and

patented the Brunton's Patent Pocket Mine Transit. This great invention was important in World War One. Undoubtedly, Wragge would have been proud!



Wragge's son, Edmund Carlyon Wragge, was the third generation in his family to have two degrees. His father, Edmund, had two engineering degrees; his grandfather had degrees in banking and law. E. C. Wragge had degrees in law and mining engineering. E. C. Wragge practiced mining law throughout BC and died at the good age of 99! (His father lived to 93.) His wife, Helen, belonged to the very important mining family (originally from West Virginia) that gave its name to Hinton Alberta. We have no information about Wragge's daughters, except that Lucy was listed with her parents in the 1901 British census.

Lucy Eliza (Carlyon) Wragge passed away in 1907. Edmund remarried 5 December 1910 to (Louise) Maude Kingsmill. The

famous and wealthy Kingsmill clan included the 1850s Toronto lawyer Nichol Kingsmill. Edmund Wragge, so very important to this city, deserves to be better known to us all.



For comments on the extensive sources used for this article, see the papers of the Lakefield Heritage Research at the Trent Valley Archives.

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*Without archives there is no history!*

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## PRESIDENT'S REPORT

### WALLY MACHT.

The Annual General Meeting is an opportunity to review our activities of the past year and look to the future. The Trent Valley Archives has made a difference in countless ways.

It was after our general meeting that John Marsh cited his numerous activities as the reason for stepping down as president of our organization, but he remained as a member of the board of directors. We wish to thank him for his hard work during his term. At the following meeting, I was installed as president, Bruce Fitzpatrick as vice-president. Gina Martin remained as secretary and Elwood Jones took on the task as treasurer. Since then, Bruce Fitzpatrick, due to a heavy workload, has relinquished the vice-presidency to Susan Schappert, a new member of the board. Karen Carter-Edwards has also become a director.



*Wally Macht and Don Willcock before the successful Open House at Trent Valley Archives.*

Our various events during the past year have raised thousands of dollar, and we would like to thank Diane Robnik and all our volunteers who have made the outings a success. The pub-crawls with Bruce Fitzpatrick have been outstanding; in fact, four private walks have been added for April and May. Our congratulations and thanks to Bruce. Scandals and Scoundrels has raised \$x,xxx. The Cemetery Walks and Eerie Ashburnham tours have also been very successful. They added \$x,xxx to our coffers. We have been receiving lots of attention on radio, television and in the newspapers, and it has been very beneficial. We are most grateful to the media for its exceptional interest in our activities.

We participated in the Canada Day parade using an antique car as our heritage symbol. We gave out tourism brochures and we gave Louis Taylor a free membership as thanks for printing them. We also participated in the St Patrick's Day parade handing out cards promoting our spring events schedule. Thanks again to Louis for his expertise in creating an attractive and informative message. Our May book sale raised \$240. We cancelled our plans for the Tartan Ball as we faced too many obstacles.

Our Christmas Readings project was a great success even though it was not a completely sold out. Local musicians Danny Bronson and Susan McKnight along with our own Bruce Fitzpatrick made it a spectacular event. We will do it again.

During Archives Awareness Week, we held a successful "open house" again this year, and followed that up with a Genealogy Fair, a first for us, that proved very successful thanks to the work of Diane Robnik, Toni Sinclair and Karen Carter-Edwards. The program was well designed and each presenter was outstanding. Thanks also to the book dealers and experts, and to those who joined us for this great spring day.

We are prepared for our unique Dinner Theatre to be held 3 May. There are few tickets remaining, and we anticipate a deservedly sold-out event.

We received a Peterborough Foundation grant to be used to index the names in the abstract registers of the county land records. We hired Don Willcock for that purpose, and Alice MacKenzie is assisting him on that project.

We also sent out a November letter requesting funds to purchase microfilm reels of Peterborough newspapers. Our members donated over \$4,000 toward the project and we were able to purchase several reels covering from the 1850s to 1900, and a couple of later reels by request.

We have received several donations of archival documents that have greatly enriched our knowledge of the local area. During 2007 we received very important collections related to the Bradburn family, to the Miller family, and to the Johnston family. We received donations related to Upper Stony Lake. We received a fine 45 year run of a farmer's diaries. From the family of the late Stan McBride we received a nearly solid run of twentieth century Peterborough street directories and a number of files relating to his diverse participation in Peterborough affairs. In both 2007 and 2008 we received significant additions to the Anson House records. For all these gifts in kind, and many others, we know researchers will share our gratitude. We continue to receive new donations in 2008, and we are able in many cases to offer income tax receipts for such donations. We are worried that we are nearing the capacity for our building, and will need to consider other options in the near future.

We have been considering different ways to increase our membership. We have considered putting a card insert into each issue of the Heritage Gazette so people can easily apply for membership and for a subscription to our magazine. The Heritage Gazette, incidentally, is receiving rave reviews and our editor deserves a lot of credit for making each issue even better. Thanks to all the contributors who share the results of their ongoing research. We would also like to thank Peter Lillico for his very helpful advice on getting significant donations and bequests.

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 We had a slight problem as the heavy snowfall dislodged the eavestrough on the east side of the building. We had the eavestrough replaced and added snow guards that proved effective during the rest of an unusually snowy winter.

On recommendation of our solicitor, Emmet Connoly, at Lockington, Lawless and Fitzpatrick, the wording of Bylaw 38 will be changed to read: "Upon the dissolution of the Archives in any manner by law, after payment of the Archives' debts and / or liabilities, its remaining property, if any, shall be distributed to an archives, each of whom meet the definition of a 'qualified donee' under subsection 149.1(1) of the Income Tax Act (Canada), as determined by the Board."

In closing, I would like to thank all those who have contributed their time, expertise so Trent Valley Archives may grow and document the history of the region. They include Diane, Don, Elwood, Gina, Alice, Bruce, Basia, Andre, Keith, Martha, Chris, Susan, Doug, Toni, Karen, Carol, Dennis and a host of volunteers. Special thanks must also go to our members and donors who provide the resources we need. Thanks especially to Carl Doughty for his generous assistance each year. I would especially like to thank Ken Brown and Jeannette Cooper for keeping on the financial straight and narrow.

## A WEEK IN THE LIFE OF WILLIE BOYD

Grace Barker



Water colour sketch by Miss Lowe, used with the permission of Herb Orgill.

In the 19<sup>th</sup> century boats were a necessary component in the successful operation of the Boyd Lumber Company. Rafts, barges, pointer boats, sail boats and steam driven paddle wheelers were all part of the roster for the Lumber Company. They were remodeled and rebuilt and refitted to meet the needs of the times. In November 1877, W.T.C. (Willie) Boyd left his

*I am sending along this small essay which I thought might be appropriate for you to fit in with whatever mention you make in the "Gazette" re the 175<sup>th</sup> Anniversary of the first small lock on the Trent-Severn Waterway. I understand the Trent Severn staff has a small brochure in their office re this event which is scheduled for June 6, 7 & 8<sup>th</sup> in Bobcaygeon. The diary entries were taken from Willie Boyd's diary which was deposited at Trent University Archives. They will need a credit line if you use it.*

*I was so impressed with how Willie flitted around. Perhaps it will not interest your readers if they do not recognize the names of his family and their importance at the time. I would think an accompanying map would be appropriate.*

*By the way, Barbara Williams will have a new book out in May. It will be a definitive book on Ann Langton. I accompanied her at one time when she spoke about Ann at the Peterborough Historical Society meeting in Peterborough. I hope this book has pictures of Ann's paintings on china. Barbara has researched them all.*

studies at Trinity College, Port Hope to join the family Company in Bobcaygeon. Throughout his career his main responsibility seems to have been to "get people from here to there and back again" with a minimum of inconvenience. Whenever possible his choice of conveyance was a boat. As the century wound down Willie Boyd as President of the Trent Navigation Company kept his focus on the changing needs of the industry. A new screw-driven launch named the "Calumet" was built in Bobcaygeon to act as a reserve boat and a private launch for family outings. The lumbering trade was winding down and the community was facing a transitional economic slump. Willie planned schedules for the TVN fleet of boats that would answer the needs of the community and that would tap into the new tourist industry that was shaping up. Brochures were designed and sent off to lure visitors to this beautiful location. It was a romantic time period that is looked back on with nostalgia and perhaps a wish that it could all happen again.



The "Calumet" an auxiliary boat in the TVN fleet. Here it is locking through at Fenelon Falls. The yacht was used by the family for business as well as pleasure.

#### A WEEK IN THE LIFE OF WILLIE BOYD



The "Esturion" flagship of the TVN at the dock in Bobcaygeon

Sept 2/ 1903.....In a.m. went to church with Gardiner, Miss Wright and the children. In afternoon walked to the west end of island with Alfred and looked over survey that has been made for the approach to proposed station near the Esturion wharf. Sent Ajax to look after her scows at Emily Creek.

Fairly cloudy and gale of wind blowing from N.W, moderating in the afternoon

Sept 28/03.....Spent a.m between house and office. Left at 12 noon with yacht to take Kate and Alfred home and took all the family and Logie with us. Called at Gannon's and towed a boat from there for Alfred and arrived at Chemong Park about 3 p.m. left again at 4.30.

Cloudy and cool with N.wind.

Sept 29/03.....Spent a.m. In office. Rogers telephoned asking for the yacht to meet him with Sir Sandford Fleming & party at Lakefield tomorrow. Mossie and I left with her at 3 p.m. with Jimmy Johnson to steer, arrived Burleigh Falls 6.10 p.m. where we had tea. Left again at 7.30 &

arrived at Lakefield 9.40 p.m. & put up for night at Craig House.

Cool and cloudy in a.m. Clearing in p.m. fine moonlight night.

Sept.30/03.....After breakfast Mossie and I went with Mr.Kilbourn who showed us over his cement works. Dick Rogers with his party- Sir Sanford Fleming, Misses Smith-Fleming & Harry Hall & Col.Harry Rogers got on board and we started for home about 10.30 a.m. Had lunch while going through Lovesick Lake and Deer Bay. Arrived home about 5 p.m. & all the party went to Mossie's house for the night. Went over there for a while after tea. Cold last night but very warm and fine today.

October 1/03..... Got up early, had a bath and went to Mossie's for breakfast. Left here about 9 a.m. with yesterdays' party (except for Mossie) Started for Kirkfield. Took on a German engineer at Fenelon. Passed through Balsam Lake between 1 & 2 p.m. and reached end of canal nearest Kirkfield about 3 p.m. serving lunch on board enrooted. All got off here to drive to Gamebridge & I returned alone & arrived home 7.45 p.m. having made the run back in exactly 4 hours. Warm and cloudy with rain at night.

October 2/03.....Spent all day in office. Beautiful autumn day. Foliage of trees gorgeous with colour. Fine and moderately warm.

October 3/03..... got word at 9 a.m.that the Ogemah broke her cranks going out And sent the Calumet to run her trip to Lindsay. After dinner tug came up with tanbark from the Narrows & I went up to the piers with her and towed the Ogemah down to the ways to lay up for the winter. Manita came up from Bridgenorth with ties. Fine day.

The "Manita" and her sister ship the "Ogemah" were part of the TVN fleet that provided service throughout the Kawarthas, from the hub in Bobcaygeon. These steam-boats were named to honour the poignant tale of a pair of clandestine lovers. "Ogemah," the Mohawk warrior and "Manita", the Huron maiden are said to be buried at Sturgeon Point. He was slain in battle and she died of a broken heart.

--The "Manita" called at Coboconk, Rosedale and Sturgeon Point, licensed to carry 150 passengers.

--The Ogemah made daily round trips from Bobcaygeon to Burleigh Falls.

*Grace Barker is the author of Timber Empire, the story about the Boyd family. More recently, she wrote the delightful book on the Havelock bank robbery. Editor.*

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## JOHN GILMOUR

*Robert Neild*

On August 4 1792, in Ayr Scotland John Gilmour was born, his mother was rich in affection and common sense and his father who was an intimate friend of Robert Burns, was a quiet, reserved man of dignified bearing. In his early youth the boy showed distinct signs of remarkable conscientiousness, and of yearnings after God; but by his ninth year the premonitory symptoms of the saint and preacher had disappeared, and the reckless sailor in him asserted control – a control which it held until, after eleven years of reckless godlessness, he ‘was made free indeed’.

The year 1807 was a very important one for him. He had begun at the almost incredible early age of nine to go to sea, drawn against his parents’ wishes, by the spell of a powerful sailor instinct. His mother died in that year, and his father quite disconsolate exacted a promise from him that he would not take a long journey that winter. He accordingly engaged on a ship sailing to Ireland, but from an imagined slight he impetuously shipped in the spring of 1808, with a vessel bound for Quebec. This was not his first voyage to America. On board the Cumberland on the first of January 1809 while they were rejoicing in the prospect of soon reaching home, a French privateer captured them and made the crew prisoners of war. They landed at St. Malo and then received orders for a 400 mile forced march to Arras, which became John Gilmour’s home for the next five years. During the first three years of his imprisonment he paid no special attention to religion. From an apparently unknown cause he began to feel an unaccountable uneasiness and could find rest in nothing. He was on the verge of despair, when, while returning from a religious service, a young man with whom he was walking assured him, in a quiet sober way, that God was willing to save any sinner who would believe in the Lord Jesus Christ. He trusted God and became a new creature. He had been reared as a Presbyterian and had looked with contempt upon the people called Baptists or Anabaptists. His own study of the New Testament, however, convinced him of the truth of the position he had once despised and he became a Baptist in belief.

After an eventful and, at times, painful and exhausting journey through France and England and Scotland, Mr. Gilmour reached his old home one evening in the spring of 1814. In the meantime his father had died. He, therefore, settled in Irvine, near Ayr, and toiled bravely and hard. Here he was baptized in June 1814, but the joy of his spiritual life was far from ecstatic. He had to fight for every inch he gained.

The claims of the ministry now began to be pressed upon him by his own convictions and the advice of others. For a time he resisted, for the honor of serving God in this way seemed at first too great for one of his spiritual attainments. The decision was, however, at last formed he having first set apart a day for fasting and prayer, and he

went in 1816 to study under Dr. Steadman at Horton College in Bradford. His course lasted four years, and by neglecting the safeguards which every student needs to set, he found towards the end of his course that his zeal had somewhat abated and that he had become a prey to metaphysical doubts.

After his graduation he supplied the church at Greenock for five months in the absence of the pastor. His experience as a sailor he also turned to good account in preaching to the crews of the ships in harbor. In February, 1821 he went to Aberdeen, and he was the first Baptist pastor who ever labored there. As he was a perfect stranger in the city and he had no Board to support him, his undertaking showed his intrepid courage, especially as he might have secured churches in England where he could have been comfortable and happy. Soon the first Baptist church in Aberdeen was organized with Mr. Gilmour as pastor, those interested in the step having agreed to appoint a day for fasting and prayer and so formed themselves into a church. The pastorate lasted until 1830. In 1822 John married Janet Walker, of Irvine, a woman who, with a somewhat weak constitution, possessed superior mental and spiritual endowments, and extraordinary wealth of affection, and a distinct talent for poetry. Mrs. Gilmour lived until 1852, and these thirty years of their married life were years of unalloyed happiness. Their only child John Walker Gilmour, was born in 1823.

In 1830 he resigned his charge to undertake work in Montreal. After a journey of nearly six weeks, he landed in Montreal in September 1830. He began preaching in Bruce’s school house on McGill Street, two days after landing. About a year later a church of twenty five members was formed with Mr. Gilmour as pastor. A lot on the corner of St. Helen and Recollet Streets was purchased and a chapel erected. But the pastor’s labors were not confined to Montreal, for many places in the vicinity enjoyed visits from him at this time. He stood to his post during the cholera outbreak in Montreal. When he resigned his charge in 1835 the membership had grown from 25 to 119.

Removing from Montreal, he made his headquarters at Clarence on the Ottawa River and this became the centre of earnest and untiring missionary efforts. During his time in Clarence the memorable revival occurred. In the spring of 1836, at the meeting of an Association in Montreal, he made a proposal for a forward movement which contemplated the establishment of a college and the founding of a Home Missionary Society, and in speaking to the question he recommended the appointment of someone to visit Great Britain and lay the claims of Canada before the people there in order to gather funds for the proposed objects. John Gilmour was unanimously appointed to visit Great Britain for this task, this trip lasted about one year.

His health becoming restored by the autumn of the year of his return, Mr. Gilmour, out of several openings that offered, chose an appointment under the New England Company, whose duties were the care of two bands of Indians, living in the vicinity of Peterborough, including a paternal and spiritual oversight. He took up residence in

Peterborough in November 1837, and this became his home until the time of his death. He attended with scrupulous diligence and conscientiousness to the duties of his position, but his natural energy was so great that his labors overflowed the banks of his ordinary duties and spread far and wide throughout Ontario. Naturally the county of Peterborough claimed his first attention, and here again he became a pioneer, preaching in the log school house and in the dwelling of the settlers.

In November 4, 1838 John baptized eight people in Chemong Lake. Mr. & Mrs. Robert Graham, Mr. & Mrs. James Mann Sr., Mr. James Mann Jr., Mr. William Paulin, and Mr. & Mrs. John Walton formed the nucleus of the first church erected as shown at the left which was erected and opened in the fall of 1840. It was fitted with closed pews with doors opening from the aisle. There was an open air baptistery near the church but most of the baptismal services took place at Chemong Lake.

In 1837, Reverend John Gilmour, a Baptist minister, came as a missionary to work with the Indians living at Mud Lake, Rice Lake, and Balsam Lake. He came with his wife, 14 year son, and their servant Margaret Lamb\*. A year later, in Chemong Lake Mr. Gilmour baptized eight men and women who became the founding members of the first Baptist Church. By 1840, a church building was erected in Smith Township known as the Line church. \*

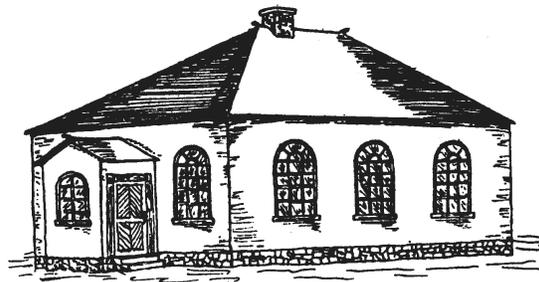
Mr. Gilmour started a Baptist mission in Peterborough in 1844. A church was erected on Aylmer Street. The congregation suffered a division caused by religious differences resulting in the building of a second church. They were reunited in 1864. A branch church was opened in Smith Township and was later known as the Selywn Church.

The Sabbath brought neighbours together for Bible reading and prayers frequently in the home of a kindly member of another denomination whose cabin could accommodate the worshippers. In 1840, the Line Church, a cottage type of building on the Communication Road, was built through efforts of pioneers of many faiths. The congregations of this first church in Smith Township and of the first Baptist Church in the area, established a second church at Selwyn in 1847.

The first church building, known as the Line Church on the Communication Line, was built of logs to the west of the present building on the Nicholson farm (the grandfather of Ralph Scott). The cottage-type chapel was fitted with pews which had doors opening onto the aisles. – Mr. Gilmour was the minister for the first five years at a salary of £80 a year. As the membership grew a residence was built in 1851 on the corner of the Sanderson farm. ⑤ (page 2)

There is no date when this letter from Mrs. Gilmour was sent to a friend in Scotland. ‘You will likely have heard about our little church and chapel in the wilds of Canada. Yesterday three more were baptized in the Chemong Lake. Mr. Gilmour previously preached in an adjoining school house, standing on the threshold, that his audience without as well as within might hear. When he

closed, all adjourned to the place of baptizing. The scene was picturesque and impressive, the afternoon beautiful. Here and there was seen an opening formed by the hand of industry in the dark, deep forest, and about five miles further, on the other side, as if peeping over the lake, the Indian Village. As the number on the beach was so great for all to witness, many went into canoes, and lay outside the spot, yet all was still and serious, the water calm and transparent, and the hymn of praise and prayer of faith arose from the spot where not long since, no holier sound was heard than the orgies of superstition or the fearful war-whoop. On the countenance of the baptized there was a touch of solemnity, and altogether the emotions produced were such as led one to say, ‘IT IS GOOD TO BE HERE’.



FIRST BUILDING, 1840.

Seven years after the founding of the Church, the first of the branch church was opened, ‘subject to the discipline of the Line Church’. This was erected for members in the more northerly part of the Township of Smith, and was later known as the Selwyn Church. In 1846, a home missionary was stationed at Dummer, and, in the same year, the Peterborough branch was organized. By 1863 another mission was begun in Lakefield.

Throughout this period of missionary endeavor the Line Church flourished spiritually and financially. The members contributed eighty pounds per annum for pastoral support, and a proposal to rent the pews as a means of financial support was voted down. The moral life of the members was strictly watched, with the result that some members were excluded for ‘failure to hear this Christian church’.

During these years of expansion, the Line Church did not forget the enduring contributions of its founder, Mr. Gilmour, who, in 1846 had become the first minister of the Peterborough branch. William C. Nichols and John Walton expressed the gratitude of the members to Mr. Gilmour with a gift of silver spoons.

In succeeding years the strong pulpit and pastoral traditions established by Mr. Gilmour were maintained. Sunday Schools were held in several centers and conducted by church members before 1883, when a Sunday School was organized to meet regularly in the church building. A few years later a Young Peoples’ Society became a very active organization within the church.

In 1887 a commodious dwelling for the pastor was erected to replace the first parsonage, which had been

destroyed by fire. Soon the congregation realized that a larger building was required to 'support a fellowship of worship and study appropriate to the needs of the time'. At the same time the decision was made to rename the church "Gilmour Memorial" in honor of its founder.

The history of Murray Street Baptist Church shares the following story. It was on land donated by Rev. John Gilmour. The first communion was on May 10, 1846 by Rev. John Gilmour. Reverend Gilmour was forced out of the church when he wouldn't give a deed to the land in 1860. He started preaching in the town hall for awhile and in 1862 built a small church on Dublin near Aylmer Street for \$400, which was a branch of the Gilmour Church in Smith Township. By 1865 he has so many followers the old and his new congregation were united.

In Peterborough itself, the Baptists organized and built their first small church on Aylmer Street in 1846. This congregation moved to Murray Street in 1884 and started the first Murray Street Baptist Church.

Soon the congregation realized that a larger building was required to "support a fellowship of worship and study appropriate to the needs of the time." At the same time the decision was made to rename the church "Gilmour Memorial" in honor of its founder. Professor John L. Gilmour of McMaster University, grandson of Rev. John Gilmour, was present to lay the corner stone on May 26, 1890, and the building was opened for worship on October 26 the same year.

"The New England Company, at an early period, interested itself in the temporal and spiritual welfare of the



Indians; and have done much towards the amelioration of their condition, irrespective of creed or locality. Their agent is invariably a clergyman of some Christian denomination. The Rev. Mr. Scott (1828) at first acted in this capacity to the Indians in this country, and on his death, in 1837, the Rev. John Gilmour was appointed by the company to this charge. Although both of these bands have adopted the Methodist form of belief, and are usually supplied by a minister of that church, the Rev. Mr. Gilmour continues to visit each village alternatively, preaching at Rice Lake once in four weeks, and at Chemong Lake once

in two weeks. This is done by means of an interpreter – Mr. James McCue, who resided at Rice Lake.



The Chemong Lake Indians have a good church, a frame building, on a stone foundation, and beside the regular ministrations of the Rev. Mr. Gilmour, they are visited periodically by the resident Methodist minister at Lakefield. (*Talking about over the last 30 years prior to 1865*)

Talking about the Chemong Lake Reserve, - There is a substantial Baptist Church and a day school. Rev. E.R. Roberts built a house for non-resident students where all children receive hot meal.

Smith has two other churches, one a Baptist church, on the communications road, built about the year 1840, of which the Rev. John Gilmour, the Rev. Robert McDougall, the Rev. John Edwards, and now the Rev. E. R. Roberts, have been successive pastors.

When the Canadian Baptist Union was formed he was the first president, his grasp of affairs and natural buoyancy of spirits marking him as a leader. It is true that even this period of his life's history was not without its stormy passages, in which his convictions in matters of church order came into conflict with the equally settled and conscientious convictions of others who disagreed with him. But no one ever found him other than a magnanimous and chivalrous opponent, and there were few who did not admire the man and the gentleman in the knight with whom they tilted in the lists.

I visited Walter Walker to find out about revivals in the last sixty or so years, Walter is probably the oldest Christian living in Lakefield. During the visit he received a phone call from Rev. Gordon Finley, the current pastor of Gilmour Memorial Church and the gist of the conversation was an invitation for Walter to come to the next anniversary service, because it was Walter who had both sculptured and presented the church with its communion table for the 100<sup>th</sup> anniversary seventy years ago. Another interesting aspect about Walter Walker is that he built the canoe which was presented to Queen Elizabeth at the time of her wedding in 1948.

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## HIGH SPEED RAIL, COMING TO PETERBOROUGH

Larry Lamb

Thursday's Peterborough newspaper and Friday's Toronto papers were all touting the good luck of our area acquiring a High Speed rail link from Peterborough to Toronto. The member for Peterborough riding was envisioning an 85 minute trip from his city to Toronto. The benefits would be tremendous for the city and businesses along the rail line. When I first heard the news I was filled with the same enthusiasm, as I'm a rail fan and have a keen interest in the history of our local rail lines. The railways brought Canada together as a country and created jobs and prosperity in many communities.



Dayliner 1985 (Larry Lamb)

However, after a few hours, dark clouds started to appear on the edge of my dream. I remembered a little of the past and started to look up some of my old photos and railway books. The term High Speed Rail is applied to passenger equipment in many countries except Canada.

In Germany the "Intercity Express" trains travel at a maximum speed of 175 MPH. The "Eurostar" train from London to Paris is rated at 186 MPH. The French "TGV" train sets operate at 167 MPH. This is High Speed Rail. Could this be what our government in Ottawa had in mind for our rail service?

Wait - they said 85 minutes Toronto to Peterborough! In my library I found some railway timetables from April to September 1955. Trains Number 603 and 604, which were Dayliners, made the trip from Peterborough to Union Station, Toronto in 80 minutes. They only made two stops in their 76.5 mile journey giving them an average speed of 57.3 MPH. Railways in those days had about one employee per mile working on track maintenance. This allowed for higher rates of speed due to a well maintained and banked roadbed. Then I remembered Jeff Leal saying he rode the Dayliner on this track between June 1985 to January 1990 and the trip took over two hours. A later VIA timetable from 1985 lists the trip as 2 hours 15 minutes

with approximately 10 stops for passengers. The speed of the Dayliner was now a blistering 32 MPH; of course that's fast when compared to the 10MPH "Slow Order" that was on the line last summer for the freight train.

Canadian Pacific estimates it would take 140 million dollars to bring the line up to standards that would support passenger traffic. The government hasn't committed that much cash to the project. I haven't seen a line up of other interested parties that would financially contribute to the High Speed Rail link. The rail line in question was built in 1884 and has had little improvement to the grades or curves that would allow for speeds that would support passenger service. It had rock ballast added during the 1985 rebuild for the last passenger service and heavier rail had been installed around 1934. In 1910 it had been proposed to double track the entire line from Montreal to Windsor and reduce the ruling grade of 1.1% to .8% (between Cavan and Manvers Station is where this problem exists, as well as curves which limit the tonnage which can be hauled by an engine. It also restricts the speed of Passenger trains due to the lack of banking of the track on these curves).

This was the main, and only, Canadian Pacific rail line between Toronto and Montreal until the construction of the Lakeshore line along Lake Ontario in 1914. Between Agincourt and Glen Tay (near Perth) both lines are nearly identical in mileage and traveling times in the 1920 timetables. The original rail line from Havelock to Glen Tay was lightly travelled and not economically feasible to maintain as traffic moved to the Lakeshore line. In 1974 the rail and ties were removed from Tweed to Glen Tay.

If Canadian Pacific could be shown that it was to their advantage financially, and that future development ("Places to Grow Act") would occur in the Peterborough area and east to support rebuilding the original mainline, I'm confident they would support a High Speed Rail link and be willing to invest in new infrastructure for the project. Canadian Pacific's growth in rail traffic has placed a strain on the Lakeshore line. There is the danger of a rail accident occurring along their line where it parallels the Canadian National rail line. This could close both lines for days and cause a major disruption of manufacturing, food distribution and commerce. The rebuilding of the original rail line through Peterborough would be an insurance policy that would guarantee no disruption of rail services and alleviate the heavy rail traffic problem on the Lakeshore line. Because Canadian Pacific is projecting steady growth of its future freight traffic, the rebuilt line through Peterborough would allow the railway to move some of its rail traffic (hazardous goods, etc.) away from heavily populated areas along the Lakeshore. This rebuilt line then would also support High Speed Passenger service as well as a higher level of freight service for Peterborough and Havelock industries.

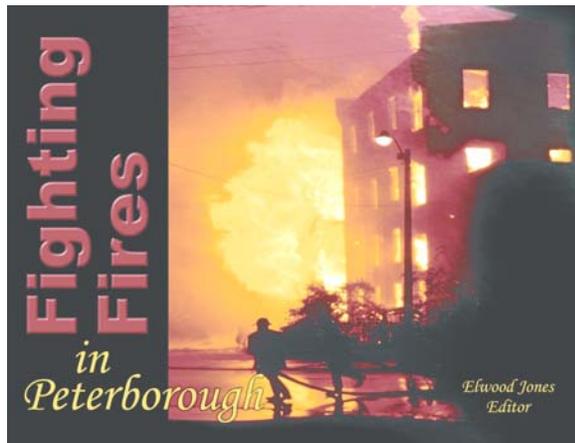
It will take a lot of effort by all levels of government, business and citizens to make Dean Del Maestro's dream a reality. Environmentally it makes good sense to be able to commute and I'm sure lots of Toronto residents would love to see fewer cars on their roads. Let's all work together to make it happen.

The information above should point out some problems that exist on this piece of rail line (Havelock Subdivision) and why High Speed Passenger Service as envisioned by Dean Del Maestro MP will probably be impossible without the full co-operation of, and financial investment by, Canadian Pacific. This would counter the negative statements being circulated in Toronto. This project is not political opportunism as the project is now about a rail link that opens up expansion east of Peterborough.

*Editor's note: A version of this letter appeared in the Peterborough Examiner, and is shared with our readers at the request of the editor. Thanks Larry.*

## RECENT BOOKS OF LOCAL INTEREST

### FIGHTING FIRES IN PETERBOROUGH



The work of firefighters touches all aspects of city life. Special attention is given to fires that defined relationships and expectations for the general public, politicians and firefighters. How much were people prepared to pay for a good firefighting system? Would they build with fireproof materials, such as bricks? Would they decapitate towers in order to prevent dangerous situations? Would they pay for an adequate supply of water? Or for ladders and equipment that could reach high enough? How did firefighters adapt to new ideas and equipment? How effectively did the union define the conditions of the work place? Where was the influence of City Hall felt? How well did the community support the victims of fires? Author Elwood Jones worked closely with a committee of dedicated firefighters and Trent Valley Archives volunteers (Don Willcock and Keith Dinsdale and others) to produce this detailed history of the Peterborough Fire Department and of the interactions with the community. This handsome, well-illustrated book is selling at the Trent Valley Archives for \$40 plus GST.

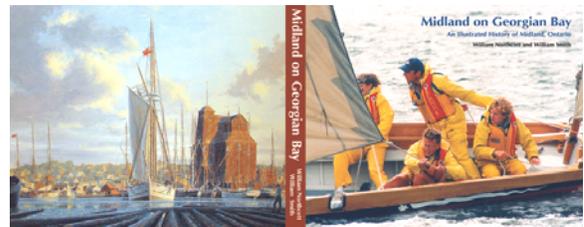
**STRIKE UP THE BAND!**

The Peterborough Concert Band decided to celebrate 150 years of community bands in Peterborough with a Homecoming Weekend, 30 and 31 May, and with a well-illustrated 56 page history of the band written by Elwood Jones. Some stories have appeared in the Saturday *Examiner*, but the book still has some fascinating tales to tell about Finch Miller, about the best band in the land, the Band War of 1875, the Empress of Ireland disaster, and the shift of the band from military marching traditions to concert band standards. Over the years the band had an exceptionally large and changing repertoire of music. The book is selling at the Trent Valley Archives for \$20 as supplies last.



*Courtesy, Peterborough Centennial Museum and Archives*

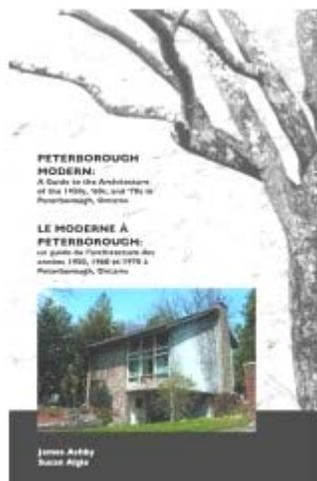
### MIDLAND ON GEORGIAN BAY



This remarkable book, loaded with high-quality pictures from stem to stern, tells the story of the town of Midland from earliest days to the present. The Peterborough connection is well-told. In some respects, Midland, named after the railway that sealed its future, was in many respects a product of Peterborough leadership, notably the work of the Hugel family and George A. Cox. The story is rooted in the 17<sup>th</sup> century stories of the Huron Indians, and follows a generally chronological pattern with topical chapters on industry, life and sports. There is also an illuminating chapter on the Hugel family. The book has been in progress for nearly, and were researching in Peterborough in 1999. The stories and the photos are well-chosen, and the authors worked closely with the Huronia Museum. This spectacular book is selling at Trent Valley Archives for \$60. We were the first in the Peterborough area to carry the book, and we strive to carry all the best books on local history.

### MY QUAKER YEARS, 1960 TO 1973

Marjorie Rasmussen-Shepard, a former board member at the Trent Valley Archives, has written her memories of working at Quaker Oats in Peterborough, where she was mostly near the executive offices, an area she fondly calls “Miss Eleanor’s Place” after Eleanor Whittaker. The story will bring back memories for people who worked at Quaker, and may even inspire others to share their memories. Trent Valley Archives would be happy to have those memories to add to our collections. This snappy little book (32 pages by my count) will bring a smile or two to your face. Selling at TVA for \$10.



### PETERBOROUGH MODERN

James Ashby and Susan Algie, based in Ottawa and Winnipeg respectively, have assembled an interesting book on residential, commercial and institutional architecture from the 1950s to the 1970s. They had earlier prepared the proceedings for a 2005 conference on “Conserving Modern” that was held at Trent University, which is collectively one of the treasures of modern architecture. The 48 page book is available for \$10 from the Trent Valley Archives. Peterborough is the first in what is likely to be a series. Andrew Elliott reviewed the book in his Saturday column in the Examiner, and was quite excited about the book and its choices.

### BEFORE GREEN GABLES

Budge Wilson, author of “Before Green Gables”, is a very successful writer of children’s literature who lived in Peterborough for nearly 30 years. Her husband, Professor Alan Wilson, was founder of both the Department of History and the Canadian Studies Program. Getting the opportunity to write a prequel to the famed novels of Anne of Green Gables was a coup, and the resulting book is well-informed about the kinds of pressures that could have operated on an orphan in the early 20<sup>th</sup> century. The book is recommended for genealogists with orphans in their family trees. The best-selling book is widely available, but not at Trent Valley Archives.

### LACROSSE THE PETERBOROUGH WAY

Don Barrie’s mammoth anecdotal history of Lacrosse in Peterborough was published during April and is available at Titles Bookstore in downtown Peterborough. Peterborough is one of the strongholds of Lacrosse, and has been so since 1872. This book has been anticipated for a long-time as Don Barrie’s weekly Saturday column in the Examiner often turned to lacrosse stories, both historical and current. No one knows more about lacrosse in Peterborough. It will bring back memories for any reader, for here at least lacrosse has been a front-page story often in the last decade.

### UP THE BURLEIGH ROAD .. AND BEYOND THE ROCKS

Mary and Doug Lavery have written the best-selling book published and distributed by Trent Valley Archives. We would like to extend the reach of the book to include schools, libraries and the Toronto market, for we think the book will have wide appeal wherever people’s summer includes cottage country. The book sells at Trent Valley Archives for \$35 and is highly recommended.

The Trent Valley Archives has several titles that were published earlier but are still available at TVA. We can handle the demand for the books we have published: Mills of Peterborough County, Peterborough Interiors, and the two volumes of the reprint of the Mulvany history of Peterborough county. We also have good runs of several titles written by Elwood Jones, including the *Winners* book that tells the story of 150 years of the Peterborough Examiner. We also carry Cy Monkman’s book on the history of skiing, and Marjorie Shephard’s book on Kawartha cross-country skiing. Our bookshop is open to travelers passing our way. Tell your friends.



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