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The Heritage Gazette of the Trent Valley

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We will continue with the compilation of the Barnardo Children in our next issue.
Look to our webpage for the latest developments around Trent Valley Archives.

Cover picture: *The SPARK Photographic Exhibit, April 2013 featured exhibits in various venues. This is a sample of the photos featured at the Trent Valley Archives for this occasion. Trent Valley Archives plans to partner with SPARK for their April 2014 Photographic Exhibit.*



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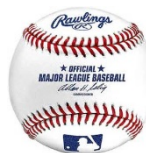
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GOING, GOING..G O N E !



Get your tickets before it's too late!
**WIN A BLUE JAYS GETAWAY
WEEKEND**

In support of Trent Valley Archives

Grand Prize Package:

- Four tickets to the Toronto Blue Jays v. Baltimore Orioles on Saturday, September 14, 2013 at the Rogers Centre
 - One overnight stay for four guests in two deluxe city view rooms at the Toronto Renaissance Hotel at Rogers Centre
 - \$200 Renaissance gift card for use at on site Arriba Restaurant, bar or room service
 - Breakfast for four guests
 - Valet parking for two vehicles
 - Official Rawlings autographed baseball
- Only 750 Tickets \$10. each, draw takes place 29 August 2013
For Tickets: (705) 745-4404
www.trentvalleyarchives.com



TRENT VALLEY ARCHIVES

Fairview Heritage Centre
567 Carnegie Avenue
Peterborough ON K9L 1N1

Trent Valley Archives is dedicated to the preservation of the history of Peterborough and Peterborough County.

This is a major fundraiser for the Trent Valley Archives. If you can help sell tickets or find people and locations where tickets can be sold, we would be most grateful. Thanks to all those who have made the arrangements to date. This is a great new idea and we are excited about the possibilities. And what a good prize!

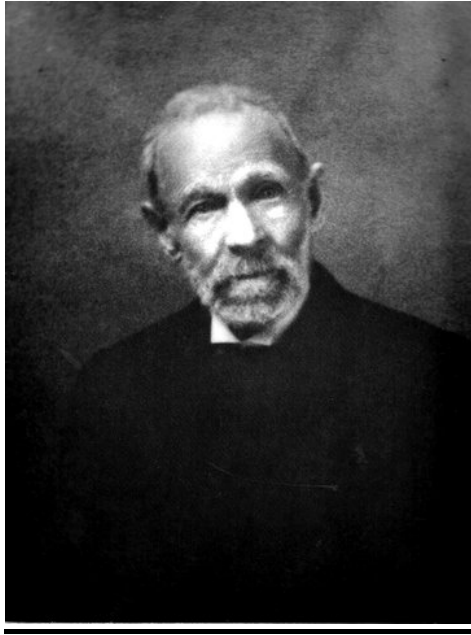
See you at the Annual General Meeting, April 24.

Susan Kyle

President, Trent Valley Archives

Aaron Comstock 1834-1925

Colum Diamond



Picture courtesy of Nicole Fortin

Undoubtedly, the oldest established firm of undertakers, still operating in Peterborough, Ontario is Comstock's Funeral Home. It was founded by Aaron Comstock. The present day Comstock Funeral Home can trace its lineage directly back to the Thomas Poole Furniture and Undertaking establishment where Aaron Comstock served his apprenticeship as a cabinetmaker. He eventually ended up running the business and finally bought out his employer. Poole's was well established in 1850 and could possibly have been in business as early as 1831.

Aaron Comstock son of Elijah Comstock and Eliza Cox was born on October 18, 1834 in Colborne, Ontario, Cramahe Township, Northumberland County, Newcastle District, Upper Canada. When he was 4 years old his mother died and at age nine he was left an orphan by the death of his father. His mother was the sister of John Cox (father of Senator Cox) and John Cox took Aaron him into his home where he lived until he was seventeen years of age. Aaron was a first cousin to Senator George A. Cox. Aaron Comstock was the ninth generation of the Comstock family to be born in North America.

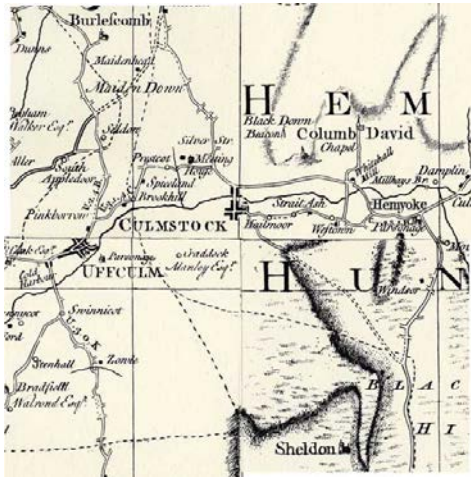
Armstrong family website

The Comstock family married into the Armstrong family and the Armstrongs have published an extensive family website which outlines ten generations of the Comstock Family. The following is an outline of the first Comstock to emigrate to America:

William Wethersfield Goodman Comstock, the first of the Comstock family of Culmstock, Devonshire, England, to settle in America. *About 1635, or shortly thereafter, there came from England to the Massachusetts settlement one William Comstock. From whence he sailed, and on what ship, has not been ascertained. It is quite probable that with him were his wife Elizabeth and four, or possibly all five of his children. It is believed that he first sojourned in the vicinity of Watertown, MA, but that very shortly he transferred to Wethersfield, CT. It is a matter of record that he held lands on the Connecticut River in Wethersfield in the year 1641, and that these lands had been purchased from one Ric. Milles. Prior to that, he is recorded as having been one of the twenty-six men from Wethersfield in the expedition commanded by Capt. John Mason, that captured the Pequot Fort at Mystic, CT, 26 May 1637, killing about five hundred Indians. On 1 Aug 1644, Richard Mylls was plaintiff against "Willi Combstocke and John Sadler, defendants in an action for slander before the Court of Elections, Hartford, to the damage of 200 pounds. About 1650, he transferred to Pequot, now New London, where he had previously (1647) received a grant of land. At a town meeting held there in November, 1650, he voted to cooperate with John Winthrop to establish a corn mill, and in July 1651 he "Wrought on the mill dam" with Tabor and other inhabitants of New London. The old mill was still in existence in 1949. On 25 Feb 1661 or 1662, "Old Goodman Comstock" was elected Sexton, to order youth in the meeting house, sweep the meeting house and beat out dogs, at 40 shillings a year, to dig all graves, and have 4 shillings for a grave for a man or woman and 2 shillings for children, to be paid by the supervisors. The History of New London states that he lived to old age on Post Hill near the corner of Williams and Vauzhall Streets.*

Culmstock, Devonshire England

CULMSTOCK, a large village in the picturesque valley of the river Culm 7 miles N.E. of Collumpton, and 6 miles S.S.W. of Wellington in Devonshire. In 1588 the village site was used as a warning beacon hill when the Spanish Armada was sighted off the coast.



16th century beacon hut in Culmstock

Elijah Comstock leaves United States and comes to Canada

The first Comstock to arrive in Canada was Aaron's father, Elijah Comstock, who was born and christened in East Haddam Connecticut on May 23 1809. Therefore it would appear that the Comstocks were not UEL's. Elijah Comstock married Eliza Cox in Cramahe Township, Northumberland County on April 17, 1830. Eliza Comstock died ca 1840. Eijah died June 19, 1852 in Percy Township.

How Aaron Comstock came to Peterborough, Ontario

In an interview with Aaron which was published in the *Peterborough Examiner*, the way that Aaron Comstock entered the furniture making and funeral business was as follows. After the death of his parents Aaron was raised by his uncle John Cox. John's wife's maiden name was Tanner and her brother George Tanner owned a furniture making business in Peterborough. George Tanner had recently married a girl named Stewart and on the way home from his honeymoon he visited his sister in Colborne. It was on this visit that Tanner met Aaron Comstock and Tanner persuaded Aaron to join his company in Peterborough.

Aaron arrived in Peterborough on January 2, 1852 and immediately began his apprenticeship as a cabinet maker. Everything went well until June of that year when he and George Tanner had a difference and Aaron quit his job. He planned to return to Colborne and while waiting at the station he met a farmer who gave him a job working on his farm. He stayed with the farmer for the summer and in the fall of 1852 returned to Peterborough. He then went to work on the construction of the railroad from Port Hope to Beaverton. During the following winter he drove a team of horses for the railroad and left that job on March 17 1853. He then began working for Thomas Poole.

Aaron Comstock employed by Thomas Poole

In the first half of the nineteenth century Thomas Poole and his sons Edwin, Charles and William operated a furniture making and undertaking business on the north side of Sherbrooke Street directly over the creek. The flow of water was heavier in those days and afforded a good supply of power which was harnessed and used in the factory.

Comstock learns the cabinet making and undertaking trade

Aaron Comstock was hired by Thomas Poole to work in his factory and it was there that he completed his apprenticeship as a cabinetmaker. All reports were that Aaron was a bright student and excelled at everything he did. He became friendly with the bosses' son Edwin who later became a Colonel in the Militia. It was due to Edwin's interest in military matters that enabled Aaron to become more familiar with the sales end of the business. Edwin Poole was more interested in military matters than the furniture business so he put Aaron Comstock in charge of the furniture store side of the business. It was then that Aaron learned the skills of dealing with the public and selling furniture. He was well liked by all who met him. Several years later he opened his own business and eventually bought out the Poole business.

Edwin Poole son of Thomas Poole

In 1850 Thomas Poole with his sons, Edwin, Charles and William, operated a large cabinet-making shop on the north side of Sherbrooke Street, directly over the creek. The flow of water was much heavier than the present trickle and afforded power, which was harnessed and utilized in the factory. Thomas Poole, of Yorkshire England, his wife Mary Anne (nee Sherwood) and his family of four children emigrated to Peterborough in 1830. The children were Julia (born in Ganton, Yorkshire in 1820) Edwin (born in Ganton, Yorkshire Sept. 26 1823), Ann (born 1827 in Market Weighton Yorkshire), Charles (born in Canada 1830), and William born in Canada 1834). Thomas Poole acquired land in Peterborough (Lot 1 and 2) on the banks of Jackson Creek where it crossed Sherbrook Street. Here, Thomas established a furniture making and undertaking business which he and his three sons operated. After 1850 the sons seemed to be running the business with Edwin as the principal owner. In addition to the



furniture and undertaking business, Edwin Poole became an active soldier and was a member of the First Peterborough Rifle Company organized in 1857 by Captain W. A. Scott. In 1861 Poole became Captain and in 1867 he was made Lieutenant-Colonel of the 57th Battalion. He organized the 57th Battalion and was its commanding officer until his retirement in 1875. During the Fenian Raids he went to Kingston and put Aaron Comstock in charge of the furniture showroom in his absence. Later, disinterested in business, he sold it to Aaron Comstock.

Colonel Poole of the 57th Battalion Peterborough Rangers

Photo courtesy of Rev. Donald Howson
Lieut-Colonel Edwin Poole 1823 -- May 16, 1896. Picture circa 1875



Photo courtesy of Rev. Major Donald Howson

57th Battalion, Peterborough Rangers

Row one seated left to right -- Seven in all: 1. unknown, 2. unknown, 3. Captain Johnston, 4. Captain Kennedy, 5. Colonel Edwin Poole, 6. Major Leigh, 7. unknown.

Row Two Standing sixteen in all: it would appear that the identification starts with the tall man standing. 1. Unknown, 2. Unknown, 3. Unknown, 4. Unknown, 5. George Rogers, 6. Unknown, 7. Unknown, 8. Major Thorpe, 9. Unknown, 10. Major James Z. Rogers, 11. John Burnham, 12. Unknown, 13. Unknown, 14. Major Black 15. Cap(?) Dudman, 16. Possibly Evans Bradburn.

April 15 1868, Comstock opens new cabinet warerooms

The first indication that Aaron Comstock had left the employment of Poole appears to be on April 15, 1868 when he opened a new furniture store in Hopkins Block on Simcoe Street. He was 34 years of age. There was no mention that the new business included the art of undertaking. Aaron was, however, totally experienced in all aspects of the undertaking business. In those days a furniture store included a selection of coffins mixed in with the furniture. Coffins were six sided funerary boxes usually made of thin pine boards. There were various levels of quality and beauty reflected the skill of the maker. They were used until the introduction of the casket. The casket was an ornate four-sided or rounded-sided box made from more expensive woods. The most expensive wood was either mahogany or rosewood. Families usually procured a coffin in much the same way that they purchased a new piece of furniture. It is likely that a relationship with Poole was still ongoing and perhaps Poole made most of the furniture and Comstock sold it in his new shop. But it is clear that Comstock was now in business for himself.

NEW CABINET WAREROOMS,

Simcoe Street, Peterboro.

THE subscriber begs to inform the inhabitants of Peterborough and surrounding country, that he has just opened out a NEW AND SPLENDID STOCK OF FURNITURE, in Hopkin's Block, Simcoe St., opposite Messrs. Nicholls & Hall's.

His Stock will be found complete in all its branches, of the best quality and at prices that will compare favourably with any other house in the trade. An inspection of his stock and prices respectfully solicited before purchasing elsewhere.

A. COMSTOCK.

Peterborough, 15th April, 1868.

16

August 1868 Cox and Comstock established

Only three months after he had established his own furniture store, Comstock announced that Cox & Comstock were a Furniture and Undertaking Company. In addition they had acquired a new first class hearse. With the business knowledge provided by his cousin George Cox, the new business seemed destined to succeed. Perhaps the Poole Company was manufacturing the furniture and Comstock was selling it in his showrooms. The partnership of Cox and Comstock did not continue for long and most probably Aaron used his uncle George Cox to provide the "seed money" to establish the new business. It is quite probable that they were still using Poole as the manufacturer of furniture. The exact date of when he bought out Poole is not known.

Furniture ! Furniture ! Furniture !

The subscribers, in returning thanks for the liberal patronage they have received since commencing business, beg to call the attention of their friends and the public generally to their stock of

CABINET FURNITURE,

Which, having been recently very much increased, will now be found to contain a complete assortment of Parlour, Drawing room, Dining room, Bed room, and Kitchen Furniture, and they would most urgently solicit an inspection of their stock and prices before purchasing elsewhere.

Any article not in stock will be made to order on the shortest notice.

THEIR



Undertaking Department,

TO WHICH THEY HAVE JUST ADDED A

NEW FIRST-CLASS HEARSE,

COMPLETELY FURNISHED.

Will receive the personal attention of Mr COMSTOCK, who has had several year's experience in this branch.

FUNERALS will be attended to and everything in the undertaking line furnished without any trouble on the part of relatives, and at prices much lower than heretofore.

COX & COMSTOCK.

Peterborough, August 26, 1868.

35

Marriage of Aaron Comstock and Mary Ann Martin

In December 1869 Aaron married Mary Ann Martin daughter of William and Charlotte Martin of Peterborough. The O.V.S. record of the marriage of Aaron Comstock is as follows: Vol 7-Pg 228. **Aaron COMSTOCK**, 35, cabinet maker, Canada, Peterborough, s/o Elijah & Eliza, married Mary Ann **MARTIN**, 36, Canada, Peterborough, d/o William & Charlotte, with: W. T. CUMMING & Charlotte MARTIN both of Peterborough on Dec. 29, 1869 at Peterborough

Peterborough Examiner August 26 1868

Comstock buys out Poole

By the year 1873, with 20 years of experience in the furniture and undertaking business, he bought out his employer The Poole Co. and renamed it Aaron Comstock Furniture and Undertaking Company. In the following advertisement placed in the Peterborough Examiner on August 23 1876, it is quite clear that Comstock had bought out Poole and moved the business from Poole's "Old Stand". Poole's "old stand" was referred to as both the factory and the showroom. Poole's showroom was located in the Ryan Block on George Street, and the factory was located on Sherbrooke Street. In

August of 1876 Comstock moved the factory and showroom into one building. It was located on George Street next door to the Caisse Hotel.

REMOVAL OF FURNITURE WARE-ROOMS!

AARON COMSTOCK.

Taken pleasure in informing his customers, and the public at large, that he has REMOVED his Ware-Rooms and Factory, from Poole's old stand, to

Ryan's Block, George St., next the Caisse House,

AND DIRECTLY OPPOSITE THE MARKET.

With these large and more central premises, I am now better prepared to show a good stock of **WELL ASSORTED FURNITURE** of every description, and will sell as usual at very moderate prices. **ORDERERS FOR ALL KINDS OF CABINET WORK SOLICITED.**

THE UNDERTAKING DEPARTMENT

Will continue to receive my special attention, and all orders entrusted to my care will be attended to with promptness. A good stock of **READY-MADE COFFINS** constantly on hand, and Coffins made to order and finished in any style on short notice.

CARE OF THANKS—I desire to return my thanks for the liberal patronage extended to me since I began business in Poole's old stand: and while soliciting a continuance of the same from all my old friends, hope to secure many more new customers in my new stand.

AARON COMSTOCK.

Peterborough, August 30, 1876. 35-13ins

From the Peterborough Examiner August 30 1876

From this advertisement it is clear that Comstock had purchased the Poole Undertaking and furniture business. A good ready stock of **READY MADE COFFINS WERE CONSTANTLY ON HAND**. Surprisingly, these coffins were offered in the window of store and mixed in with household furniture items. It was not until 1884 that the coffins and furniture were separated in the store. This change in sales policy was first made by Daniel Bellegheem, Aaron's competitor.

Comstock remained in this new location on George Street for several years until he was burned out in the disastrous downtown fire of 1882.

REMOVED,

AARON COMSTOCK

Has removed his

Furniture Ware-Rooms

To Ryan's Block, next door to the Caisse House, opposite the Town Hall, George St. Peterboro

UNDERTAKING!

Special attention given to the Undertaking Department which is well supplied with all the necessities at **MODERATE CHARGES.**

August 23, 1876. 34-4ins

From the Peterborough Examiner August 23 1876

A splendid new hearse in 1880

UNDERTAKING.

SPLENDID NEW HEARSE!

I have much pleasure in announcing that I have just purchased, at a Large Expense, a Splendid New Hearse of Modern Design. Elegantly Finished and Trimmed, and possessing the Latest and Best Improvements, which is in every respect the most imposing carriage of the kind in this part of Canada. I am now, therefore, well-prepared to attend to all orders for Funerals and Funeral Furnishings which I may be favored with, and beg to solicit an increased patronage from the public in the future, and to return my sincere thanks for favours in the past.

MY NEW FURNITURE WARE ROOMS

on the Corner of George and Charlotte Streets, having been specially fitted up for me, to give increased accommodation. I intend in the future to keep a Larger and Better Assorted Stock of Ready-Made Furniture than formerly. I have also had built a New and Commodious Workshop in the rear of the Ware Rooms, where I will continue to manufacture on a larger scale all kinds of

CABINET WARE, UPHOLSTERING AND UNDERTAKING.

Special attention paid to Shop Fitting, Jobbing and Repairs of all kinds.

AARON COMSTOCK.

Remember the New Premises—Opposite the South-West Corner of the Market Square, in the Shop formerly occupied by George Taylor's Pump Factory. 6-12ins

From the Peterborough Examiner Feb. 5 1880

A. COMSTOCK

DEALER IN

FURNITURE of Every Description!

GEORGE ST., SOUTH OF THE MARKET, PETERBOROUGH.

UNDERTAKING.

Sole Agent in Peterborough for the CELEBRATED ASKIN'

PATENT GLASS BURIAL CASE!

ELEGANT. AIR-TIGHT AND INDESTRUCTIBLE.

A Large Stock of CASKETS, COFFINS, SHROUS, and FUNERAL REQUISITES always on hand.

HAVING TWO ELEGANT AND FIRST-CLASS HEARSES I AM PREPARED TO ATTEND FUNERALS AT ALL TIMES, IN TOWN OR COUNTRY.

A. COMSTOCK.

3941



Ad in Peterborough Examiner December 29 1881

A cast iron airtight casket in Comstock's basement

The above burial case was used for the burial of children. It was made of solid cast iron and painted black. It weighed more than 50 kilos. The lid of the coffin was screwed down making it airtight and the glass opening permitted people to view the body. This coffin was found in the basement of the Comstock funeral home and displayed in the Comstock funeral home during "Doors Open" in September 2010. This is perhaps the same type of coffin referred to in the above advertisement.

Introduction of Embalming in Peterborough

In 1867, the German chemist [August Wilhelm von Hofmann](#) discovered [formaldehyde](#) and it became the foundation for modern methods of embalming, replacing previous methods based on alcohol and the use of arsenical salts. The introduction of embalming in Peterborough took place in the late 1880's. In the 19th and early 20th centuries [arsenic](#) was frequently used as an embalming fluid but has since been supplanted by other more effective and less toxic chemicals. The public was not generally receptive to the uses of embalming. Dr. Auguste Renouard was the founder of the Rochester School of Embalming in 1883. He offered correspondence courses throughout the United States and Canada. He was also the author of the "*Undertakers Manual*" the first book published specifically as an embalming textbook in the United States.

Mr. Samuel Clegg was the first embalmer in Peterborough

Mr. S. Clegg was the first undertaker in Peterborough to advertise the process of embalming and therefore he was probably the first person to apply the art in Peterborough. In December 1884 he advertised that he was a graduate of the **Rochester School of Embalming** and was working at his brother Abraham's establishment. Soon after this introduction, other establishments offered embalming and its general practice slowly followed. Several years later **Daniel Belleghe** advertised that he too, was embalming. His advertisement can be found in the Peterborough Directory for 1888: "*I have the finest hearse in town and always carry a large stock of Coffins, shrouds etc. and am always prepared to execute all orders for undertaking that may be entrusted to me. Bodies embalmed and guaranteed to keep for a few weeks.*"

Patent or safety caskets

The following advertisement placed in the Peterborough Examiner on May 19 1881, by Aaron Comstock, shows that the people of Peterborough were not immune to the broader Victorian views and customs practiced in the larger American and European cities. In an age before embalming, some people were terrified of being buried alive.

"Have me decently buried, but do not let my body be put into a vault in less than two days after I am dead." – George Washington (1732 – 1799).

One answer to this fear of being buried alive was the introduction of a series of "Patented" coffins or caskets that claimed to prevent this.

A. Comstock,

Undertaker and General Furniture Dealer

GEORGE STREET, SOUTH OF CHARLOTTE, PETERBOROUGH.

FUNERALS

Provided for on the SHORTEST NOTICE, with the Best of Service, and at Reasonable Prices.

The undersigned is now Fully Equipped to meet every demand of the business in a style to ensure satisfaction.

SEE ASKELL'S PATENT CASKETS!

Elegant, Air-Tight and Indestructible.

A FULL LINE OF GENERAL CABINET WARES, ALWAYS IN STOCK, AT THE ABOVE WARE-ROOMS.

A Share of the Public Patronage is Respectfully Solicited.

20-4t. **AARON COMSTOCK.**

Advertisement in Peterborough Examiner May 19 1881

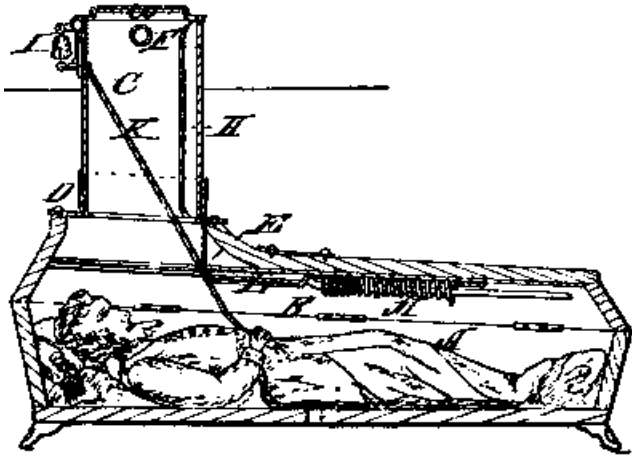
The patent coffin or casket

This patent coffin, one of literally dozens of coffins with escape hatches and/or signaling devices, may seem odd to Twenty-First Century readers, but it reflects more a change in the world than latent insanity on the part of our mid- to late-eighteenth century ancestors. "The nature of this invention consists in placing on the lid of the coffin, and directly over the face of the body laid therein, a square tube, which extends from the coffin up through and over the surface of the grave, said tube containing a ladder and a cord, one end of said cord being placed in the hand of the person laid in the coffin, and the other end of said cord being attached to a bell on the top of the square tube, so that, should a person be interred ere life is extinct, he can, on recovery to consciousness, ascend from the grave and the coffin by the ladder; or, if not able to ascend by said ladder, ring the bell, thereby giving an alarm, and thus save himself from premature burial and death; and if, on inspection, life is extinct, the tube is withdrawn, the sliding door closed, and the tube used for a similar purpose. . ."

The first cloth covered casket in Canada

Marsena Morse son of Austin Morse was a brilliant undertaker and embalmer who operated his business in Niagara Falls, Ontario in the nineteenth century. He is credited with manufacturing the first cloth covered casket

in Canada in his workshop on Main Street Niagara Falls. The date of manufacture was not given but it was thought to be circa 1880. See page 5 of the Morse and Son Chapel publication. This Canadian undertaking firm can trace its roots back to 1826.



Patent issued: August 25, 1868 Inventor: Franz Vester, Newark NJ

The Town Clock.

The new hands for the north and south dials of the town clock have been made by Mr. A. Comstock, and are now in the hands of Mr. Watson, who is treating them to a precautionary application of three coats of paint which will preserve them from warping under the influence of the weather. The old hands were made of black ash, and had no paint to protect them, hence they warped, and did not run true, and caught on the wires put up to keep off the pigeons. The new hands will be placed on the dials in a day or two, when it is expected our much abused town clock will furnish a true record of the flight of time.

Aaron Comstock makes the hands for the town clock

From the Peterborough Examiner June 24 1885

OPENED OUT AGAIN AFTER THE FIRE!

AARON COMSTOCK

Has pleasure in announcing to all his old customers and the public generally, that he has opened out his **NEW FURNITURE WAREHOUSES**, in the newly built and enlarged premises, just completed on the site of his old Shop, which was destroyed by fire, and is a short distance south-west of the Market Square where he will continue to carry on the Business as before. The increased accommodation afforded in the new Store, will enable him to keep a Larger and Better Selected Stock of Furniture of all kinds, at prices that will be found **AS LOW** as those of any respectable Hobbs.

Shop and House **FITTINGS** carefully attended to. **WOOD TURNINGS** of all kinds kept in stock or turned to order.

Funerals FURNISHED AND ATTENDED TO IN TOWN AND COUNTRY.

All Orders for Undertaking will be executed promptly. A select Stock of **COFFINS** and **CASKETS**, at various prices, constantly on hand.

South-west of the Market-Square, George Street, Peterborough

Comstock rebuilds on the old site after the fire

In 1882 a disastrous fire destroyed the entire building which housed the business of Aaron Comstock. His complete inventory and stock was destroyed. He continued on in rented premises just south of the Ryan's Block for two years and in 1886 he built a brick building on George Street. Directly behind the business but fronting on Water Street, was his home at 305 Water Street. It was in this home that later became undertaking side of the business. The store fronted on George St. The business remained at this address until the late 1940's, when the Comstock Funeral Home moved to its present location on Rubidge Street.

Announcement in Peterborough Examiner January 10 1884

Telephone installed in 1894

**Comstock Aaron, Furniture
Mnfr & Undertaker 300 George h
305 Water (see adv)**

**A. COMSTOCK
FURNITURE MNFR.
AND
- Funeral Director -
300 GEORGE ST.
TEL. DAY AND NIGHT.**

Advertisement in the 1894 Peterborough Directory shows that a telephone was installed at the Comstock Funeral home as early as 1894. **Tel. day and night.** In addition it is likely that electricity was installed as soon as it was available on George Street in Peterborough.

Mr. A. Comstock's New Shop.

Mr. Aaron Comstock, who for the past twelve years has carried on business as furniture manufacturer and dealer, in Taylor's block, George street, finding the premises too small for his increasing business, recently erected on his lot, south of the market, a large and handsome three story brick building, for factory and wareroom. Last week Mr. Comstock moved in his commodious new premises, where he will carry on business in future, with greatly increased facilities. The building is a fine three-story brick structure, 22x50 feet, capped with a mansard roof of the latest style. The show room occupies the whole ground floor, and is now stocked with a large display of select furniture. The walls and ceiling of the room are tastefully pannelled with basswood, done in white, is well lighted by large windows, and is very bright, neat and attractive. The second flat is divided into two compartments. The front half is used as the undertaking department, while the rear part is used as a workshop. The third flat will be used as a store room and workshop. The walls and ceilings of both the upper storeys are pannelled with unstained basswood. Mr. Comstock's premises are spacious and after the most approved style, and everything has been planned with a view to convenience. Mr. Comstock's residence, a large and handsome brick building is immediately in rear of the shop, fronting on Water street, where he may be found when not in the shop.



A sleigh hearse similar to the one used by Comstock and other undertakers in Peterborough before motorised hearses.

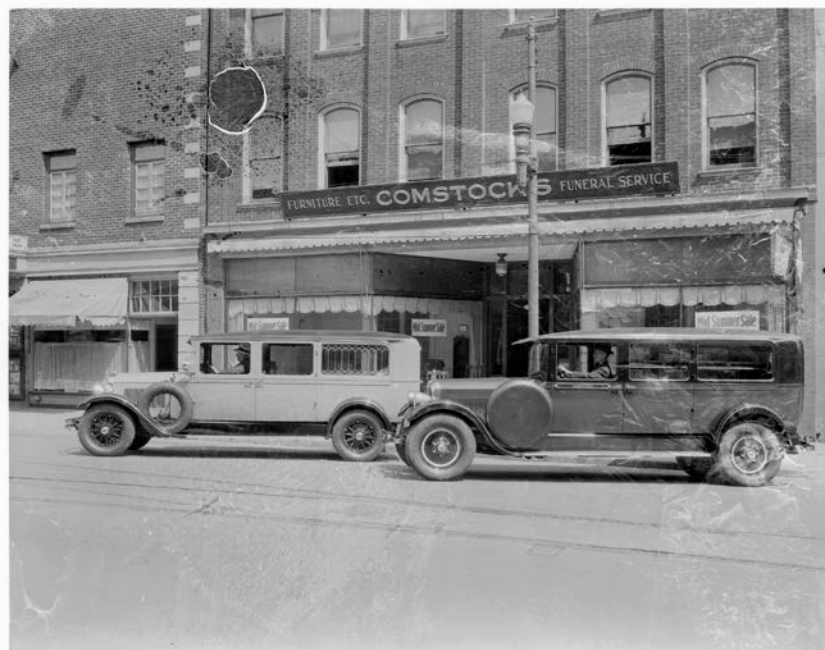
A new shop in February 2 1886 Ptbo. Examiner Feb. 2 1886

This advertisement is describing the premises at 300 George St.

The Comstock store on George Street as it looked in the 1930's

Picture courtesy of Peterborough Centennial Museum and Archives, Balsillie Collection of Roy Studio Images

The Comstock furniture store at 300 George Street was built in 1885 and opened in February 1886. The Comstock hearse and funeral coach was photographed outside the building circa 1930's. The furniture store was on George Street and the undertaking business was in the Comstock residence behind the store but the home fronted on Water Street. Both vehicles were made by Studebaker.



The family of Aaron Comstock in the 1901 census for Peterborough Town

P a g e #	L i n e #	Numbered in order of visitation		Personal Description							
		H o u s e	Family or Household	Name of each person in family or household on 31st March, 1901.	Sex.	C o l o u r	Relation- ship to head of family or household.	Single, married, widowed or divorced.	Month and date of birth.	Year of birth.	Age at last birthday.
		1	2	3	4	5	6	7	8	9	10
2	1		5	Comstock Aaron	M		Head	M	Oct 18	1834	66
2	2		5	Comstock Mary A.	F		Wife	M	Nov 2	1843	57
2	3		5	Comstock William	M		Son	S	Oct 24	1870	30
2	4		5	Comstock Sarah	F		Daughter	S	Jun 169	1892	28
2	5		5	Comstock Chalotte B.	F		Daughter	S	Apr 16	1874	26
2	6		5	Comstock John	M		Son	S	Nov 20	1876	24
2	7		5	Comstock Manson	M		Son	S	Jan 19	1879	22
2	8		5	Comstock Eliza	F		Daughter	S	Mar 10	1882	19

Comstock hearse circa 1912

Picture courtesy of Peterborough Centennial Museum and Archives, Balsillie Collection of Roy Studio Images

The Comstock hearse circa 1912. Taken by the Roy Studio, this picture shows that this hearse was still being used in 1912. Not long after this date the first motorized hearses came to Peterborough. The introduction of motorised hearses was introduced gradually, as the public in general were unwilling to give up the use of the horse drawn hearse. Sleigh hearses were particularly useful in wintertime and it was a great hardship to give up their use. The first time a hearse on wheels was documented as being used in a funeral procession was in 1648 for the burial of Colonel Rainsborowe during the English Civil War. Later, horse-drawn hearses were known to be in used in New England before the Revolutionary War. In the early days only wealthy families could afford such extravagant service. Poorer farmers in the Peterborough area conveyed their deceased to the cemetery using wagons. Horse drawn hearses were still in use in Peterborough until after World War One.

The Comstock Ambulance 1914

This motorized ambulance was used by Comstock in 1914. Notice the name COMSTOCKS on the side of the vehicle and the 1914 license plate for Ontario. Notice also that there were no windshield washers in that era. This picture was taken by the Roy Studio and the location was outside the Peterborough courthouse. With the introduction of two hospitals in Peterborough in the early 1900's, it was a natural evolution that undertakers who were quite used to handling deceased persons were the companies who became the suppliers of the ambulance. It was remembered by one of his descendants that although Aaron Comstock never drove an automobile, he was fascinated by automobiles and loved to be taken out for a drive.



Picture courtesy of Peterborough Centennial Museum and Archives, Balsillie Collection of Roy Studio Images

Comstock Funeral Coach 1928

Picture courtesy of Peterborough Centennial Museum and Archives, Balsillie Collection of Roy Studio Images



Comstock Funeral Coach (Photo taken near Victoria Park in Peterborough on August 9 1928. Please notice "Funeral Coach" in the front windscreen. The man in the picture has not yet been identified. By the 1920's horse drawn hearses were no longer seen in Peterborough.

Aaron Comstock

One of the Few Pioneer Merchants Remaining

Was Eighty Years Old Last Sunday / Came to Peterboro' in 1852, and Became an Apprentice / In the Art of Cabinet Making Bought Out His Employer in 1873 and Built His Own Store in 1886/ Tells of a Few of His Experiences

From the Peterborough Examiner October 24, 1914



Aaron Comstock at Burleigh Falls before 1925

Picture courtesy of Niclole Fortin

"The old order changeth . . ." The frequent repetition of this quotation lends to diminish its effectiveness. Particularly when our years form but a comparatively short span, and our experience has not been sufficiently mellowed to prompt searching retrospection. But when you look back through a long vista of years with one who has journeyed down them, observantly, the ever changing customs and conditions, gradual though they have been, can be easily and clearly traced. Even in the stretch of half a century a world of progress is presented in revision, and the development of our own Peterborough has passed through phases most interesting, but too numerous to touch upon in a brief review.

In this regard, the Examiner recently enjoyed an interview with Aaron Comstock, the senior member of the George Street firm of undertakers and furniture dealers. Sunday, October 18th, was Mr. Comstock's eightieth birthday, and as a business man of this City during the past forty-one years, he holds the distinction of being a surviving link with merchants of Peterborough of the early seventies.

Both Parents Died

He was born in Colborne on Lake Ontario, and at a tender age was left an orphan. When he was four years old he lost his father, and his mother died when he was nine.

Mr. Comstock's uncle, John Cox, received him into his home, where he continued to live until he was seventeen. The late Hon. Geo. A. Cox was a first cousin to Mr. Comstock. The latter's mother was a brother of the late Senator's father, the first stock their native town, the first stock coming as pioneers to the settlement from England.

A Cabinet Maker

Note the circumstances which guided Mr. Comstock into the occupation of cabinet making. John Cox had married a Miss Tanner. Her brother, George, had a cabinet-making shop, where D. Belleghe and Sons are now located. Mr. Tanner married a Miss Stewart, a Peterborough girl who had gone to Rochester, and after the wedding they visited Colborne. Mr. Tanner proposed that young Comstock accompany him to Peterborough, to learn the art of cabinet-making, and pressed the offer so warmly that the youth decided to go.

Arrived in 1852

It was on January 2, 1852, that Mr. Comstock first arrived in Peterborough and immediately began to learn his trade. Everything went smoothly until June of that first year when one Saturday the apprentice had a difference with his employer and threw up his position. That afternoon he had packed his belongings and prepared to leave by boat for Harwood and cross to Colborne. While waiting in a hotel which decorated the corner of George and Hunter Streets where Mr. Madill's store now stands, Mr. Comstock met a farmer who needed a helper to handle the hay crop. That casual acquaintance gave the young man an idea of practical farming, according to the methods then employed. Mr. Comstock remained "on the land" until the fall work was completed, and returned to Peterborough on his way home.

Winter at Railroad Building

Once more circumstances disposed of him contrary to his plans. At that time the work of building the railroad from Port Hope to Beaverton was under way and the offer of work was thrust at Mr. Comstock the very day he returned to town. He thereupon engaged to drive a team in connection with the road building and remained at this work during the winter. On March 17th two sleigh loads of Irish Catholics were coming in to Church and Mr. Comstock drove in with them, accepting the opportunity of getting back to Peterborough and of bidding farewell to railroad building.

Back to Cabinet Making

Thos. Poole with his sons, Edwin Charles and William, conducted at that time a large cabinet-making shop on the north side of Sherbrooke Street, directly over the creek. The flow of water was heavier than the present trickle and afforded power, which was harnessed and utilized in the factory. Even now there are traces of the wooden work of the ancient structure, but the younger set would require a keen imagination to picture the activity

Sherbrooke Street once promised. At any rate in 1853, Mr. Comstock was engaged by Mr. Poole (afterwards best known as Col. Poole who was one of Peterborough's prominent volunteers against the Fenian Raiders), and returned to complete an apprenticeship in cabinet-making.

First Advancement

Mr. Poole had up-town showrooms and undertaking rooms, situated below the Grand Central Hotel, or about the present position of the Bank of Nova Scotia, or thereabouts. Mr. Ryan conducted a leather business in the other section of the building. When Col. Poole responded to the call to repel the Fenian invasion, he took Mr. Comstock from the Sherbrooke Street shop and put him in charge of the retail business uptown. This advancement opened a new field to young Comstock and the knowledge he gained provided the equipment with which he was ready to act for himself when the opportunity was presented. On the 29th day of December, 1869, he married, and in 1873, with twenty years' experience behind him he bought the Poole business.

Builds His Own Store

In the meantime fire had swept out the Sherbrooke Street shop, and later Mr. Comstock moved into a building south of where Moore's monumental works now stand. However, the owner would not give a long lease and at the expiration of every term there would come the announcement of considerable rental increase, which finally forced Mr. Comstock to purchase his present property. Hence it was in 1886, that he built his own store, the north half of the present Comstock building. Some years later, when the growth of the business rendered it imperative, the size of the building was doubled. At the present time every foot of its space being required for the furniture and undertaking business which Mr. Comstock and his sons have developed. Looking back from the present flourishing business which Mr. Comstock steadily and industriously accomplished, one cannot fail to remark on the influence of his uncle's marriage to the sister of a Peterborough cabinet-maker in determining his life work.

Development of Furniture

The development of the design and manufacture of furniture in this country has been confined to the years Mr. Comstock's experience. Down in the Poole shop on Sherbrooke Street, tables and chairs were made according to the pattern then in vogue. Plainness was their principal feature. Good furniture was not made in this country in those days, and it might be remarked, the choice woods were not utilized. Quartered oak, mahogany, etc., were not employed as now, the labour saving machinery had not been invented. There were a few turning lathes but that was about the limit. Hand work was called upon more widely than now. So Mr. Comstock declares that in the vast majority of homes, the tables, chairs and beds are exceedingly plain and bare, and lacked finish. Basswood was largely used and finishing expert stopped with a coat of varnish. The contrast with the present-day furniture manufactured in Canada is apparent to everyone. Four-poster beds of the old days without cast iron in their make-up and with ropes instead of wooden slats, are decidedly rare, but Mr. Comstock states that the odd one is heard of in different parts of the country where they chiefly as heirlooms. The old four-posters with the sides screwed into the top and bottom with a straw mattress over the rope

"slats" and a big feather tick composing the top surface was the design favoured in the earlier days and they possessed their own features of comfort.

Good Furniture Imported

Mr. Comstock states that the only good furniture in the town was brought from the Old Country by people of means moving here. And the development of home furniture might be detailed in the same way, but the few examples mentioned suffice to show the vast changes that have taken place accompanying the growth of the business.

First to Little Lake

Central Park, in the old days was used as a burial ground, and having learned the business from Mr. Poole. Mr. Comstock had charge of funerals to the ground, and to the best of his knowledge, he had the first funeral to the Little Lake Cemetery.

Listening to his recital of the conditions of the City when the new cemetery was selected one must admire the work of the citizens who chose that beautiful ground. To begin with George Street had its southerly limit at Dalhousie Street. At that point it was lost in whatever was left of the forest primeval. Of course it had been cleared out but was not a regular highway. There was a knoll at the C.P.R. station site, but proceeding south, there was swamp land that promised big obstacles to circumvent. Also, the present Crescent Street was exposed to the water of the lake and every year was being gradually washed out.

Crescent Street Cribbed

The late Jas. Stevenson was Member of Parliament at that time, and his advocacy of a proposal to protect Crescent Street with cribbing and his work in the House secured a grant toward this venture. The Town had to pay a large share of the cost and the big squared timbers were offered at a bargain price by George Hilliard, a lumber man then operating in Peterborough. Mr. Comstock did not remember the details of securing the Little Lake Cemetery but in any case the wisdom of their selection will always be acclaimed by Peterborough's residents.

Roundabout Trip

Road building was doubtless known by the citizens fifty years ago but it was not widely practiced. Hence, at some seasons of the year the streets were reduced to the consistency of ploughed fields. Recalling the funeral of the late Sam Dickson, who was drowned in the year of the Peterborough flood, Mr. Comstock stated that to reach the cemetery he had to drive out Sherbrooke to the Boundary, south to Lansdowne Street, and east to the Cemetery entering from the south side. For many years Aylmer Street was used until George Street was opened south of Dalhousie Street.

A Big Distillery Plant

Recalling the industrial promise of Sherbrooke Street, Mr. Comstock remarked that opposite the Poole shop John Glenn erected a distillery. At least the building was intended for that purpose. It was on the south side of the street and also over the creek. A big spread of a building, it was prepared for distilling operations but the actual work was never commenced. The lumberman, George Hilliard, secured possession of it and converted it into a storehouse for his lumbering supplies. Behind it he erected stables for

his horses. With many other of the old wooden structures it disappeared in the maw of the voracious fire fiend.

George Street Buildings

Those were the days when bricks were scarce. George Street, when Mr. Comstock was a youth, was but a collection of shacks. At least the buildings were little better than shacks according to present day standards. They were practically all of wood, and let none of the young people imagine that they were contiguous. There were open spaces of land between stores and taverns the latter being quite numerous. Nicholls and Hall, proprietors of one of the most flourishing general businesses of that time, boasted but a long wooden building where the Bank of Montreal now stands. Yet fortunes were gathered therein without the assistance of the present day methods so necessary for success.

Mr. Comstock a Fireman

That entire block, bounded by Water, Hunter, George and Simcoe streets, was swept by fire during the time that Mr. Comstock served as a volunteer in the fire engine department. Only two buildings remained, that of Nicholls and Hall and the other where the Bank of Toronto is located today. The Fire Department was a vastly different department then. Thos. Rutherford, the last Chief of the Volunteer Fire Brigade, was a young stripling in the hook and ladder section, when Aaron Comstock was one of the youths who manned the pumps. The fire referred to was responsible for the purchase of a power pump much bigger than that which had been in use here. They were only fire engines then to the extent that they were used at fires. The present ideas were un-thought of, but the force pump pattern, especially the big new pump had long handles that required as many as twenty men to work. Quite a stream was thrown but height was not seriously demanded for reason buildings were only one and two storeys high. A few might have been loftier.

The Old Post Office

The first post office in Peterborough remembered Mr. Comstock, was a small building on Simcoe Street, where the office of the Peterborough Cereal Co. is situated. It was only a little shack, about six feet square, with scarcely sufficient room for the Postmaster to turn around. J.S. Carver, father of Osway Carver North Monaghan, was the Postmaster. After a time the officer was moved to a building on Water Street on the ground now occupied by Bennett and Goodwill's office.

Some of the Merchants

Contemporary clerks and businessmen remembered Mr. Comstock were the late John Maloney, who conducted a grocery store; Robert Hamilton, hardware store, about where Longo's fruit store is located on Hunter Street; Robert Walton, general store on the site of Payne's drug store; John Brown and a man named Chartrand in the furniture and undertaking business. The late Peter Connal was a clerk and Nicholls and Hall, referred to above.

Other Recollections

Mr. Comstock's recollections include the lumber wealth of this section. On occasions he has seen the Little Lake covered with huge squared timbers, floated down from the north country on their way to Montreal via the Trent River and Lake Ontario. The huge trees were felled

and the squaring was done back in the woods. They were owned by W. A. Scott, who cribbed them to Montreal.

But the days when the City was a marsh, south of Dalhousie and all woods, west of Alymer Street had its own compensations. To the pioneers were given many opportunities for work and a fair reward for industry coupled with wise living. Today Mr. Comstock insists upon following the work which he began more than a half century ago and takes pleasure in the fact that he is able to continue his life's occupation after passing the four-score mark. He bears his eighty years lightly and to him also will be borne the assurance that his friends extend to him their best wishes for the future.



Aaron Comstock at age 90. His wife died in 1919.

Picture courtesy of Niclole Fortin

The death of Aaron Comstock

Aaron Comstock passed away on October 11, 1925 a few days short of his ninety-first birthday. Upon the death of Aaron, his sons took over the business and later his grandson.

Peterborough's Centennial Fountain

Elwood H. Jones

The welcome news that General Electric will refurbish the Centennial Fountain prompted questions about the origins of the Centennial Fountain between 1966 and 1970. The pertinent archival files are at hand, and there are quite a few remarkable things worth noting.

The city was prepared to look after the invoices, but wanted the project to be paid by the community at large. Jim Turner, the accountant at McColl-Turner, agreed that the Peterborough District Historical and Art Museum Foundation (PDHAMF) could collect the funds and issue income tax receipts. At that time, municipalities could not issue charitable receipts, and the Foundation proved a good vehicle.

The Centennial Fountain Committee, chaired by C. W. Fisher of Fisher Gauge Works, in 1966 approached the Peterborough Chamber of Commerce (PCC) and the local branch of the Canadian Manufacturers Association (CMA). Stanley Shippam was the manager of the PCC, and Roy Knight, of DeLaval, was the president of the Peterborough CMA. The two organizations agreed to canvas their memberships with the view of raising about \$15,000 each, which would cover the projected cost of Phase One of the project, which was the building of the fountain. Phase Two, which included the installing of jets and lights and costing \$10,000, was paid for by David Foster and his restaurants, which included the Kentucky Fried Chicken restaurants. Canadian General Electric was credited with \$2,800 for equipment donated to the project, and so the total cost, entirely covered by donations, was about \$43,000.

Altogether, over 350 donors contributed from \$1 to nearly \$11,000. Most of the donors were local manufacturers or businesses, but there were several lawyers, doctors and people from various walks of life who made contributions, sometimes as groups. Individuals were counted toward the Chamber of Commerce portion.

Fourteen companies and the Peterborough Foundation each gave over \$400. After Fosters, in order of support, they were CGE, Outboard Marine, the Peterborough Foundation, Quaker Oats, De Laval, Peterborough Lumber, Nashua Paper, General Time (Westclox at other times), Fisher Gauge, Sealright, Ethicon Sutures, Holiday Inns, and Sargent Hardware. Most of the major businesses gave between \$100 and \$300; all the banks gave \$150. Important companies such as the Peterborough Examiner gave \$250.

The drawings were prepared by Fisher Gauge Works, and the drawing in the archives is dated January 30, 1967, and signed by W. F. F., which would be William F. Fisher, the president of Fisher Gauge.

To produce four colours (amber, red, yellow and green) required 18 coloured light sources, three auxiliary pumps, and special pipes and nozzles. The drawing shows four anchors.

In the presentation to City Council, April 17, 1967, the Centennial Fountain Committee commented that "the fountain would be symbolic of the water resources that provided transportation and later were harnessed for the generation of electric power and launched our present era of industrial development." The water, of course, was also

symbolic of the cottage country and tourists. According to the presentation, "Today, the beauty of the Kawarthas draws tens of thousands of tourists and the ever changing vistas of the Trent Waterway beckon increasing scores of yachtsmen to our 'land of shining waters.'"

City Council was asked to accept this gift from the donors on behalf of the citizens, "and operate and maintain it for the enjoyment of all the people." Gordon T. Farquharson for the city, W. B. "Pete" Gordon for the donors, and R. H. Carley for the Foundation prepared the agreement. The Technical Committee, which included Jim Hooper, the city engineer, made changes to reduce the maintenance costs.

The progress on building the fountain was well advanced, and it was expected that the fountain would be officially opened on June 14, 1967, to coincide with the city's official Centennial Day celebrations.

It was believed that this would be the highest jet fountain in Canada, and this was probably true; it shot water 150 feet into the air. However, when maintenance was done later the height of the jets was lowered and the direction shifted as the fountain had caused problems at Little Lake Cemetery. The additional moisture from wind-blown fountain water had increased the growth of lichen on the oldest monuments, which had been built with soft stones. The Little Lake Cemetery, which did not donate to the fund, has recommended that new monuments be of granite and bronze.

The fountain rested on a floating platform, constructed by Charles Huffman Construction, that was foam filled for permanent buoyancy. The total weight was 35 tons. CGE supplied the control panel, air control breaker, and cable. DeLaval supplied the stainless steel. Concrete came from Peterborough Ready Mix. Lights came from Kesco Electric, while Central Steel supplied the nine lamp bases, and Ruddy Electric the wiring. The 300 feet of chain came from Dominion Chain. Several other local suppliers helped as needed.

An article in the *Heavy Construction News* said the platform was built on the bottom of the emptied Trent Canal and then towed to its site in May. For winter, the lights would be removed and the pump nozzles filled with antifreeze and capped. The platform would be towed for maintenance every four or five years. Pumps and nozzles could be raised in emergencies by a hoisting tripod.

The members of the engineering technical committee were William F. Fisher, John G. Lucas, W. Howard Powell, Garth S. Wade, Jim Hooper, Donald J. Gormley, and Alex R. MacGregor. These represented respectively Fisher Gauge, CGE, PUC, Nashua Canada, the city, the Trent Canal, and Sealright Canada.

There were several other committees. The Steering Committee was chaired by Chester Fisher, with John G. Lucas as vice-chair. Karl R. Hines of Nashua represented the CMA, and Gerald F. McKinnon of DeLaval spoke for the Chamber of Commerce. Ivan Ashbury (CGE), Jim Turner, Willard Chapman (Guaranty Trust), Stan Shippam and William Fisher rounded out the committee. Robert J.

Garner of the Peterborough Examiner was in charge of publicity, while fundraising was headed by Les Reichardt (Great West Life) and Jack Haldimand (Peterborough Lumber). Jim Turner headed the Finance Committee.

According to the Technical Committee, the fountain would modestly combat water pollution in the lake. "Oxygen is nature's purifier and the exposure of thousands

of gallons of water per minute to the air will increase the oxygen content of the water." The committee also noted that spray would be no problem, as the fountain was some distance from the shore, and water can be turned down automatically by a "wind sensing instrument." It was expected that the fountain would run from May to October, and usually from mid-morning to 11 p.m.

Donors to the Centennial Fountain Fund

Alexander Fuels Ltd
Allen Eastwood & Heideman Ltd
Anderson, Angus
Andrus, A. R.
Bank of Montreal
Bank of Nova Scotia
Banks Bicycle Shop
Barclay & Crawford Ltd
Barker, R. J. Dr
Barrick, D.
Barrie's Limited
Batten, R. B.
Beaver Lumber Co Ltd
Belch, W. Dr
Bell Telephone
Beneficial Finance Co of Canada
Bennett, George
Benninger, W. A. OLS
Bert Austin Jewelers
Blacks of Peterborough Ltd
Boucher, O. F.
Bowes & Cocks
Bowler, Norman D.
Bradburn Securities Ltd
Braund J. T. Realty
Braund, J. Dr
Bright Wines Ltd
Brinton Carpets Ltd
Broadhurst, J.
Brookside Markets
Buchanan's
Buckham Transport
Calvert, Leslie, Dr
Canadian General Electric Co Ltd
Canadian Imperial Bank of Commerce
Canadian Pittsburgh Industries
Canfor Ltd
Card & Paper Works Ltd
Carling Breweries
Carter VW & Co
Cathcart Freight Lines Ltd
Cavanagh, I. Mrs
Cavanagh, T. J. Ltd
Central Steel Works
Chenoweth, Roger Dr
Cherney Bros Ltd
Chute, Roy
Clay, Charles Enterprises
Coca Cola Ltd
Collins Safety Shoes
Collis, Allan B Ltd
Commercial Press
Complete Rent-Alls
Comstock Funeral Home
Consumers Gas Company
Co-Operators Insurance Agency
Copson, Len
Coros & Sproule

Cragg, C.E.A. Dr
Craig, C. A. Dr
Craig, Zeidler & Strong
Crescent Finance Corp
Crown Dairy supply
Culligan Water Conditioning
Currier, T. E. Dr
Dairy Queen
Daly's Flower Shop
Daniels, Mr. The Gallery
Darling Insurance & Realty
Davis Thompson Co
Deeth & White Ltd
DeLaval Company Ltd
Diamond, Al Men's Wear
Doig, Harold F.
Dominion Stores Ltd
Domtar Packaging
Don Earle Limited
Doney, A. J.
Doughty Concrete Products Ltd
Doughty, T. F. Ltd
Doyle, Philip Dr
Duffus Motors Ltd
Dunford Bros
Dunn, Clarke & McCarney
Dunn, McCarney, McNeely & Moldover
Eastwood Construction
Elco Lumber Co Ltd
Elliott, Alex QC
Elliott, G. W. OLS
Elmsley & Co.
Engineering Institute of Canada
Peterborough Branch
Ethicon Sutures Limited
Faller, Hans
Fanning's Launderers
Farquharson, G. T. QC
Fin Wood Holdings Limited
Findlay McLachlan Limited
Fisher Gauge Works Ltd
Fitzpatrick, W. S. Dr
Flak, Edgar Dr
Foldaway Furniture: Timber Structures
Fontaine, Keith, Ltd
Ford Plumbing & Heating
Forde Wholesale Foods
Fosters Restaurants Limited
Fraser, John Dr.
French, Les
G.A.C. International Finance Corp. Ltd
Galvin, Clare
Galvin, P. D.
Gell Travell Agency
General Time of Canada
Georgies Refreshments Limited
Ginsberg, Harriet R.
Golumbia, M. CA

Goodfellow, Ralph
Goodwin Metal Products
Goodyear Service Store
Gordon & Lillico
Gordon, W. J. Dr
Graftons Ltd
Greer Galloway Associates Ltd
Hall, Gordon & son
Hamilton, W. B. Shoes Ltd
Harvie, John Ltd
Heimbeurger, Hans (Peterborough Deli)
Heine, H. Dr.
Hill, Weddell & Hills
Hi-Tops Restaurant
Holiday Inns of Ontario
Hooper, James G.
Household Finance Corp of Canada
Howell, John T.
Howes, J. Dr
Huffman, Charles Ltd
Humpage, Taylor & McDonald
Hunt Bros. Ltd
Huycke, W. F. QC
Imperial Oil Ltd
Imperial Optical Co Ltd
Industrial Acceptance Co Ltd
Ingraham Shoes
Innis Service Station (Keith Innis)
Irwin, Sargent & Lowes
Ivey Trailers Ltd
Jack McGee Chevrolet Ltd
Johnston, W. D.
Johnstons Flower Shop
Kawartha Pharmacy Co Ltd
Kayser, G. T.
Keith Brown Motor Sales
Kelly, D. B. Dr
Kerr, McElderry, Howell, Fleming
Kesco Electric Supply
Kingan Hardware
Klentworth, Harry
Knox Jewellers
Labatt's Breweries
Lakeview Bowl Ltd
Lancaster Lumber Ltd
Larkin Lumber
Larry Electric Motor Service
Leslie George Construction Ltd
Lewis, George A., Dr.
Lloyd Morrow Florist
Loftus, Barnet D.
London Life employees
Lovick, Philip Dr
Lucky Strike Bait Works Ltd
Lyda Telford Specialty Shoppe
Marchen, J. A.
Marr, Donald
Matthews, R. M. Dr

McColl Turner
 McDougall, A. F. Dr
 McGrath, Harold
 McIntosh, Clifford A.
 McKeown's Appliances Centre Ltd
 McKone, Barc, Dr
 McWilliams Motor Sales
 Merchants' Credit and Collections
 Midtown Paint & Wallpaper
 Millard's Sports
 Milligan, John
 Milltronics Limited
 Milne, David Dr
 Moffat, A. K. Dr
 Molson's Brewery
 Monkman, Cyril
 Moore Business Forms
 Morgan, Russell, Dr
 Mortlock Construction Ltd
 Muttart Builders Supplies
 Nashua Canada Limited
 National Grocers
 Nelson, Robert Dr
 Newson, A. D. Co Ltd
 Norman, David Dr
 Nornabell, J. A.
 Norwich Union Life Insurance
 Nugent and Hancock
 Nyberg Plumbing & Heating Supplies
 O'Keefe Foundation
 O'Leary, Michael
 Ontario Marble Co Ltd
 Ontario Public School Teachers Assn
 Outboard Marine Corp.
 Outboard Marine Foremen's Assn
 Pacific Finance
 Parks, Gordon B. Ltd
 Parnell Office Supplies
 People's Credit Jewelers
 Permanent Concrete
 Peter, J. E. Dr
 Peterborough Auto Wreckers
 Peterborough Automotive Supply Ltd
 Peterborough Credit Jewelers
 Peterborough Examiner Co Ltd
 Peterborough Foundation
 Peterborough Fuel & Transfer
 Peterborough Guns Ltd
 Peterborough Life Managers
 Peterborough Lumber

Peterborough Metal Co
 Peterborough Mobile Homes Sales
 Peterborough Monument Works
 Peterborough Office Supply
 Peterborough Pet Hospital
 Peterborough Photo Service
 Peterborough Power Squadron
 Peterborough Ready Mixed Concrete
 Peterborough Safety Service
 Peterborough Tool & Machine Co Ltd
 Pierce & Pierce OLS
 Pilon Marine Limited
 Preston, Wilfred Dr
 Pulver, Fred Ltd
 Purdon, Andrew CA
 Purvey's Jeff Ltd
 Quaker Oats Co of Canada Ltd
 Raybestos Manhattan
 Rehill Company
 Reid, J. Walling
 Reid's Transfer & Storage
 Restwell Upholstering
 Review Printing Ltd
 Richardson, O. Dr
 Rishor Barnes Dietrich Ltd
 Roche, J. M.
 Rock Haven Motel (Peterborough) Ltd
 Roland's Steak House
 Ross Armstrong Wholesale
 Routley, Lloyd E.
 Royal Bank of Canada
 Ruddy Electric
 Russ Martin Real Estate
 Sackville, E. L.
 Sandy's Department Store
 Sargent Hardware of Canada Ltd
 Schneider, Alexander Ltd
 Scotman Point Lodge
 Seal Spout of Canada
 Sealright Canada Ltd
 Select Furniture Ltd
 Selkirk, V. A. & Son Ltd
 Shea Masonry Construction Ltd
 Silver, Harry G.
 Silverwood Dairies Limited
 Simmons, Edgar
 Simpson Sears
 Sinclair, J. R. Insurance Ltd
 Singer Company of Canada
 Site Investigation Services

Slattery, Joseph T.
 Smith & Smith Drugs
 Speller, Stuart Dr
 Spencley's Florist
 Standish, R. O. QC
 Stewart, Hugh
 Stewart, J.T.R. Dr
 Swartz Furniture
 Swish Chemicals
 Symons, T. H. B.
 Thom, R. J.
 Thompson, J. L.
 Tilco Plastics
 Toronto Dominion Bank
 Toronto Peterborough Transport
 Trans Canada Credit Corp
 Traveler Mfg Co Ltd
 Trent Glass
 Trent Valley Excavators (Peterborough)
 Trussler, R. C.
 Turner JJ Co Ltd
 United Co-Operatives of Ontario
 Uptown Silk
 Vanessa Fashion Shoes
 Victoria & Grey Trust Co
 Waddell, Hugh
 Wade, Garth S.
 Walker & Sons
 Walsh, S. Y. Dr
 Warne, E. V.
 Warren Bituminous Paving Co
 Wedlock, W. C. Dr
 Wenonah Motor Court
 Whitakers, G. and Co.
 White, Donald Dr
 Whiteside's Foodmaster
 William Lech & Sons Ltd
 Winslow Motors Ltd
 Wishart, J. Dr
 Wonder Bakeries
 Woodside, James, Dr
 Woolworth FW & Co
 Young, H. L.
 Young, Herbert Dr
 Yule, H. M. Dr
 Zacks, Louis Dr
 Zellers Limited

A version of this article appeared in the Peterborough Examiner, June 2013.

Sandford Fleming's journals: a source for you?

Peter Adams

Because of Sandford Fleming's association with Peterborough, many of us have a reasonable knowledge of his accomplishments and contributions. We know about Standard Time, the Canadian Pacific Railway and many know that he was a founder of the Canadian Institute, today's Royal Canadian Institute. I think that we are less aware of his roles in developing that Institute's academic journals which represent an extraordinary record of creative endeavour in Canada from the decade before Confederation well into the 20th century.

Fleming founded the Canadian Institute (since 1914, the Royal Canadian Institute) in 1852, not long after he left Peterborough. It was a major outlet for "...many branches of pure and applied science, Economics, Art, Literature etc." (Patterson, 1914, preface). Members of the Institute held well-attended meetings at which they presented research work to their fellows. Fleming's work for the Canadian Institute in its early years is well covered in Jean Cole's book, *Sir Sandford Fleming His Early Diaries, 1845-1853* (Cole, 2009, see note elsewhere in this volume).

In 1852, with strong leadership from Fleming, the Institute began to publish journals as a vehicle for members' work. These grew to become the major academic journals of their time. Over the years, Sandford Fleming had various roles in connection with the journals, including that of member of the Editorial Committee with special responsibility for Engineering and Architecture.

Four principal series of journals were published: *The Canadian Journal, A Repertory of Industry, Science and Art and a Record of the Proceedings of the Canadian Institute* (1852-55); *The Canadian Journal of Science, Literature and History (new series)* (1856-78); *Proceeding of the Canadian Institute* (1879-90); and, *Transactions of the Canadian Institute* (1890-1912). A minor series, *Proceedings of the Canadian Institute (new series)*, was published from 1897-1912. Patterson (1914), an index of journal articles up to that time, organized by topic and author, provides easy access to decades of published papers.

I discovered the journals while researching a paper on lake ice and, using Patterson (1914), I quickly discovered a wealth of literature on ice in its many forms. It was during this search that I came across an item of interest in the Trent Valley region, the research work of J.H. Dumble who was engineer and Lessee for the Coburg and Peterborough Railway. Concerned about the effect of lake ice on his railway's causeway across Rice Lake, Dumble conducted a series of careful experiments on a covered mill pond to

determine the expansion and contraction of ice in response to fluctuations in temperature (Adams, 1992). His articles in the journals (Dumble, 1858, 1860) document this study and work associated directly with Rice Lake. His scientific efforts did not prevent that extremely expensive causeway being destroyed by ice during the winter of 1860-1861, a few years after it was built.

Readers of the *Heritage Gazette of the Trent Valley* will find their own interests, in the arts or sciences, local or Canada-wide, reflected in these wonderful journals. Have a look at them through Patterson (1914)!

A full set of the journals is deposited in the University of Toronto Library and Trent University has a number of them. The Royal Canadian Institute of today can be found at www.royalcanadianinstitute.org.

Adams, W.P., 1992, J.B. Tyrrell and J.H. Dumble on lake ice, *Arctic* (Journal of the Arctic Institute of North America), 45, 2,195-198.

Cole, Jean Murray, 2009, *Sir Sandford Fleming, His Early Diaries, 1845-1853*, Natural Heritage Books, Dundurn Press, Toronto, 327p.

Dumble, J.H., 1858, Ice Phenomena, from *Observations on Rice Lake. The Canadian Journal of Industry, Science and Art, New Series*, No. 17: 414-423

Dumble, J.H., 1860, On the contraction and expansion of ice. *The Canadian Journal of Industry, Science and Art, New Series*, No.29, 414-425.

Patterson, J.,1914, *Canadian Institute, General Index to Publications, 1852-1912*, University of Toronto Press, 518p.

Fleming And The Canadian Institute From Jean Cole (2009)*

Peter Adams

Sandford Fleming's roles in the founding and operation of the journals of the Canadian Institute (CI), now the Royal Canadian Institute are discussed above. The journals are a remarkable record of intellectual life in Canada from the 1850s well into the 20th century, easily accessed today through Patterson (1914), a well-sorted index to decades of Canadian Institute activity. It is clear from Jean Cole's book (Cole, 2009) that the journals were only one of Fleming's contributions to the CI.

Cole (2009) is a fine presentation of Sandford Fleming's diaries for the years 1845 to 1853, from life in Scotland, through his stay in Peterborough to his early years in Toronto when he was establishing himself as a national figure in Canada. One of the chapters in the book is "The Canadian Institute 1849". In this chapter and elsewhere, Jean Cole brings out Fleming's seminal roles in the establishment of the Institute and the importance of it in the life of Fleming as an up and coming young man. Work for the Institute and attendance at its meetings form frequent diary entries. While Fleming held important positions in the Institute (such as member of its Council, framer of its rules, Secretary, member of its Museum Committee), he also performed mundane duties such as auditing the books, paying bills, having flyers printed for meetings and being one of a crowd of two at one CI meeting. We can all relate to such volunteer work! However, he was particularly influential in the

establishment of the CI journals and felt very proud when he presented a paper to the Institute and was rewarded with a motion that it be published in the first of those journals, the *Canadian Journal* (Cole, 2009, p.242).

Sandford Fleming did all of this while working very hard to establish himself in Canada and keep contact with Peterborough, where his wife-to-be, Jeanie Hall lived. I found it interesting and touching that while struggling to set up his professional life, and very conscious that the CI was an entrée to an extraordinarily influential network, Fleming had a real vision that the tiny new enterprise as something very special for Canada. In his diary entry for 4th January, 1853, He writes: "I do not regret the time I have spent...in bringing into existence... the ...'Canadian Institute' because I believe it is calculated to do great good for my adopted country...(I).. have now resolved to provide for it an endowment of 1000 Pounds when all that is mortal of me returns to its mother dust..." (Cole, 2009. p. 252). This was a remarkable gesture for a young man at that stage of his career.

The journals of the CI, first published in 1852, make thoughts and ideas of 19th and early 20th Century Canada available to us today. Cole (2009), through Fleming's diary entries and Jean Cole's commentary, provides wonderful insight into the nuts and bolts, as well as the vision, of the early days of the CI and its journals.

The Transports of Peter Robinson

Part I: Identification

Students of the Trent Valley's early settlement will undoubtedly recognize their names – the *Albion*, *Amity*, *Brunswick*, *Elizabeth*, *Fortitude*, *John Barry*, *Regulus*, *Resolution*, and *Star* – the nine transports that conveyed over 2,000 Poor People from the South of Ireland to the Newcastle District in 1825 under the superintendence of Peter Robinson. But what more, besides their names, can we say about these vessels?

We know that Robert Wilmot-Horton, Under-Secretary of State for the Colonies, first asked the Navy Office to secure conveyance for the Irish Emigrants on January 6, 1825, and that the Government soon gave public notice that any merchant ship-owners who were interested in bidding on the contract should submit their tenders by March 16.¹

On April 4th, Navy Office advised Wilmot-Horton that nine merchant ships had been hired for the job.² One of these vessels, the *Syren*, was driven on shore and wrecked near Southend in the late afternoon or early evening of April 8th, and the Navy Office had to replace her quickly with the *John Barry*.³

Robinson's transports were supplied and fitted out at Deptford, and then passed through Deal on their way to the Cove of Cork. The *Fortitude* was the first to be readied, and sailed from Deptford on April 3.⁴ The *John Barry* was the last to arrive at the Cove of Cork, on May 7.⁵

A primary source of information about merchant shipping is the annual *Lloyd's Register of Shipping*, which appeared in two competing versions in 1825 – a "Red Book" published by the Ship-owners and a "Green Book" published by the Under-writers of maritime insurance.⁶ The typical entry for a merchant ship included:

- her origin (location and year of build)
- her seaworthiness, based on the condition of her hull and rigging
- her physical characteristics (e. g. burden and draught, the finish of her hull, her decking and fastenings, history of repairs and upgrades)
- her current Owner and Master
- her recent arrivals and departures

Lloyd's Register listed 59 *Albions*, 29 *Amitys*, 12 *Brunswicks*, 127 *Elizabeths*, 17 *Fortitudes*, 1 *John Barry*, 1 *Regulus*, 33 *Resolutions*, and 14 *Stars* among the thousands of merchant ships that were insured in 1825!⁷

Identifying Robinson's transports from among these 293 candidates proved relatively straightforward, for we found a reliable matches for the surnames of Masters listed in the *Lloyd's Register* and the Masters of Robinson's transports (*Albion* - John Mills; *Amity* - William Arrowsmith; *Brunswick* - Robert Blake; *Elizabeth* - Donald Morrison; *Fortitude* - Thomas Lewis; *John Barry* - Peter Roche; *Regulus* - George Dixon; *Resolution* - Anthony Ward; *Star* - Joseph Becket).

Table 1 presents facsimiles of the entries for Robinson's transports in the *Lloyd's Register* of ships sailing in 1825.

Our next step was to work our way backwards through the annual issues of *Lloyd's Register*, to identify the original ownership of Robinson's transports and their early history in the merchant service.

Table 2 presents facsimiles of the entries for these vessels at their first appearance in *Lloyd's Register*. An index to digital scans of the Under-writers' edition of *Lloyd's Register* is available at <http://www.maritimearchives.co.uk/lloyds-register.html>.

And our final step – to be carried on, we hope, by some of our readers – was to begin filling in this outline by drawing upon other primary reference materials (e.g. shipyard records, newspaper articles, parliamentary papers), and relevant secondary sources (e.g. contemporary works on naval architecture, convict transportation, whaling, etc.)

In our next installment, we will reconstruct the early histories of Robinson's transports; meanwhile, readers may learn more about Robinson's transports on their own – using this key to *Lloyd's Register*: Lloyd's provides a number of on-line resources – especially helpful here is their *InfoSheet No. 34 Researching the Earliest Registers*.

¹ Navy Office to George Baillie, March 1, 1825; Navy Office to Wilmot-Horton, March 7, 1825, C. O. 384/13.

² Navy Office to Wilmot-Horton, April 4, 1825, C. O. 384/13.

³ *Lloyd's List*, April 12 and April 15, 1825; Navy Office to Wilmot-Horton, April 25, 1825, C. O. 384/13.

⁴ Navy Office to Wilmot-Horton, April 4, 1825, C. O. 384/13.

⁵ Movements of the Robinson's transports were reported sporadically in the April 8 to May 23 issues of *Lloyd's List*, the leading source of shipping news at the time.

⁶ For the story of how these competing versions of *Lloyd's Register* of Shipping came to be, and the difference between them, see *Annals of Lloyd's Register, being a Sketch of the Origin, Constitution and Progress of Lloyd's Register of British & Foreign Shipping*, London, 1884; G. Blake, *Lloyd's Register of Shipping 1760 – 1960* (1960); and Lloyd's, *Researching the Earliest Registers*, Infosheet No. 34 (2006).

⁷ *Lloyd's Register, Under-writers* (1825-26).

Column 1	Sail Plan (e.g. Bg=Brig, Bk=Bark, S=Ship, Sw=Snow)
	Hull (e.g. s.C=sheathed with Copper, P.F.=Patent Felt)
Column 2	Master(s)
Column 3	Carrying Capacity (tons burthen)
	Decks (e.g. 3Ds=Three Decks, SDB=Single Deck with Beams)
	Port of Build
Column 4	Timber (e.g. BB&P=Black Birch & Pine)
	Recent Repairs (e.g. grp=good Repair, lrp=large Repair, trp=thorough Repair) and the Year(s) of Repair(s)
Column 5	Year of Build (Ship-owners) or Years of Age (Under-writers)
Column 6	Owner(s)
Column 7	Draught (feet)
Column 8	Voyages: Surveying Port (abbreviated, e. g. Co=Cork, Lo=London) and Destination
	PIC=Proved Iron Cables
Column 9	Seaworthiness (e.g. A=First Class, E=Second Class, I=Third Class)
	Materials (e.g. 1=First Quality, 2=Second Quality)
	Figures from 1 to 12 under the Characters, denote the Month of the Survey.

Key to the Lloyd's Register.

Entries for Robinson's Transports in Lloyd's Register (1825-26)											
<i>Albion</i>	Sw pt c.f.	J. Mills	305	N.Brns	2	Hrgraves	15	Co. Qube	A I	A.	
				sdb BB&P.				IKPIC only	4	1	
<i>Amity</i>	Bg	Mills	305	St. Jhn	1824	Dean & Co	15	LoQuebc	A I		
				sdb BB&Hk				PIC	4		
<i>Brunswick</i>	Amity Bk d	Arwsmth	323	W. tby	26	G. Spurr	13	Co.	E I		
	p.f.xxpt c.f.			sdb grp.x8				IKPIC	8		
<i>Elizabeth</i>	S	Arwsmth	323	Whtby	1799	Sparrs	16	LoQuebc	E I		
	s.&PF.20			sdb 6 PrLS	ptNK	trp18ND.19	grp.22		3		
<i>Fortitude</i>	S	R. Blake	541	River	34	Rule & Co.	18	LoQuebc	E I		
	p.f.x8 ptd24			3Ds lrp.x8IS	Srpsxxx&24			PIC	4		
<i>John Barry</i>	S	R. Blake	525	River	1791	E. Rule	18	LoQuebc	E I		
	s.19 p.f.24			3Ds38PrLS&K.	nw&grp18trp.24			PIC	3		
<i>Regulus</i>	S s.C	J. Morrison	481	Chepst	17	Osborn &	18	CoQuebc	E		
	23	L.S.&K.		sdb ND&trp.x8	ptnvw, Srps	23	2	PIC only	5		
<i>Resolution</i>	S	Morrison	480	Chepst	1809	Benson & C	18	LoQuebc	E		
	s.&PF.26			6 PrLS	nd.w lrp18, ws.20			3PIC only	4		
<i>Star</i>	S s.C	J. Lewis	445	Scrbro	15	Tindall	17	Lo. Qube	E I		
	xx rp.22							PIC	3		
<i>Star</i>	S	Lewis	444	Scrbro	1811	Tindall	18	LoJamai	E I		
	s.C.20			sdb				PIC	3		
<i>Star</i>	-Barry	Ss.C.P. Roach	521	Whtby	12	J. Barry	18	CoQuebc	E I		
	24-rp 26							Lo NSWl	5 2		
<i>Star</i>	-Barry	S. Roche	520	Whtby	1814	J. Barry	17	LoQuebc	E I		
	s.W.&C.25			sdb 12 PrLS	Drp.25			LoNSoWal	4		
<i>Star</i>	Regulus S	G. Dixon	368	Whtby	15	Petitt & Co	16	LoQuebc	E I		
	s.W&C21Crp26			sdb ND.uw.&rp.23	L.S.&K.			PIC	6		
<i>Star</i>	Regulus S	Dixon	368	Whtby	1812	Petyt	16	LoQuebc	E I		
	s.W&C.21.C,rp.26			nwTSds	Dk&trp.23				25		
<i>Star</i>	Bk d	Ward	333	Flnsbg	23	Rule & Co.	14	CoQuebc	I. I		
	s p.f.25			sdb rp.22Srps	23,25			IKPIC	4		
<i>Star</i>	S	Ward	334	Dan. P.		E. Rule	15	LoQuebc	E I		
	s.PF.25			trp23,22	PrLS&K.grp25				3		
<i>Star</i>	S pt d&pts	J. Beckett	484	Whtby	17	E. Rule	17	LoQuebc	E I		
	p.f.24			sdb L.S.ptND.x9	ptnWlsuw&rp.25			PIC	3		

	S	Beckett	485	Whitby	1809	Rule	17	LoQuebec	E 1
	s & pt d 24		s d b	awTSds	& Bm	25		PIC	3

Table 1. Facsimiles of entries for Robinson's transports in *Lloyd's Register* (1825-26). Ship's entry in the Under-writers' edition appears above the Ship-owners' edition. Sources: *Albion*: 1824-25U Supplement, 1824-25U Supplement; *Amity*: 1824-25U, 1825-26S; *Brunswick*: 1824-25U, 1825-26S; *Elizabeth*: 1825-26U, 1825-26S; *Fortitude*: 1825-26U, 1825-26S; *John Barry*: 1825-26U, 1825-26S; *Regulus*: 1826-27U, get 1826-27S; *Resolution*: 1825-26U, 1825-26S; *Star*: 1825-26U, 1825-26S. (U = Under-writers' edition; S = Ship-owners' edition).

	Original Entries for Robinson's Transports in <i>Lloyd's Register</i>									
<i>Albion</i>	2. J. Barry's pt of W. Swales, J. J. Barry, V. Hargraves, 15 Cor. Quebec A. I									
	Bg	Mills	305	St. John	1824	Dean & Co	15	LoQuebec	A 1	
<i>Amity</i>	Amity S J. Swales 360 Whitby 1 Chapman 15 LoBremm A I									
	S	J. Swales	323	Whitby	99	E. Chapman	16	Wy. P. trsb	A 1	A 1
<i>Brunswick</i>	Brunswick S Douglas 502 River 9 Hilbert & Co 18 LoImaic A. I									
	Prior to publication of Ship-owners edition.									
<i>Elizabeth</i>	S. C. R. Sherratt 481 Chepst 1 J. Birch 18 Br St Kits A 1 E 1									
	S. C. 09	T. Nelson	480	Chepst	09	Birch & C.	18	Br St Kits	A 1	
<i>Fortitude</i>	S. C. W. Martin 443 Scrbro' 1 Tindal 17 LoJamai A I A. J									
	S	W. Martin	444	Scrbro'	1811	Tindal	18	LoJamai	A 1	
<i>John Barry</i>	John Barry S. C. J. Peat 521 Whitby 1 J. Barry 18 LoJamai A. I									
	—Barry S	Neasfield	520	Whitby	1814	J. Barry	17	Wy Balte	A 1	A 1
<i>Regulus</i>	Regular S. C. F. Allison 368 Whitby 1 Welband 16 LoTrasp. A I									
	Regulus S	Alanson	368	Whitby	1812	Welbank	16	Lo Trans	A 1	
<i>Resolution</i>	Resolution M. Foyne 280 Norway 82 Norway 14 Nrwy Du A. I									
	Prior to publication of Ship-owners edition.									
<i>Star</i>	S. C. R. Johnson 487 Whitby 1 Hyde & Co 17 Hndrs Co A 1 A. I									
	Star S	Fernerson	488	Whitby	09	Hide & Co	17	Wy W Ind	A 1	

Table 2. Facsimiles of original entries for Robinson's transports in *Lloyd's Register*. Ship's entry in the Under-writers' edition appears above Ship-owners' edition. Sources: *Albion*: 1823-24U Supplement, 1824-25S Supplement; *Amity*: 1799-1800U Supplement, 1799-1800S; *Brunswick*: 1790-91U Supplement; *Elizabeth*: 1809-10U, 1809-10S; *Fortitude*: 1811-12U, 1811-12S; *John Barry*: 1814-15U, 1814-15S; *Regulus*: 1812-13U, 1812-13S; *Resolution*: 1782U Supplement; *Star*: 1809-10U, 1809-10S. (U = Under-writers' edition; S = Ship-owners' edition).

Editorial note: Paul Allen expects to have a discussion of the early history of these ships - including when, where and by whom they were built, and some of the highlights of their service in the merchant marine prior to recruitment to Robinson's expedition; this will be in the November issue. A third and final instalment, in the February issue, will detail and illustrate major aspects of the ships' physical characteristics (sail plan, decking, carrying capacity, etc). Allen's more extended discussion of these matters will release under his ePublishing biz Allen's Upper Canada Sundries before Christmas. As we have more details we will share them with our members. We are really excited about the work that Paul has done, and the creative use he has made of the Lloyd's registers and of the Wilnot Horton materials in C.O. 384, now with the British National Archives. Some of these volumes are available on microfilm at the Trent Valley Archives.

Mossom Boyd...Belcher?

Shelagh Neck

Many of us have heard of Mossom Boyd, the great lumber merchant who came to this country in 1834, eventually built a timber empire and put the Village of Bobcaygeon on the map. But how many of us are aware of Boyd's connection to Peterborough's leading architect and engineer of the 19th century, John Edward Belcher?

It all begins with John Belcher's marriage to Mossom Boyd's niece, Clementina Macdonald, a daughter of Boyd's only sibling Anne. Census records indicate that John and Clementina Belcher had emigrated from England to Canada in the year 1870. Evidenced by Canada's 1871 Census, it appears the young couple had taken up residence with Clementina's uncle Mossom in the "Big House" in Verulam Township. Boyd's Big House was ever evolving with numerous additions constructed over several decades. There was always plenty of room to house several generations of the large family and everyone was welcome, including friends. Some stayed for months, some even for years.

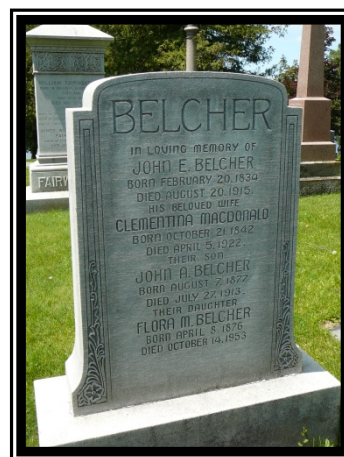
Anyone who loves historical research needs a nice little mystery to solve every once in awhile, just to keep things interesting. In October of 2012, I found myself one of those mysteries. While researching the Macdonald and Boyd families, I was reviewing Canada's 1871 Census records online when I noticed that instead of a single page document typically entitled "Schedule 1, Nominal Return of the Living", there was a second page below, somewhat overlapped by a partial sheet not unlike the first. In actuality, that second page was "Schedule 2, Nominal Return of the Deaths within the Previous Twelve Months".

Name of Deceased	Sex	Age	Date of Death	Cause of Death	Place of Death
Mossom B. Belcher	M	8 months	April 1st 1871	Debility	Verulam Township
John E. Belcher	M	36 years	August 20th 1871	Stroke	Verulam Township
Clementina Macdonald	F	21 years	April 5th 1872	Consumption	Verulam Township
John A. Belcher	M	27 years	July 27th 1873	Stroke	Verulam Township
Flora M. Belcher	F	14 years	October 14th 1853	Consumption	Verulam Township

I was unfamiliar with Schedule 2, so I scrolled down to examine it more closely. Had this page been scanned in error when the Census sheet was being transferred to microfilm? Whatever the case, I could not ignore a name that jumped off the page at me. That name was Mossom B. Belcher, an eight month old baby who had died in April of 1871, likely just days before the Census was taken. His cause of death was listed as "Debility", a medical reference to becoming weak or feeble. Who was Mossom B. Belcher and why hadn't I heard of him? What had actually contributed to this

baby's premature death? Was this John and Clementina's first born child?

As a member of the Board of Directors at Trent Valley Archives, there had been rumblings of a future tour featuring architect John E. Belcher, a personal favourite of the late Martha Kidd. Like Martha, I too was beginning to develop a fondness for the handsome Mr. Belcher and his work. Needless to say, I am very familiar with Belcher's monument at Little Lake Cemetery, as my volunteer group, "Friends of Little Lake Cemetery" spent much time last summer tending to the nearby sites of Lieutenant General John Macdonald and Anne Boyd (parents of Belcher's wife Clementina) as well those of his brothers Samuel, Thomas and Alfred Belcher. During that summer, I felt it important to educate my volunteers on the importance of John Belcher and his career, the beautiful buildings and landmarks he designed that still stand proudly in our city today, such as Market Hall and Clock Tower, Peterborough Collegiate Vocational School, the Morrow Building and the Pagoda Bridge in Jackson Park. The personal life of John Belcher is just as fascinating. It contains its share of tragedies as well as successes, such as the devastating summer of 1913. Tragically in July, Belcher's son John Jr. died from sun stroke just days before his 36th birthday. Three weeks later, on August 20th, the Turnbull building at the corner of George and Simcoe Streets collapsed, a project Belcher was overseeing as he was approaching retirement. Belcher's own life would end ironically on the very day of the second anniversary of the Turnbull disaster, being August 20, 1915. Now here I stood, having discovered evidence of yet another tragedy in Belcher's life, the loss of his first born child, Mossom Boyd Belcher. I felt compelled to dig deeper and find out as much I as could about baby Mossom. What were the circumstances surrounding his death? Why was he not buried with the rest of the Belcher family at Little Lake Cemetery? Where in fact was he buried?



The Belcher family monument at Little Lake Cemetery

I began with the obvious; speak with local historian Elwood Jones. After doing so, Elwood suggested I contact Grace Barker, author of *“Timber Empire: The Exploits of the Entrepreneurial Boyds”*, but she too was unfamiliar with baby Mossom Boyd Belcher. I decided to contact the Boyd Heritage Museum in Bobcaygeon, who had quite an extensive ancestral record of the large, extended family. Unfortunately, their records didn't indicate any reference to Mossom Boyd Belcher. Knowing full well that baby Mossom had both been born and died in the Big House, I knew that there had to be more. Thus, I began my search through the Boyd Family Papers at Trent University Archives. There I read through dozens of personal letters to Mossom (Mossie) Martin Boyd during the 1870's. Mossie Boyd was then the 16 year old son of Mossom Boyd and cousin to Clementina Belcher. Finally, in a letter dated April 27, 1871 to Mossie from his sister, Anne Irwin, I found the reference I was hoping for. She had written, *“I was so very sorry to hear that poor Clemmie has lost her little boy. How very sad it was.”* Anne also mentioned, *“We heard from the Macdonalds (Clementina's parents) the other day, they are busy preparing for Canada, they are to sail about the first of June.”*

I also searched through the Christ Church fonds and found both Mossom Belcher's baptism and burial records. However, the burial record did not indicate where he had been buried, only that he had been interred on April 3, 1871 with Rev. Charles Paterson, also a long time resident of the Big House, officiating.

VERULAM CEMETERY REGISTER.									
No.	Name of Deceased	Residence	Date of Interment	Date of Birth	Date of Death	Age	Sex	When Buried	Remarks
1	Olga Martin	Verulam	Aug 7 1871	Aug 10 1871	Aug 10 1871	3	F	Verulam	Daughter
2	Elizabeth Patterson	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	F	Verulam	Daughter
3	Henry Lighter	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
4	Martha Ann Moore	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	F	Verulam	Daughter
5	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
6	Henry Longley	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
7	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
8	Martha Ann Moore	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	F	Verulam	Daughter
9	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
10	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
11	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
12	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
13	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
14	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
15	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
16	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
17	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
18	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
19	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son
20	John Brown	Verulam	Aug 10 1871	Aug 10 1871	Aug 10 1871	3	M	Verulam	Son

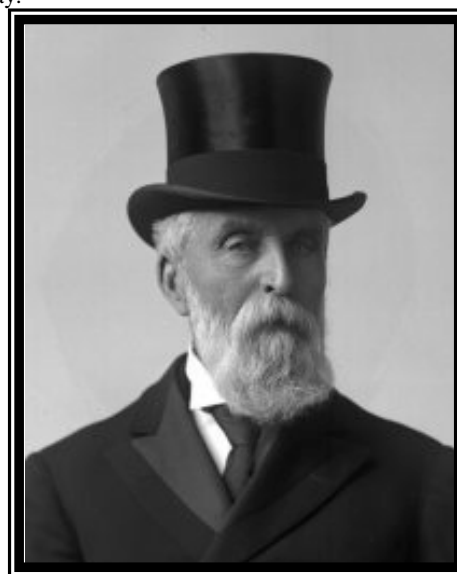
The Burial Register of Verulam Cemetery confirming the burial of “Mossom B. Belcher on April 3, 1871, age 8 m, son of John E. & Clem. Belcher of Bobcaygeon”.

that time and it gave me a wonderful excuse to have a few of my volunteers tag along with me to Bobcaygeon for a trip to the Boyd Museum. Certainly they would not mind stopping by the cemetery! After reviewing original records, I discovered that Mossom Boyd Belcher had been buried in Grave 3, Range 12, Lot 40 and had died from “Inflammation (Coryza)”. In other

words, most likely due to complications arising from a common cold. Baby Mossom was the tenth burial that took place in the new cemetery that had opened a few months before his death in 1871, and for which his great uncle Mossom Boyd had generously donated \$24.00 towards its start up. The records also indicated that John Belcher had paid \$4.00 for four gravesites, although he and Clementina would never actually be interred there. Instead, the four graves were used for family members Alfred Beaufort Belcher (John Belcher's nephew) and his wife, Mollie Doreen Belcher, who shares a grave with baby Mossom, and her parents, Charles Edward Clement and Adeline Clement.

As I stood at the very place Mossom Boyd Belcher is buried, I couldn't help but feel unsettled that his grave is unmarked and his existence unknown to those who have a passion for local history and a keen interest in these families. Did a marker ever exist for baby Mossom? It seems strange to me that there would not have been one, at least at some point in time. Although it was not uncommon for very young infants or stillbirths not to have been named or monuments erected on their burial sites, I felt Mossom Belcher's circumstances were quite different. After all, over eight months had passed since his birth. Still his short life would have brought much joy, new experiences, hopes and dreams for his first time parents. Secondly, he had been the namesake of his prominent great uncle, Mossom Boyd. Why would his memory not have been honoured with a monument? The Boyd and Belcher families certainly had the financial means to afford one. Perhaps it had been vandalized and removed from the site? This we may never know.

What we do know is that this is just a glimpse into the personal life of John Belcher, a man of many great accomplishments, but also a man who like many others of his day, suffered some great tragedies along the way.



John Edward Belcher, 1913

The Esson and Eason Family

Richard Eason

1

GEORGE ESSON was born in July 1776 in Scotland. He married Margaret Shaw Thompson in 1805. Margaret was born 1785 in St Andrew & St Leonard, Fifeshire, Scotland. daughter of Robert Thompson and Janet Roger.

I don't know where George and Margaret were married, but they were living in the Town of Kincardine as the children, who were born in Scotland, were all baptized in Tuliallan Parish, Perthshire.

George was a Weaver by trade. In the early 1800's, the Industrial Age had begun, steam power and machines were changing the economic situation and the first to be hit were the weavers as machines took over. Wages dropped from 30-40 shillings a week to about 7 shillings and 6 pence for top quality material to 4 shillings and 6 pence for less skilled weavers. The introduction of cotton was also hurting the business.

To further compound the problems facing George, was the fact that the Battle of Waterloo ended in 1815 and returning soldiers added to the work force, making finding of a job very hard and wages very low. Seeing his world crumbling around him, George decided to emigrate to Canada to begin a new life.

JOHN FIFE SR (1775 – 1853), was married to Agnes Hutchinson. He worked with his brother-in-law, James Hutchinson, Land Surveyor to Admiral Lord Keith. Lord Keith negotiated the surrender of Napoleon and Napoleon was a prisoner on his ship at one time.

John Fife Jr, worked as a Post boy on Lord Keiths estate in Scotland. He had the pleasure of riding a white horse through the neighbouring villages, blowing a bugle, announcing the end of the Napoleonic War in 1815.

By 1819, upon meeting with his neighbour George Esson, John Fife talked it over with his family and decided to also emigrate

Plans were made that both families would leave in the spring of 1820.

In May, George Esson was 44 years old. Margaret his wife was 35, and three months pregnant. They had six children; Thomas 14, Alexander 12, Robert & Daniel (twins) 9, Janet 6 and Helen was 4. They sold everything and prepared for the New World, needing food and supplies to last at least until the summer of 1821, when they might have crops and a garden. They would need tools to clear the land, build a cabin and make furniture or implements along with seeds to plant.

On Wednesday, **May 24, 1820**, the Esson and Fife families boarded the good ship "HOPE" at Greenock, and bade old Scotland good-bye forever, as the only one to ever again see Scotland was David Fife, the fifth oldest Fife boy, (discoverer of Red Fife Wheat).

The ship was a Brigantine, temporarily converted for passengers, as these ships were primarily used for shipping furs, etc, back to the Old World. The Captain was J. Duncan, there were 44 Settlers on board. Ship was consigned to Irvine & Co

There were no dining salons or cabins for passengers. Passengers had to fend for themselves, cooking on deck, staying out of the way of the sailors, helping out when needed, sleeping quarters were in the hold amongst the supplies and trade goods.

After enduring storms and illness for 51 days at sea they landed at Quebec on Monday, **Aug 14, 1820**

They then travelled past Montreal and Kingston to Port Hope, this part of the journey was by ferry sometimes being pulled up the St Lawrence River



through the rapids by human forces and sometimes by horses on the shore.

It was originally intended that the party would settle in Cavan Township, but a minor mishap on the trip altered the fate of the Scottish settlers. Mr. Esson, so John Fife used to tell the tale, aroused the ire of several Irish women immigrants by accidentally breaking some of their dishes. These women were going to homes in Cavan. With that in mind, the canny Mr. Esson suggested to John Fife: "We'll nae gang to Cavan, settling with a lot of Irish. I hear there are lots of guid Scots in Otonabee. Let us go there."

And so the plans were altered, but the men later regretted it, for both Miss Phoebe and Miss Elizabeth Fife remember their grandfather saying that things were much more difficult in Otonabee than if they had held to the Cavan destination.

George Esson received a location ticket for Lot 21, Con 4, Otonabee Township on Wednesday Sept 13, 1820.

The women and children were left in Port Hope, possibly living in tents on the outskirts of town. John Fife Sr., John Jr. and George Esson walked north to Rice Lake, guided by the blaze of the axe. An Indian took them across Rice Lake in a small boat. At this time crossing the lake was rather a costly matter as a man and a boat could seldom be secured for less than \$4.00. Boats were often upset, lives endangered, and luggage lost. They landed upon what is now the 4th line of Otonabee, about September 14, 1820. They struck their flint, kindled a fire, and mixed some flour with Rice Lake water, using the fine powder of the ashes as a leaven for their cake. They baked their cake in a kettle buried in the ashes and covered with coals. John Sr. often said that it was the sweetest cake he ever ate.

Again following the blaze of the axe, they made their way to John Stewart's shanty where they received a 'guid' Scotch welcome. They spent the night sleeping on the hearth with Stewart and his guest, Sandy Speirs. The next morning they walked up to the locality of Lot 21/22 on the Fourth Line. The Township of Otonabee was surveyed in 1819 in 10,000 acre lots. On arriving here, being hungry in a vast wilderness, they again built a fire and set their oatmeal to boil. 'Alas', they had left their spoons behind at Mr. Stewart's. They whittled spoons from wood. While busy, the shavings caught fire and before they were aware of it, a stub was burned, which fell on their fire upsetting the porridge and leaving them without food. They decided that they had gone far enough. Mr. Esson said, "We may as well take this land where we are. I will take this on the south". Mr. Fife took the land on the north, thus establishing homes for themselves and future generations. They then returned to Mr. Stewart's for the night.

Returning to Port Hope, George Esson and John Fife Jr. walked straight on to Toronto through the forest for patents of the land which they secured on Tuesday, Sept. 19, 1820. In those days, the first thing required of a settler was to go before the land agent who resided in Toronto and take the oath of allegiance. For administering this oath, the fee was seven (7) shillings and six (6) pence. He was furnished with a location ticket for any land he might select. This ticket entitled him to a free grant of fifty (50) acres on performing certain settlement duties, payment for fourteen (14) of the fifty (50) acres and an additional grant of two hundred (200) acres on payment for one hundred and thirty-six (136) of them. These rates were later lowered. Originally the road allowance was on the north side of the property, but at present, Hope Mill Rd runs along the south side.

Settlement duties consisted of chopping and clearing out the trees and brushwood in front of the lot on the line to the width of two (2) rods and slashing down the timber to a width of four (4) rods, thus making an opening six (6) rods wide. In addition, a clearing of two (2) acres had to be made and a house or shanty ten (10) by twenty (20) feet had to be built. These duties had to be performed within twelve (12) months.

The men including their sons, returned to Otonabee, to construct shanties, leaving the women and children in Port Hope. Three shanties were built of logs with poles on top covered with green boughs. Beds were made by placing poles in the walls and covering them with hemlock boughs.

Food was porridge, cakes made with flour, apples, crabapples, wild raspberries. Meat was anything from rabbits, squirrels, partridges and occasionally deer, or they did without. Sometimes they had tea, but often they had wild Peppermint or Hemlock Tea.

The first winter they worked cutting and clearing the lot line and the land around the shanty. They had to be ready in the spring to plant their gardens and any crops so the more land they cleared the more crops they would have to supplement their food supply. Their main crop would be wheat for flour, also corn for corn meal and the usual garden vegetables carrots, potatoes, onions, turnips, parsnips, cabbage, etc.

Animals would have to be purchased as horses were needed to plough the land and clear logs, cows were needed for milk and butter, pigs, poultry and sheep.

EMIGRATION CHRONOLOGY

- Wednesday May 24, 1820 set sail from Greenock, Scotland
- Monday Aug 14, 1820, arrived in Quebec, Canada
- Wednesday, Sep 13, 1820, George Esson received a location ticket for Lot 21, Con 4, Otonabee Twp. He had been in the province for 1 week at that time.
- Sep 14, 1820 landed in Otonabee near the Fourth Line (Loucks Point) and walked to John Stewarts shanty
- Sep 15, walked from Stewarts Clearing to have a look at their property and back to Stewarts for the night
- Sep 16, walked back to Port Hope.
- Sep 17 & 18, went to York (Toronto)
- Tuesday, Sep 19, 1820 received his Free land Grant

, MARGARET ESSON, one of the first white children born in Port Hope, was born on November 10, 1820. According to an early newspaper clipping credited to Jean Campbell, when Margaret was only six weeks old, the Esson family moved up into

Otonabee. The arduous journey was performed in the early part of the winter. The older daughter, 4 year old Nellie, was placed on her father's back with her blanket wrapped around both, without which he surely would have frozen to death. Thence they tramped through the snow to their new home. The mother, with her new baby on her knee was drawn on a hand sleigh across Rice Lake.

When Margaret was seven (7) months old, her mother became ill with the ague (a very prevalent disease at that time), and remained so for nine (9) months. During this time her chief food was potatoes and occasionally gruel made with flour and water. Also, a woman from Cobourg gave her a hen which laid an egg every day. This was always given to the sick mother, who said it was that which kept her alive. To add to their discouragements, one day in March while at dinner, the shanty took fire. George Esson picked up his wife and babe, carrying them out and laid them on a flat stone in the snow. The shanty burned to the ground and only a few things were snatched out.

A second log house was at once built on 'Fairy Glen Farm'. The babe was attended to by her brother, who first chewed the food himself and then fed it to her. He said she became just like a little bird, opening up her mouth to receive it. After a while, Margaret was taken to the home of Rev. Mr. Hayden at Cold Springs in the Township of Hamilton as they had a cow and she could be fed properly on milk. There were no cows in Otonabee at this time. As her father was carrying her there, he became hungry and laying her down, began to eat huckleberries growing around; but he wandered off and lost the child. After a desperate search he found her, but she was just the colour of the earth, so covered was she with mosquitoes. When the second log cabin was completed, Margaret was returned to her parents after an absence of six months.

As there were no oxen, the men had to draw the logs for their shanties (and for burning) themselves. It took twelve men to pull one log, so one can imagine the tedious work. The men and women both worked skidding the logs into heaps, while the children gathered chips and flung them on top to be burned. After a time some tried to make money by selling the potash made from the ashes in the burnt fallows, but they did not succeed very well. Money was so extremely scarce that the settlers forbade their relatives at home writing, as they could not afford the postage, which was one shilling and four pence per letter.

When the logs were burned, the ground was hoed between the stumps and potatoes were planted. They grew abundantly in the rich, new soil. As long as the men had money, they got flour from Cobourg by tramping thirty miles along a blazed trail and carrying a bag home on their back. But when the tiny supply of money was done, they got no more credit at Cobourg and had to thresh the little wheat they grew themselves among the stumps by beating it with flails on the hard ground. This was done by the men at night after logging in the woods from early morn. They separated the chaff by throwing the grain in the air on a windy day and thus letting the chaff blow away. This was called 'winnowing'. They took the grain, one bag at a time, to the lake shore and on a tiny boat of their own making, went up the Otonabee River to Peterborough (then called the "The Samps"), pulling their boat overland past the rapids where the locks are now. As this was a good day's work, the grinding had to be done at night and on the next morning they started home again with their precious freight.

George and Margaret Esson

When George Esson got oxen, his son made a wooden sleigh called a 'jumper', and took wheat to Cobourg, four bags at a time. For a bushel of wheat he received not money, but the princely exchange of one yard of factory cotton or a red bandana hand-kerchief. The reason for this was that on the front, they grew enough wheat for their own use and had not yet begun to export (Note 1. The front was that area which fronted on Lake Ontario).

George Esson had the first horse in Otonabee, and so was considered rich. Then he bought three sheep at Cobourg and drove them up on the frozen lake. They were placed in a tiny pen directly in front of the door, but alas, a wolf came one night and devoured the three. After a time, he got a cow and so had the luxury of milk and butter. They tapped the trees and made maple syrup and sugar. Fortunately they had a large pot for "boilin' down" which was very slow work when done in the house. One old woman, a new arrival, was told how to make sugar, but as she was not succeeding quickly enough to suit her, she glowered into the pot of boiling sap and impatiently exclaimed. "I dinna see however ye mak' sugar out o' that stuff. I hae' been boilin' at it for twa long 'oors and I dinna see anything like sugar yet." If there was a good run of sap during the day they had to work till midnight boiling it down to be ready for the next day.



Until Margaret was nine years old, she had no boots or stockings. In winter she and the other children used to go out in their bare feet and see which could go deepest into the snowbanks. When they became cold, they ran into the house and stood beside the fire, with the melting snow running down their limbs.

When she was ten years old, she and a number of other children were driven down in a big wooden sleigh to Stewart's Clearance to be christened. The cause of the delay in baptism was the infrequent visits of a minister from Cobourg. As the sleighload was passing over a still existing corduroy road, the sleigh upset and all were thrown out except Margaret who held fast to a rope joining two corners of the sleigh.

Just about the same time she went to school in Keene for six weeks. That was all the schooling she received. Even so, she was possessed of a wide knowledge of affairs which home teaching had developed. Morning and evening she walked a distance of five and one-half (5 1/2) miles. The teacher was very brutal. He held that the only way to teach a child was by beating it continually. His favourite mode of punishment was to have the children hold the tips of their fingers together and then strike them with a heavy ruler. Every time they drew back the hand and he fanned the air they received two strokes to atone for his loss in dignity. He never whipped them but they went home blistered. The only book used in the school was the New Testament and pieces of slate were used to write on. To help occupy the time, the teacher used to teach dancing. If the person applying for the teacher's position could read the tenth chapter of Nehemiah, he was accepted.

Until she was married, Margaret always worked outside, always doing a man's work. She once said to me, "What would you think of starting to cut a ten acre field of grain with a sickle?"

Margarets' bridal party rode to Peterborough on horseback, the bridesmaid being chosen because she was the only woman around, excepting the bride, who could ride on horseback. On the way the bride's horse became beyond control and dashed on, with the bride clinging in terror to its mane and the rest of the party in hot pursuit. However, there was no accident and the wedding took place in St. John's Church. This was the first English church built in Peterborough. They were married Oct. 15, 1839. Margaret went to live with her husband on the Fife homestead, for her husband had been the youngest son of John Fife Sr. and he remained at the old home. John Fife Sr lived on the E1/2 and Margaret and Alexander were on the W1/2 of Lot 22 Con 4, Otonabee.

2

George and Margaret Esson had eleven children: Thomas, Alexander, Daniel, Robert, George 1, Janet, Helen, Margaret, George 2, Jane and Isabella.

THOMAS ESSON

Thomas Esson (1806-1881) was born in Scotland. In Otonabee in 1830 he married the English-born Elizabeth Carr (1807-1883). They had 13 children, and lived on Lot 22, Concession 6, Otonabee 'Castletown' on Esson Road. Their descendants included Francis Slattery m Paul Nelson; the Davis's eg Dick, Russ, Isabel m Harry McIntyre, Don, Allan & Dorothy m Stan Hossack; the Manley's eg Duke; Preston Armstrong family; Easson's in Saskatchewan; and Easson's in Harvey Township



ALEXANDER ESSON

Alexander Esson was born in Scotland in 1808 and married Jane Gillespie about 1834 in Otonabee. They lived in Otonabee Lot 22, Concession 1, and also owned Lot 23, Con 1 for a period of time. They constructed the stone house on Lot 22, on the north side of Elmhirst Line, east of Blezard Line. We will look at his descendants, shortly.

DANIEL ESSON

Daniel (1811-1894) married in Otonabee to Mary Isabella Wood (c. 1816-1894). They lived at Lot 23, Con 6, E1/2 Otonabee on ESSON Road. They had ten children; two daughters married their first cousins. The descendants include Mary Adeline Esson m Wm Chapman & family Alice Davidson, Lillian McIntyre, Bill Chapman & Dorothy Garnett; Tom Alexander Easson & family lived on 8th Line; Myrtle Esson married Percy Manley; Gavin Shearer and his descendants; Wellington Fife; and Ron Esson

ROBERT ESSON

Robert (1811-1888), the twin of Daniel, was married in Otonabee to Nancy Anne Ingram, born 1819 in Ireland. They lived on Lot 24, Con 6, W1/2 Otonabee, and had ten children. Their descendants include Mary Adeline Esson m Wm Chapman & family Alice Davidson, Lillian McIntyre, Bill Chapman & Dorothy Garnett; Tom Alexander Easson & family who lived on 8th Line; and many descendants in the Barrie area

GEORGE 1 ESSON

George Esson the younger was born in 1813. He must have died either in Scotland or on the trip over.

JANET ESSON

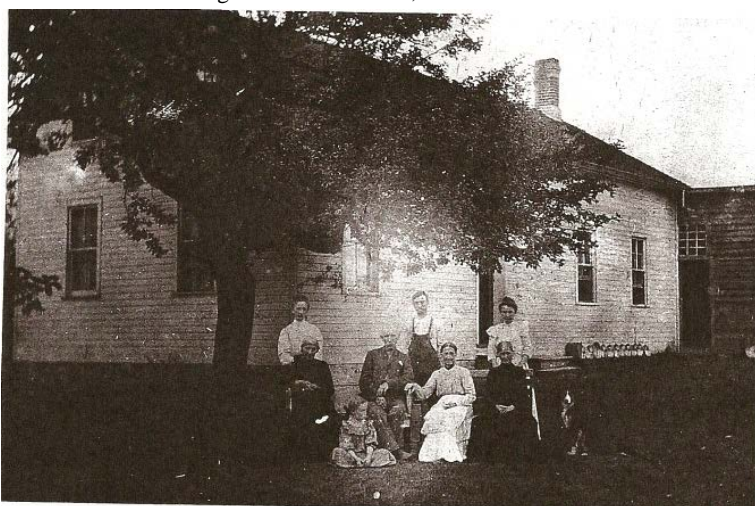
Janet Esson was born in 1814 in Scotland, died 1879. She married in 1831, in Otonabee to David Nelson, born 1807, in Scotland, died 1882. They lived on Lot 18, Con 5, W1/2 Otonabee, and had 14 children, 12 of whom reached maturity. Their descendants include Dave McIntyre and siblings; Bobby Nelson and family eg Janet Loucks, John Worrall; and Audrey Renwick who married Don Davis.

HELEN (NELLIE) ESSON

Helen Esson was born in 1817 in Scotland and died in 1882 in Otonabee. She married John Dixon who was born in 1809 in Scotland and died in 1888 in Otonabee. They had no children and lived with Johns' brother James Dixon and his family in Otonabee. Both James and his wife passed away at a relatively young age and Aunt Ellen and Uncle John raised the children

MARGARET ESSON

Margaret Esson was born Nov 20, 1820 in Port Hope and died in 1909 in Otonabee. She was married on Oct 15, 1839 in Peterborough to Alexander Fife, who was born in 1815 in Scotland, but died June 12, 1852, leaving Margaret with seven small children to raise. The youngest daughter married Robert McConnell and moved to North Dakota. Margaret was able to visit them on three occasions. Margaret died on Jan 12, 1909. Their descendants included Mary Jane Fife who married Richard Bond Esson;



many Easson descendants in Saskatchewan; the McConnells/Woodards in San Jose, California; Wellington Fife; and the Fifes in Yakima, Washington.

GEORGE 2 ESSON

As was Scottish custom if a child died, the next child born of the same sex was given the same name. George Esson the younger was born in 1823 in Otonabee and died 1877 in Peterborough. He was married in 1847 in Otonabee to Sarah Eleonar Anderson, who was born in 1822 in Ireland and died in 1865. They had seven children. Their descendants were in Oregon, Kansas and Missouri.

JANE ESSON

Jane (Jeanie) Esson (1825-1916) never married. She lived at home Lot 21, Con 4. After the farm was sold, she moved in with

her sister Margaret Fife, in a cabin on the W1/2 of Lot 22, Con 4.

Mrs Gladys Fife Walter, the great-grand-daughter of Margaret Esson and Alexander Fife spent her summers as a youth on her Grandfather's farm, which was the original John Fife Sr farm. These are her stories.

Great Aunt Jeanie was I think a bit "tetched:" and insisted on wandering around the countryside in all sorts of weather in her bare feet. One cold October day (it must have been Thanksgiving, because I was at the farm), just as grandfather and I were starting out for Lang. I have a vivid memory of her returning to the cabin. "Now Johnnie" she said "ye needna' cast the eye on me, because I'll no wear the shoos no matter how ye look at me".

Another story concerns Becky Fife who was the daughter of John Fife Jr "Auntie Becky was living with her son Jimmy, Lot 21, Con 5, bed-ridden and being nursed by Liz and Phoebe. Auntie Jeanie Esson was in the habit of going up most mornings to sit with Auntie Becky. This particular morning I was with grandpa in the barnyard when Auntie Jeanie came flying down the road, bare feet as usual (though she was in her 80's she could run like a deer). She tore into the yard and came up to grandpa

shouting "Oh, Johnnie, I've kilt Becky, I kilt her!! I gied her the pison you throw down the water closets. Oh Johnnie shes' deed! Shes' deed! Oh Johnnie what'll I do?"

Grandpa jumped on a horse and took off to find out what this was all about. It turned out that on the washstand in Beckys' room, there was a bottle of Lysol and a carafe of drinking water, each covered by a clean white cloth. Aunt Becky had asked for a drink of water and Auntie Jeanie had given her a drink of Lysol, forsooth. Aunt Becky had choked and sputtered and Auntie Jeanie, realizing what she had done had shouted for Lizzie and then, terrified that she had killed Becky, had run home. In the meantime Lizzie had administered the antidote and in a few days Becky had recovered from her drastic drink. What a to-do it was!!"

ISABELLA ESSON

Isabella Esson was born in 1827 in Otonabee and died in 1894 in Peterborough. She was married in 1850 to Evans Ingram, and they lived at E1/2 Lot 26, Con 11, Otonabee. According to Charles P. Mulvany in his "History of the County of Peterborough" (1884): "Evans Ingram was born near Belfast, Ireland in 1816. He emigrated with his father's family, in 1832, which consisted of the mother, four daughters and one son (Evans). They came first to the Town of Peterborough, where they resided about seven years. Mr. Ingram, went to the State of Mississippi, where he lived till 1847, and then returned to this county and bought 100 acres on Lot 26, Concession 11. He has been reeve of his township about six years: was warden of the county in 1866, and was a J.P." Evans Ingrams' sister Nancy Ann married Robert Esson. Another sister Ellinor (Ellen) married William Chamberlen (my Great Great Grandparents).

3

ALEXANDER ESSON and his wife Jane Gillespie, my grandparents, had twelve children: Isabella, George, Jenny, Alice, Peter, Alexander, Richard G, Thomas S, Daniel, Robert Henry, David and Jack.

ISABELLA ESSON

Isabella Esson was born 1835 in Otonabee, died 1887. She married John Gebbie and they had eleven children, of whom five died between 1881 and 1886. Their descendants include the Barries in Saskatchewan, and the Gibbies' in Claresholm, Alberta.

GEORGE ESSON

Skip over George for a moment

MARGARET (Jenny) ESSON

Margaret (1839-1908) married William Eaton, a tailor and they lived in Norwood with five children.

Descendants of this line, the Barries and the Scotts, are living in the Norwood area.

ALICE ESSON

Alice (1840-1870) married John Cameron Nelson from Asphodel; they Lived in Percy Township, and had no children.

PETER ESSON

Peter (1850-1914) married Margaret Kidd. They had four children and lived at Paisley Lot 15, Con 5, Elderslie Twp, Bruce County.



ALEXANDER ESSON

Alexander (b 1843) married Helen Dayton in 1869; they lived in Newark, Kendal County. Illinois, and had at least one child

RICHARD GILLESPIE ESSON

Richard Gillespie Esson (1847-1917) married Jane Wood in 1875, and they had eight children. After Jane died in 1887, Richard married Mary Ann Hawkins and moved to Rainy River.

THOMAS S. ESSON

Tom Sandy (1848-1908) married Occeila Gebbie, "Aunt Sally", and they lived on Lot 8, Con 1, Asphodel Twp, with three children. There are descendants living in Colorado and Ohio.

DANIEL ESSON

Daniel (1849-1891) married Anna Evangeline O'Brien in 1874 in Fenelon Falls. They lived at Essonville in Monmouth Twp. where he was the first Postmaster, and they had four children. There are descendants in the Norland area.

Daniel was a twin brother of Robert. Daniel moved to Coboconk and in 1875 to Monmouth Township and settled on Lots 16 & 17 Con 4. This is related in Mulvaney's book.

In 1875, a man named Daniel Esson, who was married to Anna O'Brien lived on what is now Randal McCrea's property. Mr. Esson became the first postmaster. While looking for a name for their Post Office, it was suggested that they name it after their first postmaster. Hoping that it might become a village they added 'ville. Thus Essonville got its name. It never quite became a village, but those who have settled here in the past and present years are proud of their heritage. [From *'Monmouth Township' 1881-1981 Collected Views of the Past.*]

In the 1885 Directory, he was listed as the Postmaster.

ROBERT HENRY ESSON

Robert (1849-1887), married Marion Jane McColl. They had no children, and are buried at Westwood.

DAVID ESSON

David (1850-1844) married Margaret Ann Porter 1903; they lived at Paisley, Bruce County, Ontario.

JOHN (Jack) ESSON

Jack, born 1854, never married; in the 1891 census he was a Mail Carrier, living with his brother David. My grandmother (Mrs. Fred Eason) used to talk about him. He was born with very short legs, she said his feet were about his knees. For a while he drove the milk wagon, picking up the milk cans and delivering them to the cheese factory. When he drove the wagon, he always had a blanket over his legs, so not everyone knew of his short legs. One time he had made a date with one of my grandmother's older sisters. When he came along to pick her up, he jumped down off the wagon; well, she shrieked in horror and ran back into the house, and would have nothing to do with a midget.

4



Burnham property; NE ¼ of Lot 11, E ½ Lot 12, E ½ Lot 13 and the E ½ of Lot 14 all in Concession 6, Otonabee. They then moved down to this location. They were living at Lot 13 on the 1884 Directory.

They had ten children, five of whom died before their eighth birthday. Four of these children died between 1881 and 1885, Remember their first cousins, the Gebbies had five children who died between 1881 and 1886. The five children who lived all moved away; Fred was the only one to come back to the farm.

GEORGE ESSON

George Esson (1838-1903) was married in 1866 to Jane Chamberlain daughter of William Chamberlain and Eleanor Ingram. In 1865 he purchased the W ½ of Lot 14, Con 5, Otonabee (Larry Craighead's property), they owned this property until 1903. They lived in a cabin in the field

directly north of where the barn is now located. After a few years they rented the Mark





DAVID EVANS EASON

David (1869-1930) was a teacher for awhile before going back to school and graduating from the University of Toronto in 1902 with a BSc in Engineering. He then went to work for the Trent Canal in Peterborough, where he was Superintending Engineer in the 1920's. He lived at 190 Barnardo Ave in Peterborough. David was an avid photographer and took a lot of photos for the Trent Canal and also around Keene. David married Clarice McClennan in September 1920. In October 1922, Clarice, while placing more wood in the furnace, had her dress catch fire and she was burnt from her neck to halfway between her knees and her ankles, causing death from shock. David died June 1930.

EDMUND GEORGE EASON

Edmund (1870-1929) married Sabina McGill. They lived in Vancouver and had two children, Maud and David.

ALBERT RICHARD EASON



Albert (1871-1930) married Nellie McKittrick in 1905; they had two daughters and one son. There are descendants in Calgary, Vancouver and also in Washington State.

MAUDE ELINOR EASON

Maude (1878-1938) never married. She moved to Prince Rupert B.C. where she ran a gift shop.

FREDERICK ALEXANDER EASON

Fred was born in 1877. In the early 1900's he was in Saskatchewan working on his cousin's farm. After his father died in 1903, Fred moved back home to run the farm. He married Adeline Victoria Hope, the youngest daughter of Richard Hope, in 1910. They purchased the farm in 1912. They had two children George Alan and Richard Frederick.

Richard, born 1916, was very musical. In 1938 he was in a local orchestra. 1940 he was a member of 'The Mose Yokum Orchestra'. (Note: Del Crary was also in this band) They played all over south-eastern Ontario. Dick enlisted in the RCAF in Feb 1942, training for the air crew at Toronto, Lethbridge, and Pearse Alberta, where he received his wings. He went overseas in June 1943.



He was attached to an R.A.F. crew as an Air-Bomber. His crew went out in a Lancaster Bomber on a training exercise on April 30, over the English Channel. On the return trip, they encountered enemy fighter planes and were shot down off Dover. There were no survivors. He was

officially listed as "Lost at Sea" on May 1, 1944.

Pilot Officer R. F. Eason was posthumously awarded his Operational Wings of the Royal Canadian Air Force on Nov. 2, 1946.



Alan, born in November 1913, married Edith May Nelson in January 1939. They lived at the home farm which consisted of the NE ¼ of Lot 11, E ½ Lot 12, E ½ Lot 13 and the E ½ of Lot 14 all in Concession 6, Otonabee. They have four children: Betty, Pat, Dick & Ted, and five grand-children and 13 great grand-children.

Summer of 1926: Life at Stoney Lake from Juniper Island Letters from Jean Fairbairn to Max Mackenzie

Editor's note: Thanks to Blair Mackenzie who shared the correspondence from his parents' courting year 1926. Jean Fairbairn, whose family cottage was on Juniper Island, writes with interesting details about what was happening around Stoney Lake while her boyfriend Max Mackenzie was living and working in Montreal. Both had attended McGill University but the families had been long connected with Stoney Lake. By the way, Jean always spelled it Stoney, even though I have been lectured that people at the centre of the lake and west always preferred Stony. The letters give insight into ways people lived the cottage life 87 years ago. This is another way of showing the importance of letters. There have been some editing but we have tried to retain the substance of the original letters.

1 July 29, 1926

Dear Max:-

...

I can't help needing to be cheered up at times, Max, even though I am enjoying myself. I seem to get some dreadful slaps in the face, so to speak. I remember telling you that I thought John W-- was one of the nicest boys on the lake, because he was, as yet, young and unsophisticated – last Saturday at the dance, although he wasn't "tight" it would have taken very little more to make him so. And last Sunday night we were asked to a bonfire. It was given on our island (no permission asked), the reason being, as Jack said, that chaperones wouldn't be needed. Everyone coupled up or piled together and gradually got as far as possible from the fire to do their stuff – except Jack and Marg and I who left early when things had hardly begun. Such parties, I find, last until dawn. And then more woes! Kay writes to me, a note, because she has so many people to write to, and the whole thing tells about the candy, cakes, etc., that she has sent to Don! So you are the only person who writes me nice letters, and that always helps to make you the only one that I like writing to. ...

Marg left at noon today, and everything seems very quiet, as Mother and Daddy are in Montreal, and Betty is at the McCracken's regatta whither Jack and I will precede in a little while. Margaret was great fun, and we got on together quite well, our ideas on many subjects being very similar. One night we talked till all hours, and could hardly get up in the morning, and another time we slept on the verandah of the boat house, a wind came up – which was "not so good" for I caught cold, and have developed a sore throat and a headache. Please don't catch them from this.

Mildne[?] and I haven't found the swimming very nice, lately. Today we didn't, and the last day or two have been cold and windy. Tomorrow we hope to try again.

Time off – while Jack and I sailed to the regatta and the store. The regatta was just like all other regattas, and

2 July 31, 1926

Dear Max:-

Don't you get shocked at this sudden effusion, but I burble with excitement and I've got to let it out.

It's all decided – I hope for sure. I'm coming down on Tuesday – motoring with Mr. Larmouthe, who is up for the weekend and wants someone to keep him company on the

our family did not figure very largely, not entering. I don't think your young cousin Billy won the swimming, or anything else, which is rather a change.

...

After the fire episode last year, Daddy decided to make the roof fire proof, so it is being shingled with Johns-Manville shingles, which arrived on a huge big enormous tug. (The three adjectives are to make you realize how large the tug was as compared with the shingles.) The shack has been done, and although it makes you feel more comfy, it looks rather like a railway station in a prairie town. Real shingles look bumpy and hang over at the bottom, but this roofing doesn't have the same effect. At present the men are doing the roof at the back, near the dining table and we eat our "peck-of-dirt," to say the least! Every time they hammer, splinters and dirt showers down and we have to carry all the food through the bedroom which I used to occupy. In ways I hope Mummy doesn't get back tomorrow, for the rainy weather keeps the men from working, and I want to get the place clean before she comes.

...

I am almost forgetting to tell you the greatest excitement of the week. I have recently been elevated to the position of eldest aunt of John William Beresford Hamilton. (I'm not positive about the Beresford.) I haven't seen my nephew yet, but I hope I will soon. I was so excited I couldn't talk properly and said, "Jack is an 'ankle', Betty an 'unt'."

It is now time to get the milk, and I must away with Amelia and run the horrid boat. I am a hard-working woman, though I fear I don't equal you. I'm sorry I have to stop, for I could ramp on for hours. Only your family would look askance at the fatness of your mail, and you would get tired reading. Also, the mosquitoes are arriving in hordes....

way back. As the family knew that I wanted to go, they offered me, and Jack may or may not come. Golly whiz! I'm thrilled.

I was mistaken about your young cousin when I wrote on Thursday. After I left the regatta she came second in the ladies swimming race, and first in the diving. And today at

the children's regatta, she got a first and a second prize for paddling I think. I beg her pudding.

Our camp seems more like its usual self, for Mother and Daddy are back, and Mr. Larmouthe and Dick P---, a son of one of Daddy's old friends, are here. It makes things more lively (though Dick is rather dumb) especially as I am feeling very silly with excitement. You can see that by my writing, which is even worse than usual.

Yesterday, I discovered where the Martins have gone. There were hordes of them round my boathouse verandah, and I find that there are nests under the eaves, just near one of the windows. I wish I could watch them, but I'm afraid to. Last night there was a lot of squawking and squealing about two in the morning (I like that timing) which I think was caused by a chipmunk or something that ran across the

3 August 6, 1926

Dear Max:-

Such a hectic time I've had in my waking hours since I left you on the platform at Westmount Station.

When I got off the train I decided that, for the sake of Jack's "gurgles," I would take my suitcase to the Stevenson's and sit on their verandah until I heard them getting up, then go downtown for breakfast. However, as soon as I got there I heard the voices of rising men, and so, slightly hurt that they should get up so early, I went down town to wait for the Chinaman. But after walking the streets of Peterborough from six until seven-thirty, I lost my pride and dragged my weary bones back to the Stevenson's, where I found that they weren't up at all. So I thought I'd wait again, and sat down. Next thing I knew, I found Alan and Walton Stevenson gaping at this creature asleep on their verandah – their faces were the funniest things I've seen for ages, because neither of them recognized me at first, and perfect blankness, broadening into grins gave me the giggles. And of course when I tried to get up my foot was asleep, and I landed with a bang on the floor. As it was nine o'clock I had to eat breakfast with them.

Of course it rained all morning and when I got to the landing I waited for Betty, who brought a raincoat which was one big slit all the way up the back!

The first thing I heard when I got to the island was from Jack – "Are you ready to come to this picnic?" And being an affable creature I started off without even unpacking my things. The horrid things never told me what sort of a picnic it was going to be, and you can imagine my joy when Don Myers picked up a broken egg and hurled it at Spud Andrews who was in the motorboat with us (not our boat fortunately!). Spud got a paddle in time, and most of the egg that didn't go into my hair went into Happy Myer's – and her canoe. Sweetness itself – the egg was far from pure.

Max, I've never been on such a rowdy and tiring picnic. I'm sure they threw away over five dozen eggs – and in trying to get away from the eggs, I got into a canoe with Jean Burritt, at the store (there were about six canoes being towed) and as I was getting in, an egg hit my wrist and broke all over my middy. It was disgusting. One lad tried to put one down my neck, but fortunately it came through without breaking until it reached the wharf. And even then there was no peace. Don Myers attached his

roof. And irony of ironies – there is a cocky wren occupying the top apartment of the martin house – even though Daddy made a wren house. Ah – a funny thing is that the board Daddy used to make the front of the wren house has printed on it "Do not accept if not clean and in good order!"

I must away and clean my shoes and do up old-joe hair for the dance tonight. How I wish you were taking me, it would be so much more fun, but such is fate – or something like it.

I don't know how long I'll be in town, but we expect to get there sometime about eight in the evening, as we leave here about eight A.M. I do hope I will see you sometime to make up for the two weeks in September.

Lovingly - Jean

canoe behind ours and he and Jack Livingston filled bags with cornmeal, and a broken egg, and then landed them in our hair and tummies[?] without mercy. When we got to White Lake the canoe was disgusting and so was I – covered with egg and cornmeal. I could go on for hours with descriptions but I'm still so dead that I hardly know what I'm saying. The picnic ended at the Myers where there was a lovely fire and music, but I was so dead, I wondered if I would ever get home. All the way from White Lake to the Myers I sat in three inches of water, with Elsie Burritt and Spud lying on top of me, and I'm sure there is a hole in my back from the thwart of the canoe. Jack, in trying to save Mary Livingston from an egg, dumped Mary and himself into the lake, and made the journey in sodden clothes. Helen MacGachen and Bill Lindlay, who is staying with Jack, were the only ones who escaped whole and clean.

And today, when I came up for breakfast, Jack asked if I had everything ready for the picnic – there is one today again, but as the Lockhart's and Russell's are giving it – instead of the Myers and May's – I hope it will be quieter. Anyone who saw us yesterday would say we were all drunk.

I'm afraid that I didn't thank you for the wonderful evening we spent together. Those last four minutes went so quickly that I hardly said goodbye – though perhaps 'twas just as well, for I might have disgraced myself. But you know I loved every minute and it would have been perfect if I hadn't come away.

Frances Warren was on the picnic yesterday, so I gave her your best, and she sent her love to you and Amy and to your Mother. I can't let her get ahead of me, Max; mine comes to, but not to Amy, for I fear she wouldn't appreciate it.

Tomorrow is going to be another busy day for we all have to get our costumes ready. Jack wants to go as "Sleep Tight" for he got some wonderful pyjamas in town, and have Bill as "Very Tight," Helen and me as "A Pair of Tights," and make Frances Warren go as "Skin Tight!" But somehow I think we'll leave everyone out but Jack and Bill. I'll have to tell you all about it next week. There is so much doing nowadays with masquerades and regattas, that I should have plenty to tell you, though just at present there isn't much, except the horrible details of the picnic.

The water is wonderful, though – except when it is in the bottom of your canoe! – and as we are going to Perry's Creek it should be fun, for I think that they swim down the rapids. I don't suppose I will, for after the bangs I got yesterday, I feel that a quiet pool would be much more comfy than all the rocks you hit going down rapids.

Helen and I are so stiff today that we are just staggering around, and Jack and Bill have hardly appeared. I think we are all trying to get some rest before this afternoon's picnic. I think I will go and lie down, too.

I hope I hear from you soon – the sooner the quicker – and you may send as much love as you like for no one reads your letters, but me, and I welcome them, and it. There is a very great deal of love going to you in this letter – every space is full of it – and more than that, for the spaces couldn't contain all I'm sending.

So goodbye for now, Maxie-mine, and thank you so, so much for our wonderful evening. — Jean.



Stoney Lake. Photo by Jack Fairbairn, Jean's father. (TVA, Fonds 375, Fairbairn photos)

4 August 9 and 10, 1926

Dear Max:-

Why oh! why can't you be here tonight. It's so perfect here – thousands of stars and wonderful northern lights that shoot way up and almost meet in the middle of the sky. And I've managed beautifully this evening. Tonight is the Regatta dance, and as Helen & Elsie Burritt (the Burritts are staying here now) wanted to go, I had to go, too. But I was so dead that after the first three dances I departed to the motorboat to try & sleep. But Dean Andrews saw me go and told Daddy, who appeared and paddled me home – and here I am by myself all ready for bed, though I won't do much sleeping until they get back.

This afternoon was very strenuous – for I went into the regatta, for the first time in my life. I was feeling very foolish, and we thought it would be fun to go into some crazy race, and we found a mixed canoe fours, paddled with pie-plates! So Spud Andrews got Happy Myers and Bob Leeving, and the Myers heavy canoe that couldn't possibly dump, and we decided to be the over-a-thousand pound race. We paddled away with our pie plates and to our great surprise came in first. But sadly, we found that

there were to be two more heats! And in the end we came a close third.

Then, getting enthusiastic, we hit upon the mixed-skiff-sevens, and Helen, Louise Lockhart, Spud, Bob, Jack Langley, Mr. Heward, and I started off, coming in third again, which was really very good because the first and second places were won by canoes manned by men only – and people like Bluett and Fitzgerald who are out for all the prizes.

....

Good morning, I'm so stiff today it's positively ludicrous. Everywhere I move there seems to be an ache! I'm rather pleased, however, that my gym tunic didn't shrink after its swim at the regatta. I've had to wear it since the egg episode of last week for my bloomers are still unbearable and unwearable, and I have to see Miss Cartwright's face when I appear next year.

I feel so queer this morning. Last night Jean Burritt got in before the others, and began to confide in me. Although she doesn't want the whole lake to know, I don't think she would mind my telling you, for I have to talk to

someone about it, and I know you won't talk about it. She's just become engaged to Jack Creasor and she's so thrilled. It was so hard for me to be thrilled, too, for though Jack is an awfully nice chap, he is twelve years older than she is, and I can't exactly see them together – and he's been engaged two or three times already, while Jean seems so young and innocent in comparison. So many young girls are marrying men much older than themselves, nowadays. I hope I get you, and we'll be different! I suppose that there seems more such marriages, just because I'm getting to the age where I notice them, and when my friends are doing it.

The masquerade was rather fun last Saturday, but it was a trifle wild. People seem to think that as soon as they get into costumes they can do just what they please. I didn't come in for much of it until someone put a potato down my neck, and I had quite a tussle. We didn't go to the party that was given afterwards, where everyone stayed until about four A.M. – an alcohol party Jack said it was to be, and from all accounts I am sure it was a good one.

It was great fun getting our costumes made. Daddy wanted to go as a Hindu and dyed one of his best pairs of underwear as black as could be – and then he didn't think he looked quite decent, so he had to cover almost all of it with a skirt – and poor Isabel Lockhart got poison ivy all over herself, and couldn't come as my match. The poor girl had it all over her face, hands and legs – and I can't understand how she got it. Her face was so swollen up that she couldn't see out of either eye.

I had a letter from Frances Innes yesterday, and she wants me to go to Simcoe sometime. So I think I will go for the first part of September since I can't go before that. Of course it will be essential for me to go to Montreal first – so I'll probably see you before you go away.

This letter is very disjointed – I had to call a halt and get dinner – today is washday, so I'm cook, and then we played bridge and finally got the mail and your letter, which I will now proceed to answer if the tea-bell doesn't ring too soon.

The Fairbairn family didn't carry off any prizes this year, though Mrs. Cook got one again – I'm back at the masquerade. We didn't think about our costumes very much, but we had great fun.

5 August 10, 1926

Dear Maxi:-

I had hoped to give this to Daddy and Mother to mail in Peterborough, so that you would get it when you returned from Manitou – but they left much earlier than I expected, and with the silly mails we have up here I don't suppose you will get it for ages.

There is nothing much to tell you except to repeat that I think you are without exception the most adorable person on this earth – I got both installments of your last letter yesterday, and I was so excited that I could hardly see straight. But I managed to read them all right, and I almost know them by heart!

Wednesday, Thursday and Friday took ages to pass, because I only got one small letter – and that from Patsy Fisher, but I feel as though the next two weeks were going to fly by – and it is a wonderful feeling.

We had the same storms that you had on Friday and Saturday. On Friday we all went up to Perry's Creek on a picnic, and just after we got home there was a very bad storm, which fortunately was not very near us, for it hit two barns near Warsaw, and we sat out on the boathouse verandah and watched the glare. There was very little thunder, but heaps of lightning of every description.

From the story of your harrowing ride it would seem that Tim has not changed his car yet – but I think that even when he gets his new one, fifty-five miles an hour is a wee bit nerve-racking. It's really too fast for comfort, too. I'm glad you are not fond of speeding, Max, for I'd have to get accustomed to it, and it is hard for I get the giggles whenever I go very fast.

I'm rather weak at present from much exertion and giggling. The Watherspoon's are having a regatta tomorrow, and Helen and I got into canoes and decided to try and race on the gunwales. I was more successful than Helen, who dumped twice – but I'm as slow as molasses. We did crab races and then swam, and we were so weak we could hardly stand up. Jean and Elsie lay on the wharf and writhed with laughter. I believe they took some pictures of us on the gunwales which will be far from flattering owing to our rather grotesque positions.

Jack and Bill went down yesterday. It was such fun having Jack with us, that I miss him dreadfully. He will be home at Christmas, though which seems to be coming very soon. I can't really realize that today is the tenth of August – just think it will be the first of September in twenty more days. Every night I feel like jumping around because another day has passed, and I probably would if I were not so tired, and if I was not afraid that I might land on the motorboat.

Maxie-mine, I must apologize for this letter – it has three kinds of colours – black ink, pencil and blue ink, and it's very messy. From my letters and writing I'm afraid you will think I'm the most untidy thing that ever lived – but really I'm not. Your letters are so neat that you make me ashamed. But please don't stop them on that account.

We must now proceed to a bonfire, so I must close at last – please excuse the rather morbid ending in the corner – and write soon - Lovingly, Jean

You must have had great fun this weekend at Marsh's – I thought of you dancing last night – I didn't go to the dance (r.s.p.) and wasn't a bit put out about it. I find the chairs here more comfortable than the benches at the pavilion, and I managed to get two letters off.

It has been very hard to do any writing with all my guests buzzing around. But Elsie Burritt has gone back to Ottawa, now, and Jean is staying with Mrs. Grahame and being greatly entertained owing to the announcement of her engagement....

Yesterday Helen, Betty and I went on a spree to Peterborough. Elsie Burritt was going down, so we decided to put her on the train, and do some shopping. When we arrived, the "Lakefield-Peterborough Express" had left us only ten minutes in which to get Elsie from the C.N. to the C.P.R. station. Of course there was no sign of a taxi, so the four of us fell on to the rear end of a trunk-

transfer, and were hurtled round the streets of Peterborough at a terrific speed. Tim and Joan should have been with us – the corners were excellent.

I am basking, at present, in the renown of being the Fairbairn Champion prize winner, for I managed to get a consolation prize at the Juniper Regatta (donated, however, by Spud and Bob) and at the Watherspoon's regatta, I got two prizes! A leather stamp-case for winning the double-gunwale race with Jack Langley, and a mousetrap for winning the tug-o-war, with Louise Lockhart and Mr. Heward. Both prizes, may I add, came from the fifteen-cent store and are of no use whatever, for the stitching came out of the stamp-case – and you know how much use Daddy has for cheap wooden mousetraps!

Regattas are all very well, but they were not invented for the improvement of one's knees. Mine were quite brown about a week ago, but now are black and blue, and delightfully puffy. And I have a bruise the size of a saucer on my leg when I scraped it when we dumped at the Juniper regatta. At present it is green with purple stripes – having recently changed from being blue, with red stripes!

I had great fun the other day, making a picture frame out of cardboard and gold paper. It really is very swell, but somehow I always seem to notice the person inside it more than the frame. I put in the nice picture of you standing on the rock, and I love it. I wish someone would take as nice a one of me, and if my wish ever comes true, I will get you to tear up the things you have now.

Mummy went off to Toronto to stay with Isabel, and Daddy went to Montreal, so we are left alone again – Helen, Betty and I, chaperoned by an aunt and uncle who are nice, and who don't sit in fear and trembling on the

wharf when anyone ventures into a canoe – as the one aunt of mine did! I wish I were going down with Daddy, but I console myself by the thought that I will probably be there in two weeks.

Helen and I think that we will go to Ottawa for a day on our way home, and perhaps stay overnight at the Burritt's. We wanted to go for a spree sometime this week, before Jean Burritt gets home, but that can't be done, so we thought we'd go later. Helen desires to go there, for a reason somewhat similar to that which makes me want to go to Montreal all the time, and as I sympathize with her I'm all for going to Ottawa. I think it should be fun, as I haven't been there since I was seven, and I don't remember it at all.

...

I'm getting more accustomed to running the boat at night. Although I still would prefer to paddle, I have come to the philosophical conclusions that if I run into anyone, I will just have to pick them up, if the boat blows up or breaks to atoms on a rock, I'll either swim to shore or drown. If I can't make it go I will sleep in it, and if I get too strong a shock from the spark plug, I can only be electrocuted. Nevertheless it is not so pleasant for the passengers.

Helen is getting restless and I'm very weary, so I will stop now as I have to get up early to get this to the mail in time. I hope you can write soon, but if you can't I will try to keep from thinking that you have forgotten me. I'll just read over all the letters you have written me so far, and hope for the best. So goodnight, my Max - With lots of love - Jean

6 August 10, 1926

Max dear:-

Tonight Helen got a letter from her "reason for wanting to go to Ottawa" and I think he is coming up to stay with us for the weekend – Saturday and Sunday. How I wish you could come too – don't you think you could! It's a long way to come for just two days, even if you could get Saturday morning off – and as for your relations, they need never know that you were here if you kept away from Church and from the dance. I had to write and ask you though – I suppose it's impossible for you to come – but if you can, just get in touch with Daddy and let us know. Please, of please, come.

Helen and I have just had a delightful yet harrowing swim. I couldn't let you come "Mldhe," for we had a Monday night bath and went in "a la naturelle." The harrowing part was in the fact that during our wash we heard burbles, and peering into the darkness noticed a canoe lurking in the shadows near the boathouse. Let us hope that the occupants were too wrapped up in each other

7 August 19, 1926

Dear Max:-

I almost don't want to write because it seems as though I had given up all hope of your coming for the weekend. But I haven't given up, though I suppose it's useless, and I'm writing because I want to in case you don't come.

to notice us. For if they saw us they probably know who we are, while we can never tell who they are. Even so, it was worth it.

I won a bridge prize today at a party for Jean Burritt – a whisk which will be very useful. Helen being boobie got a pair of "garters" which were exactly what was desired, since she is always using mine. Isn't it nice that we are both satisfied, for Betty Livingstone, who got first prize, had her choice of whisk, "hud-huts" and some silk flowers, which neither Helen nor I wanted, and she took them.

Pauline had a party tonight. There are three other coloured girls up here, and one coloured gent, who rows or paddles them round to see each other. They are perfect screams, always laughing, and their voices are so funny anyway.

...

I do so hope and pray you can come, Max, dearest – it would give the summer such a wonderful ending, and I would be so happy. Lovingly - Jean

Your weekend sounds most energetic, but it must have been fun. I hope Tim's car is none the worse for wear, and that none of you are purged for the amount of swearing that was aimed at the Irvine brothers. I was so anxious to get some news of you that I ran all the way to the store – with disastrous results, for a stone went right through the sole of

my running shoe! There is a huge big hole, now, and I'll wear out my stockings in no time, for I don't want to get new shoes so late in the year.

The last three days have been very September-like – cold and very windy. Our canoes have had to stay on the wharf to keep from being bashed to bits, which makes it very awkward when we want to paddle. And when you go in the motorboat the waves come right in without being asked, so you get wet anyway.

I felt very energetic this morning so I decided to try and make Mary Reator[?] walk off her cold. The poor girl arrived yesterday on the boat with hardly any voice, and as she won't go to bed, I ran her all over the island to warm her up. I'm sure exercise was better than huddling over a stove all day – and it was better for Bobbie, too. He adores going for runs, and is looking much better although his coat is not quite itself as yet. He is so affectionate, too, and gets so excited when you ask if he wants a walk that I wish I could take him more often.

A cousin of mine was up a day or so ago. She reads handwriting quite well and we started talking about all sorts of writings and I showed her several – among them yours. She said the nicest things, Max, and as far as I know they are all true. She said you were immaculate, and had great force – if you started a thing you would see it through – though you would rather get it done quickly if possible. She said you were ambitious and should do well in life, but unless you pushed yourself a little more, men of less ability might get ahead of you – men who didn't underrate their abilities. I can't think of all the things she told me – and she said it was hard to tell because she only had an address.

8 August 23, 1926

Dear Max:-

I'm sorry you didn't get here this weekend – and yet just to console you, I'll tell you that you would have been horribly disappointed if you had come. This last weekend has been the worst of the summer – cold, windy, and pouring rain.

On Saturday morning Helen and I woke about two A.M. and wondered if we were in the midst of an earthquake. Our boathouse is all very nice, but the wind was ferocious and the place rocked on its foundations. We really expected any minute to find ourselves sailing up the channel in a houseboat. Of course, it poured rain all Saturday until it was time to go to the dance, and it rained almost all Sunday. Certainly Alan Stevenson, Helen's friend, didn't choose a good weekend. We weren't sure whether he was coming or not – at least, I said he was, but Helen didn't know – and there was great disappointment when the boat went by without stopping. But an hour later I heard Bobby barking and there was Steve. He had asked to go to Juniper Island and they had put him off at the store, and he had walked all the way in the rain with a suitcase. Can you imagine any better way to get a good impression of a place? I fear he won't come back again. You should have seen us at meal times. Everyone had wet hair, and wore about three sweaters which they clutched around them. We all had red noses and ate as much hot stuff as possible, then jumped up and cleared off the dishes to keep warm, to the tune of the "Popular Populous Arctic." The kitchen is much the nicest place these days.

I gave her some of my writing to try and decipher my character, but she couldn't do it at once, and I'm waiting patiently for the mail.

We've been playing bridge morning noon and night, and we have the queerest cards! We play for a whole morning and one person hogs all the cards. After lunch we'll start again, and another one has them. I have just been the one which, of course, makes me feel rather joyful. I made six no trumps doubled, having bid two – and my only woe is that I didn't re-double.

It has been wonderful fun out in the motorboat with all the waves. I love dodging waves and trying to keep from getting water in. Last night we took Amelia to visit the VanAtta's coloured girl, and coming home we had to plough into the most immense waves. Poor Amelia was frightened stiff. It was fortunate that she didn't get wet, too, or I'm afraid that she wouldn't want to venture out again.

I love it windy like this, though it is disgruntling when you shake salt and pepper onto your meat, and find it parked onto your bread-and-butter! Or else, as I sit in Mother's place, it lands in my lap, nose and throat! But it shows that it is almost September, and although I hate to think that the summer is almost over – you know why I'm glad.

...

And now I've simply got to stop, for there is no use writing any more – I'm expecting to see you on Saturday morning. Lovingly - Jean

I've found a new thing that can happen to the motorboat – and it almost happened last night. It almost blew up. After I had taken Daddy to the Landing, I noticed that the handle was warm, and then I felt the engine – it was almost red hot. So I turned it off. The pump wasn't working and the engine couldn't cool off. It was a wonder that the gasoline tank didn't explode, for the tank was so hot that I couldn't touch it. It's all fixed now, but I will always look out before I start off, and see that the pump is going, for Dean Andrews gas tank once exploded, and engine and all went to the bottom of Stoney Lake.

I'm getting quite worried for I haven't heard from Frances yet, and as I was thinking of leaving here on Thursday, I can't write her and get an answer by then. But I'm not going to stay up here even if I don't go there. I've decided I'll get to Montreal and then announce whether I'm going or not. I'm in desperate need of being somewhere where I can look respectable – I have managed to get white paint on my coat and to put my heel through the lining. And in starting the boat, the rope came round behind my back and cracked the crystal of my watch into umpteen pieces – imagine doing a thing like that behind my back!

The rain is most depressing. My head and my feet have been wet for four days, now, and when you get into bed it feels as though you had left the sheets out in the dew! This morning it was wonderful and I did a huge washing, but by noon it was clouded, and by two o'clock, there was a horrid storm – and it has been raining ever since. I rather enjoy it if you don't care about it – I mean if you are not

trying to get anywhere, specially, or do anything important. The only catch is that when you get wet, you stay wet.

Time is just tearing by these days. I'm so glad. It is really going too fast for I have so much to do before I leave, that I'm afraid it won't get done at all. Helen wants to leave on Thursday, go to Ottawa and on to Montreal on Saturday, but I don't think Daddy is very keen about that. So we may have to stay until Sunday and get home either Monday or Tuesday – depending upon whether or not we go to Ottawa. Personally, I would just as soon go to Montreal. Although it would be nice to see Ottawa. I haven't been there since I was six or seven, and I can remember very little about it.

Kay has picked out a dreadful course for next year, as far as I can see. Nine o'clock lectures on Tuesday, Thursday and Saturday, and from ten until one on the other mornings, with two afternoons a week, from two until five – not to mention her gym and dancing. I'm afraid I'm lazy, but I don't want any such hours if I can help it. I hate to think of choosing a course, because I will probably have to

take all the horrid subjects that I managed to escape last year. I think I will have to go back to college and do post-grad. work if I graduate this year. I never realized how much I missed college until last spring – not that I am so fond of work – but when you consider that I saw you on an average of every second day, at least, you can realize how dull the days became when college stopped. I will really be glad to get back, especially if I can wangle a nice course.

...

It seems to me that washdays never cease – almost every time I write to you I say that tomorrow is washday. Tuesdays are not the nicest days here, unless I get some specially nice mail to end the day well. I always do all my own washing, and when Amelia does the family's stuff I cook – so I seem to miss out on it! It all helps to pass time, however. Anyway, it's time for bed, and though I'd love to go on it cannot be.

Goodnight Maxie-mine – With lots of love – Jean
P.S. – “No fooling”...

The Queen Mary Public School 100th Anniversary Celebration

Matthew Griffis

In an age of educational funding cutbacks (and in some cases, school closures), it was a delight to see on June 1st two local elementary schools celebrate one-hundred years of service to the community. Queen Mary and King George public schools, “west” and “east” ward public schools respectively, opened in fall of 1913 to serve the children of those parts of the newly (1905) incorporated City of Peterborough. One hundred years later, the “royal” pair celebrated their centennials on the same day (June 1); and I, being a proud Queen Mary alumnus, attended that school's celebration.



like for the school's first students.

In the afternoon, Elwood Jones gave a lecture on the history of the Old West End, while Andrew Elliott spoke about the history of the school building. Queen Mary and King George Public Schools were twins—not just architecturally, but also in terms of their location. Both were constructed on high ground at opposite ends of the city, and were landscaped with spacious yards for children to play. Both schools accepted their first classes in September of 1913, and officially opened to the public on December 5, 1913. Queen Mary replaced the former Park Street School on the corner of Park and Murray streets. In 1948, to accommodate the postwar baby boom, the school opened the single-storey, red-brick wing to the north, which added several more classrooms and one of the first public performance spaces in the city, the school's spacious auditorium. In 1965, the school completed the modern wing to the south, which included a “general purpose room” (the gymnasium) at the bottom with several more classrooms above.

The identity of the schools' architect has caused some confusion among local researchers, however; while contemporary news reports credit Fred Bartlett, who was the eastern provincial architect for schools, more recent sources suggest that William Blackwell was somehow involved. The *Biographical Dictionary of Architects in Canada*, an online resource, lists both schools (by name) in Blackwell's entry date the King George plans 1911 and the Queen Mary plans 1912; however, in Bartlett's entry

The day-long event was a well-planned series of activities, speeches, lectures, and exhibits, not to mention many chance meetings with old friends and former teachers. Morning festivities included introductory speeches in the auditorium; MPP Jeff Leal congratulated the school on its centenary, while MP Dean Del Mastro presented the school with a certificate on behalf of Prime Minister Stephen Harper. A dramatic presentation followed, choreographed by retired teacher Cathy Rowland, where students enacted one-hundred years of Canadian cultural history through slides, popular music, costumes, and dance. Lunchtime in the sunny schoolyard included three-legged races, hot dogs and sandwiches, and vintage automobiles on display. Inside the school, classrooms offered exhibits filled with old photos, school memorabilia, and other artifacts. Each classroom represented a different decade: for example, in the “1913-1920” classroom, four original wooden desks from 1913 showed what classroom life would have been

(where the schools appear as "West End" and "East End" schools) both plans are dated 1912. It is possible that Bartlett designed the schools himself while Blackwell supervised. Bartlett may have joined the Blackwell firm, while still being responsible for the schools. More research is needed.

Throughout the day there was frequent mention of some of the school's most illustrious alumni: dancer Evelyn Hart, hockey player Zach Bierk, Herb Raglan, Jack Defoe, and even recent Olympian Susan Coltman, among others. Other famous names turned up; an exhibit about the school's theatre history displayed playbills for some of Robertson Davies's Peterborough Summer Theatre productions, including the summer 1950 premiere of *At My Heart's Core*, his play about the Strickland sisters (which starred Brenda Davies in a lead role).

The afternoon program concluded with the presentation of a short DVD of videotaped recollections from many of the school's surviving staff and alumni. At noon, just outside the school's historic auditorium, former Principal Guy Thompson cut the school's birthday cake while a crowded foyer of alumni and former staff applauded.

There were many souvenirs available to attendees. Volunteers sold Queen Mary t-shirts and other memorabilia in the main hall, and many attendees proudly wore their shirts for the day. The school distributed a complimentary 20-page, 8" x 8" softcover book about the school's history, which included dozens of historical photos in original black and white and colour. A copy is now available in the TVA library.

Several TVA members were involved in helping organize and run the event, namely Guy Thompson, Doug and Mary Lavery, Elwood Jones, and Andrew Elliott. Both the school and its Celebration Committee are to be commended for organizing such an engaging day, and Trent Valley Archives would like to congratulate both Queen Mary and King George schools on turning one full century old.

Origins of Peterborough through the eyes of the Allens of Douro

Our part of Ontario has a special place in the settlement history of the Province. There are a number of reasons for this. The settlement record hereabouts is relatively fresh as this region was settled later than places with better access to Lake Ontario. Also, some of our early settlers (like Anne Langton, Catherine Parr Traill and Susanna Moodie) left wonderful observations of first settlement. And, one of our major settlement phases was the elaborate, government-sponsored, Peter Robinson project of 1825 which left a clearer historical trail than the migrations of individual families.

In her recent book, **Call Back Yesterday: The Allen Family History, 1825-2013***, Rosemary McConkey makes full use of these advantages to paint a wonderful picture of the first European settlement of the Peterborough region through the experience of the family of Edmund Allen and his descendants in Douro. This is a family which has occupied the land assigned to it by Peter Robinson down to the present day.

In addition to being a meticulous genealogy of one family, the book is a detailed account of the Peter Robinson settlement project, made more vivid by being viewed through the lens of the Allens.

The origins and recruitment of prospective settlers in Ireland are described against the backdrop of difficult times in that country where the population was increasing at an unprecedented rate. Peter Robinson was commissioned to organize groups of settlers by a British government that wanted both to reduce the population of Ireland and increase the rate of settlement in Canada. We see the technical and personal sides of this migration.

While settlers were being lined up in Ireland, preparations were being made for their arrival in Upper Canada. The arduous work of the surveyors and land agents in this part of Ontario is described in some detail, partly through the eyes of Frances Stewart, "the first settler of Douro" (p.3). The focus on Douro and the Allens helps the reader appreciate the extraordinary effort that the European settlement of the Province entailed.

When Peter Robinson had assembled a party of around 2,000 for settlement in this area, we follow their voyage across the Atlantic in the sailing ship *Resolution* (one of nine such ships), their accommodations and rations, with one child born en route. I found the description of the settlers' journey from Québec City to Douro particularly interesting. Using rivers, canals and lakes, steam ships and 30-40 person, rowed, bateaux, via a tent city in Kingston and Cobourg they eventually arrived at Scott's Plains, a shanty town, site of present-day Peterborough.

We then follow the Edmund Allens to Douro and the property allocated to them by Robinson. There were no real roads, only quite recently cut survey lines. With their official quota of supplies and rations, and access to an ox, they faced years of work, clearing the 100 acres which form the family's home farm today. Winter was upon them.

A feature of this book is the sense of the influence of physical geography on all the early settlement of Ontario. For example, travel by water was vital for the settlers and First Nations in those days. The settlers came from Ireland to Douro almost entirely by water and they used waterways to get around the region. Those same waterways greatly influenced the pattern of settlement, for example, the boundaries of Douro are the Otonabee and Indian Rivers and Clear Lake. Also, each settler, on arriving at their new property and beginning to clear it, was faced with the terrain hidden by the forest. McConkey brings this out by focusing on the drumlin that is a major feature of the Allen farm. This hill was, and of course still is, a barrier between the homestead and most of the farm's best land, blocking the way to what became (in 1827), Peterborough. For generations this has been a challenge for humans, horses, oxen and tractors. Edmund Allen was lucky as properties allocated to some of the Robinson settlers were much worse, involving exchanges of title which, in some cases, took decades to settle.

The city and county of Peterborough form a remarkably coherent, self-identifying, region. Personal and economic links remain strong to the present day. One of the reasons for this is the shared settlement experience of the city and the townships of the county, such as Douro.

This book is a treasure for not just the Allen family but the whole community. It is an example of the light that those interested in family history can shed on the origins of Peterborough.

***Call Back Yesterday: The Allen Family History, 1825-2013** by Rosemary McConkey and Suzanne Allen, published privately, \$75.00, 2013, 879 pages...

Peter Adams, member of the board, Trent Valley Archives and former MPP and MP (Peterborough).

Michael Towns, While Mindin' the Store

Michael Towns, the third generation of his family connected to the P.G. Towns country store in Douro, has been gathering photos and stories of the area since the 1970s. He is preparing a lavishly illustrated book about the people of Douro, Indian River and places in between. It is planned for publication this fall, and can be purchased from the store. By October, the book should be available at Trent Valley Archives, just in time for Christmas shopping.

Peterborough Journal

Trent Valley Archives is publishing Peterborough Journal, a book that captures moments in time in our area as identified by Elwood Jones and F. H. Dobbin. To this we have added about 150 illustrations drawn from our rich archives.

Elwood has developed listings of events, including his Peterborough Chronology which was posted on the webpage for Trent Valley Archives. His lists have featured stories that appeared in his dozen books and 300 columns, although chronologies by their nature are selective. Dobbin developed several chronologies, which were known as his Historical Index, and were available in typescript at the Peterborough Public Library and the Trent Valley Archives. The Peterborough Journal combines aspects of these works in a handy and attractive volume. Anybody interested in Peterborough history will find this to be an essential addition. Nothing similar is in print for Peterborough and area. Dobbin and Jones have been our most prolific writers.

Peterborough Journal will be nearly 200 pages, and retail for \$25. However, members of the Trent Valley Archives may reserve prepaid copies between now and September 10 and receive a discount of 20%. Pay only \$20.

This has been an exciting project that has developed over the past ten years.

For details and invoices call Trent Valley Archives, or drop in.

Pub Crawls Are Back

Greg Conchelas is leading our famed pub crawls every Friday during July. Join the fun which begins at the local bus terminal on Simcoe Street; meet at the east end, closest to George Street, at 7 p.m. Price is \$15, and at three stops it is possible to get refreshments, at your own cost. We have received great feedback on the walks. Some people love the curious encounter with the past. Others like to see places they would never visit on their own. All are captivated by the interesting people who continue to run these historic places. Reserve your spot, 705-745-4404.

Eerie Ashburnham

During the five Fridays in August we will be visiting some sights tied to unusual happenings in East City. The tour covers from Quaker Oats and the sporting fields to the Lift Lock. We are always adding fascinating stories to the tour, and this year with the opening of the Ashburnham Ale House we have gathered information about one of the most widely known characters from Peterborough's past: the famed weight lifter, Daniel Macdonald who died in 1871, the "victim of his strength." Reservations recommended, only \$10.

Peterborough Examiner

We are pleased to announce that we are making progress in the organizing of the Peterborough Examiner archives. The microfilm copy of the Peterborough Examiner, over 1,000 reels covering from 1847 to 2002, have been arranged and are getting heavy research interest. Our volunteers, including Betty Wells, Owen Rubio, and others had to replace a large proportion of the reels, which were archaic metal reels that caught on the equipment, or were otherwise inflexible. We had to rebox some microfilms, and we have shelved the Holliner microfilm boxes with 24 reels to the box. We have duplicate copies of the reels before 1900, and also reels from the Review and the Times, broken runs, the Examiner's two competitors.

As well, we have completed the sorting of the biographical vertical files, series D1. The series runs 35 feet, and contains an estimated 4,000 biographies of people who lived in the area, as well as research files on people in the news from the 1970s to the 1990s. Many of the features on local people are profiles of their careers, and many are tied to profiles of their working life or moments in the community life, captured for the occasion. This is a great resource that we know will fill gaps for many family historians and remind us of engaging stories long forgotten.

We have completed the photographic series, Series B3, which contains feature photos of event around the county, and one of the key features of the Peterborough County Photographic Collection. There are about 4,000 photos in this series. Series B1 and Series B2 are biographical photos, varying only by size.

Our super volunteers, Colum Diamond and Eleanor Darling, have nearly completed the first phase Series C1 which contains about 15,000 negatives from the period 1959-1965. We also have several volunteers making headway on the remarkably comprehensive series C2, featuring the work of Examiner staff photographers, 1970 to 2002. There are envelopes for every

working day, and we are hoping to put the negatives, mostly 35 mm, into protective sleeves that will make the work of identifying and describing immensely easier.

We still need more volunteers, but we are making incredible progress. Thanks to the fifty or more people who have made this possible. We really needed your help.

We have made some changes to make life easier for volunteers. The envelopes for the subject vertical files have been moved into our five inch boxes. This has had advantages already. It is now easier to assess what subjects have been covered. As well, we have a better idea of the size of the project. We think there are more than 10,000 files, but it is looking good.

We are grateful to the County of Peterborough for generous financial support that made this project possible. Its support has allowed us to make headway on other major photographic collections as well. The Peterborough County Photographic Collection is without peer.

Talk to Elwood about ways to help on the Examiner projects. Ejones55@cogeco.ca Financial support as well as time and energy are required at every turn.

The Trent Valley Archives Web Page

Amelia Rodgers, our archival assistant, is working with a committee that includes Heather and Elwood as well as Rick Meridew to redesign the Trent Valley Archives webpage. We want to cover the diversity of our activities more completely, and we want to make the experience of visitors more rewarding. We are excited, and we hope you will be when we unveil the pages ... in the near future. The webpage will have all the usual features including information about us and our events. However, we are also beefing up the research possibilities for the web page. We will have finding aids to different collections, we will have our library catalogue on line, we will have photo and archival research exhibits, and countless other features.

Our Annual Open House is September 14, 1 pm

Trent Valley Archives is celebrating fifteen years at the Fairview Heritage Centre and you and your friends are welcome to join us. We are working on some spectacular ideas that draw attention to the many people over the year whose archival treasures have become part of the legacy of the Trent Valley Archives. We are very proud of our holdings, and this is a great opportunity to sample what we have. This year, our theme will be on cottage life from as early as the 1890s. We will also be launching our newest publication, *Peterborough Journal*.

Bound copies of the Heritage Gazette

We wish to announce a special arrangement that has allowed us to offer copies of bound volumes of the Heritage Gazette. We find this is a great way to keep the magazine shelf neat, and the books were bound for our reading room, editorial and archival purposes. But we always have two or three copies bound extra, which we sell to cover the cost of our own binding. The deal price is \$20 for two-year volume. Each volume contains eight issues of the Gazette, and at the moment we have copies for volumes 5-6, 7-8, 9-10, 11-12, 13-14 and 15-16. The earlier volumes are out-of-print.

We welcome donations of books, photographs and manuscripts

We accept donations to our library and archives collections. We have had some exciting additions. To the library, we have added books on the CCM by John McKenta and a book on the development of libraries in Ontario. We received a large family tree that goes back to 1066. On the archival front, I have been excited to see the 1825 map of Douro used by Peter Robinson for placing settlers.

Updates on creating finding aids and processing documents

Alice MacKenzie and Don Willcock have been working diligently for probably ten years on the creating of an alphabetical index to people connected with the Peterborough County Land Records. The project was defined in-house and supported by the Peterborough Foundation. The abstract registers were designed to let people view all the transactions related to specific pieces of property. While this is still useful, we found that inquirers were more interested in knowing where their ancestors owned land. Our volunteers have completed the abstract registers for the major townships and are currently working in North Monaghan and Douro books. This has been a great help to researchers, and has made the job of finding ancestors in Peterborough County comparatively easy. Moreover, it has helped us to identify people in the mortgage business, and also to identify some wills that were tied to the transfer of family farms. Thanks Alice and Don.

Robertson Davies Centennial Bus Tour



We are very excited to celebrate the 100th birthday of Robertson Davies with a bus tour of sites in Peterborough that had connections with Robertson Davies who lived in Peterborough from 1941 to 1963. Some of his most important writings had links to Peterborough. We also explore the connections with Samuel Marchbanks, the curmudgeon alter ego of Davies and with Howard Pammatt. Robertson and Brenda Davies were key players in the local drama scene, and we will try to recreate some of that excitement as well. The tour will be led by Elwood Jones. We are requesting that people reserve their place on the tour by August 7. The price of admission includes a theme luncheon and a souvenir publication.

August 28, 2013 9:30am-3:30pm

- begins at Trent Valley Archives
- \$75 per person



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