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The Heritage Gazette of the Trent Valley

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Look to our webpage for the latest developments around Trent Valley Archives. www.trentvalleyarchives.com

Cover picture: *The Little Lake Fountain* (Rick Ksander) See the note from Rick Ksander, page 26, commenting on An article that appeared in the *Heritage Gazette*, August 2013.



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President's Corner

The recent Author! Author! event was a pleasure to behold. The Trent Valley Archives has attracted some pretty impressive writers, and we really welcomed this opportunity to give the nod to some of them. From our Board of Directors, we had Alan Brunger, Peter Adams and Elwood Jones. Elwood's book will be a handy reference work for our members. It is loaded with unusual stories that pop to our attention in interesting ways. And lots of names are appreciated by our members, in particular. We seem to be fond of lists of names.

It was also a pleasure to unveil Steve Gavard's new book on military markings. Steve is a past president and his attention to detail is terrific.

During the evening we also featured work by Mike Towns, Peter and Rosemary McConkey, and Colum Diamond.

We actually have lots of writers linked to TVA, and we strive to encourage them in the work they do. Without archives there really is not history, as we have long claimed; but it is nice to see proof.

More recently we have seen our resources inspire other local work. The new history of trees in Peterborough featured TVA sources: Sheryl Loucks' *Under the Canopy* captures some interesting stories.

The ReFrame Film Festival, which features film documentaries of varying length, celebrated its tenth anniversary with a couple of exhibits and TVA was able to help with both. We hope the history of cinema in Peterborough will move to the pages of the Gazette or to a special book.

We were really proud that SPARK has chosen to highlight one of our splendid photographic collections during April, and we will use the occasion to highlight other photo collections with our in-house exhibit.

All of this is great news. Thanks to everybody who makes such events sparkle.

Susan Kyle

President, Trent Valley Archives

Birmingham Motors: briefly in Peterborough

Peterborough was a diverse manufacturing centre, but our local production did not include automobiles. But, briefly, in 1922, even that seemed possible. The Birmingham Motors Company had a factory, and was committed to building one of the distinctive cars of the decade in Peterborough.

The company was founded in Birmingham, AL; its first car was built in Detroit in 1921, but its only factories were in Jamestown, NY, and Peterborough, ON.

The company, which only operated between 1921 and 1925, was beset with many difficulties in the competitive 1920s world of automobiles. Ford was already the dominant car manufacturer and its sales network covered most of the United States and Canada. Chrysler Plymouth, Dodge Brothers) and General Motors (Durant, REO, Oldsmobile) were already firmly established. Some familiar companies of the 1920s were absorbed by these three companies, although several, such as Nash, thrived until the 1960s. However, the webpage www.earlyamericanautomobiles.com has dozens of models from the early 1920s, including the Birmingham four door sedan. Apparently, there are no Birmingham in automobile collections and museums. The number that were made is unknown, but estimates range from 20 to 50. It appears only one was assembled in Peterborough; the chassis was brought in from Jamestown, N.Y.

The Birmingham car was distinguished by at least three characteristics. Its flexible axle allowed each wheel to operate separately from the other wheels to cushion the ride over potholes, for example; few roads were paved in the early 1920s. Instead of paint, the car was covered with fabric using a Dupont process called Haskelite. The four door sedan came with a six cylinder engine, and a 124 inch wheelbase. The earliest cars were built with wooden bodies, apparently like the early airplanes; by 1924, it was moving to a steel body.

Cyrus E. Weaver was the designer, and he acquired the patents of the Blood Brothers who had produced a Cornelian car that had similar chassis. The company also had patents for axle design which I was able to trace on the internet. One, patented 1921-22, was for axle gear casing. Another, filed in July 1921, with Birmingham Motors as the original assignee, was for a front-axle assembly. A third was for a rear axle assembly. In each case, Cyrus E. Weaver was listed as the inventor. Three prototype sedans were completed and test-driven by Wright-Fisher Engineering Company in Detroit, May 7, 1921. The sedan and the touring car were both

lighter by a third to a half compared to competitors of the same size.

In the meantime, Weaver teamed up with a promoter, George B. Mechem, Sr., a twenty-year veteran of Wall Street, mainly tied to petroleum companies. The Birmingham Motors A-Trust was registered in New York, October 19, 1920. Walter S. Seeley (1921-2013), who wrote an excellent article on the Birmingham Motor Company in *Antique Automobile* in 1974 notes that Mechem's promotions were generally not good for investors. In the case of the Birmingham Motor Company, his commission was very high.

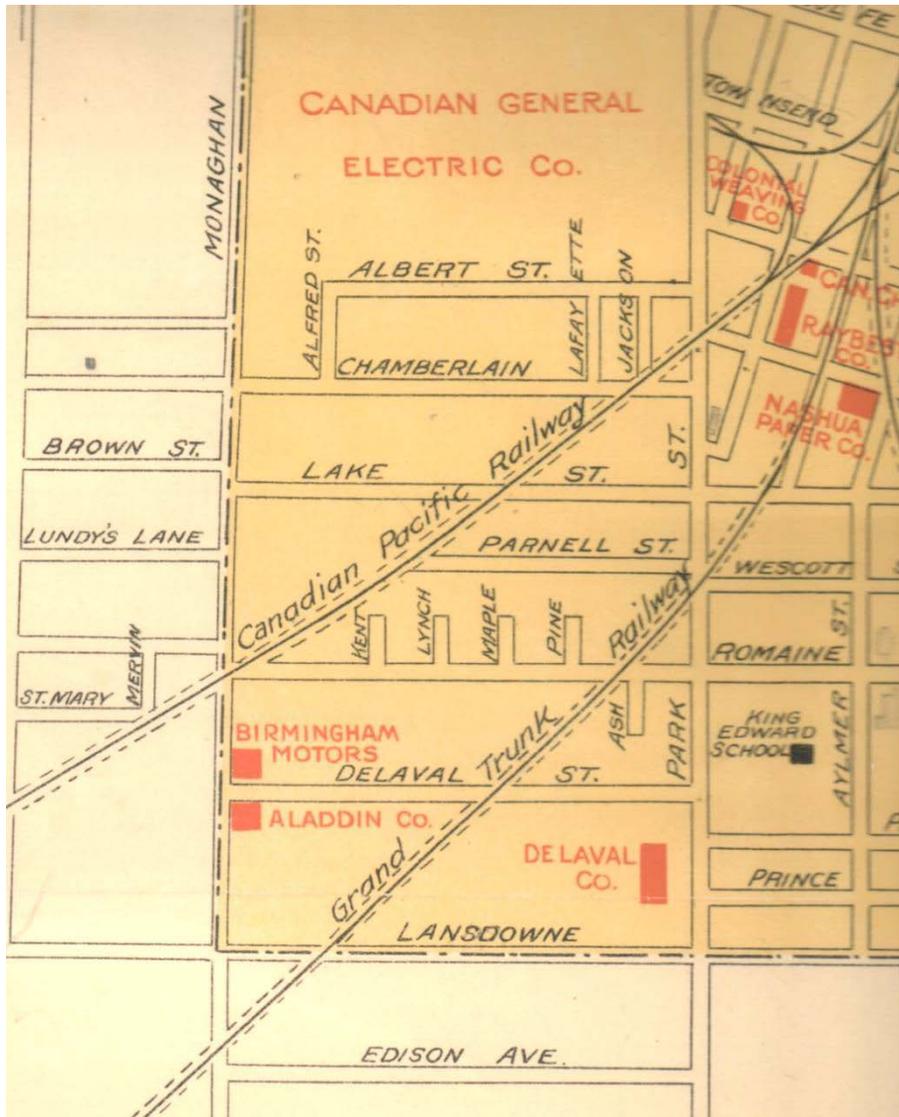
By the end of November, the advertising campaign began in Jamestown, New York, which was where the new company planned to place its factory. Jamestown, midway between Cleveland and Buffalo, is in the western-most county of New York, Chatauqua county. Jamestown is now about the size of Peterborough; it became a city in 1885 when it had 15,000 people. By 1922 it had about 40,000 people, about twice the size of Peterborough.

The president of the company was Samuel A. Carson (1868-1961) who was the mayor of Jamestown, 1908-1928, 1930-1934. Jamestown's factory was built in nearby Falconer. Carlson had a reputation as an organizer and had considerable executive experience. The company attracted several reputable supporters.

The company was so proud of its "no-axle" axle, that it challenged other makers to match their vehicles against the Birmingham on a stretch of road strewn with logs, replicas of corduroy roads. This was a very successful marketing device. During the summer of 1921, the Birmingham prototypes had been demonstrated in over fifty cities and towns. As Seeley noted, the company had paid its expenses, purchased the factory lands and the parts for the productions of the cars was in progress. The Birmingham would be assembled with parts manufactured by several manufacturers.

Peterborough was first mentioned as a possible site for the company's Canadian factory in late July 1921. Byron Lederer (1873-1922) was the company representative and later general manager at Peterborough. He had also been to most of the demonstrations that summer.

The company's only Canadian operation was in the former Henry Hope factory on Monaghan road, on the site of what is now the Canadian Canoe Museum, and was formerly the main building of Outboard Marine. The factory was clearly marked on the 1922 Plan of the City of Peterborough.



Segment of Peterborough Examiner map, 1922.
(Trent Valley Archives)

Robert Abbott had acquired the Hope property for the Raybestos plant in 1920, but then opted for the site on Perry Street east of Park Street. Abbott still owned the property when officials from Johnson Outboard Motors came in 1928, and he was active in the wooing Johnson to Peterborough.

According to the Examiner, July 26, Birmingham Motors claimed, "this car is the easiest riding car ever built, regardless of price, and a car that will practically double the speed of other cars over rough roads." It was also noted that the rigid chassis coupled with the light-weight body was revolutionary.

Lederer said a plant would be built in Peterborough once \$300,000 was subscribed, and that the plant would eventually employ 300 men, turning out 40 cars a day.

Lederer met with several civic officials and with J. J. Duffus, then the president of the Chamber of Commerce. Peterborough had several advantages, as Lederer noted. "It is centrally located, has satisfactory railroad facilities and waterways; is a port of entry and there is reasonable light and power and the right kind of labour." He was pleasantly surprised that there were several local manufacturers, such as General Electric, Raybestos and Red Arrow Tire which could supply parts to the Birmingham automobile. The Examiner reported that the car was built with a Continental Red Seal six cylinder motor, Timken roller bearings, Michelin disk wheels, Detroit Steel Products springs, Firestone tires, and covered with Dupont Fabrikoid.

The company's first annual meeting was held October 19, 1921. Guy F. Allen, Treasurer of the United States, was announced as Birmingham's new treasurer. In the spring of 1922, former Senator Charles A. Towne was chosen as counsel, and J. B. Mansfield, a leading Detroit automotive engineer became a consulting engineer.

At the end of November, Birmingham was occupying the former Hope factory and was advertising its rough road challenge. It showed a "moving picture" at the Capitol Theatre of the Birminghams being assembled at its Falconer factory, and promised the same car would be built in Peterborough. One fourth of all profits was promised to go to shareholders, and the company wanted local shareholders. Byron Lederer could be reached at the Monaghan Road factory, phone 734-W, or at the downtown office at the Empress Hotel.



The Birmingham sedan being driven in Washington DC by the first Miss America.

During the winter of 1921-22, the company completed five more vehicles and began 1922 with an impressive showing at the National Auto Show in New York City. Here, they issued a \$10,000 challenge to the 92 automobile companies attending the show.

Birmingham Motors launched a libel suit against *U.S. Investor*, a magazine for investors, which had published a negative article against Birmingham, allegedly for not taking an advertisement in the magazine, that had been used by Carlson's political enemies. The company also ordered large quantities of parts for its cars; this dispelled the notion that Birmingham did not want to produce cars in quantity.

The first made-in-Peterborough car was announced in the Peterborough Examiner, April 11, 1922. The chassis was American made, but the parts were assembled locally. Company officials expected more Canadian input in the near future. The car would be ready for the annual Peterborough Motor Show, held annually since 1917, and in 1922 was held on April 22. Several company officials were planning to attend the automobile show including Byron Lederer, the managing director of the Canadian operations and based in Peterborough, as well as Messrs. Carson, Weaver, and Mansfield; Mansfield had just been named treasurer of the Birmingham Motors Company to replace Guy F. Allen who had been advised by his physician to take six months leave. The solicitors for the company were J. R. L. Starr, K.C. of Toronto and R. R. Hall of Peterborough. Warren B. Hastings, a Toronto newspaper editor and prominent automobile journalist would be attending.

Local observers were aware of the "rough ride" which Birmingham cars received: "Ties and other obstructions are thrown down on the road and the car

driven over them at the rate of thirty-five or forty miles an hour." Lederer's car had been so tested on 112 occasions; the cars of competitors had been wrecked.

At the same time, Lederer was grateful for the strong local encouragement that Birmingham cars had received. "Several cars are on the runways at the local plants," he told the Examiner. A Mr. DuBois, an automotive engineer, was in charge of production. The local company had been approached in the past two weeks about shipping 2,500 cars to Britain. The Purchasing Department "was working overtime" to get the necessary materials for "maximum production."

On August 8, 1922, a grand jury in Washington "filed a presentment" charging that Birmingham Motors had used the mails to defraud people, and named 18 officials. The story was carried by the Associated Press and the *Jamestown Morning Post*, which was opposed to Mayor Sam Carlson, ran stories saying the mayor had been accused of fraud. Carlson refuted the charges in the *Jamestown Evening Journal*. He said his efforts were to build a sound and profitable enterprise in Jamestown, and he remained confident it could succeed.

Although charges had not been laid against anyone, the negative publicity spread quickly. The company sent notices to 3,000 stockholders for a stockholders meeting at the Falconer factory on August 19. Carlson explained that the company had been incorporated because earlier adverse publicity had impaired efforts to raise funds. The stockholders were told that the company had to raise between \$350,000 and \$500,000 to continue producing cars. Weaver, as the plant engineer, announced that 19 cars had been completed and that the remaining chasses on the floor were 90% complete. Additional funding would let them pick up parts that were in freight offices. When the chasses were completed, Weaver would get them to Cleveland where the bodies would be mounted and the vehicles would be tested. The process was described as common. Notice, also, that the assembly line technology developed by Ford Motor Company was not yet the norm. Each chassis remained stationary and the parts and labour were brought to that spot.

By the time of the annual general meeting in October 1922, the company had built 26 cars. By that time the official federal indictment by the postal authorities had been issued against company officials. The officials had begun their defense against the charges. At the AGM, the stockholders adopted a vote of confidence. As well, they authorized the company to take a mortgage for \$50,000 with the Falconer factory as security.



The Birmingham rough road test.

Byron Lederer died in October 1922 of an heart attack while staying at the King Edward Hotel in Toronto, and was buried in his native Milwaukee, Wisconsin. He died before the physician arrived, and the coroner said the cause of death was “probably Angina Pectoris.” The body was identified by Bertha B. Munroe, 38, was a widow, mother of two, who owned the Munroe House, the hotel at the south-east corner of Hunter and Water.

The company efforts to continue selling stocks to shareholders ran into difficulties. At a meeting in Kane, Pennsylvania, only a short distance from Jamestown, a member of the audience said he had just returned from Jamestown and had learned that the company was already bankrupt and its stock worthless. The crowd erupted and the local stock salesman was killed in the melee. By the end of November 1922, the company could not meet its obligations.

Even so, the company officials made plans for 1923. As Walt Seeley noted, the wheels of justice moved slowly, and on June 23, 1923, Justice Bailey of the Supreme Court of the District of Columbia

found those charged not guilty. The vindication came late, and the individuals and the company had suffered in many ways. The company was crippled and never recovered. In December 1923, the mortgage was foreclosed and personal effects were sold at public auction.

In 1924, the Wright-Fisher Engineering Company went bankrupt. Leland Cannon and James Wright purchased all the Birmingham patents and five Birmingham cars that had been owned by former employees. The last Birmingham chassis had been driven to Cleveland and a steel Fisher body was installed; this was the only car fitted with a steel body. The original Cornelian used by C. E. Weaver to design the suspension for the Birmingham car was one of the five cars acquired by Cannon and Wright.

Cannon had hired newlyweds to drive two of the Birminghams to Montreal to be revamped for the Canadian market. These were marketed as the Wright Flexible Axle car, apparently without success. It seems that no Birminghams or Wright car has survived.

During 1921 and 1922, people in Peterborough were excited about the prospect for automobile production at Birmingham Motors. There is no easy way to explain the disappointment. Peterborough was an ideal manufacturing town with great connections to the outside world.

The failure of the Birmingham Motor Company was a product of its complexity. Raising money to develop the factory and the prototype took money. Then the production of the vehicles and the promotion and the sales were quite distinct. The vicious rivalry of American politics and the slow speed of the judicial process were problems. The story even in Peterborough was very complex and there is still much to learn.

Archives in Your Attic

If you wondering how to best take care of old documents such as photographs, newspapers, postcards, letters, or books, visit Trent Valley Archives for our second annual Archives in Your Attic event. On Saturday, April 12, from 12 noon to 4 pm, bring your special archival memorabilia to TVA as we celebrate Heritage Week. Specialists will be on site to help you learn how to better preserve your two-dimensional treasures. A selection of archival supplies will also be available for sale. There will be other events during the week.

To reserve a consultation with one of our experts, please call 705-745-4404 or e-mail us at admin@trentvalleyarchives.com.

TVA is located at 567 Carnegie Ave, Peterborough, north of the zoo, at the corner of Carnegie and Woodland. More info available at www.trentvalleyarchives.com

The Transports of Peter Robinson

Part III: Hulls

Paul Allen

In Part I of our series, we provided facsimiles of the entries for Robinson's Transports in *Lloyd's Register* for the 1825-26 sailing season, as well as facsimiles of their entries when they first appeared in *Lloyd's Register*. In Part II, we described the origins of these Vessels, and provided an overview of their service in the merchant fleet up to the time of the Irish emigration to Upper Canada. In Part III, we examine the Hulls of Robinson's Transports.

Let's begin with a few terms that may be unfamiliar to most readers. The surface of the water when a Vessel is full with cargo is called the *Load Water Line* (see Figure 1). All that part of the Vessel under this line is called the *Bottom*; all above this line is called the *Upper Works*. The Bottom and Upper Works taken together are called the *Hull* - the frame, or body of a Vessel, exclusive of her masts, yards, sails and rigging. The lower boundary of the longitudinal section of the Hull is called the *Keel*. The fore-most boundary of the Vessel is called the *Stem*, and the aft-most boundary is called the *Stern*. The Stem and Stern are joined to the Keel, to complete the *backbone* of the Vessel. Curved timbers are united in pairs, right and left hand, to make a set of *Frames*, commonly called the *ribs* of the Vessel. A *Rabbit*, or recess, is cut into the Keel, Stem and Stern to receive the *Exterior Planking*, that may be said to form the Vessel's outside layer of *skin*.

Draught

Draught is the depth of water needed to float a Vessel, or the vertical distance measured from the lowest point of the Hull of a Vessel (when loaded) to the waterline (see Figure 1). Table 1a presents the values for the Draught (feet) of Robinson's Transports, published in *Lloyd's Register*.

| | <i>Draught</i> (ft.) | | <i>Carrying Capacity</i> (tons Burthen) | | |
|-------------------|-------------------------|----------------------|--|----------------------|---------------------------|
| | <i>Ship-owners</i> | <i>Under-writers</i> | <i>Ship-owners</i> | <i>Under-writers</i> | <i>Shipyards Register</i> |
| <i>Albion</i> | 15 | 15 | 305 | 305 | 307 86/94 |
| <i>Amity</i> | 16 | 15 | 323 | 323 | 323 47/94 |
| <i>Brunswick</i> | 18 | 18 | 525 | 541 | |
| <i>Elizabeth</i> | 18 | 18 | 480 | 481 | |
| <i>Fortitude</i> | 18 | 17 | 444 | 445 | 444 14/94 |
| <i>John Barry</i> | 17 | 18 | 520 | 521 | 520 19/94 |
| <i>Regulus</i> | 16 | 16 | 368 | 368 | |
| <i>Resolution</i> | 15 | 14 | 334 | 333 | |
| <i>Star</i> | 17 | 17 | 485 | 484 | 484 |
| | a. | | b. | | |

Table 1 - (a) *Draught* and (b) *Carrying Capacity (tons Burthen)* of Robinson's Transports in the *Ship-owners* and *Under-writers* edition of *Lloyd's Register* (c. 1825) vs. the same in *Shipyards Registers*, when available.

Carrying Capacity (tons Burthen)

The principal dimensions of a Vessel are her *Length*, *Breadth*, and *Depth*; and from these three dimensions her *Carrying Capacity (tons Burthen)* is computed.

The means of determining a Vessel's Length, Breadth and Carrying Capacity (tons Burthen) were specified in *An act for the better ascertaining the Tonage [sic] and Burthen of Ships and Vessels etc.* (1773 13 Geo III, chap. 74):

- "The **Length** shall be taken on a straight line along the Rabbit of the Keel of the Ship, from the Back of the Main Stern Post to a perpendicular Line from the Forepart of the Main Stem under the Bowsprit"
- "the **Breadth** shall be taken from the Outside of the outside Plank, in the broadest Place of the Ship, be it either above or below the Main Whales, exclusive of all Manner of doubling Planks that may be wrought upon the Sides of the Ship"
- "subtracting Three Fifths of the Breadth [from the Length above], the Remainder shall be esteemed the just **Length of the Keel** to find the Tonage"

- "then multiplying the Length of the Keel by the Breadth so taken, and that Product by Half the Breadth, and dividing the Whole by Ninety four, the Quotient shall be deemed the true **Contents of the Tonnage**"

Or, in algebraic form, (1)

$$\text{Carrying Capacity} = \frac{(\text{Length of Keel}) \times \text{Breadth} \times (1/2 \times \text{Breadth})}{94}$$

(tons Burthen)

Lloyd's Register published values for the Carrying Capacity of Robinson's Transports, and the values provided in the *Ship-owners'* and *Under-writers'* editions are generally in agreement (Table 1b). These values also accord with definitive measures of Carrying Capacity that we have located in the *Shipyards Registers* for the *Albion*, *Amity*, *Fortitude*, *John Barry* and *Star*, and so we're inclined to accept *Lloyd's Register* as a reliable source of estimates for the Carrying Capacity of the four remaining Robinson Transports as well. (2)

Living Accommodations for Robinson's Emigrants

The *Passenger Act* (1823) required that Emigrant Transports have a minimum two tons of Carrying Capacity for every adult, including the Master, Surgeon and Crew, or every adult equivalent (two children under fourteen years or three children under seven years of age). Table 2 converts the number and ages of passengers on board Robinson's Transports into adult equivalents and compares every Transport's Carrying Capacity with the minimum requirements of the *Passenger Act*. Note that our calculations under-estimate the Required Tonnage as there is no account taken of the two tons Burthen required for the Master, Surgeon and every member of the Crew.

| | Adult Passengers | 7 - 14 Years | Under 7 Years | Adult Equiv Passengers | Required Tonnage | Actual Tonnage | Actual vs. Required |
|-------------------|------------------|--------------|---------------|------------------------|------------------|----------------|---------------------|
| <i>Albion</i> | 109 | 44 | 39 | 144 | 288 | 305 | 106% |
| <i>Amity</i> | 90 | 35 | 23 | 115 | 230 | 323 | 140% |
| <i>Brunswick</i> | 200 | 78 | 65 | 261 | 522 | 541 | 101% |
| <i>Elizabeth</i> | 141 | 39 | 31 | 171 | 342 | 481 | 140% |
| <i>Fortitude</i> | 164 | 57 | 61 | 213 | 426 | 445 | 104% |
| <i>John Barry</i> | 147 | 65 | 42 | 194 | 388 | 521 | 134% |
| <i>Regulus</i> | 88 | 40 | 29 | 118 | 236 | 368 | 156% |
| <i>Resolution</i> | 119 | 56 | 52 | 164 | 328 | 334 | 102% |
| <i>Star</i> | 122 | 54 | 38 | 162 | 324 | 485 | 149% |

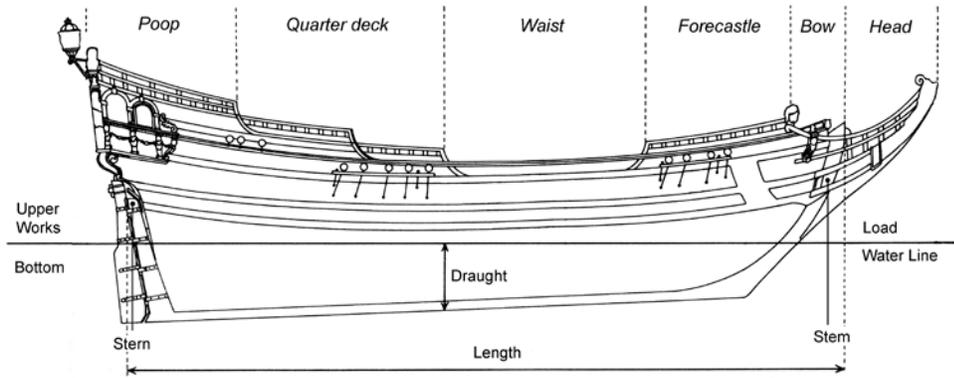
Table 2. Required vs. Actual *Carrying Capacity (tons Burthen)* for the number of adult equivalent passengers on Robinson's Transports. Note: Actual tonnage is the greater value from the *Under-writers* and *Ship-owners* edition of *Lloyd's Register* c. 1825.

We see that the Carrying Capacity of the *Albion*, *Brunswick*, *Fortitude* and *Resolution* barely met the requirements of the *Passenger Act* - and would seem to have provided especially cramped quarters for the number of Emigrants on board; on the other hand, the *Regulus* and *Star* may have been more comfortable, providing close to 150% of the Carrying Capacity required for their passengers.

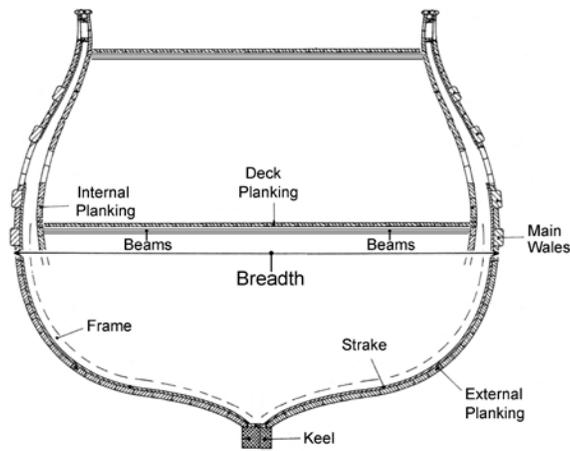
Length and Breadth

Table 3 presents definitive values for the Length, Breadth and Carrying Capacity for the *Albion*, *Amity*, *Fortitude*, *John Barry* and *Star*, recorded in their respective *Shipyards Registers*. While ship-builders might tweak the physical characteristics of their Vessels - seeking some advantage over competitors - it was generally accepted that a Vessel's stability required that her *Length-to-Breadth ratio* fall within a fairly narrow range, centred on a value of about 3.7. (3) Notice that the proportions of the five Robinson Transports presented in Table 3a are very much in keeping with this design.

Without the *Shipyards Registers* for the *Brunswick*, *Elizabeth*, *Regulus* and *Resolution* at hand, we can only estimate their Length and Breadth. One approach is to solve Equation 1.3 for these Vessels, using the values of their Carrying Capacity published in *Lloyd's Register*, and the median Length-to-Breadth ratio (3.78) and the median adjustment for the Rake of the Stern (4.01) for the five well-documented Transports. These estimates of the Length and Breadth of *Brunswick*, *Elizabeth*, *Regulus* and *Resolution* are presented in Table 3b.



a.



b.

Figure 1. Principal parts and measures of a ship's hull - 1(a) starboard view and 1(b) cross-section.

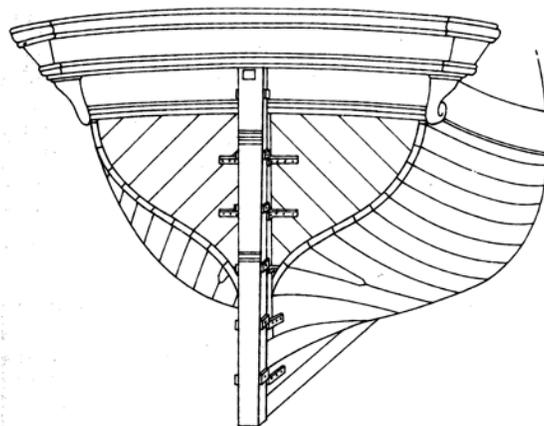


Figure 2. Square-sterned vessel.

| | | Length (ft.) | Breadth (ft.) | Length/ Breadth | Burthen (tons) | Adj. for Stem ft.) | Adj. for Stern ft.) |
|----|-------------------|-------------------------|-------------------------|--------------------|---|-----------------------|------------------------|
| a. | <i>Albion</i> | 100.33 | 26.50 | 3.79 | 307.91 | 15.90 | 2.00 |
| | <i>Amity</i> | 100.00 | 27.83 | 3.59 | 323.50 | 16.70 | 4.79 |
| | <i>Fortitude</i> | 117.00 | 29.58 | 3.95 | 444.15 | 17.75 | 3.84 |
| | <i>John Barry</i> | 120.42 | 31.88 | 3.78 | 520.20 | 19.13 | 5.04 |
| | <i>Star</i> | 116.83 | 31.08 | 3.76 | 484.00 | 18.65 | 4.01 |
| | | Est. Length (ft.) | Est. Length (ft.) | Median | Tonnage in <i>Lloyd's</i> <i>Register</i> | | Median |
| b. | <i>Brunswick</i> | 121.03 | 32.02 | | 533 | | |
| | <i>Elizabeth</i> | 116.99 | 30.95 | 3.78 | 481 | | 4.01 |
| | <i>Regulus</i> | 106.98 | 28.38 | | 368 | | |
| | <i>Resolution</i> | 103.95 | 27.50 | | 334 | | |

Table 3(a) Actual *Length*, *Breadth* and *Carrying Capacity* (tons Burthen) of Robinson's Transports, based on *Shipyards Registers*; 3(b) Estimated *Length* and *Breadth* of four Robinson Transports, based on their actual *Carrying Capacity* and the median values for the five well-documented Robinson Transports.

Stern

The entries for the *Albion*, *Amity*, *Fortitude*, *John Barry*, and *Star* described them as "square-sterned". Square-sterned ships had transoms between the sternpost and aftermost frame, and the lower wales ended at the outer edge of the transom (see Figure 2). We have been unable to locate any information about the stern or any other aspect of the hull form of the remaining Robinson Transports.

Timbers and Sheathing

Lloyd's Register indicates that the Hulls of most of Robinson's Transports were constructed of European Oak. The single exception is the Canadian-made *Albion*, which was constructed of inferior timbers that were widely available in the northeastern United States and the Maritimes – Black Birch and Pine (*Under-writers* edition) or Black Birch and Hackmatack (*Ship-owners* edition).

All wooden Hulls were subject to deterioration from rot, marine growth and attack from the sea-worm in tropical waters. By the late eighteenth century, the Royal Navy had determined that the best protection was to sheath the Hull with boards and copper plates below the waterline, and to about 2' feet above its surface. Tar and hair, or brown paper dipped in tar and oil, was laid between the boards and the bottom of the Hull. The copper plates were about 4' x 1'3" in size and weighed about 9 lbs. The plates were fastened with about sixteen 1 ½" copper nails, so that they overlapped each other by 1 ½" on both the upper- and after- edges. The use of copper-alloy bolts below the waterline to fasten the hull to the frame was recommended to avoid corrosive galvanic action between the fastenings and copper sheets.

According to *Lloyd's Register*, a variety of treatments were used to preserve the Hulls of Robinson's Transports: the *Fortitude* was "sheathed with copper," the *John Barry* and *Regulus* were "sheathed with copper over boards," and the *Amity*, *Brunswick*, *Elizabeth*, *Resolution* and *Star* were "sheathed with copper over patent felt" - wool and hair, saturated with tar, placed inside the sheathing of a Vessel's Bottom.

Decking

Under the *Passenger Act* (1823) British Customs limited the transport of Emigrants to vessels with two or three decks. The original construction of the *Elizabeth* (two decks) and the *Brunswick* at London (three decks) met this requirement. The other Vessels, however, were designed to maximize cargo-carrying capacity and had a single deck - with open beams below to maximize stowage space; their Owners would have temporarily installed planking over the beams to accommodate the Emigrants on the voyage to Quebec. In the best case scenario for their Owners, where these Vessels would be hired to carry timber or other goods on the return voyage home, the Owners would have the planking removed.

On this point, we have the evidence of ship-owner, John Astle, who testified before the British House of Commons, in March 1825, regarding his interest in the conveyance of emigrants:

Are the vessels limited to two deck vessels? – *Yes; we generally make a deck for the voyage, and take it up again at the end of the voyage.*

Is that in consequence of the Act requiring all vessels to have two decks? – *They must have two decks.*

Then the height between decks is of no consequence? – *We are bound to have five feet eight between decks.*

Is that any inconvenience to you? – *It compels us to use a better class of shipping, which is beneficial to the health of the passengers.*

Marked with the Letter P

We close our discussion of the Hulls of Robinson's Transports, with an evocative image we've come across - that has largely gone unnoticed in the vast literature of emigration in the age of sail. The detail is tucked away in the final clause of the Passenger Act of 1823:

“And whereas it is expedient that some certain Mark should be placed on certain *British Ships* or Vessels carrying Passengers, that they may at all Times be known at Sea by His Majesty's Ships and Vessels of War, or Revenue; Be it enacted, That the Letter P. shall be painted in White, at least Three Feet in Length, and in proportionate Inches in Width, on the Quarters of every *British Ship* or Vessel carrying Passengers ...”

In our final installment, we will discuss the sail plans, riggings and equipment onboard Robinson's Transports.

Endnotes:

- (1) A more complete development of the formula for calculating Carrying Capacity is:

$$\text{Carrying Capacity (tons Burthen)} = \frac{(\text{Length of Keel}) \times \text{Breadth} \times (1/2 \times \text{Breadth})}{94} \quad \text{Eq. 1.1}$$

$$= \frac{(\text{Length} - 3/5 \times \text{Breadth}) \times \text{Breadth} \times (1/2 \times \text{Breadth})}{94} \quad \text{Eq. 1.2}$$

The reduction of the Length by $3/5 \times \text{Breadth}$ to obtain the *Length of the Keel* for tonnage is an approximate adjustment for the incline or *Rake of the Stem* (see Figures 1a and 1b). In practice, deriving the Length of the Keel from a Vessel's Length involved a further adjustment for the *Rake of the Stem*: "as many feet as the upper side of the wing transom, at the middle line, is above the upper edge of the keel, deduct so many 2 1/2 inches". With this final adjustment, we arrive at the following calculation:

$$\text{Carrying Capacity (Burthen)} = \frac{(\text{Length} - 3/5 \times \text{Breadth} - \text{Stern}) \times \text{Breadth} \times (1/2 \times \text{Breadth})}{94} \quad \text{Eq. 1.3} \quad (\text{tons Burthen})$$

- (2) We are left with one anomaly here: an advertisement that appeared for the auction of the *Resolution* by the British Admiralty in 1808 gave her *Carrying Capacity* as 288 tons - substantially lower than the figure published in *Lloyd's Register*.
- (3) P. Hedderwick, *A treatise on marine architecture* (1830).

NEW BOOKS AVAILABLE FROM TRENT VALLEY ARCHIVES BOOKSHELF

The Peterborough Journal

The Peterborough Journal: outstanding moments and people will be available in October and looks to be a terrific Christmas gift. This attractive book is the major reference work for Peterborough and area before World War I. It covers thousands of events, and has over 140 archival photographs from our collections. The appendices include list of town and city councils and an extensive index. Historian F. H. Dobbin had developed a chronology in 1913 and our new book is a major rewrite that includes observations by Elwood Jones, our archivist and historian. Order now and take advantage of our pre-publication special, a saving of 20% on the paper back and hard copies. Those who become sustaining members of the Trent Valley Archives by the end of June will be given an autographed hard copy. Pages 184, illustrations, index. Paperback, \$25; Hard cover, \$40.

For a full list of books currently available, check out our webpage, www.trentvalleyarchives.com. You may have noticed that our website is carrying a monthly newsletter that appears in months in which there is no Heritage Gazette of the Trent Valley so it is a good idea to check our web page regularly. When we have books arriving to our Bookshelf, the information is posted to our website. We are also going to have photo exhibits, and significant documents posted as well. We plan to have tweets of some of our historic photographs on #ptbocanada, with special thanks to Neil Morton, Rick Meridew and Amelia Rodgers.

From Pontypool to Peterborough

continuing the memoirs of Thomas Alvin Morrow, 1893 - 197?

THE LIGHT OF OTHER DAYS AROUND ME, part 2

Thomas A. Morrow

Peterborough Opportunities

My oldest brother, Wilfred, attended high school and model school in Lindsay, boarding with my **Aunt, Alicia Porter and Uncle Frank**. Anson, the second oldest, attended high school in Bowmanville, boarding with our **Uncle James and Aunt Ada** until we moved to Peterborough. On enrolment there, he expressed the desire to take the combination matriculation and Normal School Entrance course for teachers but Mr. Fessenden, the then principal of the high school, scoffed at the idea saying it couldn't be done and that he knew of no one how had ever tried it. Anson replied that my brother, Wilfred, had taken both courses through the Lindsay Collegiate.

When I went to Peterborough high school about five years later, the upper school was divided into two classes in matriculation and the combined matriculation with Normal entrance. The main differences between the two courses was that art, arithmetic, botany, zoology, geography and grammar received greater attention in the junior school for a teachers course and at graduation, the total papers to be written were eleven including Latin which was optional.

My parents realizing the importance of education and the lack of employment opportunities in a village like Pontypool where many families were maturing began to consider moving to some place where it would not be so expensive to send us children to high school.

Mr. Ed White, who was agent for Massey Harris implements, in the next shop to father's and who played checkers with dad and Dr. Lapp at our shop, took over the Peterborough agency for his firm. Also, Mr. Howell, painter, another friend of the family, also moved to Peterborough with his family. So, with these friends already located, father's attention was drawn in that direction. Moreover, at the turn of the century, Peterborough was known as the Electric City because of the Canadian General Electric Co. and the fact that there were several power generating stations and dams along the Otonabee River which produced the cheapest electricity in Ontario at the time, thereby being a logical place for new industry to move in.

Father and Uncle Andy did some looking around together and finally in November 1902, purchased the business and home of Robert Stull located at 300 and 302 Water Street, Peterborough, to which the family moved.

Father drove our mare, Flossie, with some of the family; some went by passenger train while my brother, Orm, rode in a freight car with our furniture, the shop equipment and the family cow. I was chosen to remain in Pontypool as companion to my widowed grandmother Morrow, who lived alone in a three roomed house adjacent to father's shop which was purchased at a sale by Bill Coulter, the hotel keeper.

Family Photograph

In the late summer of 1898, we had a family photograph taken by a Mr. Andrews, a photographer from Lindsay who set up a transient establishment in the form of a ten on William Street in Pontypool. Orland was the youngest member of the family at that time, about six months old. The older boys and father wore wing shaped collars which were commonly referred to as paper collars because of their composition and the fact they would not stand wetting – their cost was 10 cents per dozen. As a further sample of prices, eggs ranged from 8 cents to 10 cents per dozen and dressed chickens were 2 for 25 cents.

We had a visit from **Aunt Victoria** from Kirby who brought **Aunt Ada** who was visiting her. It was rather unusual to have both these Aunts with us at one time so I attribute it to the fact that mother was in poor health. Where the Aunts were together in the kitchen in an aside to one another, remarked "that poor Martha was not long for this world." While I overheard, I really didn't appreciate the significance of it at the time, however, the prophetic words did not come true. The Aunts died in 1906 and 1910 respectively while mother lived until her 93rd year and passed away June 16th, 1955.

The Boer War which commenced in 1899 gave the villagers an opportunity to display their patriotic fervour in that torch light parades were held on the relief 17, Lady Smith and similar occasions. These parades consisted of 20 or 30 citizens with hot guns following behind the effigy of General Kruger being a suit filled with tar packing from along the railway track – in the form of a man and carried by two bearers whose poles were inserted in the trouser legs. The whole was set on fire and as the procession marched along, those behind took pot shots at the effigy and pieces of burning waste would fly through the air. As we youngsters would follow along and with sticks would pick up the burning waste and throw it into the air. No one seemed to consider the danger from firing live shots or the fire hazard from the resulting shot or the careless way in which youngsters playing with the lighted waste which was not easily extinguished.

At the conclusion of the war, there was a great military celebration in Toronto and of course the veterans from Africa had to pass through Pontypool. On the afternoon appointed, a train with red coats pulled into a siding at the station awaiting the arrival of the down train. Our store keeper's, thinking they were veterans from South Africa, rolled out several barrels of apples and emptied them in the station yard and there was a great scramble by the soldiers for them as well as for crackers and buckets of candies. Eventually, the train pulled away and about half an hour after. The real veterans arrived but they were ordered not to leave the train because their stop was only for a few minutes. The store keepers then learned from the station master that the red coats were the militia from Peterborough and similar regiments who were on their way to Toronto to take part in the grand reception of the veterans who were clad in Kahki.

At the time of this event, we had a canary which we used to let out of its wooden cage to fly around our living room. Aunt Victoria was visiting us and when she saw the train with the Red Coats, she was so excited, she ran to the door holding the screen door open and calling all in the house to come and see the soldiers. Unfortunately, our canary took the opportunity to gain its freedom out into the world and flew out the door. It hovered around our barn and mother coaxed it until it came and perched on her shoulder but before she could get into the house with it, it flew away and we were all heart-broken because of its incapacity to fend for itself and withstand the rigours on the coming winter weather.

Thomas Alvin Morrow – Born Oct 13 1893, Died November 18 1964 – cause of death not known
Father, William G. Morrow, Born 1856, died October 25, 1931 age 75 – stroke
Orland Morrow – Born May 6, 1898, Died October 26 1917 Battle of Passchendaele age 19.
Velma Morrow – Born Sept 6, 1889, Died January 24 1981, old age
Wilfred Morrow – Born 1885, died Aug. 7, 1914, Peritonitis following operation for Appendicitis Age 29
 Back Row:
Lillian Morrow, Born March 1891, died Jan 26, 1969 –



Fortunately, amongst the pictures in Wayne's parents home was the family photograph that Thomas Alvin spoke about.

L-R Seated:
Ormand Morrow – Born 1887 – Died December 26, 1959 at age 72 - stroke.
Mother, Martha Eakins, Born 1862, Died June 16, 1955 age 93 (old Age)
Melvin Morrow – Born April 6 1896, died February 8 1960 age 64 – heart attack

Stroke age 79
Anson Morrow, Born 1887, died Feb 8 1952, heart attack, age 65

Born After Picture Was Taken:
Hazel Morrow – Born June 6 1900, died Dec 26, 1967 age 67 – Cancer
Roy Morrow – Born Sept 24 1902, Died

On 6 June 1900, our family grew with the arrival of Mildred Hazel. I arrived home from school just in time to see Dr. Lapp leaving our home with his little black bag and when I

learned I had a new baby sister, I was told the doctor had brought her in the bag.

On 24 September 1902, the last of our ten children arrived, a boy who was named Clifford Roy. We were indeed fortunate that all in the family were well developed and of normal physique and fairly free from infectious diseases that impaired one's health in later life.

This general situation was pointed up by a remark of Hazel's some years later, a few days after she had started to school in Peterborough – looking around the table at lunch time, she remarked my it's nice that no one in our family is cross-eyed or bow-legged etc... mentioning a few of the imperfections she had observed at school. Hazel and Roy missed out on our only family group picture that was ever taken.

In 1901, our great Queen Victoria passed away after a reign of 63 years from age 18 to age 81. Such a reign covered the full life span of many of her citizens up to that time. Her picture and that of Prime Minister Gladstone decorated the school wall. The picture of the later appeared rather sinister to us young ones because no matter where you were in the classroom, his eyes seemed to be penetrating right into you.

As to the Queen, her birthday, 24th of May, having been celebrated for so long, our main concern was to the future validity of the rhyme "The 24th of May is the Queen's birthday, if we don't get a holiday, we'll all run away".

She succeeded on the throne by her son, Edward, who became Edward VII and was known as the peace maker during his short reign from 1901 to 1910.

Last Days At Pontypool

In 1902, I was promoted to the junior third grade in the senior school under a Mr. Phillips, whom my brother Wilfred had known from his Normal School days at Ottawa. Through hearing the teacher instructing the senior grades up to the fifth-book, I picked up a good deal of knowledge which helped me in later years with my public school work.

One of my school mates, Nida Jamieson, passed away with Black Diphtheria and her funeral was held privately at night, as they explained, to avoid a possible spread of the infectious disease. In the winter at Peterborough, there was also quite an epidemic where two and three in the same family were stricken and died. At the time, my grandmother made a little bag to hang around my neck containing a cube of camphor as a general antiseptic against all diseases.

Mr. Gibson, the village baker, who was partially deaf, was struck one day by the C.P.R. down train at 11:00 a.m. and killed. It was explained that a horse in Callahan's field adjoining the Railway was tearing about and raring with excitement at the oncoming train and Mr. Gibson had his head turned toward it as he crossed the track, not hearing the oncoming train. It was a long heavy train and his body was carried several yards down the track before the train could be brought to a full stop. Freddie Gibson, his son, was my most frequent playmate and the loss spread gloom over the entire village. My grandmother was so upset, she kept me home from school for the rest of the day.

Grandmother's closest neighbour was Mrs. Coulter at the hotel, where we got our drinking water from their pump and our daily supply of milk from Mrs. Coulter's cows. Their collie would lie on the pump stand while I pumped the water but the moment I tried to enter the house for the milk, he would put

himself on guard in my way until Mrs. Coulter or one of the household would bade him let me by.

Next day, when grandmother was visiting Mrs. Coulter and her centenarian father, she was asked to look at some needlework in another room into which Mrs. Coulter moved, but on Grandmother's arising from her chair to follow, the dog moved from under the table and grabbed her and held her by the heel of her shoe when the father called him off and bade him to lie down. With many transients both sober and drunk around a hotel, a dog such as their collie was invaluable insurance for the family protection.

Old Billy Aldred

As is fairly common, the village had one eccentric person or hermit. Old Billie Aldred who lived in a one room hut in west Pontypool. The hut was surrounded by scraps of metal of all shapes and sizes that he had constantly gathered. There was no evidence of a pump or other water supply and his general appearance of clothes and person rather confirmed the shortage of water. There were several families of Aldred's in the county, one of which was in some way related to us; Sadie and Hylal Aldred being second cousins.

Billy was an entertaining old man whose main source of income, if any, was derived from repairing rifles and guns and door locks. The boys in the village on bird nest hunts would sometimes arrive in his area where sand martens were plentiful because of the sand pit walls where they nested in profusion. He enjoyed explaining things in his way to us and would carry us into the realms of fancy with his tales and forecasts of horseless carriages and men flying in the air like birds, etc. Although inventions were being worked upon in Germany and the U.S.A., certainly the man in the street in Pontypool had never heard of such things at the turn of the century.

The C.P.R. had a spar line into a sand and gravel pit which necessitated the constant shunting and coupling together of many ravel (flat) cars for loading and unloading. The coupling apparatus was very tricky and old Billy saw altogether too many hands and fingers bashed in the process of coupling the cars together so he set to work to perfect a coupling that would eliminate this tremendous hazard.

He worked on an idea and drew plans for a set of couplings that would open upward, remain open with a huge iron pin on a chain suspended in position in a hole in the upper portion so that when two cars came together, the coupler on one car would fit into the coupler on the other car, bringing the holes into alignment so that the suspended pin would drop down and lock the couplings together.

To uncouple the cars, the iron pin was raised by the operation of a long handled lever that tacked to the end of the car which eliminated the necessity for the brakeman to stand between two cars which was an extra hazard beyond that of hands and fingers.

One day, a couple of well-dressed men got off the train at Pontypool and enquired about Billy Aldred and went out to visit him. Evidently, Billy thought he was doing a great humane act in disclosing the details of his coupler to them in the interests of avoiding human suffering. In the process of time, Billy was quite happy to see couplings on the cars that operated the same or similar to the one he had described.

Later in the year 1902, mother's brother, James Eakins, a bachelor, gave up farming the Eakins homestead and moved to Peterborough. After obtaining a house to live in, he was followed by his mother and **grandmother Eakins**, a rather

feeble old lady of 76 years. On my way home from school one day in the winter, knowing of her trip, I went up to the station where she was waiting for the down train and bade her goodbye. It was my last time to see her as she developed pneumonia shortly after arriving in Peterborough and passed away in February, 1903.

According to the Ancestry.ca site, we found Martha Eakins death registration. She died February 16th, 1903. She was the widow of Thomas Eakins. It shows that Martha was born in Ireland and her cause of death was listed as "old age, scarlet fever". Her faith was Presbyterian and the death was registered with the province on February 18th, 1903 #022425.

I used to enjoy visiting the Eakins homestead because of the interesting things around the place. We would carry water from the spring away in the woods up to the house for drinking purposes when the well along the roadside ran dry. On one occasion when going to the sprint, I discovered the nest of one of their turkeys which had been laying away. Grandmother was particularly pleased to know the spot so the young when hatched, could be brought up to the barn out of harm's way of the predatory foxes in the area.

"Whistler's Mother" the famous painting reminds me of Grandmother Eakins who sat constantly in a rocking chair. While frail in health, she was always alert and if a fly lightened near her, she was quite adept at catching them with either hand.

My sister Velma and I had a memorable trip back to the farm at threshing time. We drove Uncle James horse, "Sarge" in a buggy with dishes and prepared food for the threshers. At the foot of the hill near Corbett's race trace, we pulled the horse and buggy off to the side of the road and waited for another rig to come down because we were afraid to pass on the hill which had some large gullies on the side washed out by the rains.

Our brother, Melvin, who would be about 6 years old at that time, followed us to the farm on foot but as he did not fit into the plan of things, I was delegated to take him home again. So, we crossed the Eakins and Morrow's farms and then into Bill Praige's woods after getting clear of the woods, we could see our own house. So, I sent Melvin on and I returned to the homestead. It was growing dusk at the time and on the crackle of a twig, I imagined a bear was behind me so my little legs lost no time in getting me back to grandmother's.

Christmas in Peterborough

I went home to Peterborough for part of my Christmas holidays and was thrilled with the brilliant electrically lighted stores and streets. In Pontypool, all we had were coal-oil lamps and lanterns and for going out walking at night, a candle, inside a lamp chimney served to light the way.

I received a splendid hand sleigh for Christmas with a round sticker still showing cost of 25 cents. I returned to Pontypool in the care of my older brother, Anson. We were not too experienced with travelling by train and relied on a friend of father's on the train to advise us when to get off. The trainman, who usually called the names of the stations in plenty of time, was a little tardy on this occasion because the train had already stopped when he came along. We scrambled for our coats and the sleigh but as the stop was only momentarily, the train began to move when our friend came along. He immediately gave two sharp pulls on the steam whistle cord and the train stopped about 100 yards up the track. We threw the sleigh out into the snow

bank and then got off. We waited in the snow until the train pulled away and then walked back to the station picking up our sleigh and with great sense of satisfaction that we had not been carried out to Burketon, the next station.

I wanted to take my new hand sleigh to school to ride on at recess but grandmother thought it would get broken. Finally when the sleighing was good, I took it and when coming home after school, I got a ride on a big log that was being trailed from a bob-sleigh. During the trip, I kept pulling the sleigh up even with where I sat on the log and once it got too close and went under the log which crushed it, breaking one runner from end to end. The man driving the team backed up a little and I was able to extricate the sleigh. A friend with me said he would take it to George Douglas, the blacksmith, to have it fixed. In the meantime, grandmother knew nothing about the accident. However, that evening, as we were bringing in wood from the shed, one of the boys called from the street "It's fixed?" and of course, grandmother wanted to know what was fixed. I went out and got he sleigh and was greatly relieved when Mr. Douglas said there would be no charge.

The next week end, Uncle Andy visited us from Kirby and said one of the boys at the railway Station had told him about me and the sleigh. He scolded me quite severely, saying I might have been killed riding on a log that way. As he drove from Kirby and had no occasion to go to the station, I often wondered whether or not grandmother was the one who told him.

During the winter, father visited grandmother morrow and me fairly regularly and always left me some silver coin which grandmother insisted on me saving for "a rainy day" to spend.

My great uncle, Andy Adams, visited us from his ranch on the bow river near Calgary and I escorted him and grandmother on a visit to our home in Peterborough. In those days, the hotels had horse drawn busses meet the passenger trains, so having learned their routes at Christmas time, I directed my fellow travellers into the Snowdon House bus and when it arrived at the hotel, we got out and walked a couple of blocks to our home on Water Street.

Grandmother spilled boiling water

During that winter, my grandmother spilled a kettle of boiling water on her foot and leg and was incapacitated for some time. Kindly neighbours helped out materially and as well, my **uncle Andy from Kirby**, 7 miles south, visited us regularly to help out. I had to carry water from the hotel, prepare kindling for lighting the fire each morning and keep the wood box filled from the supply in the wood shed where I often had to split up the large blocks.

I also wrote letters for grandmother to Peterborough to Aunt Sarah Gillies near Bowmanville. On one occasion, in discussing her affairs with father and Uncle Andy, she said it was difficult to make ends meet on \$100.00 per year which I thought was the amount of rent from the 100 acre homestead.

Grandmother sometimes spoke of her experiences in crossing the ocean on a sailing ship named "Jane of the Minncepole" which voyage lasted about 7 weeks. She told of how those that died were buried at sea. She often spoke of Ballygawley and Aughacloy, the two small towns now on the border between Northern Ireland and Eire which were then and still are involved in the differences between the Roman Catholics of the South and the Protestants of Northern Ireland. I don't recall her being antagonistic towards the Roman Catholics but she inevitably linked them up with their national colour,

Green, to such an extent that later when I became acquainted with some children of that faith in Peterborough, I was quite surprised that they were dressed like we were and not decked out in Green.

In the spring of 1903, some boys who usually played together decided to buy a football and Cecil Coulter, the hotel keeper's son, acted as treasurer. As I was much smaller than the rest, I was only asked to contribute 5 cents and also because I did not have as much free time to participate. We kicked the ball around in the station yard next to the railway tracks and also adjoining Badge Ridge's stable where he kept a rather spirited driver.

On one occasion, the ball was kicked into the stable and startled the horse so Badge launched after the ball with his pitchfork but fortunately it got away from the fork without being punctured. About the time we were lining up a team to play some neighbouring villages, grandmother decided she would go to Bowmanville and live with her daughter, Aunt Sarah and of course, I would go home to Peterborough. One of the boys raised the question of making a refund to me from the football fund but the consensus of the group was that I had 5 cents worth of fun out of the ball.

Perhaps the boyhood days at Pontypool are most appropriately epitomized in John Greanleaf Whittler's poem, "The barefoot boy", the last stanza of which runs as follows:

Cheerily, then, my little man
Live and laugh as boyhood can!
Through the flinty slopes be hard
Stubble speared the new-mown sward
Every morn shall see thee through
Fresh baptisms of the dew
Every evening from thy feet
Shall the cool wind kiss the heat
All too soon these feet must hide
In the prison cells of pride
Loose the freedom of the sod
Like a colt's for work be shod
Made to tread the nulls of toil
Up and down in ceaseless moil
Happy if their track be found
Never on forbidden ground
Happy if they sink not in
Quick and treacherous sands of sin
Ah! That thou couldn't know thy joy
'Ere it passes, barefoot boy.

End Part 2

Hazelbrae Barnardo Home Memorial 1908-1909

The Hazelbrae Barnardo Home Memorial on Barnardo Avenue in Peterborough, Ontario lists every person, nearly 10,000, who came through Peterborough's distribution home between 1883 and 1923. From 1883 to 1887 both boys and girls came through Peterborough, but after that, all were girls. The research for the names that went on the memorial was conducted by John Sayers, ably assisted by Ivy Sucee of Peterborough and others. The research has been time consuming and demanding, as the researchers worked without a master list.



Downs. As well, we have access to the Library and Archives of Canada's terribly impressive holdings, and have samples of ship lists. We also have the archival copy of the monument from the Hazelbrae plot at Little Lake Cemetery.

The list was created mainly from ship registers and various archival sources related to the Canadian government and to Barnardos in England. This is an excellent list, compiled from original sources and scrupulously interpreted. There are bound to be errors created by misreading hand writing, and omissions could easily have occurred, as well. The ship registers could have been improperly maintained, or those creating the lists could have misheard or been distracted. Such officials often misspelled names. None of these difficulties is beyond the ken of genealogists and family historians, but these lists will prove quite useful for all researchers. We are grateful to John and Ivy for doing the research and for giving us permission to share the information they gathered.

For those wishing to pursue research on the Barnardo children, the Trent Valley Archives is a good place to begin. We have some resources, particularly in the Barnardo Homes collection and in the Gail Corbett fonds which includes some memories and some copies of *Ups and*

Downs. As well, we have access to the Library and Archives of Canada's terribly impressive holdings, and have samples of ship lists. We also have the archival copy of the monument from the Hazelbrae plot at Little Lake Cemetery.

This is the seventh installment in the *Heritage Gazette of the Trent Valley*. In February 2012, we printed the names for 1883-1885; May, 1886-1889; August, 1890-1896; November, 1897-1900. In February 2013 we printed the names of the Barnardo girls who emigrated between 1901 and 1903, and in May 2013 those who came in 1904-1905. Here we continue to 1906 and 1907. During these years all the home children brought to Peterborough were female. We have included the ages, and one can see the range is from six to nineteen. The chaperones are also listed and their ages are higher. There were 323 girls in 1908, and 344 in 1909.

| 1908 | | | | | |
|------------|-------------------|----|---------------------|--------------------|----|
| ADAMS | Gladys | 9 | COLES | Annie | 9 |
| ADKINS | Theodora Margaret | 11 | COLLINS | Annie | 15 |
| ADKINS | Ann | 9 | COLLINS | Edith | 9 |
| AKEHURST | Ellen Margaret | 12 | COLSTON | May | 12 |
| AKEHURST | Queenie Hale | 8 | COX | Annie | 7 |
| ALDER | Pearl | 9 | CROFT | Ellen | 11 |
| ALEXANDER | Beatrice | 11 | CROSS | Mary | 9 |
| ALLEN | Kate | 16 | CRUNDELL | Elizabeth Hannah | 12 |
| ALLUM | Jessie | 8 | DAVIS | May | 15 |
| ANDREWS | Matilda | 17 | DAWSON | Jessie | 10 |
| ANSELL | Sarah | 11 | DENARD | Catherine Elizabet | 9 |
| APPLEBY | Lily | 11 | DIRK | Emily | 14 |
| ASHBY | Rose Hannah | 10 | DIX | Lydia | 21 |
| ASKEY | Annie | 15 | DIXON | Beatrice | 11 |
| AUKETT | Mary | 19 | DIXON | Alice Maud | 10 |
| AUKETT | Annie | 9 | DUMBRILL | Rosa | 14 |
| AYLOTT | Ada | 14 | DUMBRILL | Alice | 9 |
| BABBIDGE | Agnes Edith | 12 | EARLE | Gladys Ellen | 10 |
| BAILEY | Violet | 11 | EDWARDS | Grace | 10 |
| BAILEY | Mabel | 17 | ELIFF | Annie | |
| BAKER | Dorothy | 11 | ELLIS | Hilda | 15 |
| BAKER | Ivy | 9 | ELLIS | Leah | 9 |
| BAKER | Jane | 12 | EVANS | Elizabeth Ada | 11 |
| BALKMAN | Milly | 11 | FARR | Edith | 8 |
| BALL | Emily | 14 | FINMAN | Lucy | 7 |
| BARGUS | Charlotte | 9 | FOSTER | Emily | 11 |
| BARNES | Henrietta Harriet | 14 | FREEMAN | Gertrude | 14 |
| BARRY | Ethel Emily | 11 | FURMIDGE | Elizabeth | 15 |
| BATES | Louise | 10 | GALL | Nellie May | 8 |
| BATTY | Gladys | 10 | GASCOIGNE | Elizabeth | 16 |
| BATTY | Elsie | 8 | GEORGE | Violet | 10 |
| BAUGH | Victoria | 10 | GIBSON | Nellie | 11 |
| BEAN | Alice | 14 | GIRLING | Evelyn | 14 |
| BECK | May Beatrice | 11 | GOODWIN | Elizabeth | 13 |
| BEEBE | Mary Ellen | 7 | GOSNAY | Minnie | 16 |
| BEETISON | Annie | 11 | GOSNAY ⁹ | Florence | 11 |
| BELL | Jane | 10 | GRAVES | Alice | 10 |
| BENNETT | Minnie | 11 | GRAY | Florence Ethel | 11 |
| BENNETT | Violet | 9 | GREEN | Jessie | 11 |
| BEST | Olive | 8 | GROVER | Annie | 14 |
| BETTS | Elsie May | 11 | GROVES | Sarah | 9 |
| BIRD | Mary | 13 | HAMILTON | Daisy Bell | 12 |
| BLACKBURNE | Agnes | 12 | HANN | Matilda | 16 |
| BOSWORTH | Alice | 11 | HARMAN | Charlotte | 15 |
| BOURKE | Margaret | 15 | HARRY | Winifred | 10 |
| BOYDELL | Matilda Gilman | 10 | HAWES | Lily | 11 |
| BOYLAND | Daisy Grace | 10 | HEALEY | Dorothy | 14 |
| BREWIN | Clara Annie | 11 | HEDLEY | Mabel | 11 |
| BRIDGE | Ada Janet | 14 | HESLOP | Isabella | 9 |
| BRITTON | Lilian | 10 | HILDORE | Ethel | 9 |
| BROWN | Mary E. | 10 | HILDORE | Dagmar | 7 |
| BROWN | Carrie | 11 | HILLSON | Isabella | 10 |
| BROWN | May Beatrice | 14 | HOBART | Ethel | 12 |
| BROWNSWORD | May | 16 | HODGE | Grace | 10 |
| BUCKHAM | Edith | 23 | HOLE | Julia | 10 |
| BURKE | Minnie | 17 | HUDSON | Violet | 10 |
| BURRELL | Annie | 10 | HUNT | Alice | 11 |
| BUTLER | Florence R M | 11 | ING | Lilian | 10 |
| BUTTERS | Edith | 10 | JACKSON | Ada Zilla | 15 |
| BUTTERS | Elsie | 7 | JAGOT | Rose C | 9 |
| CARTLIDGE | Florence | 11 | JENNINGS | Lilian | 11 |
| CARTLIDGE | Emily | 7 | JENNINGS | Victoria | 10 |
| CASS | Elizabeth | 17 | JOHNSON | Beatrice | 14 |
| CHAPPLE | Rose | 9 | JOHNSON | Lavinia | 14 |
| CLANCEY | Ethel | 10 | JOHNSON | Mary | 9 |
| CLEMENTS | Caroline | 11 | JOHNSTON | Annie | 8 |
| COLEMAN | Maud Ellen | 16 | JONES | Maud | 15 |
| COLEMAN | Annie Elizabeth | 10 | JONES | Alice | 9 |
| | | | JONES | Margaret M | 8 |
| | | | JONES | Clara | 9 |

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|------------|----------------|----|------------|-----------------|----|
| JONES | May | 9 | PIGGOTT | May E | 15 |
| JOSLIN | Minnie | 11 | PILLEY | Mary | 11 |
| KANE | Rose | 11 | PIPER | Elizabeth | 18 |
| KEEN | Alice | 11 | PLUMER | Edith | 10 |
| KENNEDY | Annie | 12 | POMEROY | Elizabeth Ann | 10 |
| KIRKUP | Evelyn | 13 | POOLE | Lucy | 10 |
| KNIGHT | Eva | 8 | POOLE | Daisy | 11 |
| LANGLEY | Margaret Doris | 12 | PORTER | Eva Maud | 11 |
| LANGLEY | Jennie | 8 | POWLESLAND | Florence | 12 |
| LAWS | Florence | 13 | PRIOR | Violet | 14 |
| LEGGE | Maud | 20 | PURDY | Elizabeth | 10 |
| LEGGE | Ruth | 10 | RAMSEY | Margaretta | 10 |
| LEWIS | Eliza A | 10 | RAWLINSON | Grace | 5 |
| LINFIELD | Alice | 9 | RAYMENT | Ethel | 27 |
| LINFIELD | Florence | 8 | READ | Emma | 10 |
| LIVELY | Gladys | 10 | REDRUP | Emily | 10 |
| LLOYD | Lucy Margaret | 11 | RICHARDS | Florence | 10 |
| LOGAN | Philadelphia | 10 | ROBERTS | Jessie | 11 |
| LONG | Jane | 11 | ROLFE | Cecilia | 11 |
| LOVEDAY | Eliza Jane | 14 | ROPER | Elsie May | 10 |
| LYNAS | Elizabeth | 11 | ROPER | Gladys Lilian | 9 |
| MAIDMENT | Florence | 10 | ROSE | Emily | 9 |
| MANTLE | Mabel | 11 | ROSSER | Emma | 11 |
| MARJORAM | Ethel | 9 | ROWE | Florence | 10 |
| MARKFELDT | Charlotte | 11 | ROWE | Alice | 9 |
| MARSH | Elsie | 15 | RUDLING | Ann Elizabeth | 10 |
| MARSHALL | Ethel | 16 | RUDLING | Bertha | 8 |
| MARTIN | Ida | 10 | RUFFLES | Mary | 12 |
| MARTIN | Sophia | 11 | RUMBLE | Lilian Robina C | 14 |
| MCBRIDE | Grace | 9 | RUNDLE | Catherine | 14 |
| MCCOY | Lily | 15 | RUSSELL | Ethel | 10 |
| MCCULLOUGH | Sarah Ann | 12 | RYALL | Lilian | 15 |
| MCDERMOTT | Lucy | 11 | SACH | Elsie Maud | 10 |
| MCGREGOR | Julia | 9 | SAMS | Mary | 14 |
| MCNEILL | Joan | 9 | SAMS | Annie | 11 |
| MEE | Fanny Mary | 11 | SATCHELL | Ellen Maud | 7 |
| MEE | Drucilla | 7 | SAUNDERS | Charlotte | 11 |
| MESSAGE | Elizabeth | 14 | SCOTT | Esther | 11 |
| MIDDLETON | Gertrude | 17 | SCOTT | Jessie Margaret | 12 |
| MIDDLETON | Rose | 15 | SCOTT | Ellen | 12 |
| MILES | Rose Emily | 11 | SELL | Sophia | 7 |
| MILLAR | Alice | 9 | SELMAN | Mary | 14 |
| MILLS | Ellen | 9 | SELMAN | Alice | 9 |
| MILNER | Margaret Ann | 11 | SENIOR | Louie | 13 |
| MORGAN | Charlotte | 23 | SHAYLER | Emily | 14 |
| MORRIS | Gertrude May | 9 | SHAYLER | Alice Lilian | 11 |
| MYERS | Ida | 15 | SHEEN | Kate | 11 |
| MYERS | Mary | 11 | SHELDON | Laura | 17 |
| NAISH | Maud | 14 | SHEPPHERD | Frances Eleanor | 8 |
| NEWMAN | Frances | 11 | SIMON | Gwendoline | 9 |
| NEWMAN | Lily | 10 | SKINNER | Florrie | 13 |
| NEWTON | Annie | 15 | SMITH | Edith V | 10 |
| NIXON | Isabella | 11 | SMITH | Lily R | 11 |
| NORREY | Emily B | 14 | SMITH | Lilian Martha | 11 |
| NORREY | Lilian Mary | 6 | SMITH | Jessie | 12 |
| NORTH | Daisy | 9 | SMITH | Annie | 10 |
| OAKLEY | Dorothy May | 11 | SNELLING | Grace Lilian | 14 |
| OAKLEY | Ethel Maud | 10 | SNELLING | Dorothy | 12 |
| OROURKE | Jane | 11 | SNELLING | Ada Ruth | 10 |
| OSBORNE | Mabel Jane | 14 | SOUTAR | Elizabeth | 7 |
| PAINE | Kate | 11 | STANDING | Emeline | 15 |
| PALMER | Isabella | 11 | STEPHENS | Florence | 11 |
| PALMER | Edith | 9 | STEVENS | Edith Ellen | 13 |
| PARFITT | Winifred | 13 | STOCKER | Edith | 11 |
| PARKER | Lily | 10 | SUTTON | Annie | 10 |
| PARROTT | Priscilla Kate | 7 | TANNER | Elizabeth Sarah | 12 |
| PEARMAN | Lily | 10 | TARBOTTON | Jessie | 11 |
| PELL | Fanny | 11 | TAYLOR | Ada L | 10 |
| PHELPS | Beatrice | 15 | THOMPSON | Margaret | 10 |
| PHILLIPS | Alice M | 9 | THOMPSON | Ada | 9 |

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| EDWARDS | Eleanor Jane | 8 | INGRAM | Angelina Doris | 10 |
| EDWARDS | Lena | 9 | IRESON | Kathleen Frances | 9 |
| ETHERINGTON | Rose | 10 | JACKSON | Ada | 15 |
| EVANS | Ella V | 11 | JACKSON | Ada | 9 |
| FARRELL | Elizabeth | 11 | JACKSON | Agnes | 12 |
| FIELD | Mabel | 9 | JAMES | Florence | 11 |
| FISHER | Alice Annie | 16 | JENKINS | Emily | 14 |
| FISHER | Amelia Dorcas | 10 | JOHNSON | Rose Elizabeth | 13 |
| FITCHES | Eliza | 14 | JONES | Agnes | 12 |
| FOALE | Emily Ethel | 10 | JONES | Elizabeth Georgina | 9 |
| FOGWILL | Ethel | 15 | JONES | Elsie | 11 |
| FOGWILL | Violet G | 10 | JONES | Alice | 10 |
| FROGGATT | Dorothy Alice | 9 | KEMP | Mary Jane | 11 |
| GALWAY | Jenny | 14 | KEMP | Emily M | 9 |
| GARDNER | Eva | 11 | KENINGALE | Alice Lily | 9 |
| GARDNER | Louisa | 11 | KIDGELL | Yvonne Irene | 11 |
| GILBERT | Sarah Jane | 10 | KING | Violet | 15 |
| GILES | Violet | 9 | KINGSTON | Ivy Elizabeth | 13 |
| GODFREY | Ada G | 12 | KNIGHT | Edith | 9 |
| GOLDSMITH | Ann | 11 | LANDERS | Janet | 18 |
| GOMER | Annie Josephine | 12 | LANE | Rose | 8 |
| GOWLAND | Winifred Maud | 12 | LAWRENCE | Ada Ethel | 12 |
| GOWLAND | Alice Maud | 7 | LAWRENCE | Edith Alice | 10 |
| GRAHAM | Norah | 9 | LEATHWOOD | Mary Ellen | 15 |
| GRAHAM | Doris | 6 | LENNEY | Kate | 14 |
| GREEN | Florence Maud | 11 | LENNEY | Caroline | 11 |
| GREEN | Emily | 13 | LITTLER | Rachel Amelia | 11 |
| GREEN | Edith Lydia | 11 | LUCAS | Mildred Edith | 7 |
| GREEN | Lily Margaret | 11 | LYONS | Maud | 9 |
| GREEN | Ada Violet | 9 | MACHIN | Emily Frances | 9 |
| GREEN | Dorothy | 12 | MASON | Anna Florence | 18 |
| GREENLAND | Sarah | 15 | MATTHEWS | Lily Victoria | 11 |
| GREENLAND | Florence | 8 | MAY | Muriel | 11 |
| GREENSLADE | Lilian Rose | 11 | MAY | Edith F | 8 |
| GROVES | Constance L | 13 | McARTHUR | Elizabeth | 15 |
| HALL | Dora | 9 | McCAW | Mary | 12 |
| HALLETT | Mabel M | 14 | McCAW | Annie | 5 |
| HALLETT | Ivy M | 12 | McCRACKEN | Margaret | 15 |
| HANKIN | Lily | 10 | McCRACKEN | Frances | 14 |
| HANN | Bessie | 15 | McCRACKIN | Eleanor Ada | 9 |
| HARDIMAN | Florence | 13 | McKENZIE | Ethel | 8 |
| HARDIMAN | Ada | 7 | MELADY | Mary | 14 |
| HARDING | Minnie | 9 | MELLISH | Emma | 8 |
| HARDING | Edith Hannah | 9 | MISKELLY | Mary | 10 |
| HARDY | Mabel V | 9 | MITCHELL | Minnie | 11 |
| HARGREAVES | Elsie | 9 | MONCKTON | Emily Jane | 9 |
| HARRIS | Rosina Annie | 7 | MORFITT | Hilda | 15 |
| HARTLEY | Lilian | 9 | MUSTO | Alice | 11 |
| HAWKESWOOD | Hilda | 10 | NADEN | Mary | 12 |
| HAXBY | Lilian | 11 | NEVILLE | Charlotte | 11 |
| HEADON | Hilda Maude | 10 | NEWELL | Margaret E | 14 |
| HEMPDT | Adelaide Frances | 14 | NEWLAND | Rose | 11 |
| HILL | Ada | 9 | PADDINGTON | Lillian Gladys | 9 |
| HILL | Bertha Sophia | 9 | PAINTER | Edith E | 11 |
| HILLIER | Florence Daisy | 14 | PAINTER | Elizabeth | 20 |
| HILLIER | Rose Hannah | 9 | PALMER | Sarah | 11 |
| HILLS | Janet | 10 | PANTING | Winifred M | 14 |
| HILLS | Lillian Annie | 11 | PARKER | Emily J | 14 |
| HITCHCOCK | Nellie | 13 | PARKER | Bessie E | 13 |
| HOLDSWORTH | Olive May | 11 | PARKIN | Selina | 12 |
| HOLLAMBY | Anna | 12 | PARKIN | Annie | 11 |
| HOLMES | Lola May | 11 | PEACOCK | Rose | 18 |
| HOLMES | Helena Mabel | 12 | PEARCE | Helen May | 10 |
| HOLMES | Clara Rosina | 10 | PETERS | Florence E | 13 |
| HUDSON | Elsie | 11 | PIGGOTT | Elsie F | 11 |
| HUTCHINSON | Edith | 14 | PIKE | Sarah | 11 |
| HYNARD | Grace | 15 | PINES | Mary Ann | 13 |
| IDDON | Ellen | 10 | PORTER | Phyllis | 8 |
| ILLINGWORTH | Dorothy Stewart | 13 | PRICE | Constance Ann | 11 |
| INGRAM | May Edith | 12 | PRIESTLEY | Minnie | 11 |

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|-------------|--------------------|----|------------|--------------------|----|
| PRITCHARD | Millicent | 12 | TOTTON | Annie | 7 |
| PRITCHARD | Florence | 10 | TREADWELL | Ada | 10 |
| PRITCHARD | Catherine Mary | 8 | TYSON | Sarah | 11 |
| PROCTOR | Edith | 8 | TYSON | Mary | 9 |
| PUNCHARD | Dorothy | 12 | URMSON | Alice | 14 |
| READ | Elsie Evelyn | 9 | URMSON | Annie | 13 |
| REDFERN | Hannah | 9 | VAUGHAN | Lydia | 13 |
| REID | Ethel May | 10 | WALKER | Amy | 14 |
| REVERE | Clara | 10 | WALTON | Florence | 11 |
| RICKETT | Emmeline | 11 | WARBURTON | Beatrice A | 10 |
| RICKETTS | Elizabeth | 11 | WARD | Florence | 14 |
| RICKETTS | Emily | 10 | WARNER | Jane | 12 |
| ROBERTS | Mabel | 11 | WATKINS | Lily Frances | 9 |
| ROBINSON | Florence | 9 | WATTS | Diana | 12 |
| ROBINSON | Grace H | 10 | WATTS | Elsie | 10 |
| ROBSON | Emily | 10 | WATTS | Kathleen | 11 |
| ROSS | Rose | 10 | WATTS | Mary | 12 |
| ROTHWELL | Annie | 11 | WEBB | Adelaide Alexandr | 7 |
| ROVERY | Winifred Annie | 16 | WEEDON | Lily | 11 |
| ROWE | Agnes | 9 | WELLS | Mary Ida Violet | 16 |
| ROWLANDS | Maud | 9 | WEST | Elizabeth | 12 |
| ROYAL | Ethel May | 9 | WEST | Mary | 10 |
| RUCK | Gwendoline | 13 | WHITE | Elizabeth Annie | 10 |
| RYDER | Elizabeth Jane | 11 | WHITE | Margaret Dorothy | 10 |
| RYDER | Gertrude Hannah | 10 | WHITEHOUSE | Susan | 16 |
| SAPSFORD | Ellen Emily | 9 | WILCOX | Jessie E | 10 |
| SCOTT | Louisa Mabel | 10 | WILKINSON | Kate Eliza | 16 |
| SEYMOUR | Rose | 10 | WILKINSON | Ellen | 14 |
| SEYMOUR | Catherine | 7 | WILKINSON | Gertrude | 17 |
| SHADBOLDT | Annie | 12 | WILLIAMS | Maude | 16 |
| SHARP | Emma Caroline | 11 | WILLIAMS | Ethel Maud | 16 |
| SHARP | Rosaline | 14 | WILLIAMS | Constance | 16 |
| SHERLOCK | Frances | 11 | WILLIAMS | Edith May | 11 |
| SKEPPER | Kathleen Mary | 12 | WILLIAMS | Mary Williams All | 10 |
| SLATER | Daisy Victoria | 12 | WILLIAMS | Florence | 9 |
| SMIRK | Elizabeth | 14 | WILLIAMS | Elizabeth | 11 |
| SMITH | Margaret | 11 | WILSON | Ethel | 11 |
| SMITH | Elizabeth | 10 | WINSHIP | Florence Nightinga | 11 |
| SMITH | May | 10 | WINSLADE | Mary | 20 |
| SMITH | Emily | 10 | WINTER | Ada Elizabeth | 14 |
| SOMERS | Margaret | 11 | WINTER | Lily | 12 |
| SPARKS | Florence | 10 | WOLEDGE | Amelia | 13 |
| SPENCER | Mary Marian | 12 | WOLEDGE | Lilian Violet | 11 |
| SPILLETT | Florence Elizabeth | 11 | WOOD | Caroline | 11 |
| SPILLETT | Emma | 10 | WOOD | Florence E | 9 |
| ST LAWRENCE | Mary | 12 | WOODCOCK | Kathleen L | 9 |
| ST LAWRENCE | Sarah | 10 | WRIGHT | Grace | 10 |
| STACEY | Lottie | 14 | WRIGHT | Gladys | 9 |
| STEDMAN | Jane | 10 | WYLLIE | Susannah | 9 |
| STEEL | Mary J | 11 | WYLLIE | Norah | 10 |
| STEWART | Beatrice | 11 | YONDE | Margaret | 14 |
| STONE | Elsie | 8 | | | |
| STUBBINGS | Edith M | 10 | | | |
| STUBBINGS | Florence M | 7 | | | |
| STURDY | Ethel Mary | 9 | | | |
| SULLIVAN | Catherine | 13 | | | |
| TAGUE | Catherine | 10 | | | |
| TATE | Patty | 11 | | | |
| TAYLOR | Emily | 16 | | | |
| TAYLOR | Lily | 11 | | | |
| TAYLOR | Christina | 12 | | | |
| TAYLOR | Ellen | 10 | | | |
| TAYLOR | Amelia | 8 | | | |
| TAYLOR | Rose Jane | 10 | | | |
| TERRY | Ellen | 15 | | | |
| THOMPSON | Jessie | 14 | | | |
| THOMPSON | Violet Leonora | 13 | | | |
| THOROLD | Mary | 14 | | | |
| THOROLD | Maggie J | 12 | | | |
| THURLOW | Lydia | 10 | | | |

Samuel de Champlain Came in 1615

2015 marks the 400th anniversary of the arrival of Samuel de Champlain to central Ontario. Heritage organizations throughout the area will note the occasion with special events, publications, etc. Trent Valley Archives will be a part of this occasion with the publication of a special issue of *The Heritage Gazette*. Anyone with stories, proposals, and ideas are welcome to submit them to Trent Valley Archives by **November 2014**.

We are members of the board of the Trent Valley Archives who are interested in raising awareness of 2015 as the 400th anniversary of the expedition in which several hundred Huron and Algonquin warriors brought a small party of French soldiers, led by Samuel de Champlain, through the Kawartha Lakes and the Trent Valley in late 1615. We thought that this might be of interest to your group as the expedition's routes (from Huronia to New York State and back) more or less paralleled that of the TSW today. All communities along the Waterway can relate to this event. For example, here in Peterborough County there are two possible sites for "Chaplain's Rest" (the place where the returning expedition stopped on its way back to allow Champlain to recuperate from his wounds). One is in Bridgenorth (where there is a plaque) the other is near Haultain). We thought that this anniversary might generate interest in the TSW.

CHAMPLAIN AND FRENCH HERITAGE IN PETERBOROUGH RIDING

Peter Adams

*Editor's note: The year 2015 will be the 400th anniversary of the visits of Samuel de Champlain and a Huron-Algonquin army to the Trent Valley and Peterborough. In recognition of this, The Trent Valley Archives intends to publish in the **Heritage Gazette of the Trent Valley**, articles and notices pertaining to the anniversary and the French heritage of the region. A special issue of the **Heritage Gazette**, with substantial material related to the anniversary, is planned for early 2015. The following article is by Peter Adams, former M.P. (Peterborough), written for a parliamentary magazine. He thanks Alan Brunger for his assistance. We thought that it might be of interest to Gazette readers.*

There has been a spate of Champlain anniversaries lately. This is not surprising as between his arrival in North America in 1603 and his death in Québec City in 1635, Samuel de Champlain, the founder of New France, touched places as far south and east as the West Indies and as far north and west as the upper Great Lakes. This means that around 400 years ago, he visited an awful lot of places in eastern North America, especially Canada. Some of these anniversaries, notably the 400th anniversaries of Annapolis Royal, Nova Scotia (2005) and Québec City (2008) received a great deal of publicity, others less so.

Champlain's visits, in 1615, to the federal riding of Peterborough, Ontario, do not rank with his long stays in Annapolis Royal or Québec but they are important to people of that part of Ontario and they were significant in terms of his relations with the First Nations of eastern Canada and the U.S.A. and his contributions to the early mapping of Canada.

Here's what happened. During June of 1615, Champlain met, below the rapids where Montréal is today, with his First Nations allies, notably the Huron and Algonquin of what is now, Ontario. It was agreed that a small group of armed French, led by Champlain, would

accompany a punitive raid on the Iroquois of modern northern New York State, enemies of the Huron, Algonquin and French. This expedition was to start from Huron territory, Huronia, on the shores of present-day Georgian Bay, Ontario, off Lake Huron.

Champlain, with a dozen or so Frenchmen and First Nations allies, left Montréal in early July, traveling upstream by canoe. To avoid Iroquois war parties, they traveled by the northern route, leaving the St Lawrence for the Ottawa River, circling round to Lake Nipissing, visiting First Nations *en route*. Champlain, as usual, mapped the country and wrote notes on it and its diverse peoples. Champlain had traveled part of this Ottawa River route two years before and was quite well informed about it from information obtained from both his native allies and young French interpreters who had lived in that region.

They traveled from Nipissing to Lake Huron, the size of which amazed Champlain although he was disappointed that it was fresh water, rather than the western ocean of his dreams. They crossed Georgian Bay to Huronia, which impressed Champlain with its 30,000 inhabitants living in fortified towns, its large-scale agriculture (1,000 acre corn fields) and its fishery (large fishing weirs). On August 17th 1615, they reached the town of Cahigué (now an archaeological site near Warminster, Ontario), which became the point of assembly for their raid on the Iroquois.

On September 1st, more than 500 Huron and Algonquin, with the French musketeers, set off to attack the Iroquois town to the south of Lake Ontario in modern Syracuse, NY, by Lake Onondaga. They traveled along a well-used First Nations route, through the Kawartha Lakes and down the Trent River to the eastern end of Lake Ontario. This is more or less the route of Parks Canada's Trent Severn Waterway of today. The locks of the modern Waterway cut out the portages, which the war party had to use. While traveling through the Kawarthas, the army was fed through large scale hunts in which hundreds of deer



were killed. Champlain recorded such activities and set down the first European observations of the region.

The federal riding of Peterborough is near the middle of this route.

*Champlain Monument looking towards Lake Couchiching.
(Alan Brunger)*

On reaching the riding, the expedition would likely have left the lakes near modern Bridgenorth (in the northwestern corner of the riding), then following the long-established portage to the Otonabee River near downtown Peterborough of today.. This route persists as Chemong Road in the layout of the modern City and County of Peterborough. They descended the Otonabee to the Trent River and Lake Ontario.

However, this was merely Champlain's *first* visit to Peterborough Riding!

After reaching Lake Ontario, the expedition proceeded around its eastern end to Lake Onondaga and attacked a remarkably well-fortified Iroquois town, using a mixture of Huron and European tactics. They were repulsed. Champlain was wounded in the leg by arrows and had to be carried by his allies part of the way back to Peterborough Riding.

On the return journey, probably to avoid Iroquois, they seem to have moved inland nearer present-day Kingston, at the eastern end of Lake Ontario, rather than returning to the Trent River. They then looped round to the northeast corner of Peterborough Riding. In the vicinity of

Clear and Chemong lakes, where their return route intersected their outward route, they rested for some weeks to recuperate and hunt.

This became Champlain's second, extended visit to the riding!

Champlain was detained in the riding by the necessity of recovering from his wounds. The site of this recuperation is known colloquially as "Champlain's Rest" and its precise location has been much debated, a sort-of scholarly "quest for the rest". The two prime candidates lie in Peterborough Riding. One is by Eels Creek, northeast of Big Cedar Lake. The other, more traditionally acknowledged, site (which, moreover, boasts a commemorative plaque) is in Bridgenorth, by Chemong Lake, at the northern end of the aforementioned Chemong Road portage. These sites are in today's North Kawartha and Selwyn Townships, respectively. While convalescing, Champlain described for the first time the Peterborough region as it was in the 17th century. The region was unpopulated at the time although I showed signs of quite recent First Nations settlement.

After recuperating in the Peterborough riding, Champlain returned to Huronia in late December 1615 and spent the winter visiting various First Nations in that area. His base, the 17th century Huron town of Cahiagué, has become the most studied archaeological site in Ontario. He left Huronia in May 1616, to arrive in Québec in July, returning to France in August. Champlain's alliance with the Huron and Algonquin was sufficient to deter Iroquois raids for the subsequent quarter century, which in turn

aided the expansion of the fur trade and missionary activity in Huronia and beyond.

As things turned out, Europeans did not settle in the Peterborough riding for 200 years after Champlain's visits. Early settlers were predominantly Irish although a substantial francophone population soon followed them, this time from the Province of Québec, rather than France. These settlers came initially for the lumbering but later for other work. During the 19th century, the southern end of Peterborough became known as "French town". A recent Mayor of Peterborough, Paul Ayotte, is a member of a large family, and a direct descendant of these early Québécois settlers. The home of their ancestor Joseph Ayotte is now proudly preserved in Lang Pioneer Village, the County of Peterborough's living museum.

Wisakedjak premieres in Peterborough

Next year, 2015, is the 400th anniversary of Samuel de Champlain's visits to the Trent Valley and Peterborough. He was brought to the region by a large expedition of the Huron Nation. This event will be featured in the Gazette during the coming months. Trent University, Peterborough, has a Canada Research Chair in Aboriginal art and literature. The current occupant, Marie Mumford, has a living research program in which theatre, dance and other performing arts serve as strategies to restore and perpetuate Indigenous language, stories and culture. This is a review of one of the products of that program in which Samuel de Champlain is introduced.

Peter Adams, Alan Brunger

A new play, based on legends of *Wisakedjak* (the mythical 'Whiskey Jack' figure of the Algonquin First Nation) received the first of two local performances at the Market Hall, Peterborough on Thursday, 1st November 2013. The drama follows a contemporary homeless Anishnaabe youth on his imaginary journey through time and space to the early days when his people lived in complete harmony with Nature. In his dream, the youth is brought to the bottom of the massive cliff, Mazinaw Rock (in present-day Bon Echo Provincial Park) on the base of which his people painted their stories (which now represent the oldest pictographs, or human records, in Canada).

Weirs and the Aboriginal fishing skills

Elwood H. Jones

Different explorers commented on the bountiful freshwater fish to be found on the inland seas of Ontario. The Sieur de Champlain wrote in 1615, in works published three years later.

"When the better part of our people had gathered, we left the village on the first day of September and passed along the shore of a small lake three leagues

Today, in addition to several French immersion elementary and high schools, a resident francophone population is sufficiently numerous to sustain an *école élémentaire française (L'École Monseigneur-Jamot)*, which is operated by the *Conseil scolaire de district catholique Centre-Sud d'Ontario*.

The federal riding of Peterborough, along with other Ontario communities touched by Samuel de Champlain, will be celebrating important 400th anniversaries in 1615. The Trent Valley Archives (www.trentvalleyarchives.com) is publishing a special edition of its quarterly **Gazette of the Trent Valley**. This will recognize Champlain and his allies and the francophone heritage of the region.

During his imaginary journey we encounter, some 400 years ago, two newly arrived Frenchmen, in the form of Samuel de Champlain, the explorer and military leader, and a Jesuit priest. These scenes are intended to depict the Anishnaabe's first contact with Europeans and, more significantly, the beginning of changing relations between Nature and human affairs. At the play's end, we return to the present with a dramatic plea from the young man who expresses cautious optimism for the emerging global village.

This spiritual journey and its potent message about First Nations claims, are represented through a wonderful mix of drama, music (oboe and percussion) and dance. The performers are assisted by very fine use of lighting and remarkable head costumes depicting Anishnaabe clan animals.

Wisakedjak is written by Paula Sherman with Alanis King and directed by Alanis King and Alejandro Roncena.

It is a fine production of Mazinaw Rocks Productions, Public Energy and Indigenous Performance Initiatives.

Interestingly, this premiere anticipated by two years, the 400th anniversary of the year (1615) in which the Huron escorted Champlain through our region.

After this performance in Peterborough, *Wisakedjak* went on tour across Ontario and Québec

Peter Adams and Al Brunger, Board members, Trent Valley Archives.

distant from the said village, where they make great catches of fish which they preserve for the winter. There is another lake directly adjoining it, which is twenty-three leagues in circumference, draining into the small one through narrows where the great catch of the said fish takes place by means of a number of weirs which almost close off the strait, leaving only

small openings where they set their nets in which the fish are caught; these two lakes empty into the Freshwater Sea. We spent some little time in this place waiting for the remainder of our Natives. When all were assembled with their arms, cornmeal and other essentials, a deliberation was held to choose the most resolute men to be found in the company in order to go and give notice of our departure to those who were to help us with the five hundred men who were supposed to join us, so that we would find ourselves before the enemy's fort at the same time...." [Cornelius Jaenan translation, 1996, 101]

Champlain met with the Huron Indians and their allies at a site that was well known to the First Nations of the area. The narrows where the fish were caught in weirs was between what we now know as Lake Simcoe and Lake Couchiching. They were headed to the land of the Iroquois, south of Lake Ontario. Champlain may have been the first European tourist to this area, and this is the earliest known description of the Atherley Narrows weirs.

Whenever I am curious about the history of technology before 1911, I turn to the eleventh edition of the Encyclopedia Britannica. There, a weir is more a synonym for a dam. With respect to fishing, weirs were barricades across the river meant to raise the water level for fishing. Apparently "Rough weirs, formed of stakes and twigs, were erected across English rivers in Saxon times for holding up the water and catching fish, and fish-traps, with iron-wire and eel baskets, are still used sometimes at weirs." The article goes on to discuss the differences between solid weirs, draw-door weirs and removable weirs. Weirs were most commonly used in connection with mills, irrigation and navigation. Still, the article lets us see some of the problems faced with weirs. One had to provide, for example, for the accumulation of twigs and other drift materials, and so weirs needed to be opened and closed. By the early nineteenth century, this led to the development of bear-trap or shutter weirs. This consisted of two wooden gates turning on a horizontal axis. When the weir was closed they leaned against each other; when the weir was open, both fell flat to the bottom. There needed to be ways to control water pressure, and ways to have access to the gates. The upstream gate served as the weir, while the downstream gate gave support. Evidently, though, no two weirs are the same.

The weirs that Champlain saw in 1615 surely needed some form of control. Bruce Trigger, the noted McGill anthropologist, commented that the Hurons had rituals tied to hunting and fishing. They did not go fishing when a friend had died. When winds were strong, tobacco was sometimes burned and thrown into the waters, apparently to appease spirits. Some shamans were "fish preachers" who

could ensure bountiful catches. One shaman demanded gifts from the fishermen; two that did not comply were drowned during a thunderstorm while returning from fishing.

The Indians at the Atherley Narrows employed engineering skills. Kenneth A. Cassavoy, a marine archaeologist, working for Richard Johnston, a Trent University archaeologist, led field trips to the Narrows in the 1970s and the 1990s. In a very interesting report published in *American Antiquity* in 1978, he made very interesting observations. During the French Regime, Lake Simcoe was known as Lac aux Claies, which literally translates as the Lake of the Fishweirs. The fish weirs were not used after the dispersal of the Hurons by the Iroquois in 1649, but he notes that the Mississauga Indians that migrated into the area in the early eighteenth century had a word "machickning" which meant fish fences. The Province of Ontario marked the weirs with an historical plaque in 1965. Radiocarbon tests on stakes from the weir in 1973 established that the stake was over 4,000 years old. The mud at the bottom of the channel readily received the stakes, but the suction made it difficult to remove. The dirt and the water had preserved wooden stakes for years. Cassavoy brought a party to the site again in 1974 to do a systematic underwater survey of the twelve acre area that included the ancient weir.

There was only one channel at the Atherley Narrows before 1857 when the navigation was improved. At that time the natural channel was deepened and a new channel was excavated. The dirt was dumped on the west side, and the whole area has been changed by the development of marinas. Cassavoy found that the history of the channels was still evident on the bottom. The east channel, which was undisturbed by these developments, is six or seven feet deep; the main channel is fourteen to twenty feet deep. There was no evidence of weirs on the west side of the channel. On the east channel, above areas dredged for the marinas, there were weir stakes visible. After extensive diving and mapping, they identified five sections with weir stakes, a total of 535 stakes. In section one, they found 40 stakes, about two or three inches in diameter, arranged closely like pickets. There were 145 stakes in a series extending in a row 80 feet long. Then there were 16 stakes, 4 inches in diameter, arranged in a loose pattern; this set might be of recent origin. In sections 2 and e, they found 2 clear alignments of stakes running diagonally northwest to southeast across the deepest part of the channel. They concluded that these stakes would deflect the fish swimming upstream. There were other stakes that would operate for fish going downstream; the weirs could be manipulated for spring or fall fishing. In section 4, a

series of 59 stakes formed a square pattern about 40 feet to the side, on the northern slope of the bottom. A second series of 40 stakes was found to be more modern; steel axes had been used to make the bottom of the stakes go into the mud more easily. The stakes found in section 5 were also found to be of modern origin.

The Atherley Narrows was an ideal site for a weir because there was a large fish migration between the two lakes, of different sizes, different depths and different temperatures. Cassavoy found that the tops of the long slender poles (probably six feet long) that formed the weir have not survived, and only some of

the lower portions. Still, there were enough to suggest the patterns for the vertical components of the prehistoric weirs. There must also have been horizontal branches, partly for stability and partly to direct the fish in the channels. The weirs probably had to be repaired on an annual basis, as ice floes in the spring would have damaged the weir.

These weirs are remarkable because they indicate a stable tradition over a long period, and because they suggest the ability to find ways to make fishing easier. The weirs combined with nets produced food that lasted through the winter.

Note on the Little Lake Fountain

Rick Ksander

I was fascinated reading your article in the Saturday Examiner (and in *Heritage Gazette of the Trent Valley*, August 2013).

However, I just wanted to make a minor correction. The fountain was not actually built on the emptied Trent Canal as reported by *Heavy Construction News* but was built in the yard of Charles Huffman Construction on Crown Drive in town. I know. I was there. Let me explain.

My father and mother immigrated from Europe in 1947. My father, Hermann Ksander, an engineer from Austria and my mother from Switzerland. After a number of years of working in construction in the area he and his partner, Elwood Gillespie became well know businessmen in town as they were the managers of Charles Huffman Construction which was one of the dominate contractor in the area at the time.

There was a buzz in the air of Expo 67 in Montreal coming and word came out that the city was looking for a centennial project of their own for the upcoming 1967 celebrations. My father borrowed my mother's Swiss News Magazine which had a beautiful colour photo of the fountain in Geneva, Switzerland and presented it to the committee. They immediately fell in love with the



idea and adopted it as their own.

Eventually, construction drawings were produced and contractors were asked to price it. However, it soon became clear that the original idea of building it on the lake bottom by way of the emptied Trent Canal during winter months was too costly and impractical. The project was in danger of being cancelled. However, my father, worked some calculations and by estimating the weight of the concrete base and finding a suitable crane and moving platform deduced that it may be possible to build it on land and transport it to the Lake at a considerable cost savings. He discussed the idea with the committee and they awarded him the contract.

As a 10 year old boy, I still remember all the orange steel forms in the Huffman yard being used to construct the platform. Soon the day came to transport the based to Little Lake. A path was selected, streets were cleared and a crane was organized. It was a quite a sight to see this crane lift the hugh massive concrete base off the flat bed truck near the old Beaver Lumber site at what is now Crary park. See the attached photo. Fan fare was kept minimal since there were a few skeptics wondering if it would actually float. However, the launch went well and everybody was relieved. My father was always proud of the part he played to make the fountain a reality.

What Happened to the Peterborough Irish?

Dennis Carter-Edwards

In 2013 Ireland launched a major tourism initiative, “The Gathering” to encourage the Irish Diaspora spread all over the globe to return “home” for special commemorative activities. Communities organized special events to celebrate the rich Irish culture and the strong connections that continue to bind the immigrants who left the Emerald Isle - many tragically during the Great Famine of 1845-1848 - with their ancestors who still live and work in the “homeland”.



The organizing committee in County Wicklow, located south of Dublin, planned a special Canada Come Home event centred around Coollattin House, the Georgian summer home of the Fitzwilliam family who owned some 75,000 acres in the county. During the famine, hundreds of their Irish tenants came to Canada. The Committee was headed by Lynne Reece Loftus who came to Peterborough in December 2012 to promote the event and encourage participation of the Irish community here in Peterborough. Mayor Mary Smith, Eileen Nolan and myself met with Lynne and agreed to get involved. The upshot was a visit to Wicklow in September 2013 to take part in the Canada Come Home event at Coollattin House as seen above.

The program opened Friday 13 September with a reception, welcoming speeches by local dignitaries and the Canadian Ambassador to Ireland, Loyola Hearn, planting a commemorative maple tree. On Saturday there were a series of lectures, presentations, displays and a play depicting the “Fitzwilliam Clearance”. Sunday wrapped up with a food demonstration of Irish cuisine, guided tours of the house and a “Slan Abhaile” (goodbye and safe home) closing ceremony.

As part of the lecture series, I gave a presentation “From Ireland to Upper Canada: the Irish Experience in Peterborough” The focus of the talk was on the early Irish immigration to Cavan and Monaghan townships in 1818-1819, the Peter Robinson emigration of 1825 and the work of Charles Rubidge in the late 1830s, with a passing reference to the Irish immigration to Peterborough in the 1840s as a result of the Great Famine. What struck me was

the very limited awareness in Ireland of the successful immigration schemes to Canada prior to the Famine. This was confirmed by various exhibits in the different museums that we visited in Ireland. The displays at the Cobh Heritage Centre near Cork, for example had only one small panel devoted to Canada – as compared to three for Australia - and merely noted the hardship and suffering the Irish experienced at the Emigration Centre at Grosse Isle.



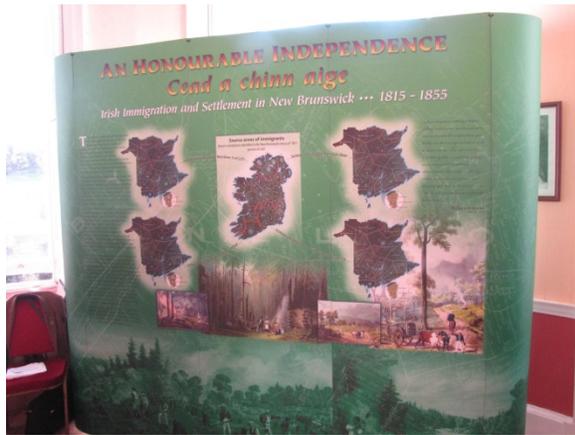
Ambassador Hearn and Lynne Loftus planting maple tree at Coollattin House; below an image from the Cobh exhibit.



So, what happened to the Peterborough Irish and why is their story so little known? In part, it may be that the principal interpretation of Irish immigration in the nineteenth century has to do with the perceived responsibility that Britain had for the death of some million Irish during the famine and the migration of nearly another four million to escape the tragedy. Contrary to this view,

the Peterborough story is a success as the hundreds of Irish families left long before the Famine, put down roots and succeeded in making new lives as farmers, craftsmen and merchants. The successful adaptation of the “Peterborough Irish” to the new world simply doesn’t match the standard narrative from the Irish perspective of holding Britain responsible for the tragedy. It is almost as if the story is in two parts – the Irish at home and the Irish abroad, with very few links to join them. Indeed, the play held at Coollattin on the Saturday featured what was known as “an American Wake” because when the families left they were considered by relatives and friends left behind as having died and a traditional wake was held at their departure. (Image 5a and 5 b play depicting American wake & text panel at Cobh Heritage Centre) If the families were as good as dead when they left Ireland, they were focused on a new beginning, getting settled in their new home after they arrived. Subsequent generations begin the story from these early pioneering efforts and subsequent accomplishments rather than harkening back to their Irish roots.

The question arises, what can be done to bridge this gap between the Irish in their homeland and the subsequent Irish experience in Ontario? The New Brunswick Archives has taken a major step in this direction by developing a comprehensive traveling display, depicting the story of the Irish in that province. The display was a central feature of the program at Coollattin House and drew many favourable comments from the audience.



Picture from New Brunswick display.

Given the importance of the Irish to the Peterborough area – men such as Mossom Boyd, Thomas A. Stewart, Robert Reid, James McCarroll - not to mention the hundreds of families that carved farms out of the wilderness or worked pick and shovels to build Whitla’s lock (Lock 19), a traveling exhibit highlighting their presence & accomplishments would be appropriate. Indeed, at one point, nearly 40% of Peterborough’s population was of Irish descent! A high quality display telling their story in all its complexities and significance would be a fitting way to mark the upcoming anniversary of the Robinson migration. Preparing such a high quality display will take time, research and money. Now would be the time to get this project started.

Much scholarly work has recently been done on the Irish experience in Ontario, most notably, the writings of Donald Akenson who has authored a number of books on the Irish, including his pioneering study, *The Irish in Ontario* (McGill-Queen’s University Press 1984). Our local historians, beginning with Howard Pammett’s significant 1934 thesis on the Peter Robinson settlers, have captured the Irish experience. Various local histories have been superb, but none more Irish than Clare Galvin’s history of Ennismore. Many family historians have also contributed to a better understanding of the Peterborough Irish. Colum Michael Diamond’s *The Children of the Settlers* (1985) is a good example. Carol Bennett’s well-researched *Peter Robinson Settlers* (Juniper Books 1987) is very helpful. Much remains to be done. Many individual families have done yeoman work in recording family genealogies but only a few reach a wider audience. A coordinated effort by the various local archives to highlight their holdings related to the Irish experience in the county could help stimulate new research projects. A more ambitious goal would be to have a Chair of Irish Studies established at Trent.

Nor should the contribution of other cultural agencies be overlooked. Cultural exchanges between local groups and parallel agencies in Ireland would help bring the two communities closer together for their mutual benefit – commercial as well as cultural. The Irish Club has undertaken such ventures in the past and local travel agencies do arrange for wonderful tours of Ireland with a focus on the connections. However, these remain isolated individual efforts without an overall comprehensive goal of promoting closer linkages between the two communities. Imagine the potential for joint ventures with Irish groups promoting agritourism, cultural tourism and other business ventures in trades, technology and community development. A case in point is the Trent-Severn Waterway. The Chief Engineer of the Trent Valley Canal, Henry Hamilton Killaly who, as head of the Board of Works in the 1840s, had a significant influence on the development of the Trent Canal, got his start working for his father, John Killaly on the Grand Canal from Dublin to the River Shannon. John E. Belcher, the influential Peterborough engineer and architect, began his career with the Cork Dock Authority. An exchange with Waterways Ireland to enhance tourism potential and explore the many connections would be mutually beneficial to both systems.

The Irish imagination knows no bounds and it is not unrealistic to imagine a flourishing and rekindling of the connections that exist between the Irish of Peterborough and their descendants back in the Emerald Island.



Actors depicting an Irish Wake

Queries

Heather Aiton Landry, Pat Marchen and Elwood Jones

Newhall

In 1840, John Newel (b. 1800) obtained the patent for the south half of lot 6 concession 1 in Douro Township. His wife was Martha Widas (b. 1806). Various Newels (also spelled Newhall, Newell, Newill, etc.) owned at least part of the property until 1872. One of their children, Joseph Newhall (b. 1843) married Martha Pogue in 1870. They had had numerous children, one of whom was James Newhall, a veteran of WWI. He married Eunice Middleton on July 20, 1905. They had at least one son, Elwood James Newel, in 1910. To date, the family has not been located on the 1921 census. An inquirer is searching for any information regarding the background of the original John Newel, as well as information regarding any of James and Eunice's other children.

A Centenarian

A researcher inquired via e-mail regarding Daniel Sheehan of Douro. He had found a reference to him through our online Peterborough Examiner index and requested the article from June 21, 1883:

A Centenarian

Yesterday afternoon we had the pleasure of meeting Mr. Daniel Sheehan, who lives on lot 1, 5th concession of Douro. He is hale and hearty and 101 years of age. He was born in Ireland in 1783, and came to Peterborough county in 1825. He is on the list of superannuated teachers, and drew his pension of \$116 yesterday. His wife died in March, 1881, aged 84.

Lacrosse Trophy

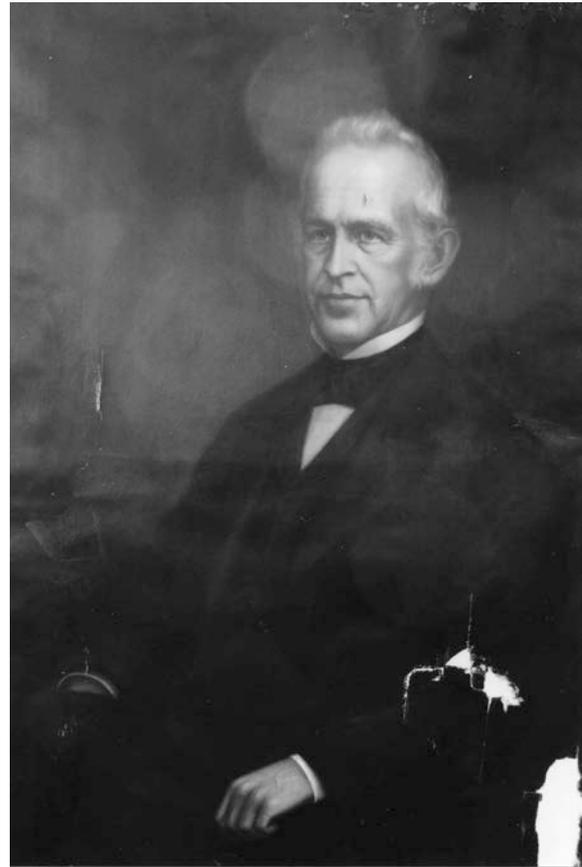
A search is underway for a lacrosse trophy named for Harold Frederick Hill. He was a captain during the First World War, and died on April 9, 1917. In addition, the researcher is seeking the reason that a trophy was named for Hill in the first place.

Robinson

The Thomas (d. 13 March 1891) and Margaret (Quinn) (d. 13 Mar 1897) Robinson family lived on the east half of lot 2 concession 11 Dummer Township. Their children include Christiana (d. 24 Jan 1868), John (d. 12 May 1892), Thomas (b. c. 1846) Mary Ann (b. c. 1849) and Jane (b. c. 1848). All are buried in the Norwood Asphodel Cemetery except Jane. A researcher is looking for information regarding the cause of death of John at age 47, as well as the date of death and whereabouts of Jane.

Does Anyone Know This Gentleman?

These photos of an oil painting purchased by a researcher at an auction were brought to TVA a few weeks ago. The researcher was told that the subject of the painting was a well-known Peterburian.



The House that Frederick Bartlett built

Frances Gregory

You cannot imagine my surprise (and pleasure) at finding your fine article (Heritage Gazette, November 2013) about WH Manning's house on McDonnell St. I had Googled "Samuel Manning Peterborough Canada" and there it was. To read such a detailed description of his well fitted house inside and out, and to know it was the house where my grandfather was born in 1904 was just over the top. Not to mention that it is still standing! I have been researching my family off and on for about 30 years now and am finding that the internet has opened doors that I could not have imagined. No more waiting for the mail!!

.... According to marriage and census records, my grandfather's mother Marion Best (b. 1875 wife of Wm H. Manning) was the daughter of Henry and Jennie C. (Fife) Best, and Granddaughter of Thomas and Jane (Bruce) Best. His father William Henry Manning was the son of Samuel and Nancy (Cowan) Manning.

My grandfather married Frances Thewlis dau of Victor P. and Mabel F. (Mason) Thewlis. Thewlis came from England in 1898. Mabel was the daughter of Francis and Eva (Sherin) Mason. Francis was a florist in Peterborough and lived at 232 McDonnell in 1912 when his wife Eva died. Francis b. 1842 was the son of Francis and Belinda (Corneil) Mason of Ireland I believe. Eva (Sherin) his wife was the daughter of Thomas and Harriet (Morrow) Sherin.

I did just purchase your latest book "Peterborough Journal" and have found it very helpful in getting acquainted with Peterborough and have found some mentions of my family names as well as interesting history.

The Peterborough names I am interested in are: **Manning, Cowan, Best, Bruce, Mason, Fife, Beckett, Corneil, Sherin, Morrow.**

Grosse Isle trip, July 11 to 14

The Peterborough Irish Club is running from July 11 to July 14 a bus tour to Montmagny, Quebec, with side trips to Grosse Isle and to Quebec City. The cost is \$450 per person double occupancy, and that includes three nights stay at the Hotel Le Florimay.

Grosse Isle was the immigration quarantine station from 1832 to 1937. Since then it has been used to quarantine animals, and is now a National Park. The group will be taken by cruise ship to Grosse Isle on Saturday, July 12, and there will be a guide and train ride for part of the day and opportunities for exploring.

The side trip to Quebec City will be on Sunday, July 13.

The bus leaves from Burnham Mansion, 7:45 a.m. on July 11, and returns to the same spot about 7 p.m. on July 14. Musicians will be travelling with the group.

For details and to book a reservation, contact Ann Power at ppower3@cogeco.ca.

Archives in Your Attic

If you wondering how to best take care of old documents such as newspapers, photographs, postcards, letters, or books, visit Trent Valley Archives for our second annual Archives in Your Attic.

We will host the event in two parts this year. On Saturday, April 12 from 12 noon to 4 pm, bring your archival documents to TVA as we celebrate Heritage Week. Specialists will be on site to help you learn how to better preserve paper items such as letters, books, postcards, and newspapers. Help us celebrate Archives Awareness Week during the first full week of April. Other events will take place between April 7 and 12. To reserve a consultation with one of our experts, please call 705-745-4404 or e-mail us at admin@trentvalleyarchives.com.

Rice Lake Tour: this year's bus tour



TRENT VALLEY ARCHIVES

We have two enthusiastic guides (Pat Marchen and Don Willcock) leading a fantastic tour around parts of Rice Lake on Sunday, May 4, 2014. Rice Lake has a fascinating history, and for much of its history it was the gateway to Peterborough County. For a few years, the Cobourg and Peterborough Railway crossed Rice Lake, but for most of the early years, people came by boat or often took tour boats down the Otonabee to Rice Lake. There are many tales to tell around a lake that is now best known for its cottages and fishing and its fine vistas.

The tour includes lunch, a comfortable bus and gifted story tellers as the hosts; all for \$75 inclusive. We are promised "tales of history, tragedy, comedy and heroism."

Reserve spots for you and your best friend by calling Trent Valley Archives, 705-745-4404.

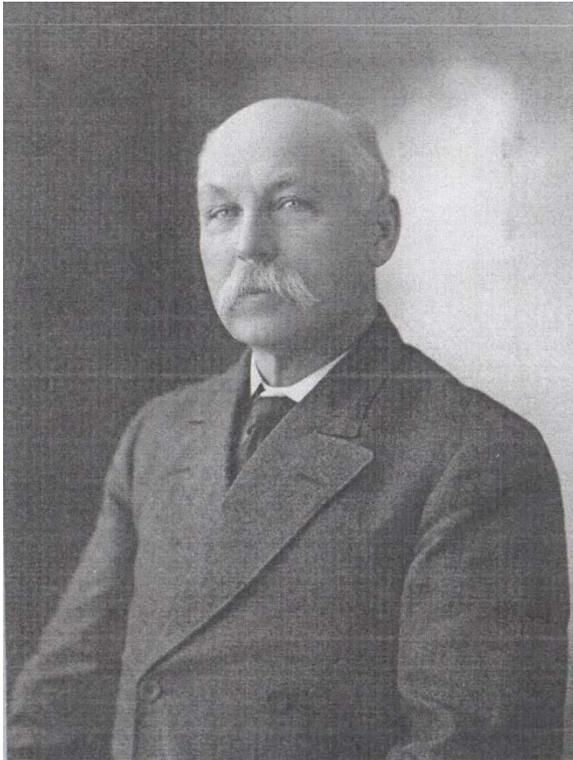
Trent Valley Archives has done other memorable tours, and in each case we have provided mementos about the tales and stops along the way.

George Johnston, Tailor and Chief Constable

Elwood H. Jones

George H. Johnson (1822-1885) was Peterborough's second policeman, and the first to have other police working with him. Informally, he was Peterborough's first police chief, or chief constable.

George and William (1819-1871) had emigrated from County Monaghan in Ireland in 1842; the Examiner obituary says 1825. The rest of the family came in 1846. The Johnstons arrived in Millbrook. William came to Peterborough in 1846 and set up a tailoring business on Water Street premises, on the east side of Water just north of Hunter, in the shadow of St. John's Episcopal Church. George joined his brother by 1851, and both brothers married Mitchell sisters from Emily township. One of the earliest photographs of Peterborough shows their buildings decorated for the September 1860 visit of the Prince of Wales, the future Edward VII.



Portrait of George H. Johnston. Special thanks to Carol Koeslag. (Trent Valley Archives, F172, file 32).

In the 1861 censuses, the families of both brothers lived in a two-storey frame house, with some Mitchell siblings. In the 1851 census, both were in Peterborough and were living close to St. John's Church, and again some Mitchells were living with them. William was an enumerator in the 1861 census, working under Thomas White, who was also an editor at the Peterborough Review.

Both brothers became very active in the affairs of the town. William was in the 57th Regiment, serving as captain

in No. 1 Company. At St. Andrew's Presbyterian Church, William was an elder, Sunday School teacher, and choir member. He was active with the Canadian Bible Society, the Orange Lodge and the Mechanics Institute. He wrote letters for people who needed a scribe and served as secretary of the Central Fair board in 1875, and secretary of the School Board.

Lacrosse had come to Peterborough by 1872 from Millbrook, and the Johnston brothers were key supporters. The Red Stockings team was organized following an April meeting in the tailor shop; lacrosse had been played in Millbrook since 1866. The teams practiced at the Market Square and at the Cricket Grounds in Ashburnham, which were set up in 1861 when the newly landscaped Court House Park was off-bounds for fairs and sports activities.

George Johnston was a great singer and was a star at several banquets to celebrate St. Andrew's Day. George Johnston was a second lieutenant in the Peterboro Fire Brigade for 1870, and may have been active in both the brigade and the band.

Their shop was the centre of local Conservative politics in the 1870s, judging from letters written by William to his son, A. J., who had recently gone to Winnipeg to be a druggist and who later returned to Peterborough and had a drug store on Hunter Street. As the father told the son, when the Conservative won victories in 1875 by-elections, the Fire Brigade band played on the street outside the Peterborough Review, where the party headquarters had been set up.

"Ted Cavanagh of 'Election renown' had all the busses and grand carriages in town on the spot and the cry was 'All Aboard.'" Peterborough and Ashburnham had a real party to celebrate the victories by Dr. J. O'Sullivan and W. H. Scott. Early in the proceedings there was an accident. As William told it,

"Some of the lads had got a covered rig like a buss which had been running for the past twenty years and about twenty of them had got into it among the rest Uncle George, Wm. Croft, Frank Jamisan, Jim Buller and they had all got in down the street and just as they came opposite the crowd who still were standing after the procession had started they gave a loud huzza and the teamster laid on the whip with a flourish but short was their triumph for a stone or some other obstruction in the street struck one the hind wheels, snap went the axle off went the wheel and down went the whole crowd of about twenty men in the broken upset machine. It happened very providentially that none of them were badly hurt. Mr Croft's hat got caved in and a few got scratches to draw blood but no bones were broken and it all passed off with a good laugh. Some of the folks kept up the fun until two o'clock in the morning."

George Johnston became the town policeman in 1870, and served until his death in 1885. Peterborough's first policeman, William Arnott, had been a George Street baker

whose shop sign featured cheese with a knife beside a loaf of bread. Don Willcock reminded me that the main police function was to ensure that weights and measures were honest. However, Arnott was shot three times during his fourteen years as the town constable, 1850-1864. He retired to Montreal where one of his friends was Susan Pendleton Lee whom he probably met in Peterborough during the Civil War.

It was still a tough job when George Johnston took over. The police station and the jail were in the municipal building on Simcoe Street, near Water street. He was the only policeman for a while, but during his fifteen year tenure, he did the police work for a couple of murders. When James Ryan murdered his wife in May 1876, it was George Johnston who arrested him in the kitchen of Ryan's rambling house on Simcoe Street; Ryan wondered if his wife was really dead. The Ryans had operated a tannery and worked in leather goods for many years, and were very well-known. The town had an aversion to capital punishment during these years, and petitioned the Governor General. Ryan served three years of his life sentence and moved to the United States.

In December 1878, when hotel owner Robert Nelson Roddy shot William Montgomery, it was Johnston who gathered the evidence. Roddy was later acquitted because the jury believed that Montgomery was a scary guy.

In September 1881 Nelson Hamelin stabbed his friend Joseph Larocque at the corner of George and Charlotte; in my discussion of the case I called this "murder on rue George." The two had been drinking in "unlicensed grogeries". The various temperance wars during the 1870s and 1880s must have added to the tension of Johnston's job. Gathering the evidence must have been challenging,

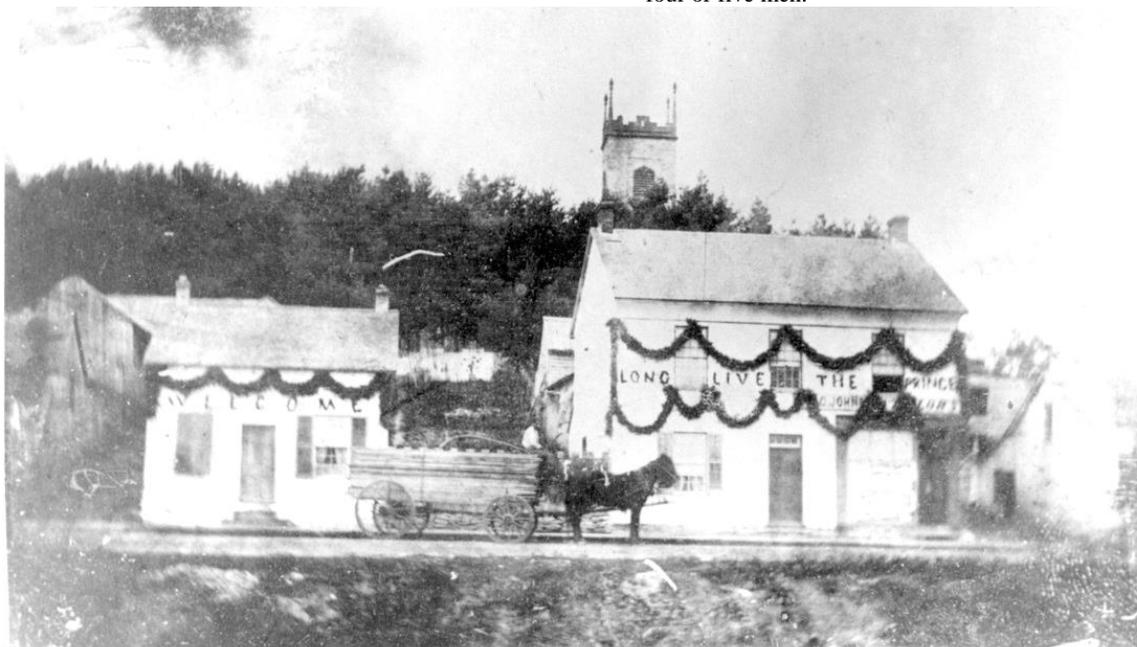
for there were many witnesses, and the jack knife used in the murder was on the street.

George Johnston died four days after being stricken with "cardiac apoplexy" according to the death certificate. He had also been Inspector of Streets for in the early 1880s. The heart attack occurred on the Monday while he was working in his office at the police court. The Examiner pointed out that George's brother, William, had died some years ago very suddenly while doing church work at St. Andrew's Church; this seemed to be a family disease, the paper observed.

The Examiner advised the town council to take its time in appointing a new police chief.

"During the tenure of his office Peterborough has grown from a small and disjointed community into a wealthy and solid town, fast merging into a city. Whilst formerly it was but slightly connected by a railroad with the frontier, and but little known outside of the Midland District, now it has splendid railroad connections with the great centres, Montreal and Toronto, and is easy both of ingress and egress. Its population hitherto increased slowly, though steadily, but is now making giant strides, and with its progress, wealth and luxury are concurrent."

It now seemed that Peterborough needed to recruit an experienced police officer with wide experience. The job was already complex, but when Peterborough became a city, the job would be more challenging. Local papers were already referring to Peterborough as a city, but it would be another twenty years, in 1905, when Peterborough became a city. Still, there had been considerable growth during Johnston's term, and the police department now included four or five men.



The home and tailor shop of the Johnston brothers, 1860. This is on the east side of Water Street just north of Hunter. See the tower of St. John's Anglican Church in the background of this historic photograph. (TVA, F172)

Walking down Memory Lane

*John E. Belcher, at Little Lake Cemetery
During Trent Valley Archives Cemetery Pageant, 2013*

Editor's note: This is one of the scripts that was developed for denizens of the Little Lake Cemetery that appeared in our pageant.

It is so nice to have company. It gets cold and damp around here. But it is great to ramble down memory lane. I had a great career and accomplished much, and I hope that people will appreciate what I accomplished.

I began my career in civil engineering working with my father on the Cork Harbour Board. There are lots of projects to construct and maintain when working around water. And I guess I continued to work around water quite a bit after I came to Peterborough.

A lot of early settlers came to Peterborough from the Cork area, but my link to this area was through my wife whom I met in Liverpool, where many Irish worked and from where many headed to America. My wife Clementina Macdonald was the niece of Mossom Boyd the Timber King of the Kawartha and Haliburton. He was based in Bobcaygeon, and when we came here in 1870 we stayed at his place in Bobcaygeon. Over the years the house was enlarged to hold the family, and I helped in the several designs. My first job though was building the church and rectory for Christ's Church in Bobcaygeon. Wood was in good supply and so I built both in a carpenter gothic style.

Before long, we moved to Peterborough and lived in Mossom Boyd's Peterborough house. The business side of his world radiated around Peterborough, but he hated the hotels in Peterborough. I expanded his town house as well and it provided good space for Christina and I, and my brother and my father who also came over, and of course for the Boyds. The house was called Smithtown because it was close to the peak of Smithtown hill, that classic drumlin that stretched over a mile crossing Smith Street about a block from our house.

I soon was able to get jobs with the county and the town to serve as engineer on various projects. One of my great accomplishments was to encourage W. H. Law to bring his bridge building talents to Peterborough. For about fifteen years I used his Central Bridge Company to build iron and steel bridges around the county. Before that, the bridges were pretty pathetic wooden structures, usually too narrow, and always considered dangerous if the horses and carriages rumbled across at faster than six miles an hour.

But I suppose that I was happy doing architectural projects. There were a lot of first class tradespeople in Peterborough because the place was growing steadily, doubling its population every 20 years. Probably a fifth of the work force was tied to construction during the years I was active, from 1870 to 1910.

I was generally credited with making George Street a show street. There had been buildings as high as three storeys beginning in the 1860s, and such buildings stretched for a block in every direction from George and Hunter. However the street changed dramatically between 1878 and 1890 when I built dramatic landmarks at

Charlotte, Hunter and Brock. The key building was the Cluxton Building which kept me very busy during 1881; it was four storeys and built in the French Empire style which was at the peak of its popularity. Earlier I had built a variable also in the French Empire style at Brock Street next to the Little Windsor Hotel. But I was particularly proud of the Market Hall which filled a big hole in the streetscape at Charlotte Street. It became the focus for subsequent development along Charlotte and south on George. These were buildings that the community embraced immediately. And why not? Peterborough was styling itself the Manchester of the New World, and the Plate Glass City. There was real pride and energy in this humming town.

I even built a few hotels, mainly along Hunter Street, and I built factories, such as the Peterborough Lock Works.

Besides Christ Church, I build lots of churches, and really enjoyed the freedom to try new styles. I did loads of research while reconstructing St. John's Church to look more like a Gothic Anglican church. I saw many good churches in Ireland. One good example of my early church building is right over there. The Rev Vincent Clementi was president of the Little Lake Cemetery Company in the mid 1870s and he wanted a chapel that could be used for services, and be a landmark. The idea for such a building was in the original plans drawn up by Passmore in 1851 but the cemetery still looked like a wasteland except for the landscaped patches in the area running along the crest of this hill. My early churches had Gothic features, partly because the supply of lumber was so good around here, and also because the style was fashionable ever since the Parliament Buildings in Ottawa were built in that style in the 1860s. I converted St. Peter's from a church to a cathedral, and I stuck with Gothic features for that too. The bishop was happy and the diocese soon had me building churches around the diocese from Cobourg to Douro. My last big church project was for Sacred Heart, and it was decidedly Romanesque; quite handsome, strong-looking and really in a fashionable style.

I probably had the most satisfaction building houses. During the 1870s, I was particularly fond of Italianate houses built with white brick which we were able to get easily from Curtis Bricks who were on Smith Street just east of the town. This style works best with large lots, and there were several places where Peterborough had large lots. Some were in Ashburnham around the Burnham properties. There was a nice area for new houses on Water Street. I built some particularly nice houses on Reid Street. As time went on I tended to build larger houses, in what was called a modern style. Probably the most demanding was the rectory for St. John's Anglican Church, which was very modern, having features that were current in American architectural journals.

I continued to do new projects at St. John's over the years, and in 1907 I added an enlarged vestry which proved a very useful space. Upstairs, the churchwardens

commissioned a stained glass window in memory of my work; it was a great honour for sure.

Sometimes as I reflect on a busy career I wonder whether I got careless in later years. An architect has to keep track of what the workers are doing; it is not enough to give them drawings. The collapse of the Turnbull Department Store was embarrassing. I had signed off on the drawings to renovate two large stores into one. The building imploded because the vertical structures bore weight on the top of the door between the two halves. This should not have happened. Happily the coroner's jury laid no blame, but I never touched another project after that. In retrospect, I should have undertaken less, especially in my 80s. But who wants to admit they are too old to make one more improvement.

Take a look at my cemetery chapel, and look carefully at the details. People criticized it when it was being proposed, but I never heard complaints after it was completed. Alfred was a big help on that project, and he is buried just over there.

Thanks for dropping by.

Editor's note: This is one of the scripts used during the 2013 edition of the Trent Valley Archives Little Lake Cemetery Pageant. The weather was very cold but there was a good turnout.

We thank all the actors who portrayed their roles so convincingly. We also needed dozens of volunteers to help as group guides, tickets and welcoming, and the refreshment crew.

A busy autumn at Trent valley Archives

Heather Aiton Landry

This past Halloween season, more than 160 people attended our annual downtown ghostwalks. We ran six walks during which participants heard ghostly stories about Peterborough's most haunted buildings. This year's tour included the Peterborough Public Library, the former YMCA, and the Armouries. The highlight of the tour was the County Courthouse, where we were given access to the jail courtyard, the site of five historic hangings. Thank you to our guides: Don Willcock, Susan Kyle, and Heather Aiton Landry, and to our lantern-carrying wranglers: Ruth Kuchinad, Richard Eason, Amelia Rogers, Pat Marchen, and Karen Hicks for another successful ghostwalk season.

On December 9, 2013, Trent Valley Archives hosted Author! Author! At the Peterborough Public Library. The event was a celebration of recently published writers among our membership, and featured the works of Peter Adams, Ken Brown, Al Brunger, Colum Diamond, Steve Guthrie, Elwood Jones, Peter McConkey, Rosemary McConkey, Michael Peterman and Mike Towns. Musical

accompaniment was provided by talented local pianist, Rob Phillips.

Two authors officially launched their newest publications. Elwood Jones introduced *The Peterborough Journal: Outstanding Moments and People*, the major reference work for Peterborough and the surrounding area before World War I. Steve Guthrie debuted *Camouflage and Markings of Canadian Military Vehicles in World War II*. It has been hailed as an authoritative guide on the subject, and covers vehicles used in England, Italy, and North-West Europe.

Mike Towns attended Author! Author! With his recently released *While Mindin' The Store*, a fantastic collection of stories and photographs from Douro. Al Brunger recently published *Warships on the Waterway: Royal Canadian Navy Motor Launches on the Trent Canal During World War II*, the 34th Occasional Paper published by the Peterborough Historical Society, and was also on the committee that produced *The Land Between: Encounters on the Edge of the Canadian Shield*. Additional works featured at the event included those of Colum Diamond, a frequent contributor to *The Heritage Gazette of the Trent Valley*. His publications include *The Children of the Settlers*, *John and Alicia Sargent: Peter Robinson Emigrants*, and *A Tour of the Crypt of the Cathedral of St. Peter-In-Chains*.

The event was well attended, especially considering the winter weather, and over \$1200 worth of books were sold, with the proceeds going to support the work of Trent Valley Archives. Special thanks are in order to the staff of the Peterborough Public Library who hosted the event, our photographer Ron Briegel, and to all those who helped organize the event and provided Christmas treats.

TVA offered Pub Crawls on all Fridays of July and on Friday the 13th of September. In total, 63 participants were regaled with tales of Peterborough's hotels and drinking establishments. The three pubs which were visited and toured were the Red Dog, The Pig's Ear, and Sin City.

This year's guide, Greg Conchelos, put together a new tour booklet that contains information about the three visits as well as information about a dozen other public houses which were once located in downtown Peterborough. During the tour, there were breaks during which the booklet was used to explain the history and mysteries of those businesses which no longer exist.

Participants are encouraged to give the tour leader and TVA office feedback on their experience. Between now and next year, Greg will be collecting information on two other pubs which will be of interest due to their long history. These are the Montreal House and the White House. The 2014 tours are scheduled to run on Friday nights in August.

Special thanks to Greg, who led the tours this year, and to John Punter at the Pig's Ear Tavern, Mike Stone at the Red Dog, and Mike Crooks at Sin City.

Report on Canadian Archives Summit

University of Toronto, 17 January 2014

By Elwood H. Jones

Defining Archives

In a preamble to the Canadian Archives Summit, held in the Thomas Fisher Rare Book Library, Kate Therrien, from Archives Next, engaged archival students and others. She was looking at the different meanings of the word “archives” and wondered what implications might follow. The word is used in computers. Second, it has been used on the web to describe collections of documents such as in the Walt Whitman Archive. Third, literary history uses archive. Fourth, she even found it being used in marketing, notably as Archive shampoo. She had a USB memory stick clearly labeled “this is not an archives.” One can make the argument that this is a bad thing because what is said is not what is meant. It creates confusion, and sometimes the writer is not aware of the confusion.

On the other hand, perhaps there are ways to take advantage of the confusion. In the discussion, some wondered if there might not be confusion; if people are using it in the same culture or milieu, they might understand each other.

When the discussion turned to whether archives means the same in Canada and the USA, Ian Wilson and Tom Nesmith noted that historically Canadian public archives traditions dates from the 1870s; that of the US from the 1930s. Canadians knew that public archives were not enough, and they had to be supplemented from other sources and other media; this led to “total archives.”

The American experience, archivists emerged more from library schools, and became manuscript librarians. When asked if Americans might be negative about archives because of infringement on privacy, KT did not think so. She then wondered about the issue of backlog; she did not get much support from the audience, and yet I think the point was that the fight for government funding has to be done from significant argument that would resonate with politicians and those guarding the public purse.

The audience wanted to talk about advocacy and money, perhaps connectedly. The unspoken assumption was that archives were important and deserved more money, possibly because the Canadian archival system built since 1985 required such support.

Canadian archival system at risk

The Canadian Archive Summit supplied several background papers through the web page of the Association of Canadian Archives (ACA). There had been some excitement in the Canadian archival community. An Archival summit is being held and archivists will have a chance to watch the proceedings on the web, or in one of 25 sites situated in major archives and universities.

The concept was developed by Ian E. Wilson, the former archivist of Queen’s, Saskatchewan, Ontario and Canada, who has in recent years worked on strategies for Canadian governments to be more conscious of ways to deliver services to taxpayers under user-friendly conditions.

The impetus for this archival summit was the widespread disappointment across the country following some scary changes at the Library and Archives Canada, our major national archives and the funnel for federal funding to archival programs nationwide. In Ontario, in recent years, that funded the archival advisory position which sent experts specializing in processing archival documents and in their preservation. The program was a great favourite because so many Ontario archives only have one employee, often a volunteer, and few have staff or volunteers who have been trained in graduate archival programs. The chance to talk to someone who is comfortable discussing the principles behind *fonds*, *respect des fonds*, conservation, preservation, and other basic topics is valuable at several levels.

The other major province-wide initiative is Archeion, which is a site that allows researchers to look for archival collections across the province.

As valuable as the two programs might be, the Trent Valley Archives has rarely used the services. In part, this is because we have opportunities for discussion within our membership and in the neighborhood. As for Archeion, the difficulties in preparing descriptions for Archeion has proved a deterrent; we have put more emphasis on getting descriptions of our collections on to our web page, www.trentvalleyarchives.com. In short, the dominance of Google may have rendered Archeion less important.

We have, however, taken advantage of the professional development opportunities that have been offered over the years, and the ability to deliver such workshops and conferences has benefitted from federal financial aid to archives.

There are an estimated 800 to 900 archives across Canada, and it is probably true that no two are the same. With all the inspiration from the reports on the importance of archives, Canadian institutions vary immensely. Variations occur because of the resources made available, because of the governing authorities, because of the level of community support, and because of the mandates and priorities that developed.

Trent Valley Archives is a co-operative

So far as I know, the Trent Valley Archives is the only archives operating on co-operative principles, essentially owned and operated by its members. Other archives have a governing authority, such as in Peterborough of a university, a city or a county. Often, archives or record managers play key roles in businesses, although we have been unable to confirm that any local business has a formal archives program. The word archiving is used rather loosely, especially in the world of computers, but some archival principles are evident, perhaps inadvertently, in the medical and legal record keeping, and in planning departments in local governments.

I recently wrote about the fate of archives in our region for a new book, *The Land Between*. I argued that

archives differed in the land between, roughly coincident with cottage country, because the risks of water damage, and because people tend to believe that unlike in Toronto, Ottawa and the 401 corridor, nothing important happens here. What one should expect is that archives will develop differently. Still, without archives the preservation of our various community histories is impossible. At the Trent Valley Archives, the mantra is “Without archives there is no history,” an idea articulated by historian Laurel Thatcher Ulrich, in her masterful 1990 work on the *Diary of Martha Ballard*.

The great advantage of being an archivist with the Trent Valley Archives is that decisions can be made on the basis of archival principles. In bigger organizations, there are competing priorities. At the government levels, archives are most likely to survive in environments that have experienced the financial savings that come from good archives policies and procedures. Most commonly, the storing of archival records in low real estate areas opens up valuable office space. As well, archives tend to avoid file cabinets and other sophisticated office equipment. There are real financial savings.

Sometimes the savings can be more dramatic. In Windsor, the archives saved the city expenses in a couple of special cases. It identified the location of mid-nineteenth century Irish immigrant settlers; this saved grief, but it also meant that some tracts of real estate were available for development, because their history was known. In a more dramatic case, records in the city archives confirmed that the city had significant ownership rights related to the Detroit-Windsor tunnel that were beyond the institutional memory. So archives can have significant financial impact.

The greater justification for community archives is tied to culture and history. The more pride and knowledge we have of our past – collective or individual – the more pride we will have for its present accomplishments and future possibilities.

Ian Wilson identifies the challenges

In the most important pre-summit position paper, Ian E. Wilson, the former Librarian and Archivist of Canada, and the key mover in developing the summit, commented on what he thought were “the challenges of the next decade.” In his opening paragraph, he commented that “In recent decades, the government archives have realized that they cannot fulfill such mandates alone but that they should enlist others by encouraging regional, community and theme-based archives in an attempt to maintain an inclusive portrait of our society.” A generation of archivists worked to maintain all media, serve all sections and make archives accessible by new technology. As well, archives have been important in legal cases.

He also expects to see archives used in new museums and more anniversaries requiring archival records. He suggests that about 1% of Canada’s archival records have been digitized. At Trent Valley Archives our efforts have been mainly for photo collections, and there is certainly little likelihood of it digitizing 1% of its holdings. This is a complicated issue, as our highest priority is protecting the original records.

As Wilson notes, when resources are digitized they are more readily accessed. He noted the Dictionary of

Canadian Biography, the census records, He claims that archives are now getting more visitors than they did 12 years ago. That would be true for Trent Valley Archives, which has an excellent webpage, filled with lots of information; however, the actual documents even with major archives are not able to be used; rather, the finding aids are more accessible, probably in all cases.



Ian Wilson, former Librarian and Archivist Canada

There are also limits to the archival resources that can be used by institutions. In the case of the Trent Valley Archives we have always given high priority to making records accessible, but it is difficult to determine what we have as only brief descriptions of our fonds, and about ten percent of the finding aids are available on line. In some senses, there is a cumulative process that ensures that we offer way more now than we did even a year ago. At the same time some things have been removed from the web. Considerably more finding aids and finding aids in progress are available on our in-house computers.

Wilson did note the value of partnerships with Google and Ancestry increased the documents available at the Library and Archives Canada, but the revenue flow was not back to the archives. Moreover, researchers often acknowledge the help of third parties rather than the archives. Many archival databases are invisible to visitors to museums. Archives, he comments, let researchers choose their own stories and approaches; museums present their stories.

All of these examples raise questions about how a revenue stream could benefit the archives collectively or specifically. It is a tricky road to follow, but if the issues are clear it might be possible to work agreements with third party providers and with the archival system.

Wilson then discussed the importance of archives in maintaining the integrity of records, and in determining what becomes saved. He suggests that in the modern business systems about 1% or 2% should be kept permanently, while other records are destroyed when the administrative role has been completed. In earlier days, five

to seven percent was considered permanent. Usually, archivists (as opposed to records managers or executives) are at the tail end of the process. The deleting of emails has been an issue within the last year in Ontario, but I did not notice archivists challenging the government practices; newspapers led the charge on these files. But archivists dealing with government records need to know how the records arrived, as much about the omission of records as the retention. Of course, this also raises the issue of how to preserve archival records that were originally created on webpages, emails, facebook and social media. In earlier days, we worried about how to capture the use of telephones for making decisions. The world of archivists will not become less complex. So far, at the Trent Valley Archives we have accepted what organizations self-described as archival, but government and institutional archives will need to tackle such problems. Maybe, the Trent Valley Archives should also consider how to handle such issues.

Who should pay for financial archival appraisals?

Wilson also notes that institutions receiving donations of archival materials often request financial support from the donating business to pay for costs of archiving. This has been a policy with the Trent Valley Archives for some time, but what happens depends on a variety of considerations.

There are problems with the acquisition of archives. Most archives tend to get collections that are older, rather than recent. Certainly, at the Trent Valley Archives, donors tend to see old materials as archival. As well, people want to share their research notes or summaries.

To Wilson, the biggest question was whether the archival system could document the complexity and diversity of our society. He wondered how much from our generation should be preserved; I wondered how it could be saved. Our collective neglect might be a problem, but the identification of records as archival is not done by archivists in the first instance; we might decide what to preserve of what is offered, but comparatively little is offered. Wilson suggests that each community should develop lists of "key record-creating bodies" and discover the fate of defunct records. If the results were shared online a national strategy might emerge.

In view of my own experience with the financial appraisal of archival records continually since 1970, I was interested in Ian Wilson's comments on the role that "the National Archival Appraisal Board should develop a continuing engagement with the Cultural Property Export Review Board to maintain a donation appraisal approach with integrity for material documenting Canada." My experience suggests that the problem is that CCPERB wants to appraise the donations rather than trust accredited appraisers who have actually viewed the donations. Appraisers such as myself advise donors and institutions to avoid CCPERB. Records can be appraised for income tax purposes, and the return should be sufficient if donors really were interested in donating their archival materials. There are several problems, of course. Archival institutions will avoid accepting archival collections that are nationally significant in order to avoid the expense of going through CCPERB.

Archives should be proactive in identifying documents at risk

It was interesting to see Wilson suggest that archives become proactive and define each year the archival materials most at risk. This approach is used for heritage preservation of old buildings; but buildings are more visible. It is not so easy to identify who should have potential archival collections, and there may be an argument for depending on self-identification by potential donors.

Wilson notes that archives at the community level are doing remarkable work with schools, historical societies, genealogical societies, and libraries. Our own experience is that schools are impregnable to archives, and that the advance of the internet has made that more so. Teachers and students are happy with the small proportion of records that are readily available on line, and rarely discuss with the archives how to make more effective use of archives.

He adds several other challenges to archivists and archives, but the shift in his paper is noticeable. The early challenges are ones that face the archival system and the problem of ensuring that archives represent the broad community. One of the main global difficulties is lack of resources, and yet his later challenges are ways to get archives to do more things. On paper, being more proactive seems sensible; in practice, it is better to be receptive when opportunities emerge.

Canadian Archives Summit and our national destiny

The presentations for the Canadian Archive Summit primarily took place at the Munk Centre in Devonshire House, at the University of Toronto.

The first speaker was Larry Alford, Chief Librarian at the University of Toronto, formerly from North Carolina. He spoke briefly about the early efforts to digitize about 450 books. Librarians and archivists share the sense that each generation has an obligation to the next generation. The future of documentary heritage should include archives, too, he noted.

Dr. Thomas H. B. Symons, the founding president of Trent University, and the co-chair of this summit, was on familiar ground. He had lived eight years at Devonshire House, and his seminal report on Canadian Studies was a point of reference for any analysis on the importance of archives for the study of Canada. Our national life had been enriched by archives. He noted that in the several commissions he had chaired that the "effective point of departure" was always archives. Archives are still the foundation for Canadian studies. The subsequent growth in the Canadian archival system has led to growth in education and in opportunities. Advances in changing methods have posed challenges about cost and stability. It is worthwhile to revisit questions about the definition of archives. He also felt there were gains to know others who are working in the field. He too believed we were in a race to preserve our documentary history. He reflected on his experience, such as with M. J. Coldwell, and believed that documents are still disappearing daily. There are many challenges. We have to demonstrate the national importance of the archival system. Archival documents,

“the components of our national destiny,” need to be acquired and preserved.



Tom Symons (Elwood Jones)

Ian Wilson, the other co-host, welcomed the 65 people in the room, and perhaps 300 at some 31 sites across Canada, and some 50 more joining the summit from their own computers. This “unique experiment” was part of a series of events on Canadian archives since the 1970s. He noted that the Canadian Council of Archives had been started in 1985 and that Marion Beyea and Marcel Caya who had prepared a history of Canadian archives for the background papers to the summit, had also lived it. Other panels are looking at the issues related to the archival system.

This unique event was a national conversation made possible without direct federal funding. He thanked the various sponsors and also noted that the Ontario Genealogical Society will support whatever we do.

On behalf of the three major organizations for archives, the AAQ, the ACA (both with over 600 members) and the CCA, made pitches for ensuring that we have a strong archival system, “a network of networks.” The CCA had three strategies: consult and build organizational capacity; facilitate access to “Canada’s documentary heritage”; and, enhance awareness of Canadian archives. Lara Wilson, speaking for the CCA, noted that archives as a free service to all Canadians is no longer feasible. Archives need fees, local financing and a strategy for digital archives. Loryl Macdonald, speaking for the ACA, noted that digitization will be expensive and hard to put into place. Moreover, for many reasons, some tied to hardware and software, we will be lucky if they are still accessible in five or ten years. Many thought there were big problems because of the lack of public awareness. We needed useful alliances.

Archives face issues, seek opportunities

Several speakers, about 16, had been asked to highlight an aspect of the issues we faced.

Ann Cavoukian, Ph.D., Ontario’s privacy commissioner, stressed that government records need to be accessible to the general public, and she noted ways in

which public documents were needed to document processes. Much of her concern was with management policies that hid information. Her webpage is www.ipc.on.ca

Laura Millar, an independent scholar, said we needed a new strategy for a system that is open and transparent. We would need third party collaboration, and to redefine archives by emphasizing records not institutions. She argued we were not saving archives for the next generation, but for now.

On reflection, this reminded me of discussions about how the mind worked, and that Google is closer than systems based around fonds and respect des fonds. The emphasis is on the record, and not on its context. Records can be placed anywhere as long as they can be retrieved, a principle at the heart of records management, too.

Diane Baillargeon, of the University of Montreal, assigned characteristics to each letter in the word “archives”; the essential point was that archives, and archivists, were complex and that the responsibilities of archivists were quite daunting.

Leslie Weir, a librarian with Canadiana.org, noted that students think that the internet is exhaustive. We need to find ways to make our collections accessible by exploring all options. We could use Canadiana.org and Ancestry.ca and others who would support accessibility. We need to look at other economic models, consider how expectations are changing, value our expertise, and look for “radical partnerships.”

Deborah Morrison, from Historica, commented on the varied ways that archives are used almost daily, and noted that for most Canadians history is quite contemporary. Websites have risen rapidly for 9/11 and Hurricane Sandy. Apparently only 27% of Canadians believe that the government should fund archives. There will be many opportunities over the next five years to promote archives as Canadians celebrate events and anniversaries. Canadians are concerned about the future of their past, though, and want to support opportunities not problems. We need to be bold, and find our own place. “We have time on our side.”

Archival rules fit in the digital universe

Jonathan Dancy, a Ph.D. student from McGill, was enthusiastic about digital archives, and believed that archival theory related to analog documents could apply to digital archives. We still need to go through the stages: Appraisal, arrangement, description, conservation and access. Provenance matters. Archivists are not just paper conservators. The archives of the future may be banks of digital servers, but would still be archives. He advised archivists to be proactive. Define archives for users, and provide remote access. We might have data warehouses and electronic reading rooms. Some funding could come from crowdsourcing. As a profession we have the mobile background, and will not be outsourcing, he was confident.

Kate Theimer, of Archives Next, wondered how archives would differ in a digital environment. What is the digital equivalent of personal papers? Will we use blogs and twitter more? We need to educate people more about context, something most people do not understand, and yet a key element missing from how many people use the

internet. Archives can help people connect with more than themselves. But not a word about backlogs in all our archives.

Laura Malokoro, from McGill University, seemed concerned about how to make information more accessible. She would like to see public outreach efforts, see archivists be bolder and more visionary. People should see information as experience.

Glenn Wright, a former archivist at Library and Archives Canada, spoke very effectively on behalf of genealogists. Family historians, he noted, have been innovative in the use of technology. The television programs, "Who do you think you are?" always bring the audiences into archives. There has been a big change in what is accessible, and family historians are using the web effectively. Many visit archives on the internet rather than in the reading room. Genealogists want to collaborate to build our documentary heritage, and collectively have been the strongest supporters of archives. They also want more progress in digitizing and describing records.

Chad Gaffield, an Ottawa-based historian who has been at SSHRCC for the past eight years gave a powerful presentation. We have not benefitted as much as we should have by the recent transformations in the economy, and yet opportunities can emerge in periods of dramatic change. We had a vibrant infrastructure, but still only partially realize the "role of archives." There have been deep conceptual changes, that are not just financial and technological, but reflect new ways of thinking. We have not clearly articulated the role of archives, for example, in domestic life, and in education. The role of archives is "to know ourselves to celebrate ourselves."

There has been an increasing awareness of the value of census manuscripts, something that was not imaginable twenty years ago. Archives possess commodities that are wanted. We just need to challenge vertical organizations and connect with users and give them context to their documents. Also we are rethinking who is an expert as there is increased interest and understanding of who are our customers and users. Content is king, and he noted that Ancestry.ca provides added value to their contents.

Craig Heron, York University, whose students make good use of private records in the York University archives to create small exhibits. This seems a great way to make archives participatory.

Francois Cartier, a Montreal based historian, spoke of the possibilities of collaboration. He brought sample pages from the websites at McGill and Glenbow. He also brought a page created by a conference at Europeana.eu. He illustrated collaboration with archives, libraries and museums using an example from Norway: the Norwegian Archives, Library, Museum Authority. This was an effective presentation on the possibilities of collaboration.

Canadian archives system under siege

Bill Waiser, University of Saskatchewan, noted that there was a hamlet there named "Archives." He felt that the Canadian archives system was under siege, and discussed events related to the eventual release of the 1906 Alberta and Saskatchewan censuses. Much of the discussion related to the idea of "informed consent" and whether people could make their returns closed to future research. Censuses are

the most valuable historical records but if the information collected is not available, or the information recorded is inadequate, then its value is diminished. Agencies collect a wealth of information, but it is not clear that the information can be used, and management decisions about storage and use could destroy the information. The integrity of government records is compromised if there is no transparency about how such records are handled. Archivists, social researchers and bureaucrats must insist on revisiting the "census option" question. In this, he noted, time is not on our side. Digital archives must be accurate and meaningful; their storage and processing must also be handled in open and transparent ways.

Ry Moran, from the Truth and Reconciliation Commission, provided a case study of the importance of archives in the reconciliation process. Governments and organizations had to give up records in a process that proved expensive and time-consuming, and some did not co-operate. Ian Wilson commented that governments are prepared to spend money on lawyers but not on archivists. The work of the archivists was crucial.

Richard Dancy, from Simon Fraser University, has been a key player in the development of archival standards, and he gave a brief history of the international efforts over the past 25 years. He sensed a need to revisit the archival standards of description with respect to digital records, especially those that are copies of analog records. Libraries have revisited the issues with respect to digitized books. Dancy suggested that we should be looking out, working with others, to develop more comprehensive systems.

David Silcox, whose varied career included some years as the head of Sotheby's Canada, addressed ways in which archives could garner public support in the face of a government that was not enthusiastic about archives. He suggested assessing whether an adequate structure was in place, and then whether the financial resources were sufficient for that structure. If there is enough money in the system, then the issue becomes one of distribution. Then, we need to increase public awareness of a public role. Fourth, point out that archives are collections of records that define our society, whether local, provincial or federal. He observed, though, that the battle against Philistines is never won.

Building the archives system from the bottom

After listening to these proceedings, and before the summit went into discussion groups to draw out what had been identified as possible solutions to the dilemmas that led to the summit.

The Trent Valley Archives has encountered all the issues that were raised during the summit, but we tackled the issues locally. We responded to inquiries as they were raised. We did not try to identify what future researchers would be seeking but we gave priority to making our records accessible to researchers. We process records one step at a time, and the emerging finding aids are used on the in-house computers.

In recent months we have redesigned our web page to make it more useful. This is our third major revamp in fifteen years, and we have a platform that will allow us to make many documents and photographs readily available. Even so, we are struck by how few of our records will be

available on line, and even our finding aids are not completely available. We have some excellent digital collections, and we have digitized some key assessment and street directory records.

We produce a quarterly magazine that since 1997 has contained stories, summary finding aids, lists of settlers or child emigrants, interesting documents, and other features. The finding aid will be on the web, as will at least four recent copies of the magazine, for the moment for 2012. Every member gets the issues, and it is interesting to reflect on what is now more accessible because of being featured in the Gazette. We know of no archives that produces something comparable.

I am the archivist of the Trent Valley Archives, and it gets highlighted in my near-weekly Saturday columns in the Peterborough Examiner. Many of the articles use illustrations, photographs, maps and documents from the archives. There have been over 300 columns, some of which have been reproduced, often with additional archival resources, in the *Heritage Gazette*.

From an organizational perspective, we are a co-operative effectively owned by our members. We have had some government grants, but chiefly our revenue depends on a variety of approaches. We have membership fees and donations. We run events in the community that have also increased our visibility in the local communities, chiefly in Peterborough and Selwyn. The events have included walks, bus tours, historical characters in cemetery tours, and radio interviews. We publish and retail books through our Book Shelf. Some of our members have made effective use of Facebook and Twitter for promoting some of our activities. We have also hosted workshops, seminars, open houses, special speakers, family history fairs, and countless other events. We have a high community profile because of the number of businesses that enjoy our patronage or have used our services.

We attract donations of library books, genealogical resources and archival fonds at a fairly steady clip, and have recently acquired an extraordinary community resource, the archives of the local daily paper, the Peterborough Examiner.

We have maintained membership in the AAO, and have regularly joined TAAG and the eastern Ontario region. We work with other local heritage groups, notably the Peterborough Public Library, the Peterborough Architectural Conservation Advisory Committee, Lang Pioneer Village, Peterborough Museum and Archives and the Trent University Archives.

Our slogan has been most often, "Without archives there is no history" a quote inspired by Laurel Thatcher Ulrich in *The Diary of Martha Ballard*. No book has done a better job of showing the importance of archives, and this became more evident with the development of a PBS television special, and a fantastic webpage at www.dohistory.org.

I became an archivist fifty years ago, and have maintained close contact through most of those years as an historian using archives, and as an archival appraiser, primarily with the National Archival Appraisal Board, of which I was a founding member and of which I am a past-president, and served for nearly 40 years as the chair of the

Ontario region of NAAB. Archivists and archives should use all means to establish community contacts and sources of funding. Except for government archives, they should develop plans that allow them to operate without major government funding, except on project bases.

Discussion groups were held across the country

The discussion groups were fascinating, and the discussion was wide-ranging. Most participants in the summit worked from different assumptions, and very few people were there because of identification with local or community archives. Some common threads were the importance of archives, the need for higher profile, the rebranding of archives in positive ways, such as purveyors of knowledge. The impact of digital archives was discussed in many ways. Some groups explored how Canadian experience differed from American. Some wondered how it was possible that 50% of Canadian archives have annual operating budgets under \$10,000. And how to develop better co-operation with libraries and museums was common.

In my group, I wondered whether an archival system built from the "900 points of light" as one of the background papers had described Canada's archives might be a feasible alternative to the top down model that emerged in the 1980s. Other groups had talked to "networks of networks" and that too might suggest the value of a decentralized approach.

From the satellite groups, one interesting question was whether analog originals are destroyed once the digital copies have been made. At Trent Valley Archives, we never consider such an option. For one thing, the original photographs and documents could last several hundred years with proper care; the life expectancy of digital records is far shorter, and will probably require ongoing maintenance. Some creative suggestions emerged from some of the satellite sites. It may take some time to digest all that happened at the Canadian Archival Summit, although the managing group is aiming for important reports in time for the annual meetings of our organizations, most occurring in June.

Archives Association of Ontario

The annual conference is being held in Oshawa from May28-31. We will have details in the next issue or check their website for updates.

Association of Canadian Archivists

Annual Conference

"Archivatopia"

ACA's 39th Annual Conference - held June 26-28, 2014 - Fairmont Empress Hotel, Victoria, B.C.

Archives and the archives community in Canada and around the world are experiencing fundamental stresses. Recent years have been difficult for prospective and practicing archivists. How can we alter our perception of the stresses we all face to change them from obstacles to opportunities? How can we position ourselves to overcome difficulties and capitalize on new possibilities? Now is the time to assess the current state of archives in Canada and, more importantly, to chart our way forwards to archival utopia. The preliminary [Conference at a Glance](#) for ACA 2014 in Victoria is now available.

Archivists responded to the call to define their “archivatopias.” Join us in Victoria, BC, Canada’s Shangri-la, to hear how archivists from across Canada and around the world envision the ideal future for archives and archivists, and to discuss together how we can strive to make these dreams a reality. High points of this exciting, thought provoking conference include:

- presentations on the role of education and training to prepare archivists of the future;
- expert panelists addressing the design, construction, and maintenance of archival facilities that help ensure preservation and promote access;
- case studies of strategies that position archives to reach out to and include the records of marginalized and unrepresented social groups and movements;
- experiences of archivists supporting the work of small institutions by developing capacity and building partnerships and networks; and much more!

Celebrating Your Heritage

When you think of Heritage Week in Peterborough County, you may think residents will be dressing up and acting as if they came from the 1800s.

That is probably not the case for the general population but it might be so at Trent Valley Archives.

The week of February 17-23, 2014 is designated as Heritage Week by the Ontario Heritage Trust to raise awareness about heritage resources and heritage-related issues within the Peterborough community. In 1985 the Ontario government designated the third week in Feb as Ontario Heritage Week. And in conjunction with the Canadian government, the 3rd Monday of the month is specified as Family Day. This year they fall together with Family Day being the first day of Heritage Week.

There will be three Heritage Week activities at Trent Valley Archives (TVA). On Monday, Feb 17, authors Elwood Jones and Sheryl Loucks will be available to autograph and talk about their brand new books related to Peterborough history, “The Peterborough Journal” and “Under The Canopy.” This event is free.

On Wednesday, Feb 19, professional researcher Gina Martin will hold 2 sessions on Land Records 101 (How to Use Them in Your Research). These sessions are 10-12 noon and 2- 4 pm. Cost is \$20 per person and preregistration is required. Space is limited.

The third event at TVA is an Open House with a twist. On Sat. Feb 22, from 10-2pm., everyone is invited to delve into the 1921 Canada Census through Ancestry.com. The Archives has a special subscription with Ancestry. There is no charge for this event. If you are interested in exploring your own history and genealogy, this is an opportunity to work with staff and experienced volunteers at the Archives in order to make headway or even to begin your own family genealogy.

For more information on any of these activities or to make your reservation, please contact Heather at Trent Valley Archives by phone at 704-745-4404 or email hdaiton@trentvalleyarchives.com

Heritage Week 2014: February 15 – 23

Heritage Week events are coordinated by The Peterborough Architectural Conservation Advisory Committee. For a complete listing, please visit: www.peterborough.ca/Living/Arts_Culture_amp_Heritage/Heritage_Week.htm

The week begins with a Peterborough Historical Society special at Hutchison House on February 16, with a distinct Valentine’s Day spin. That day, there is a walk through Auburn and on the final Sunday there is a walk with a Field Naturalists theme from the zoo. In between are the three events at the Trent Valley Archives, noted above. Check out everything, but do not miss our open house on February 22, 10-2.

THE PETERBOROUGH JOURNAL

OUTSTANDING MOMENTS AND PEOPLE

ELWOOD H. JONES

Pages 184, illustrations, index. Paperback, \$25; Hard cover, \$40.



GreenUP Introduces New Book

BENEATH THE CANOPY

Peterborough's Urban Forest and Heritage Trees

Discover century-old giants and amazing survivors in this collection of stories by award-winning writers including Ed Arnold and Lois Tuffin, and naturalists Martin Parker, Drew Monkman and Cathy Dueck. Enjoy over 200 colour pictures by local photographers like Terry Carpenter.

Order your copy for an early bird special of \$20!
Contact: sheryl.loucks@greenup.on.ca or call 745-3238 ext. 217.

WARSHIPS ON THE WATERWAY: Royal Canadian Navy motor launches on the Trent Canal during World War 2 * By Alan G Brunger

Some 10,000 warships were built on and around the Great Lakes during WWII. Alan Brunger's recent publication provides a glimpse of this remarkable activity through the lens of the work of the Hunter Boats shipyard in Orillia, on Lake Couchiching (off Lake Simcoe). This was the only one of the Great Lakes wartime shipyards that was not actually on the Lakes – it depended on the Trent Canal, now the Trent Severn Waterway, to deliver its craft to the ocean.

Wartime shipbuilding in Canada is an important theme of the book. We learn about this through a detailed account of shipbuilding in Orillia, at Hunter Boats Ltd which built seven of the 59 motor launches produced as part of the Great Lakes region's war effort. It is difficult to imagine modern-day Orillia as the base for industry on this scale, with the variety of skills and resources that it required. Shipbuilding, then as now, was exacting work. There was an explosion, involving loss of life and injury, during the wartime years of construction. This account of the work of one small firm also provides a nice perspective on the role of government contracts in channeling Canada's contributions to the War

The section on Hunter Boats Ltd, a family firm originally in the business of building pleasure craft, is made particularly fascinating through the use of quotations from

an interview that the author had with Don Hunter, not long before he died. Hunter was a former president of the company and son of its founder. Brunger uses quotations from his long talk with Don Hunter, to great effect, throughout the book...

Although the Fairmiles were designed in Britain, their dimensions were such that, with "the odd bump on the bottom" (p.13), they could just pass through the Trent Canal from Lake Simcoe to Lake Ontario and the sea. The 41 locks of the Trent Canal are 32ft by 200ft. The Fairmiles were, by coincidence, 115ft long! On at least one occasion, the shipyard had to race to complete a launch so that it could pass through the Canal before it shut down for the winter, just as some pleasure craft still do today..

For readers in communities along the Trent Canal, today's Trent Severn Waterway, the description of the Fairmiles passing through the Canal, with their crews of 17 RCN sailors and armaments (depth charges, machine gun and a 3 lb gun), has special appeal. Many still remember the warships going by. As Don Hunter told the author, "...being war craft, people knew these things were coming, word just travelled. There would be hundreds of people to see them" (p.16). Schools were closed to allow students to view the passings. Brunger uses eye witness and community newspaper accounts (as well as Don Hunter's words) to bring these voyages to life. There is a fine selection of photographs of the ships in the chambers of the Kirkfield and Peterborough liftlocks and in the locks at Lakefield and Campbellford.

This is a booklet that will be a delight to anyone interested in the heritage of the Trent Severn Waterway. It is good reading for boaters using the TSW today.

The author, Alan Brunger, is a member of the board of Trent Valley Archives. He was elected a Fellow of the Royal Canadian Geographical Society in November 2013.

TVA will be featured at the 2014 SPARK PHOTO FESTIVAL

Extraordinary photographs from our Fairbairn-Mackenzie Collection of glass plates will be the featured Showcase Exhibit in the second Annual SPARK Photo Festival this spring.

SPARK volunteers have already created prints from the 189 glass plate negatives from the collection, presented to TVA by Blair Mackenzie in June 2013. Two specially-built boxes which housed the collection, had been stored in the attic of the family cottage on Stoney Lake.

The exhibit will be mounted in the former Family Y building at the corner of Murray and George. The 70 images will be large format, and in perfect condition. Jack Fairbairn, the photographer for most of the images in this Trent Valley Archives fonds, was an amazing photographer. He was raised in Peterborough in the Cordach house, and his early surveying career took him from British Columbia to Ontario. After some time with the Trent Canal he became the chief engineer for the Canadian Pacific Railways, headquartered in Montreal. However, his local connection to the family cottage on Juniper Island kept his connection locally.

The 2014 SPARK PHOTO FESTIVAL will be held through the month of April and includes numerous photographic exhibits and artists, workshops, lectures and other related photographic events and activities in locations throughout the Greater Peterborough Region.

As we did last year, the Trent Valley Archives will feature an exhibit in our research room, and the committee is hard at work to ensure its high standards.

Municipal Cultural Planning

The webpage for the City of Peterborough is now featuring a very interesting series of maps on the cultural heritage of Peterborough. This is an excerpt from their introduction:

“Welcome to the City of Peterborough’s Cultural Maps. The Cultural Maps are a key component of the Municipal Cultural Plan - a plan that drew upon extensive community consultation in order to guide Peterborough’s cultural planning and development activity. The City of Peterborough is home to a vibrant arts, culture and heritage community with levels of activity and creative energy far above those typically found in other communities of its size. It includes a wide variety of museums, an exciting music and theatre scene, hundreds of cultural workers, producers and organizations, a busy festival calendar and well-preserved built heritage. Promoting, nurturing and growing these assets is vital to ensure a high quality of life for the people of Peterborough, and economic prosperity for the city.

“The Cultural Maps are tools that can help to increase our awareness and understanding of local cultural assets in order to maximize their use, enhance creative and cultural endeavors, and to stimulate innovation, entrepreneurial activity, cultural tourism and economic growth.

“This site provides a wealth of information about our City’s cultural resources and identity. Presented in an interactive format, the Maps enable you to explore, learn about the wide range of resources in our community and contribute your own content and stories. Our cultural assets are both enablers of, and the products of our creative expression and are an important aspect of our distinct cultural identity.”

Books are still most durable way to store information

That hard disk may not be as fail proof as you think, and CDs can degrade in as little as ten years

DANIEL ENGBER, POPULAR SCIENCE

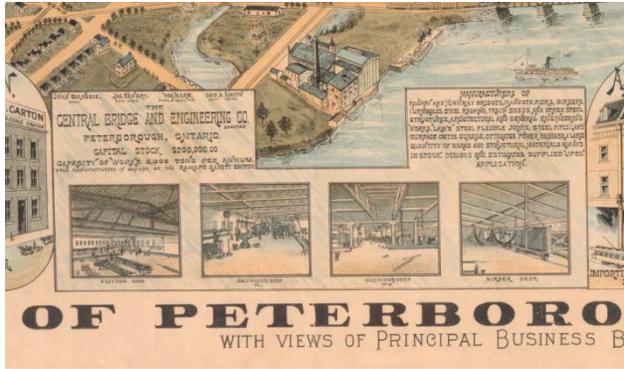
Despite claims to the contrary, the storage media in wide use today—CD-ROMs, spinning hard drives, flash memory, etc.—aren’t very durable. “You’re talking years, not decades,” says Howard Besser, a professor and archivist at New York University who was named a pioneer of digital preservation by the Library of Congress. “A CD-ROM was originally supposed to last 100 years, but many fail in 10.”

Old-fashioned paper has done very well by comparison. Until people made a habit of adding acidic chemicals to their paper in the 19th century, books could last five hundred years or more. And while paper has its vulnerabilities—to fire and water, for example—so do more newfangled technologies. A hard disk, for instance, may suffer from a loss of mobility. “You’ve got to have it spinning regularly or you’re not going to be able to play it,” says Besser. “It’s kind of like the Tin Man in *The Wizard of Oz*.”

At a 1998 conference, Besser and 12 others worked out a plan for the perfect long-term storage device: They would etch images into platinum with a laser and bury the platinum in the desert. “Ideally, we would put a nuclear-waste facility next to it,” Besser adds, “so people will never forget where it is.”

But even the most indestructible data storage won’t be of any use if no one can decode the contents. Archivists also need to preserve the languages or programs used to save information, whether that’s ancient Greek or Word for Windows 95. Besser and his colleagues worry that this decoding issue will be the real bottleneck. “The durability of something is a far smaller problem than the other problems that we have,” he says.

This article originally appeared in the December 2013 issue of Popular Science.



The 1895 Peterborough Bird's Eye View Map

There are many reasons to be critical of the 1895 bird's view map of Peterborough, many of which were discussed in earlier places. However, this excerpt from that map illustrates one of the most remarkable features of the map. It is surrounded by lithograph illustrations, some such as these based on photographs. It seems likely that businesses paid to have their company portrayed around the map, and the illustrations crowd all four sides. This one for the Central Bridge and Engineering Co. is particularly important, as the history of this company is not well-known. Its history though tells us much about local strategies for creating jobs and building the town's reputation as one of Canada's best industrial towns.

The story of W. H. Law was presented in the Heritage Gazette in 2008, after Ivan Bateman painstakingly searched out the details of the story in newspapers, local land records, and local histories.



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WE NEED YOUR ASSISTANCE

The Trent Valley Archives has managed since 1998 to have machines on which staff and researchers could read microfilms of newspapers, documents and books and print copies for research purposes. We have had several machines, and have

recently acquired discarded machines from university libraries. However, the workhorse of our collection of antique machines has reached its last days. We have combed the continent to get toner for the machine. The machines could last longer, but unfortunately the parts are no longer being manufactured.

After a long and serious consideration of our options over the past three years the staff has concluded that we need a top quality machine of the most recent generation in order to ensure that it will last for years to come and will in that period allow us to function professionally.

As I have said often, the Trent Valley Archives is a bustling organization. I continue to be amazed at the diversity of our operations. Every day brings new surprises. We get inquiries from the general public, as we have a good reputation for giving quick and helpful assistance, and we have been proud of that. When we set out 25 years ago, the key ambition of our founding members was to make archival and historical records widely accessible.

We are amazed at the cost of high quality machines, and we will look for the best price possible. Still we believe that we need up to \$20,000 to get machines that will give us flexibility to meet the demands we have experienced in the past. We want to move, as well, to an in-house digitizing of our microfilms so that we can search for information that is requested. As you know, newspapers are searched by date. We have some indexes for the Examiner and the Dummer News that we have created in different ways. But there is no index to the Examiner, the Review, the Times, the Lakefield Herald and other papers we use.

Our holdings include British and Canadian archival resources on microfilm and microfiche, and also some early Upper Canadian documents. We also hope to expand our projects for digitizing photographs. We have about 600 that have been digitized.

We also need the financial support of friends, members and supporters. We hope that you can support this crucial project with a financial donation to Trent Valley Archives. We issue income tax receipts for all donations over \$20. We are proud of what has been accomplished, but we need your support to continue to protect local resources and to make them available to researchers.

Please help us in any way that you can. We are enclosing a card that will allow you to make your gift in the way that you prefer.

Thanks again. We really need you and we appreciate your support.

Elwood Jones